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P U B L I C
TEN YEARS OF TRANSFORMING SPACES
L O N D O N



P U B L I C
TEN YEARS OF TRANSFORMING SPACES
L O N D O N

NLA INSIGHT STUDY

New London Architecture (NLA)
The Building Centre
26 Store Street
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#publiclondon

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It is ten years since New London Architecture opened its doors; ten years since London won the bid to host the 2012 Olympics; 30 years since Richard Rogers first published plans to create a pedestrian-friendly environment in Trafalgar Square, Parliament Square and along the Victoria Embankment, and 30 years since Stuart Lipton, borrowing from the Rockefeller Center in New York, built Broadgate where the spaces between the buildings were as important as the buildings themselves. And it is over 40 years since public protests halted the massive urban road building programme that prioritised motor vehicles over people. It has been slow going, but we have evolved as a city in our understanding of the public realm; from a city where planners believed our climate unsuited to the sorts of piazzas and plazas found in other cities, where local authorities frowned on cafes whose tables and chairs ‘blocked’ pavements, to a city that understands the value of good public spaces and that our streets are places too – not merely polluted corridors for vehicular movement.

Over the past decade NLA has strongly supported this shift through exhibitions, think tanks, debates and seminars. Together with The Building Centre we campaigned to turn the Crescent outside our own building into a pedestrianised space. Over the next few years this area will experience major change with the arrival of Crossrail, significant improvements to the ground plane around St Giles’s Circus and the removal of the gyratory of Tottenham Court Road and Gower Street. It is an example of what is happening across London to improve the lot of pedestrians and cyclists, to provide a more equitable distribution of road space and encourage active transportation strategies.

This Insight Study and the accompanying exhibition set out the progress that has been made to date, look at what is planned to take place and alert us to the issues that might slow positive change as a result of increasing cuts in public expenditure, while looking at the role of the private sector in delivering equitable public spaces.

Peter Murray
Chairman, New London Architecture
April 2015

Left King’s Cross Square by
Stanton Williams



**‘FIRST LIFE, THEN SPACES, THEN BUILDINGS –
THE OTHER WAY AROUND NEVER WORKS.’**
JAN GEHL

**1. TRANSFORMATION OF PUBLIC SPACE
OVER THE LAST DECADE**

Public space is where the daily life of the city is played out – where we meet, sit, relax, eat, play, wander, reflect, do business and a whole host of other activities. It provides the essential fabric to our quality of life. Over the last decade there has been an extraordinary transformation in London – a momentous shift in understanding that the spaces in, around and linking buildings are as important, if not more so, than individual structures in a city – they are not just the ‘in between’ parts. Public space has become a fundamentally important element of making places work for people.

Since 2004 an injection of investment, closer partnership and collaboration between private and public sectors, political ambition, and economic, social and design shifts have combined to drive a revolution in attitudes towards, and delivery of, new and regenerated public space. This is not just in the traditional squares and parks so familiar as part of London’s distinctive urban landscape, but in its streets and high streets, town centres, transport hubs, infrastructure and spaces inside buildings. What we perceive as public space has expanded and the definitions between public and private are breaking down.

Developers and landowners have come to recognise that public space is an essential value-adding asset beyond the ‘red line’ of development, while the visible effects of regeneration, especially in redeveloped industrial lands such as King’s Cross and the Olympic Park, means that society has demanded (and is demanding) more and better-quality public spaces. The private sector’s role in owning, delivering and managing high-quality public space has expanded radically, especially in the last five years, while the traditional function of the public sector as its custodian is shifting. Our understanding of public realm as a fundamental element of placemaking, and placekeeping, is continuously evolving, and attention has now turned to how roads and infrastructure can function as places as well as movement corridors, as the city’s population continues to expand and the use of space becomes ever more pressured.

**1.1 DEFINITIONS: WHAT DO WE MEAN BY
‘PUBLIC SPACE’ AND ‘PUBLIC REALM’?**

Public space is commonly defined as any space that is free and open to everyone. The London Plan (2011) describes it as ‘the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.’¹

- In general terms, types of public space include:
- publicly owned streets, carriageways, pathways and rights of ways (and those that are privately owned but allow free limited or unlimited public access)
 - urban and suburban squares
 - parks, publicly accessible gardens and other green spaces
 - footpaths, footways and walkways
 - cycleways
 - bridges
 - transport hubs, junctions, interchanges and connections (at ground level); concourses in and around transport hubs, for example major railway stations
 - publicly accessible waterfronts and riversides – and other ‘blue spaces’ (canals, lakes and reservoirs)
 - other spaces inside, between or around buildings, such as atria



Above Nollis Map (Drawn during peak hours) of the City of London, by Unit 8 at the University of East London under the guidance of Alex Scott-Whitby
 Left Columbia Road flower market © Agnese Sanvito

The complexity of defining what public realm comprises has been acknowledged in key documents such as the City of Westminster public realm manual (*Westminster Way*), which gives two definitions: one that refers to ‘all those parts of the built and natural environment that the public can view or visit’, and another that also encompasses privately-owned enclosed spaces such as shopping centres.²

That definitions of ‘public space’ and ‘public realm’ are fluid is in itself a reflection of how public realm design is still, relatively speaking, very much a new field, and also of how our thinking is continually expanding about what public space actually is. This is particularly apparent in the opening up of enclosed public spaces and the interiors of commercial, retail and cultural buildings – such as ground-floor spaces, lobbies and viewing galleries, for example at the Angel Building and 20 Fenchurch Street – showing that developers and landowners are aware that opening up their buildings to the wider public can be beneficial in developing a better mix of uses and a more inclusive environment.

‘Public realm’ also encompasses a wider meaning including the social and cultural value and civic identity that places have for people, as a ‘self-organising’ shared resource that individuals and communities use on a daily basis, and which has been the subject of extensive academic discourse and debate – especially with the rise of interdisciplinary studies that have brought geographical, sociological and anthropological viewpoints to bear on urban design and planning. Many public spaces that people use are local ones they visit regularly, often quite banal or ‘untidy’ (such as street markets and car boot sales), but which nevertheless retain important social functions.³

1.2 ECONOMIC, SOCIAL AND ENVIRONMENTAL FACTORS

There is now a remarkable degree of consensus between designers, developers and policymakers that well-designed and well-managed public space is essential to the health of a city in every sense. But this change in attitude is still very recent and has been driven by major shifts in how we live and work. Undoubtedly the biggest change over the past 10 years has been the phenomenally rapid progress in smart technology and Wi-Fi networks, to the extent that public space is now as much digital as physical. High-quality public spaces not only benefit business in attracting customers, employees and services but also are almost universally used as workspace – whether for meetings or working alone. Spaces for mobile working are especially important for small businesses and start-ups, which make up 99.8 per cent of the private sector in London.⁴

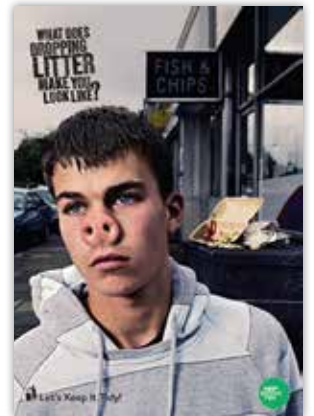
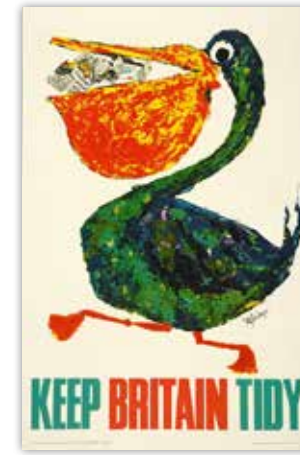
It is also important to consider London’s pre-eminent position as a global business and financial centre in the wider context of how public realm has moved up the planning agenda. Studies comparing the attractiveness of global cities as a business location, such as the Global Financial Centres Index, consistently rank London at either number 1 or 2 in the world.⁵ The need to attract and retain talent has a strong influence on the demand for more attractive, high-quality urban spaces, as well as buildings. Landowners, developers and businesses are therefore increasingly thinking about the spaces outside their buildings to create successful places. Alongside this, the mix of uses needed for 24-hour activity rather than a daytime office district – especially evident in the City of London – requires more intensive and creative use of the public realm.

Yet the streets, squares and other spaces of the city still retain a fundamentally important role in supporting social life. Central London especially has seen a resurgence of a pavement culture outside bars and restaurants – the compulsory smoking ban in enclosed public places, introduced in 2007, has no doubt been a



Left London 2012 Olympic Park, Stratford © LDA Design

Right Examples of Keep Britain Tidy's poster campaigns © Keep Britain Tidy



factor in drawing social life out on to the street, as has perhaps more awareness of continental outdoor life in cities such as Barcelona (partly due to the rise of the city break via low-cost airlines). Shopping has become much more about experience than simple transaction: a recent CBS Outdoor UK study found that 97 per cent of people surveyed extend their London shopping trips to include lunch (72 per cent) and meeting friends (57 per cent women, 40 per cent men).⁶ This counters the suggestion that mobile technology is making us more socially isolated than before: studies of pedestrians filmed 30 years apart in four public spaces in Boston, New York City and Philadelphia showed that over this time groups had increased relative to people who were alone.⁷ The 2012 Olympics and Paralympics have also had enormous impact in focusing public attention on London's spaces and their potential.

Green space and green infrastructure have become essential parts of creating a liveable city, bringing a wealth of environmental benefits such as reducing the urban heat island effect, air cooling, absorbing pollutants and promoting biodiversity. Alongside this, the transfer of public health responsibilities to local authorities in 2013 has led to a much increased focus on the benefits of green space, in particular, for both physical and mental health and wellbeing for children and adults.

At the same time the national environmental charity Keep Britain Tidy (allied with Waste Watch from 2010) has expanded its public-facing campaigns from its original anti-litter focus to working with local authorities to encourage people to dispose of their chewing gum responsibly (apparently found on 95 per cent of primary retail and commercial sites in England).⁸

1.3 INTERNATIONAL PRACTICE AND EXEMPLARS

International thinking and practice in urban design has made a great contribution to the evolution of public space in London, not least developments in New York and continental Europe. The pioneering work and approaches of William H. Whyte and, later, Jan Gehl refocused the importance of people at the heart of how a city and its spaces should be designed, from the bottom up rather than the top down.

Whyte’s ‘Street Life Project’ – the first to research exactly how spaces were being used, by observing human behaviour – was initiated while he was working with the New York City Planning Commission in 1969 and continued for at least 16 years, providing a unique long-term record of the social life of spaces.⁹ At the same time the introduction of zoning laws in New York encouraged private developers to provide spaces for the public within or outside their buildings (by allowing them greater density in certain districts in return). This led to the creation of more than 500 privately owned public spaces (POPS), of which Paley Park, a ‘pocket park’ in midtown Manhattan, is perhaps the best-known and most innovative. Equally influential in urban planning terms, especially through her 1961 work *The Death and Life of Great American Cities*, was Whyte’s contemporary the urban writer and activist Jane Jacobs, who advocated a community-centred approach to planning, mixed-use development, and higher densities to support thriving communities. More recently, the ambitious programme led by Janette Sadik-Khan, Commissioner of the New York City Department of Transportation (2007–13) under the Bloomberg mayoral administration, sought to improve the city’s safety, mobility and sustainability via major projects such as the pedestrianisation of Times Square, 60 new plazas and 400 miles of bicycle lanes, as well as the publication of its first manual for street design standards.

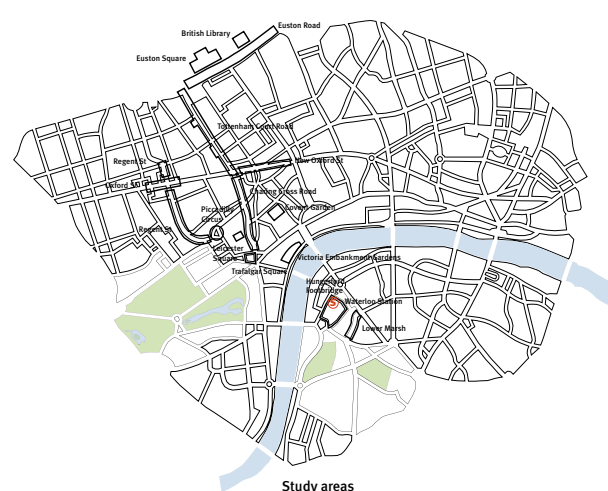
In Europe, radical public realm improvements in cities such as Copenhagen – where a major reduction in car use and reclaiming streets for public life has bolstered its reputation as one of the most people-friendly capitals – and Montpellier, Lyon, Strasbourg and Barcelona, among others, have been a powerful inspiration. Probably the most influential figure for London has been the Danish urban designer Jan Gehl, a pioneer of ‘liveable cities’ whose work takes the concept of how people use space as its starting point and whose intensive research on the social uses of public space has had a formidable impact on designers and planners rethinking cities around the world. ‘It is more and more important to make cities inviting’, he says, ‘so we can meet our fellow citizens face to face and experience directly through our senses. Public life in good quality public spaces is an important part of a democratic life and a full life.’¹⁰

From 2004 Gehl was also involved directly in London’s public realm, firstly via his recommendations in *Towards a Fine City for People*, a study commissioned by Central London Partnership and Transport for London (TfL). It found that ‘many areas suffer from a domination of vehicular traffic whilst pedestrians and cyclists, as important users of the city, are often given low priority and inadequate facilities’ and recommended that public spaces be improved by strategies at city-wide, local and street levels through key measures including: encouraging more journeys on foot and by bike, with associated environmental and economic benefits; getting more people to rest and spend time in the city to engender a

Right Paley Park, New York by Zion & Breen, 1967
Below Transformation of Pearl Street Triangle, Brooklyn
Below right Zuccotti Park by Cooper, Robertson & Partners for Brookfield Properties



Right Jan Gehl, founding partner of Gehl Architects
© Ashley Bristowe
Far right Page from Gehl’s 2004 ‘Towards a fine City for People’ report, highlighting key areas of focus



more vibrant, interactive public space; safer, better public transport interchanges (especially buses); more accessible streets and town centres; and the revitalisation and regeneration of town centres’.¹¹

Many of his recommendations have strongly influenced policy and practice, as will be shown in later sections.

**TOWARDS A FINE CITY FOR PEOPLE:
PUBLIC SPACES AND PUBLIC LIFE**
(Gehl Architects, Central London Partnership
and Transport for London, 2004)

“London is a city with many positive assets that include world-class historic and modern architecture, beautiful parks and squares and grand streets. But against this backdrop many areas suffer from a domination of vehicular traffic whilst pedestrians and cyclists, as important users of the city, are often given low priority and inadequate facilities. Public Spaces and Public Life – London 2004 sets out to examine the state of selected traffic, pedestrian and cycling environments in more detail in order to find solutions to the current situation through building on the existing good features.

Public spaces - problems and potentials
There are opportunities to improve the quality of public space in London and a series of problems to be overcome. Overall, the main findings and recommendations focus on several key areas for action to improve the current situation:

- creating a better balance between vehicular traffic, pedestrians and cyclists
- improving conditions for walking and cycling
- improving conditions for resting and simply passing time
- upgrading the visual quality of the streetscape
- promoting a shift in mind-sets towards a more people-orientated city culture

The success of the whole process relies on changing fundamentally how we think about movement in London.”

1.4 POLICY AND PRACTICE IN THE UK AND LONDON

In London the importance of providing open spaces, especially in residential neighbourhoods, was recognised as early as the 17th century, with the laying out of the first planned estates and the emergence of the distinctive London garden square. Since the 19th century, against the background of intensive urbanisation and industrial growth, the great public spaces for London have traditionally been the Royal Parks. The Crown Lands 1851 Act transferred management (but not ownership) of the parks from the monarch to the government, and the parks were opened up for public recreational use. The framework of many of the parks and open spaces seen today, however, was the result of Sir Patrick Abercrombie’s County of London Plan (1943) and Greater London Plan (1944), advocating open space for recreation and leisure through a network of parks and green spaces

Right Boating on the Serpentine, Hyde Park, courtesy of The Royal Parks
© Indusfoto Ltd
Middle Cherry Blossoms, Hyde Park, © Greywolf and The Royal Parks
Bottom Rollerblading along Serpentine Road, Hyde Park, courtesy of The Royal Parks
© Indusfoto Ltd



Below Trafalgar Square courtesy of Foster + Partners



Above World Squares for All masterplan, courtesy of Atkins, highlighting key proposals as:
1 – New gateway between World Squares and the West End | 2 – Traffic removed in front of the National Gallery | 3 – Better access to Trafalgar Square | 4 – Whitehall transformed and the Cenotaph respected | 5 – Parliament Square transformed | 6 – Old Palace Yard reinforced as a public square | 7 – Linking Trafalgar Square, Whitehall and beyond | 8 – Improved access to the River and Hungerford Bridge | 9 – Horse Guards Road closed to traffic | 10 – New pedestrian route linking the Royal Parks to the River | 11 – Victoria Embankment Gardens and Embankment integrated | 12 – New public access to Whitehall | 13 – Broad Sanctuary improved | 14 – Residential areas in the study area safeguarded from increases in through traffic

connecting out to the Green Belt. He proposed that for every 1,000 city inhabitants, there should be at least four acres (1.62 ha) of open space available. The most developed parkway of the plan was for the Lee Valley, the managing body of which (the Lee Valley Regional Park Authority) was created by Act of Parliament in 1967.

By the late 20th century, however, many open spaces were moribund and run-down, cluttered, unsafe, dirty and in many cases inaccessible, a result largely of the dominance of the car in urban planning. Even in 2003 the Project for Public Spaces (a US-based non-profit organisation continuing Whyte’s work) reported that despite the positive impacts of urban regeneration, there were still many areas of concern. ‘Because the streets of London have been immersed in traffic for so long’, it observed, ‘the city forgot this network of public spaces, which is its most important asset’, and its newer public buildings had outside spaces that were ‘among the worst of any city’.¹²

It was only in the first decade of the 21st century that a ‘third’ way emerged that catalysed public space improvement – an overall vision for London’s development led strategically by the public sector, in the form of the Mayor of London and London Assembly, first elected in 2000 (and outlined in the London Plan, the first spatial development strategy for the capital), but largely implemented and significantly funded by the private sector.¹³ The transformation of London’s public space had already begun under the auspices of John Gummer, then Environment Secretary, who commissioned the World Squares for All study in 1996 that led to a masterplan to reconfigure the symbolic civic heart of London in and around Whitehall and the Palace of Westminster. The first part of it, the major redevelopment of Trafalgar Square, was completed in 2003.

THE LONDON PLAN (MAYOR OF LONDON, MARCH 2015)

Policy 7.5 Public Realm

Strategic

A: London’s public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

Planning decisions

B: Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate.

C: Development should incorporate local social infrastructure such as public toilets, drinking water fountains and seating, where appropriate. Development should also reinforce the connection between public spaces and existing local features such as the Blue Ribbon Network and parks and others that may be of heritage significance.

The idea of a design-led urban renaissance, accommodating growth while retaining all the elements that made the city an attractive place to live and work – especially its open spaces – began to flourish within both national and London-wide policy. This was driven in particular by the national Urban Task Force established by the then Deputy Prime Minister John Prescott to identify the reasons for urban decline, and chaired by Richard Rogers. Its report *Towards an Urban Renaissance* (1999) signified a major change in thinking and practice in urban policy by laying out a holistic vision of sustainable regeneration ‘through making [towns and cities] compact, multi-centred, live/work, socially mixed, well designed and connected, and environmentally sustainable’.¹⁴ High-quality public realm became a fundamental part of this.

The importance of good design in urban development thus became the key mantra of new agencies such as the national Commission for Architecture and the Built Environment (CABE), and later its offshoot CABE Space (now dissolved), and regionally in the Mayor’s Architecture and Urbanism Unit, chaired by Richard Rogers, which from 2007 metamorphosed into Design for London (later subsumed into the GLA’s Regeneration Unit from 2013). The creation in 2012 of the Mayor’s Design Advisory Group, which provides expert advice and advocacy across mayoral projects and programmes, reaffirms this commitment to design quality.

The aim of Design for London, as a standalone unit within the GLA, was ‘to devise a cohesive strategy of tactical urban design for regenerating London’¹⁵, as proposed in the first draft London Plan (2004), by bringing design quality to the fore via research and intervention in specific areas, one of which was public open spaces at local level.

Against this background, various initiatives were instigated at a strategic level during the mayoral terms of both Ken Livingstone and Boris Johnson to initiate and support a range of new and improved public spaces across London. Most significant among these were the Mayor’s 100 Public Spaces (2002–8), Mayor’s Great Spaces (2009–10), Mayor’s Regeneration Fund and High Streets Fund, and London’s Great Outdoors strategy (2009–). Since then – following Gehl’s lead – the focus for the public sector has moved from squares and parks to supporting place-based improvements as a means of wider regeneration, including streets, high streets and roads. This can be seen through the Better Streets initiative (2009), Outer London Fund (2011 onwards), and the Roads Modernisation Plan (2014), which builds on the Roads Task Force and Mayor’s Cycling Vision to address the continuing issue of how to sustain London’s liveability alongside economic growth and a vast expected increase in population over the next 30 years.

In 2004, Ken Livingstone announced that he would make London a walkable city by 2015, which resulted in the proposal of Legible London, a London-wide pedestrian wayfinding system which, since 2009, has been rolled out by TfL with the aim of encouraging walking by providing consistent mapping and directional information.

The congestion charge, introduced in 2003, has also delivered a significant reduction in traffic and congestion by using the charging mechanism as a deterrent to car use. Latest estimates by TfL give an overall reduction in vehicle kilometres in London of 11 per cent between 2000 and 2012, while over the last decade the charge has raised a total of £1.2bn, reinvested in the capital’s transport infrastructure.¹⁶ This has resulted in a noticeable shift in, and expansion of, public realm strategies, from a predominance of decluttering, making London ‘walking friendly’ and streetscape initiatives through to more intensive placemaking. This has been followed by a more sophisticated approach to public realm design, encompassing a more integrated set of strategies around cycling, pedestrianisation and urban greening to position public realm as a key instrument of wider and more holistic regeneration.



Left and below Windrush Square in Brixton, designed by Gross Max and completed in 2010 - one of the Mayor’s 100 Public Spaces and a flagship project of the Great Outdoors programme. Image courtesy of TfL

Above left Cover of *Towards an Urban Renaissance*, 1999, by the Urban Task Force
Above Cover of CABE Space’s *Manifesto for Better Public Spaces*, 2003





Left Brentford's new look market place, Hounslow, completed 2014 © Philipp Ebeling

Below left Flat Iron Square – a new urban square created in Bankside in 2011, Southwark © Better Bankside
Below Nunhead Green for Southwark Council, completed 2014



Right Legible London monolith © Philip Vile

Right Canary Wharf © Richard Davies





Left Broadgate Circle by Arup for British Land, courtesy of Broadgate Estates
Below The KERB food market at Granary Square, King's Cross



Central London Partnership and TfL's *Quality Streets* study published in 2003 was one of the earliest to show how businesses, developers and landowners have come to embrace the importance of quality public realm in maintaining and enhancing asset value. 'While investment in transport was once at the top of the agenda for the capital's business leaders', it stated, 'they are now also demanding a more sophisticated and attractive cityscape [that] ... creates the right conditions for their customers and employees alike'.¹⁷ The momentous increase in the number and variety of new and regenerated public spaces in London has also been the result of a massive injection of private-sector innovation, finance and resources, as well as 'a new accommodation between market and state' that has resulted – but only most noticeably within even the last five years – in a shared vision between private and public sectors of the financial, social, cultural and environmental benefits that investing in public space can bring.¹⁸

London's economic transformation as a major financial centre, following deregulation in the 1980s, led to large-scale development (at Broadgate and Canary Wharf) that initiated new types of public spaces, including plazas and concourses, often inspired by American and European examples. More recently the much stronger emphasis on, and understanding of, how a high-quality, inclusive outdoor environment contributes to a sense of place has resulted in a much more diverse range and network of spaces, especially in areas of single ownership, that draw on the well-established placemaking traditions of the Great Estates and respond to London's unique urban fabric.

1.5 SUCCESSES ... AND THE CHALLENGES

The London Plan asserts that 'London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces' (policy 7.5). There is no single recipe for creating and delivering a 'successful' public space (apart from the fact that it should be used), because each one has to respond to an extraordinarily varied set of local conditions and requirements, and its 'success' is only really evident after many years, when it is fully 'adopted' by its users.

Nevertheless, over the last decade a number of key principles have emerged, including:

- a clearly articulated, consistent vision that recognises how people use space and that a vast range of stakeholders can support and own – from local residents, businesses, organisations, planners, landowners and developers, highway maintenance, utility companies and all road users, among many others
- effective leadership as the key to implementing change
- long-term thinking that recognises transformation is as much delivered through incremental improvements, as 'ownership' is a gradual process, as by masterplanning
- balancing strategic thinking with detail – understanding how the space relates to and should be integrated with surrounding areas and the wider city, but responds to local character and distinctiveness; and how all elements of the space, from paving, posts, benches and other street furniture, planting and a vast range of other features, can be coordinated – demanding the skills of what Patricia Brown has called 'visionary tinkerers'
- allowing flexibility and unpredictability responding to priorities that will change not only through the design and delivery process, but long into the future, recognising the complex layering and interlinking ways public spaces are used

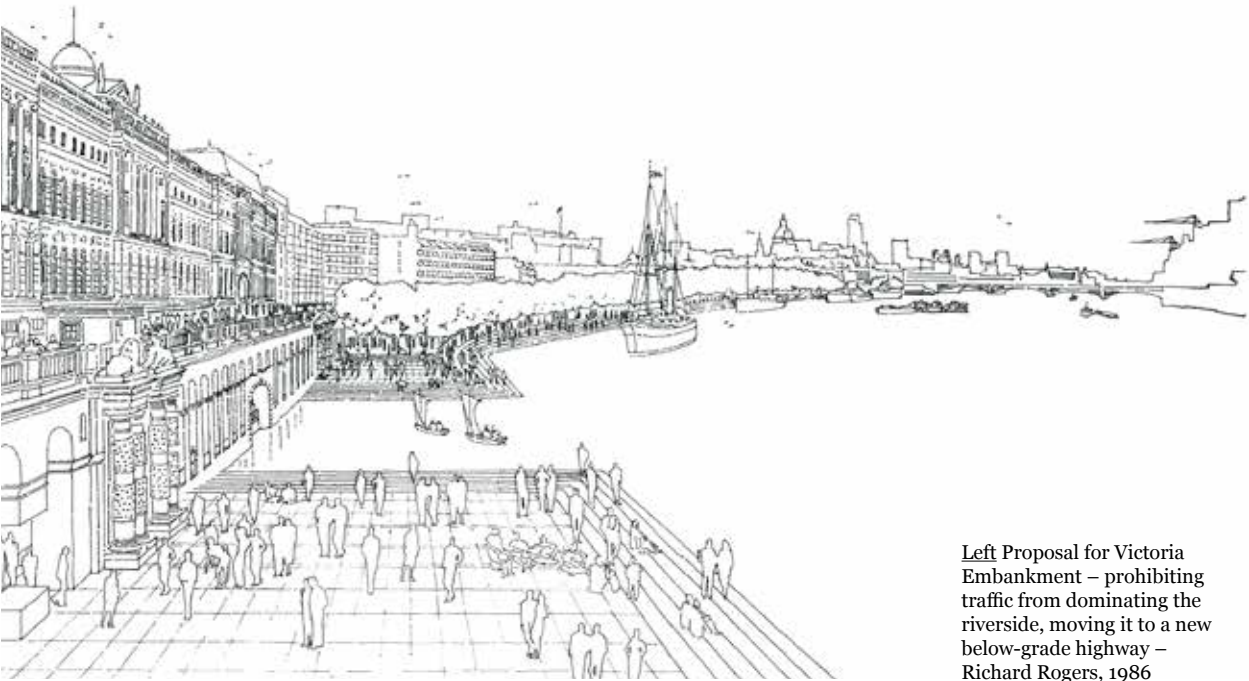
- partnership and collaboration – recognising the need for multidisciplinary working and understanding the holistic value (economic, social, aesthetic and environmental) of public realm
- simplicity is often as effective as multifaceted schemes – simply clearing and rationalising clutter can create better spaces
- durability – using high-quality materials, skills and techniques and implementing a long-term plan of proactive management

A number of high-profile projects have been particularly significant as catalysts to a much wider understanding of the importance of high-quality public realm. The earliest among these was undoubtedly the transformation of Trafalgar Square, perhaps London’s best-known and busiest public space, revitalised by turning an inhospitable and polluted area dominated by traffic into an accessible, pleasant environment for pedestrians and other users. King’s Cross and the Olympic Park exemplify a new approach that emerged to put public space at the heart of masterplanning, and, respectively, the heritage- and landscape-led creation of new places and neighbourhoods on brownfield industrial lands. Oxford Circus, Kensington High Street and Exhibition Road have shown how decluttering the accretion of signs, railings and other street features, and introducing the concept of ‘shared spaces’ for traffic, pedestrians and cyclists can transform the experience of some of London’s busiest roads.

These and many other projects show what can be achieved on a major scale with political support, ambition, resources, and successful collaboration between public and private sectors (and, in the case of the Olympic Park, a fixed deadline). There remain, however, major challenges in delivering and funding public realm projects, and not least the time that it takes to achieve them because of the approval and agreement needed from a highly complex network of stakeholders with often competing aims and interests. There are a number of prominent sites where strategic interventions, particularly in terms of pedestrianisation, have been proposed but never implemented, including Victoria Embankment and Sloane Square. Probably the most significant of these is Parliament Square in Westminster. Its redevelopment was originally proposed as part of the World Squares for All project and later revisited, but mayoral support was withdrawn in 2008, apparently owing to concern about costs, the potential impact on traffic and the loss of green space. This has left the actual and symbolic heart of the British system of parliamentary democracy (and part of a wider UNESCO World Heritage Site) as, what the Hansard Society has called, ‘a national disgrace’, a bastion of inaccessibility and high-level security measures.¹⁹

Incremental change across London, especially in opening up and decluttering streets, has been more significant in some ways than the major signature projects. Public space improvements over the last decade have not only supported London’s economic growth but also enhanced its character as a ‘permeable’ city – through unlocking inaccessible courtyards and alleyways, creating new routes and connections, and overhauling rundown, unattractive, crime-ridden and derelict spaces. As space in London is ever more at a premium, and public realm will have to become ever more multi-functional and adaptable, the challenge in a continuing age of austerity will be to continue to fund, develop and upgrade these existing smaller or hidden areas. If this can be done, collectively this will lead to another great improvement in London public realm quality overall. While London has undoubtedly undergone a civic renaissance through many transformative public realm projects in the last decade, there are also still many barriers to delivery, and some of these complexities and challenges as well as successes will be explored in the following chapters.

Right Kensington High Street improvements, courtesy of RB Kensington and Chelsea
Below Trafalgar Square, before and after pedestrianisation, courtesy of Atkins



Left Proposal for Victoria Embankment – prohibiting traffic from dominating the riverside, moving it to a new below-grade highway – Richard Rogers, 1986



2. PUBLIC SPACE AND THE EVOLUTION OF PLACEMAKING

London is widely described as a collectively planned city, having grown incrementally in a piecemeal fashion. It thus has a rich heritage of spaces in between and around buildings: its distinctive historic squares, modernist plazas and piazzas, and traditional town centres and high streets that act as local focal points for communities. The last decade has been marked by the rise of design-led development with a new emphasis on public realm as a means of defining or reinforcing ‘place’ and enhancing overall quality of life, reiterated by the Farrell Review’s call for ‘a new understanding of place-based design and planning’ and to ‘making the ordinary better’. In economic terms, this can safeguard long-term investment, stimulate business growth, and support London’s position as a ‘world city’ in the face of growing international competition. On a social level it can bring back into use often obsolete or neglected spaces or districts, revitalising them for community, cultural and commercial use.

2.1 ESTATES: AREAS IN SINGLE OWNERSHIP

Since the 17th century, London’s Great Estates – Grosvenor, Cadogan, Howard de Walden, Bedford and Portman, among others – have proved highly successful at creating and maintaining high-quality, vibrant places and public spaces. Their approach to stewardship represents a commitment to the long-term future of an area by carefully investing in, maintaining and managing economic and social uses alongside physical assets over a defined area of ownership. Investing in public realm improvement is regarded as essential to sustaining the success of an area, and of London as a whole against international competition.

Leasehold reform legislation from the 1960s to the 1990s led to many estates selling freeholds; while this disrupted the integrity of land ownership it also released funds. Estates began to develop public realm strategies in order to maximise the value of the remaining assets, but these involved extensive negotiation with local authorities, as the streets and many open spaces are now in public ownership. For example, in 2005/6 Grosvenor commissioned Gehl Architects to review the quality of the public realm in its two main London estates, Mayfair and Belgravia. The resulting report *Places for People* recommended traffic reduction measures and improvements to the pedestrian network (for example through providing dedicated crossings, introducing shared spaces and widening pavements), as well as enhancing the visual environment of each estate by reducing clutter, improving maintenance, and using high-quality, coordinated materials for surfaces, lighting and street furniture. A 20-year strategy and public realm handbook outlining design standards were then developed and improvements implemented across the estate, most notably in Mount Street, Elizabeth Street, Brown Hart Gardens, and Grosvenor Hill.

Many of the other large older estates have also carefully analysed the tenant mix, balance of uses and distribution of public space within their ownership and have made strategic interventions to enhance the estate as a whole while integrating it further into the surrounding urban fabric: Howard de Walden’s Marylebone High Street and Cadogan’s Duke of York’s Square are among the many earlier examples. In central areas dominated by listed buildings and conservation areas, optimising every space available is essential. Among The Crown Estate’s £500 million investment in St James’s, for example, is the transformation of a run-down back street service yard and taxi ‘rat-run’ into a new 10,000 square foot pedestrian square for business, shopping and dining uses. Much of the strategy has been to open up back streets to create new ‘front doors’ for business.



**“ARCHITECTURE IS ABOUT PUBLIC SPACE
HELD BY BUILDINGS”
RICHARD ROGERS**



Above Brown Hart Gardens by BDP for Grosvenor, 2007
 Above right Elizabeth Street by BDP for Grosvenor
 Right Mount Street by BDP for Grosvenor



Above left Air Street by Atkins for The Crown Estate
 Left Duke of York Square, King's Road, by Paul Davis + Partners for The Cadogan Estate
 Above Marylebone High Street, courtesy the Howard de Walden Estate

Right Covent Garden Market, courtesy of Capco
 Below More London, London Bridge, by Foster + Partners





Left Barbican © Agnese Sanvito

The distinctively holistic, long-term approach to managing that the traditional estates fostered has been highly influential in the emergence of newer estates and areas in single ownership from More London, Broadgate, Paddington Central, King’s Cross and Covent Garden to emerging neighbourhoods at Earls Court and Elephant and Castle. The most important difference between older and newer estates is that the latter tend to retain ownership of public spaces. But the same principles apply: majority or total ownership in an area has given the landowner greater opportunity to maintain high standards of quality of design and management for the benefit of all occupiers, visitors and users.

The older estates recognised that the long-term success of an area was (and remains) dependent on setting out and maintaining the right masterplan – creating frameworks of appropriate scale, density and legibility so that the estate overall and its spaces are flexible enough to accommodate new uses according to changing market demands and social trends – and it is this approach that has informed the creation of newer estates. Strategic vision and masterplanning must also be combined with a local adaptable management approach to maintain the quality of the public realm and the integrity of the estate as a distinctive place. In a highly competitive commercial market both nationally and internationally this has led to the rise of place-branding and destination marketing – Portman Village, Seven Dials and Carnaby are just a few examples – to emphasise the particular qualities, heritage and character of a place and its cultural and retail as well as commercial and residential offer. This principle is now being adopted by cultural institutions such as the Barbican, and retailers such as Selfridges, which have seen that high-quality public space and district-wide strategies (leading to the creation of cultural quarters) are vital in connecting the institution to the wider city and thereby sustaining visitor numbers.

Right Carnaby Street, courtesy of Shaftesbury





Left Gillett Square, Dalston, by Hawkins\Brown for Hackney Co-operative Developments, completed 2006
 Above Cutty Sark Gardens, Greenwich, completed 2012
 © Alan Stanton
 Below General Gordon Square, part of the Woolwich Squares programme by Gustafson Porter, completed 2011



2.2 LONDON SQUARES

Reviving and reinventing the distinctive London square as the focal point of civic identity has been among the major achievements in the last decade. The redevelopment and pedestrianisation of Trafalgar Square in 2003 was a landmark for this transformation, albeit on a much larger scale. Space Syntax, involved in analysing and modelling pedestrian activity on the project, has calculated that pedestrian movement in the square has increased 13 times since its redevelopment.

Community and third-sector-led regeneration has also led to the revival of the urban square at a local level. At Gillett Square in Dalston, for example, the social enterprise Hackney Co-operative Developments was the pivotal organisation in bringing together local authority, private and community sector partners to agree a co-ordinated approach to managing and maintaining the square as a local arts and cultural hub. Many other civic spaces have been brought back into use or created through the Mayor's 100 Public Spaces and Great Outdoors programmes, notably Woolwich Squares and Windrush Square in Brixton.

The Mayor's 100 Public Spaces programme, launched in 2002 and active until 2008, aimed to 'demonstrate the difference improved public space can make, and the ways in which the highest quality designs can be secured without excessive expenditure'.²⁰ By 2005, 34 projects had been announced, although only five were completed within the original timeline of five years, as (has often come to pass with public realm projects) 'huge landownership, funding, development and planning complexities quickly came to bedevil many of the schemes', and because of the Mayor's lack of direct control over local public spaces and the need for cross-funding via large-scale development planning gain.²¹ Nevertheless, about two-thirds of those originally proposed were in fact later realised, often via the Great Outdoors programme and direct investment. Windrush Square in Brixton, completed in 2010, was one of the first examples where the London Development Agency put money into a capital project; an international competition was a watershed in getting high-level landscape designers interested in working on public realm and the project was also part of a wider programme of road and pavement improvements by TfL around Brixton Town Centre.

London's urban garden square, of which there are more than 600, has shaped the city's distinctive layout since the 17th century.²² These spaces provide a model for 'how to combine high density urban residential development with a high quality environment to form the focus of sustainable neighbourhoods', according to English Heritage, which began a campaign to restore them in 2000.²³ At that time many historic squares suffered from lack of maintenance, especially after the wholesale removal of iron railings for the war effort in 1941. Since 2004 Russell, Brunswick and Bloomsbury Squares, among others (often with capital Heritage Lottery Funding) have been restored with new planting and furniture and railings reinstated, while the annual Open Garden Squares weekend, organised by the London Parks and Gardens Trust, provides public access to many traditional private squares (as well as other garden spaces).

The revamp of Leicester Square in 2012 demonstrates how high-quality public spaces can create a sense of place while also supporting London's cultural economy. The square attracts more than 250,000 tourists a year, and is surrounded by cinemas, casinos, bars and restaurants, yet had become rundown and attracted anti-social behaviour. Its £15.8 million redesign was largely funded by the City of Westminster and the Mayor (via TfL), but £2.8 million came from Leicester Square property owners, and, according to Sarah Porter at the Heart of London Business Alliance, 'quality public realm was a key driver in



Above Bloomsbury Square © LB Camden
Left Russell Square, © Michael Button



Right and below Leicester Square by BURNS + NICE, completed 2012





attracting and assuring quality tenants’ such as the luxury W London hotel.²⁴ Much redevelopment is now taking place around the square as a result of the public realm works. A 10-year management plan, outlining roles and responsibilities of the council, funding property owners, Heart of London and Metropolitan Police, has been put in place to provide a clear accountability mechanism to keep the square well maintained and thriving.

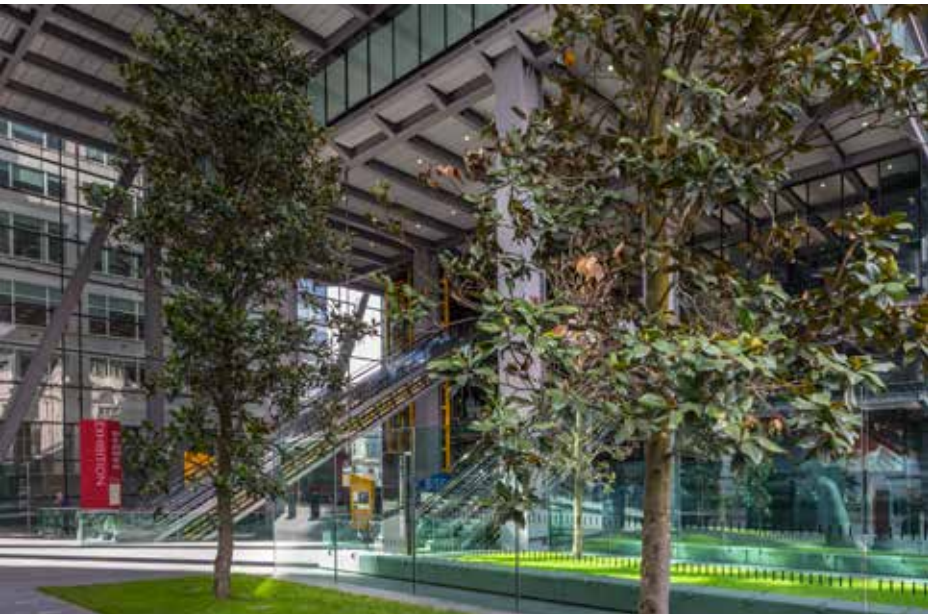
In large-scale commercial developments an emphasis on high-quality public realm has become a vital part of defining a new place to attract and to keep major business occupiers and their employees in a highly competitive global economic climate. These public spaces are generally characterised by hard landscaping combined with a range of planting features, public art, innovative lighting and other elements – and have also been at the forefront of introducing cultural, leisure and sporting activities and other events programmes to animate the space and draw in visitors.

Here the private sector has played a pivotal role in creating new typologies of the London square. The use of a gigantic steel frame rather than the more conventional concrete core at The Leadenhall Building has freed up 275 square metres of space underneath the 52-storey tower that opens out on to Leadenhall Street and will be integrated with the neighbouring redesigned St Helen’s Square, providing the largest new public space in the City of London. Granary Square at King’s Cross, animated with more than 1,000 fountains, one of the largest water features in Europe, utilises the character of the 19th-century railway lands to create a new pivotal point for people crossing over the canal from King’s Cross station, while the development as a whole will offer 26 acres of a variety of parks, squares and open space.

Above Proposals for St Helen’s Square, City of London by Gillespies



Above Visitors enjoying the fountains at Granary Square, King’s Cross
Right Public realm at ground level of The Leadenhall Building, by Rogers Stirk Harbour + Partners



2.3 AREAS IN MULTIPLE OWNERSHIP

Areas in multiple ownership, such as town centres, streets and high streets, present a much more difficult challenge in terms of public realm improvements, not least because of the need for greater coordination among different landowners. However, progress in this area has been particularly visible over the last decade owing to the emergence of Business Improvement Districts (BIDs), boroughs developing public realm strategies, and funding and support at a London-wide level from a variety of mayoral initiatives including the Mayor’s Regeneration Fund, Outer London Fund, High Streets Fund and via Transport for London.

BIDs have only been present in London since 2005, when Kingstonfirst (the first BID in the UK) was founded. Originating in Toronto in the 1960s, BIDs are local organisations that collect a compulsory levy from businesses (subject to a ballot and for fixed, multi-year terms) in a defined geographical area. They represent the interests of the business community and deliver services and improvements to enhance the trading environment, including place promotion, above and beyond support from the public sector.

There are now over 40 BIDs in London, all of which have differing objectives but broadly share the aim of raising standards of management and maintenance of the public realm. At its core, a BID’s function is to ensure that its area is safe, clean and well-maintained. In many places, especially those with the highest footfall – in the West End and around major transport hubs – BIDs have put in place additional service provision that can include deep street cleaning, ‘street ambassadors’ (whose role is to patrol and monitor streets on a daily basis, as well as to greet and help visitors), and smaller interventions including improved paving and street furniture. Larger BIDs, especially those in central London – Baker Street BID and Team London Bridge are just two examples – have begun to work in partnership with boroughs, TfL and larger estates to develop and implement large-scale capital projects and to develop area-wide strategies, in order to deliver an environment that remains welcoming, attractive and functional – and thereby sustains commercial activity. Some BIDs have also directly taken over commercial functions, including Kingstonfirst, which now manages Kingston Market. All the boroughs surveyed as part of a 2013 review for the GLA of London BIDs reported that an improved public realm and cleaner environment was the main benefit that BIDs delivered.²⁵

Some (but by no means all) boroughs – following the lead of Westminster and the City of London – have also taken on board the importance of a coordinated yet flexible approach, putting in place public realm design, delivery and management frameworks and quality standards to help underpin future investment and sustain a high quality of life for local residents. LB Hackney’s approach, for example, adopts the focus on ‘stewardship’ of places for communities, pulling together investment from a variety of sources, and providing guidance on public realm design that should utilise ‘the principles of reducing visual and physical clutter in the borough’s streets and public spaces, setting out principles for better urban design and allowing the borough’s distinctive character to speak for itself...’.²⁶

Much attention has also been given to the importance of local streets and high streets as not only economic and retail centres but also places for meeting, working and socialising, and as a focus for civic identity – the street as a microcosm of the city. London has more than 600 high streets, with two-thirds of its inhabitants living within a five-minute walk of one.²⁷ The high street has faced fierce challenges in the economic downturn, with high rents and rates, competition from larger shopping centres and online retail leading to more than 3,400 empty shops reported in 2012 (the numbers are higher in outer London).²⁸ In 2011 the



Above Proposals for St Thomas Street, Southwark by Team London Bridge
Right Activities at Kingston Market Place by Tonkin Liu
© Phillipp Ebeling
Below inmidtown street ambassadors, located at Bloomsbury, Holborn and St Giles

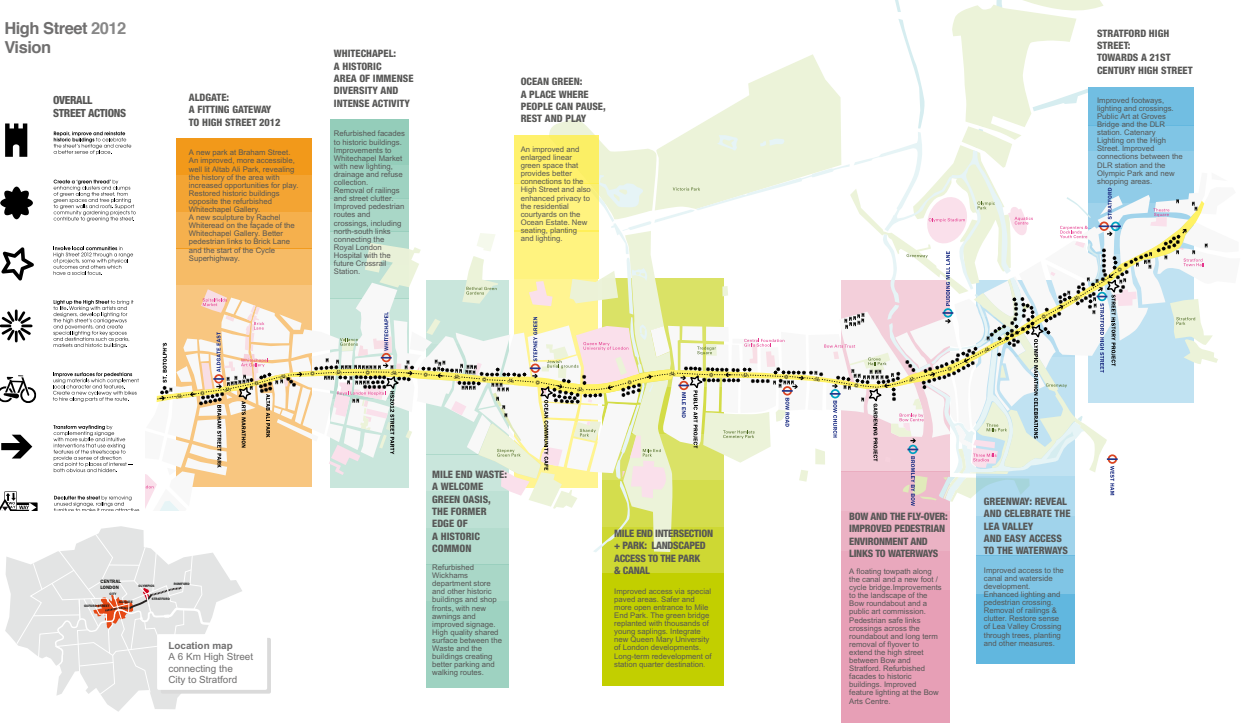


government commissioned retail consultant Mary Portas to lead an independent review into the state of the country’s high streets and town centres and suggest ways that they could be made more competitive, resulting in 28 recommendations and the instigation of pilot projects, including three in London funded by the Mayor (in Lambeth, Lewisham and Tower Hamlets), to explore how community partnerships can be engaged in initiating high street improvements. In Portas’s words, ‘once we invest in and create social capital in the heart of our communities, the economic capital will follow’.²⁹

Alongside extensive investment by the private sector, especially the estates, the GLA and its partnerships have injected more than £200 million across a number of funds to support improvement across more than 70 high streets, working with local authorities, residents, traders and others, to deliver both permanent schemes and temporary imaginative interventions that underpin long-term stewardship and ownership and support wider regeneration. Barking Town Centre is just one of many examples showcased in the GLA’s *Learning from London’s High Streets* (2014), where a public realm code setting out principles for design quality and consistency, and a strong focus on interdepartmental working by the regeneration team, were factors for success in delivering significant improvements. Other improvements are relatively simple – such as shopfront repainting and relighting in Nunhead Village to help rebrand and promote new trade, while animating the public realm with pop-up cinemas, street markets, and festivals has also been encouraged by initiatives such as the ‘Summer of High Streets’ (2014), to celebrate the completion of projects. It has been estimated that up to 180,000 square metres (44 acres) of public realm will be created or improved through these mayoral initiatives. Perhaps the most ambitious scheme was High Street 2012, a project joining the City of London with the Olympic Park in Stratford and involving a coordinated design framework to improve and expand green spaces while also providing seating areas, upgrading cycling and pedestrian infrastructure and localised interventions reflecting the diverse communities along the whole route.



Left High Streets of London, by Design for London



Top High Street 2012 vision by Fluid
Above left Barking Town Centre by AHMM and muf architecture/art, completed 2010
Above Nunhead Village, Southwark



Top left Big Dance Bus event in Bexley, 2014 © James O Jenkins
 Above left A typical London Street Party celebrating the Queen's Diamond Jubilee © Leon Brocard
 Above Festival of Britain at Southbank Centre, 2011 © Agnese Sanvito
 Left Summer of Sport at Broadgate, City of London
 Below Southbank Centre in 1968



2.4 ANIMATING THE PUBLIC REALM: CULTURAL ACTIVITY AND TEMPORARY USES

As sociologist Richard Sennett comments, ‘The most important fact about the public realm is what happens in it’.³⁰ Cultural activities – including festivals, performances, installations and markets – art in the public realm initiatives, and temporary uses of public space have grown exponentially because of the value that they can bring in delivering new audiences, boosting local economies, testing concepts and ideas for longer-term solutions, and creating a sense of place and even new destinations in their own right. They are invariably less expensive than larger projects and are also visible markers of more permanent change, although it is important to emphasise that the permanent mix of uses around a space – retail, commercial, office and residential – are equally important as temporary uses in ensuring the space is activated. The 2012 Olympics also marked a significant change in the rise of street parties and other community outdoor activities, and a resulting easing of restrictions on such events, especially since DCLG was seen to encourage them by publishing an official guide (in 2011) as part of its policy objective of ‘bringing people together in strong, united communities’.

This entrepreneurial approach to culture and understanding of its role in wider regeneration has been particularly visible at the Southbank Centre, the world’s largest arts complex, funded partly by Arts Council England and containing 21 acres of public space. In recent years there has been a much greater focus on its mission is to make the arts more widely accessible, which, combined with a comprehensive masterplan by Rick Mather Architects to improve and extend existing facilities and public realm, has resulted in more animation of the outdoor spaces through temporary and permanent installations, artworks, performances and markets. This has been part of a wider dramatic transformation of the South Bank, spearheaded in 2000 by an Urban Design Strategy from Lifschutz Davidson Sandilands and Southbank Employers Group, which identified 41 projects that would improve pedestrian access, create new street level activity, and link up the major cultural institutions.

The Great Estates, old and new, have also implemented innovative programmes of cultural and temporary uses, from screens for sporting events, carnivals, exhibitions and concerts to farmers’ markets, sushi-making classes, ice skating and croquet to attract and retain visitors, residents and workers. Broadgate Estates, for example, manages a series of sites across the capital, some of which are aided by dedicated events teams which tailor-make programmes for site’s users. One of its more distinctive examples is the Scoop at More London, a permanent feature which accommodates a variety of flexible uses.

Cultural and academic institutions are also leading the way in opening up their interior as well as exterior spaces for public use. The Royal Festival Hall’s foyer spaces are one of the great free public spaces in London, while King’s Place is a more recent example of a mixed-use cultural and office development with ground-floor space open to all. Many major institutions, including the Tate, Barbican, Royal Academy and University College London (UCL), once perhaps regarded as closed and monolithic, are now extending their arts remit beyond the buildings to the wider public realm. Public realm consultancy Publica has recently developed a public realm strategy for the Northbank BID that includes a shared vision to celebrate the area’s cultural and educational institutions, including Somerset House, the Courtauld Institute of Art, LSE and King’s College London. As Sir Nicholas Kenyon, Managing Director of the Barbican, stated at an NLA conference, institutions are now looking to achieve more of a sense of welcome, in part responding to the more active participation in the arts that audiences now expect,



Left One of the proposals for the Royal Academy by EPR Architects with Rick Wheal, Kate Malone and James Ulph
Below left Proposals for University College London's Bloomsbury campus by Lifschutz Davidson Sandilands
Below King's Place by Dixon Jones, King's Cross, completed 2008 © Keith Paisley



Above right A vision for Strand — potential public realm improvements could provide the setting for festivals and events connected to neighbouring cultural and educational institutions © Publica 2015
Right Tate Modern, Bankside, Southwark, courtesy of Tate



and (echoed by Jude Kelly, Artistic Director of the Southbank Centre) that the public realm in its widest sense must make it possible for people to feel involved.

Both public and private sectors now acknowledge that the arts contribute to creating a more distinctive and welcoming environment, and to establishing a sense of place for spaces that lack identity – as well as being an accessible, inclusive and often provocative vehicle for building better community cohesion. Better Bankside's Colourful Crossings, for example, will work with artists to transform four pedestrian crossings on Southwark Street, part of a wider Avenue of Art programme to generate more visitor footfall away from the riverside and along this parallel east-west route. At New Addington Central Parade, a partnership led by a local residents' group delivered a programme of cultural events as a testbed for more permanent interventions such as a timber performance stage to help reduce anti-social behaviour. Temporary uses such as markets, which have important but informal social value, have also been significant in driving permanent regeneration, for example at Spitalfields, where two new public spaces, Bishops Square and Crispin Place, were also opened in 2005.

The 'pop-up' shop and incubator or accelerator workspace is another phenomenon of the last decade. Now contributing more than £2.1bn to the UK retail economy, temporary shops, outdoor stalls or brand experiences have become a key way for emerging entrepreneurs to get ideas on the street, and for others to trial new ones, while also reviving the high street by occupying vacant spaces.³¹ They also reflect and respond to the experiential rather than service-orientated nature of retail.

BIDs, as independently funded organisations, have been influential in supporting pop-ups: Camden Town Unlimited, for example extended its start-up workspace in a renovated warehouse, Collective Hub, into the high street, turning vacant units into temporary, flexible spaces for artists and designers, upgrading them and creating high demand from long-term leaseholders. It also found that on average start-ups of one or two employees contribute at least £70 a week each to the high street economy.³² The pop-up turns public space into a marketing tool for 'of-the-moment' trends, and has been further extended into transport hubs and other spaces through partnerships with TfL, for example at Old Street station where more than 100 companies have trialled ideas since April 2014, resulting in a 80-90 per cent increase in rental income.³³

2.5 MAJOR NEW REGENERATION AREAS

'High quality ... public spaces are an essential feature of successful neighbourhoods', advocated CABI Space's *Manifesto for Better Public Spaces* back in 2004: 'Public spaces are the "glue" that holds society together.' Public realm – as the embodiment of civic and community identity – has now become an integral part of creating new neighbourhoods and integrated 'pieces of the city' via a swathe of major regeneration projects, both proposed and underway, across London. Among the most high-profile of these has been the transformation since 2012 of the Olympic Park in east London under the auspices of the London Legacy Development Corporation (LLDC), which (as the freehold owner) sought to promote high-quality design in order to sustain long-term value and investment, an approach strongly influenced by the older Great Estates. Five new neighbourhoods will be created with up to 8,000 new homes, along with essential amenities including schools, health centres, playgrounds and local retail, and not least 252 acres of open space (the first to open will be Chobham Manor).

Without a traditional pattern of historic streets as a framework, the hierarchical provision of local open spaces and squares alongside the Queen



Above left Front of C159, Camden High Street by Camden Town Unlimited
Above Tumbling Bay Play area, Queen Elizabeth Olympic Park, by LUC
Below Candle Maze event at East Village, Stratford, courtesy of Broadgate Estates



Top Proposals for Elephant Park, Make for Lend Lease in partnership with Southwark Council
Above New Addington Central Parade, Croydon, completed 2013 by Assemble
Above right Bishop's Square, Bishopsgate © Foster + Partners





Above Aerial view of Queen Elizabeth Olympic Park
© LLDC

Elizabeth Olympic Park, and the strategic placement of local services and orientation of housing towards existing neighbourhoods, are considered essential in establishing local identity and ensuring new development becomes enmeshed over time with surrounding districts. A similar approach to incorporating a variety of spaces within a new business (rather than predominantly residential) district is being taken in the £1bn Royal Albert Dock scheme, where there will be eight new public squares, around 1km of waterfront open to public access and green links through the site, with north-south routes as well as a main east-west one. At Silvertown in the Royal Docks, a series of linked public open spaces situated at ground level, with smaller private and semi-public open spaces on podiums and roof terraces, will set the framework for a new 27 hectare area led by Chelsfield, First Base and Macquarie Capital, including commercial buildings for international brands, more than 3,000 homes, major visitor attractions, higher education institutions and a series of community facilities.

The redevelopment of brownfield land with significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport – the Opportunity Areas identified in the London Plan – will play a major role in opening up new public spaces across London for the first time. Examples include Earls Court and West Kensington and Old Oak Common, especially with the proposed High Speed 2 (HS2) and Crossrail stations proposed for the latter by 2026. Again, legibility and connectivity in the public realm – especially in an area that crosses three boroughs – and its critical role in placemaking around major infrastructure development, have been identified as essential in ensuring that the redeveloped area will function effectively as a business, industrial and residential district.

Among the most significant areas of brownfield land being transformed into new open space are those in Nine Elms on the South Bank, where public space has become a key factor in the need to integrate different developments in this major new business, residential and cultural quarter, and acted as a key component of the GLA's Opportunity Area Planning Framework for the area. At the centre of a proposed network of parks, public squares, footpaths, cycle lanes and outdoor recreation spaces is a linear park linking Battersea Park and Vauxhall Cross, which will be delivered in stages as sites are redeveloped. The complexity of creating new public realm is reflected in the Public Realm Design Guide for the area (put out to consultation in February 2015), which stresses the need not only for overarching principles that help to reposition the district as a 'town' rather than a post-industrial landscape, but also 'character areas' that help to establish local context on a scale which people can relate to and understand.

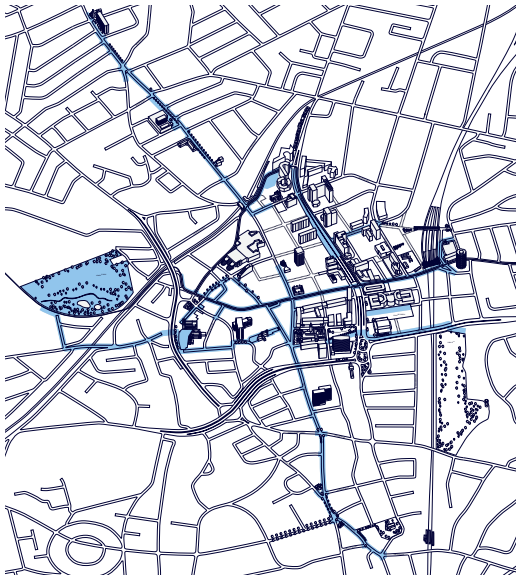
Opportunity Areas are intended to address London's critical housing shortage by providing (in most cases) at least 2,500 new homes, along with other supporting facilities and infrastructure, while a £400 million programme announced by the Mayor (and jointly funded by government) in February 2015 will create 20 Housing Zones across London, delivering 50,000 new homes over the next decade in areas including Thamesmead, Hounslow, Southall and Tottenham. Increasing densities will place additional pressure on the public realm, while new and redeveloped neighbourhoods also require a thriving street and public life. Connected Croydon is one example of an initiative which aims to deliver a coordinated programme of public works to improve streets, squares and open spaces, in an area which is seeing rapid transformation.



Left and below right The Linear Park at Embassy Gardens in Nine Elms by Camlins
 Below Connected Croydon plans



Top Proposals for Royal Albert Dock, Newham, by Farrells
 Above Overview of Silvertown Quays, Royal Docks, by Fletcher Priest Architects for The Silvertown Partnership (First Base / Chelsfield / Macquarie)





“STREETS ARE PLACES FOR PEOPLE”
TRANSPORT FOR LONDON

3. PUBLIC SPACE AND THE CONNECTIVITY OF THE CITY

‘Streets are places for people’, affirms Transport for London’s draft revised Streetscape Guidance (2015). ‘Raising the ambition for streets with a collaborative, design-led approach is key ... in recognising the fundamental role our streets and places play in improving the public realm and providing an enhanced quality of life’.³⁵ Even more than the acceptance of the power of placemaking, this represents a revolution in ambition and thinking about the value of ‘linking’ spaces in sustaining liveable cities, driven by the enormous pressure on London’s infrastructure, a population boom and the need to stimulate wider economic growth. These linking spaces have therefore been recast – especially since the establishment in 2012 of the Roads Task Force to undertake the ‘first major strategic review of London’s road network for a generation’ – not simply as corridors for movement of people and traffic, but as distinct places that provide a focal point to neighbourhoods and support the simultaneous needs of different users, especially cyclists and pedestrians.

3.1 SHARED STREETS AND SPACES

Among Jan Gehl’s five main recommendations in his 2004 report on London were the need to encourage walking and cycling, and to make streets more accessible. His guidance, and the ideas of the Dutch traffic engineer Hans Monderman, have inspired the evolution of ‘shared spaces’ and the extensive decluttering of London’s streets. At the heart of this concept is the idea that pedestrians, cyclists and vehicles can intuitively share the same road space without barriers, kerbs or other street features to separate them. (Monderman’s favourite way of demonstrating the viability of this concept was apparently to walk backwards and with eyes closed into an intersection, where invariably cars and bikes would slow down and divert around him; it was the increased perception of risk, he argued, that automatically induced safe behaviour.)

But equally important at the start of the decade was the persuasive advocacy and leadership of Daniel Moylan, then Deputy Leader of RB Kensington and Chelsea, who has said: ‘The more clutter you put into a place, the less you will maintain it’. He pushed through major projects at Kensington High Street to remove bollards, posts and other street clutter (now ‘easily comparable to the best examples on the continent’, according to Richard Rogers) and, later, at Exhibition Road, turning it into ‘the world’s most accessible cultural destination’ using a kerb-free, single surface with no street barriers or clutter, among other interventions.

This shift away from traffic engineering solutions to more radical redesign of the streetscape, and redressing of the balance away from vehicles is perhaps most visible at Oxford Circus, one of the world’s busiest intersections, crossed by more than 80 million pedestrians each year. Atkins’ redesign allows people to walk across diagonally for the first time, and dramatically increased footway space, as well as removing street clutter. The project was also a model for partnership working, being jointly funded by The Crown Estate, Westminster City Council and a TfL allocation, and supported by the New West End Company. It was followed by similar improvements to Piccadilly Circus. Other innovative solutions, most notably at Venn Street in Clapham, Monmouth Street and Seven Dials, Leonard Circus and Hackbridge have shown how these principles can be applied to local streets and town centres.

The City of London’s Street Scene Challenge has also been one of the most successful examples of public/private partnership, with landowners contributing financially to a significant number of projects to improve the public realm. In the



Left Shared spaces in Drachten, The Netherlands © Fietsberaad
Below Exhibition Road, seen from South Kensington, by Dixon Jones, completed 2011 © RB Kensington and Chelsea



Right Oxford Circus diagonal crossings, by Atkins, completed 2009
Below Piccadilly Circus, by Atkins
Below right Shared space at Leonard Circus by LB Hackney, completed 2014



Below left Venn Street, Clapham, by Urban Movement for LB Lambeth, completed 2011
Below Streetscape of Monmouth Street, Covent Garden © Garry Knight



1990s, following the IRA bombings, the introduction of the City’s ‘Ring of Steel’ to deter traffic led to opportunities to close streets, widen pavements and create more pedestrian-friendly areas. Since then, over 150 projects have been delivered, including Devonshire Square in 2005 which was joint funded by the Corporation and AXA, and Aldermanbury Square, funded by Scottish Widows plc.

The Mayor’s Road Modernisation Plan, launched at the end of 2014, is the most dramatic evolution of these earlier projects, injecting £4bn until 2021, the biggest investment in a generation, into upgrading London’s roads and streets to make them safer, less congested and more pleasant. It estimates that roads and streets represent 80 per cent of the public space in London, a fact that in itself signifies a stepchange has occurred in understanding what constitutes ‘public space’. Prominent in its vision is the objective to ‘enhance urban realm to improve the quality of life in London’. The plan outlines a multi-layered approach that shows how highway improvements and changes to traffic layout – including the redesign of junctions, roundabouts, crossings and cycle lanes, and the removal of gyratories – will be fully integrated with the creation of new public space, for example at Elephant and Castle and at Aldgate in the City. Some of the most significant areas of regeneration sit around the inner ring road, with intensive traffic, and so there is a requirement to balance ‘place’ and ‘movement’ functions.

Reducing the impact of 1960s traffic engineering solutions which focused primarily on the movement of traffic has also become a major focus for road improvement. At Vauxhall, for example, a new regeneration scheme (scheduled for further consultation in late 2015) improving the gyratory system seeks to maintain interchanges between transport modes while also improving the area for pedestrians and cyclists and creating a new local district centre, while Camden’s West End project, responding to expected massive increase in visitors with the arrival of Crossrail, will transform one-way, congested streets into two-way tree-lined streets, with protected cycle lanes and new public spaces.

The Roads Modernisation Plan emerged as a response to the Roads Task Force (RTF), set up by the Mayor in 2012 to consider how to tackle the major challenges faced by London’s roads and streets, and the Mayor’s Cycling Vision, to make cycling fully integrated into the transport network. Underlying these is a balancing of the need between ‘place’ and ‘movement’; the RTF’s ‘family of street types’, intended to inform decisions on management and investment at a local level, recognises the variety of roles that streets and roads play and how different uses and services can be managed within them. A bolder approach to risk and experimentation – as well as wider-ranging collaboration with boroughs, BIDs, consultancies and non-profit organisations – is evident in projects like the Future Streets Incubator, a £1.8m programme to support on-street trials of concepts such as a flexible lane in Bromley using ‘intelligent’ road studs and dynamic signs to switch the road between loading bays, parking and a bus lane throughout the day.

Promoting walking and cycling have also become key priorities in transport policy, taking pressure off the public transport system and decreasing vehicular traffic, as well as resulting in safer, more pleasant and more environmentally sustainable spaces, and delivering immediate benefits to health. The US approach of ‘Complete Streets’ has been particularly influential in emphasising the importance of safe access for all users and the benefits that this can bring in terms of improved social, health, economic, and environmental outcomes. A similar approach is now manifested via the ‘whole street’ approach advocated in TfL’s transport action plan to improve public health in particular. Measures such as widened footways, high-quality street furniture, lighting and landscaping, decluttering, improving crossings and cycle storage can in combination bring about significant benefits, while the use of different high-quality paving materials



Above Monument, as seen from the top, by Bere Architects for City of London Corporation
Above middle Grant Quay, North Bank, by Bere Architects for City of London Corporation
Above right Watling Street (West), St Paul’s, by Elizabeth Associates for City of London Corporation



Right Moor House, London Wall, for City of London Corporation
Below Devonshire Square, Bishopsgate, by Bennetts Associates Architects for City of London Corporation





Left Before: The Aldgate gyratory system, with significant barriers to pedestrian and cyclist movement
Below left After: The revitalised Aldgate area with two-way streets and two new public spaces, for City of London Corporation



Above Proposals to remove the one-way system in place in Tottenham Court Road and Gower Street, creating many new public areas – such as here at Princes Circus in the West End © DSDHA
Left Proposals for Tottenham Court Road, once the new two-way system is implemented, courtesy of LB Camden

Right and below right Proposal for creating more usable land by introducing a ‘flyunder’ in London, demonstrated here by changes to the Hammersmith Gyratory (before and after)



Above Proposals for Faraday Garden, a new public space in Elephant and Castle created by removing the gyratory, by Witherford Watson Mann Architects for TfL
Above right Example of the USA initiative Complete Streets © Laura Sandt
Right Road Task Force Healthy Streets diagram, courtesy of TfL



such as Yorkstone can be a primary means of demarcating areas for different users.

Implementation of the Cycling Vision, actively promoting behaviour change, will involve the creation of four new Cycle Superhighways, Quietways, the Central London Grid and ‘mini-Hollands’. The last is a £100 million scheme to be piloted in Kingston, Enfield and Waltham Forest, to help make them as cycle-friendly (as well as pedestrian-friendly) as Dutch towns. This represents an aim to encourage cycling in outer London as well as inner London, because, as Ben Plowden, Director of Surface Strategy & Planning at TfL has said, ‘that is where we will get potential ability to move people from short car journeys to the bicycle ... [by making] local town centres, and the journeys to and from them from the local residential areas ... safe and attractive and convenient’.³⁶



Top Proposed Mini-Hollands scheme, at Ruckholt Road/York Road, Waltham Forest
Left One of the many Quietways of London, at Long Acre, City of Westminster, courtesy of TfL
Below Designs for London’s new Cycle Superhighway at Blackfriars Junction, courtesy of TfL



3.2 WAYFINDING, LINKING AND IDENTITY

New pedestrian wayfinding schemes have become a noticeable addition to London’s roads, streets and public spaces over the last decade, especially in central areas. Their primary function is to improve the experience of an area for visitors (as well as employees and residents), but, in encouraging people to take different routes by walking, they can also serve wider social, economic and civic functions: improving public health and wellbeing, dispersing pedestrian footfall and opening up access to new public spaces, encouraging repeat visits through a sense of ‘discovery’, and thus overall contributing to boosting economic activity through a wider area. One of the early projects was ‘Walk this Way’ – a series of guides promoted by the Cross River Partnership and South Bank Employers Group offering trails describing the architecture and other features along and near to the Thames. More importantly, by bringing visible clarity and legibility to the street and road network – alongside decluttering schemes and a well-considered palette of high-quality materials, wayfinding schemes can play a major role in establishing a coherent identity (and integrated ‘brand’) for a place. Championing wayfinding schemes has therefore become a particular element of the placemaking work of BIDs, such as inmidtown, in creating and promoting new visitor and business destinations, especially in advance of the arrival of Crossrail.

By far the most prominent development in wayfinding has been Legible London, the first initiative to implement a consistent, user-friendly and coordinated system of signage, maps and directional information across London. An impetus for its creation was Ken Livingstone’s declared ambition in 2004 of making London the most walking friendly city by 2015. Central London Partnership, led by Patricia Brown, then commissioned *Legible London: A Wayfinding Study* (2006), which demonstrated that 32 different pedestrian wayfinding schemes were present in the central Congestion Charging Zone and there was little London-wide coordination. This resulted in the development of a prototype design installed in the Bond Street area, the success of which led to the project being formally adopted by TfL and three pilot programmes in 2009, followed by a wider rollout across both inner and outer London. Key to the success of the scheme is the idea of ‘progressive disclosure’, giving realistic times for walking to places within five and 15 minutes, and clearly indicating local landmarks and places of interest, as well as bus stops, tube stations and accessibility information which will, in Patricia Brown’s words, give people ‘the confidence to get lost’ secure in the knowledge they can easily reorientate themselves. TfL’s ambition is to implement 3,000 street signs by 2021, mainly delivered through borough funding.



Above Legible London finder mapping

3.3 INFRASTRUCTURE

As London seeks to maintain its status as global city, massive investment in new infrastructure for rail, tube, tunnels and bridges is becoming a key driver of public realm transformation. The quality of the public realm and ground-level connectivity around new and improved transport hubs/modes is now widely regarded as an important (and the most immediately visible) catalyst for inward investment, new development and intensification of uses. Leading the way was the redevelopment of St Pancras station, transformed into a new retail destination with the arrival of the Channel Tunnel Rail Link in late 2007, and its neighbour King’s Cross station, with a new concourse covered by the largest single-span structure in Europe, the uncovering of the original façade and the opening of King’s Cross Square in front of the station.



Above New interior at King's Cross Station, by John McAslan + Partners © Hufton + Crow
Top right King's Cross Square, by Stanton Williams © Hufton + Crow
Above right Retail outlets in St Pancras International Station © Blitzhall



Right Proposed designs for Crossrail Canary Wharf station artwork © Michal Rovner



The most ambitious scheme of new and improved spaces is, however, underway and will be fully realised in 2018 with the opening of Crossrail. Crossrail's ambitious approach to the public spaces outside its stations focuses on key principles of accessibility, inclusion, sustainability, safety and aesthetics; it identifies that these spaces not only need to function effectively as transport interchanges and starting points for ongoing travel by bike, foot, bus or taxi, but also pleasant spaces to be in – combining 'place' and 'movement' in response to a sharp rise in passenger numbers on the tube and rail network. Most significantly, it seeks to ensure that 'the benefits do not stop at the station entrance' but that the quality of the immediate surroundings stimulate wider local regeneration. The *Crossrail Property Impact Study* produced by GVA in 2012, from its research among major developers and landowners including Land Securities, Grosvenor and Derwent London, highlighted that 'a distinct driving force affecting Crossrail's ability to support development activity and property market values will be investment in the quality and availability of public space immediately around each station'.

Urban realm designs have been completed for 31 stations, and the total amount of new and improved space is given as 190,000 square metres (the equivalent of 19 Leicester Squares), including 24 new and 12 improved station forecourts, and 20 new pedestrian crossings alongside existing improved crossings. An overarching priority was to create places which reflect local character by working with the boroughs at the earliest stage of the process. As *Planning Resource* reported in February 2015, some boroughs (especially those in outer London) have not yet produced masterplans or planning frameworks around stations to maximise regeneration opportunities, which is perhaps indicative of the gap that still exists in the need to embed strategic approaches to public realm in the public sector.³⁷ The total cost of Crossrail urban realm improvements is estimated at £130 million, with a target of raising and implementing £90 million by the 2018 opening, split between Crossrail, TfL and local authorities through developer contributions. Major property developments in and around central London stations, targeted to generate £500 million towards the core Crossrail funding, are also part of the integrated strategy alongside public realm improvement to generate wider property value uplift and further strengthen economic activity.

Even over the life of the Crossrail project, thinking about its impact on the city has changed from just being an engineering solution, to becoming an integrated piece of the city, demonstrated no better through the Crossrail Art Programme which will link central London stations with an internationally recognised art gallery to select an artist who will create a site specific art intervention – resulting in one of the largest commissioning programmes in a generation.

Proposals for new landmark bridges across the Thames have come to the fore following the opening of the Millennium Bridge, the first pedestrian river crossing in central London for more than a century. After its reopening in 2002, following its then infamous 'wobble', the bridge – linking St Paul's Cathedral with Tate Modern on the South Bank – has become one of the most visible examples of how new connecting spaces can spur the development of new urban quarters, in this case in Southwark, and act as powerful symbols of the integration of commercial and cultural districts.

In a similar fashion, a new pedestrian and cycle bridge is one of the key components of wider public realm improvements of the Nine Elms development. It is intended not only to improve connections across the river to central areas on the north bank, but to link directly with other routes opening up the residential hinterland to the riverside on the south bank, and thus to the wider area; 74 proposals were submitted in the first stage in 2015.



Top Overhead view of the designs for Crossrail Tottenham Court Road
 Top right Future vision of Paddington Station, once Crossrail has completed
 Above New public realm created at Abbey Wood Crossrail Station, the south-eastern terminus of Crossrail



Right The Millennium Bridge, linking Bankside with the City of London
 Below Proposals for the Garden Bridge, linking Temple and the South Bank, by Thomas Heatherwick and Arup





Left Daffodils alongside the Serpentine, Hyde Park, courtesy of The Royal Parks
© Indusfoto Ltd

The most high-profile project is, however, the proposed Garden Bridge, designed by Thomas Heatherwick, working with Arup, as a highly innovative public garden and pedestrian crossing linking Temple station with the South Bank. Approximately £60 million of the estimated £175 million cost will be provided jointly by the Mayor and Treasury, with the remainder from private funds, and the project is also unusual in being managed by a registered charity (the Garden Bridge Trust). The trust’s stated intention to explore the possibility of using private fundraising events to generate ongoing income for maintenance and repair (the annual estimate for which has been quoted at £3.5m) – which may involve temporary closure – together with the lack of cycle space, has played a part in the wider debate about access to public space.

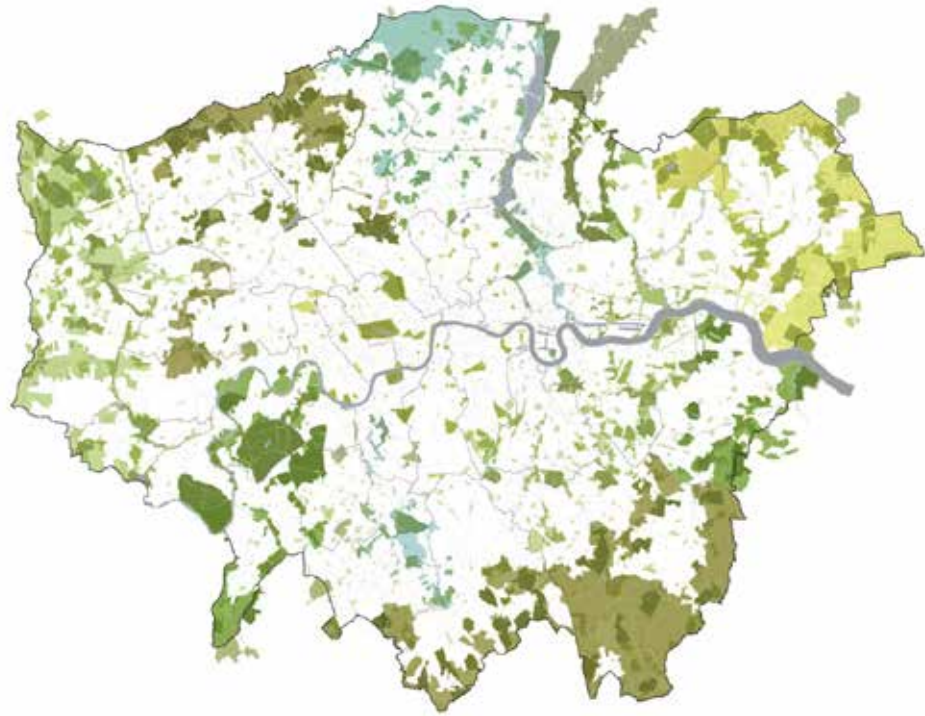
3.4 GREEN AND BLUE INFRASTRUCTURE

London is the greenest city (of its size) in the world.³⁸ About 47 per cent of London is green space – our most clearly defined asset in terms of public space – and 2.5 per cent blue space (rivers, canals, reservoirs).³⁹ Of these the Royal Parks, 5,000 acres of historic parkland across Hyde Park and seven other parks in inner and outer London, are some of London’s biggest green spaces (although they also include 32 miles of road network) and are actually part of the Crown lands but managed by a government agency. With more than 77 million visitors in 2014, a careful balance has to be struck between the primary objective of conserving Grade I listed landscapes and facilitating access and leisure activities. London’s other great open space is the Lee Valley Regional Park, which stretches 26 miles from the River Thames, through inner London and Essex to Hertfordshire, and the management of which, via its statutory body, the Lee Valley Regional Park Authority, is partially funded via a council tax levy on Greater London, Essex and Hertfordshire at the current sum of £0.98 per person per year.⁴⁰

The Thames and its banks and foreshore are (strictly speaking) London’s largest public space, but it still has major issues in terms of access, although significant progress has been made in the centre, especially along the South Bank.

Right The Lee Valley Regional Park
Below Cycling through the Queen Elizabeth Olympic Park, courtesy of LDA Design
© Robin Forster





Left All London Green Grid
 Below left Example of
 Grosvenor's 'Parklets'
 Bottom left Sustainable Urban
 Drainage System in place at
 Derbyshire Street, Bethnal
 Green © Greysmith Associates
 Below Planted Canopy at Flat
 Iron Square, Southwark
 Bottom KX Pond Club, a
 natural bathing pond, in the
 middle of the King's Cross
 development site



The Olympic Park is the largest new urban park in the UK for 100 years and is widely acclaimed as a 'reinvention of landscape architecture' and the exemplar of a new British landscape tradition, providing spaces for social interaction, leisure and exercise, alongside environmental measures such as flood protection, and an amenity space for new neighbourhoods and businesses. What was important here, said Phil Askew, Project Leader Parklands & Public Realm at the London Legacy Development Corporation, was 'connectivity – to making this part of London work'. As Tom Armour of Arup also pointed out, the park's almost universal success provided 'a narrative in terms of green infrastructure and multifunctional design'.⁴¹

'Green infrastructure' is itself a term that has effectively entered wider use with design and planning over the last decade. It describes multifunctional networks of connected green spaces that can ensure cities are resilient enough to combat climate change but also support wellbeing and economic prosperity. These include features such as sustainable urban drainage systems (SUDS) that manage surface water runoff to prevent flooding, now a much likelier occurrence with pressures on the stormwater system. Such initiatives as Arup's *Cities Alive* advocate the need to recognise the importance of urban greening not just for aesthetic value but also for its role in an 'urban "ecosystem" which improves social interaction and physical and mental health'.

This philosophy is also reflected in the All London Green Grid, a mayoral initiative to create a strategic interconnected series of high-quality green spaces connecting with town centres, transport hubs, and major neighbourhoods, with the aim of supporting sustainable travel, healthy lifestyles, flood management and distinctive places (along with the consequent expected economic uplift). This is being delivered through projects in the London's Great Outdoors scheme, as well as initiatives such as the planting of 10,000 street trees and 100 Pocket Parks.

Pocket parks are part of a wider trend to integrate new green space and enhance existing greening in areas dominated by 'grey space' – to maximise the use of trees, rain gardens, green roofs, and living walls to alleviate flooding and reduce overheating, as well as improve air quality and increase a sense of wellbeing. Victoria BID's Greening for Growth infrastructure audit, Better Bankside's Bankside Urban Forest and Grosvenor's 'parklets' – tiny, temporary pocket gardens (the size of three parking spaces), are among other innovative examples.

Right The Rubens at the Palace
 Hotel Living Wall, part of
 Victoria BID's Greening for
 Growth programme © Red
 Carnation Hotel Collection



**“THERE ARE MANY GUARDIANS INVOLVED
IN MAKING THE STREETS OF OUR CITIES”**
PETER VERNON, GROSVENOR

4. OWNERSHIP, FUNDING AND MANAGEMENT OF PUBLIC SPACE

Public space in London has been shaped by a highly complex series of processes and relationships that involve a much larger range of stakeholder groups than those for individual buildings or developments, and these vary hugely depending on the type, location and origin of the project. With the reduction in public sector funding, the private sector has found a much more prominent role in instigating, leading and delivering many projects in recent years, a consequence also of London’s characteristic tradition of light-touch regulation and control rather than a dominant, singular public vision.⁴²

The public sector still plays a significant role, however; boroughs are responsible for governance, regulation (via byelaws), representing the interests of the space’s current or potential users, and supporting and shaping effective partnerships and delivery mechanisms. They are also taking on a more significant coordination role through developing public realm strategies and design guides, often in collaboration with consultants. Perhaps the most decisive factor in the last decade has been the explosion in the growth of BIDs, and the role that they have played as independently funded bodies in shaping places and initiating and managing public realm projects.

4.1 OWNERSHIP

The question of ‘who owns public space?’ has risen to the top of the agenda in the public debate around how public space in London is used and, most importantly, how it is managed. While Land Registry data gives an incomplete picture, and detailed datasets are unavailable, private ownership of public space in London has almost certainly grown over the last decade. However, much ‘traditional’ public space where public access is well established, that we might think is publicly owned, is actually private – in particular the squares of the Great Estates and churchyards such as St Paul’s in Covent Garden. The boundaries of ‘ownership’ in its widest sense are not very clear – even local authority audits of ‘open space’ do not always distinguish between publicly and privately owned land, or even whether there is public access.

Much public realm improvement has been paid for by developers and landowners via S106 contributions but is maintained by local authorities; at the same time those creating new developments and parts of the city are now more clearly engaged in delivering high-quality public realm as a key part of placemaking: the FAQ on the Royal Albert Dock development states, for example, that as well as opening up 1km of the waterfront, ‘improving the existing public realm is also integral to the vision’.⁴³ The drastic cut in public sector funding means that the private sector has also had to take over much of the responsibility for maintaining spaces and streets that would normally be managed by the local authority.

The complexity of this issue – and a perception that access to privately owned land is being restricted – has generated an increasingly vocal debate about if, how and why public space should be ‘public’ in every sense. In 2011 the London Assembly Planning and Housing Committee investigated the matter, and concluded that ‘While private ownership or management of public space is not, in itself, a cause for concern ... problems can arise with spaces in which commercial interests prevail over public access’. Its report recommended that the Mayor ensure that appropriate management regimes are negotiated between the public and private sectors at the outset of a project to ensure unrestricted access.⁴⁴

The writer Anna Minton argues that restrictive management processes – and



Left Berkeley Square, Mayfair, owned by The Berkeley Square Estate
Below left St Paul's Churchyard, by Townshend Landscape Architects for City of London Corporation



Below left Visitors enjoying The Scoop at More London, by Foster + Partners
Below Stalwart campaigner Brian Haw, Parliament Square, 2010 © Ben Sutherland



standards of acceptable/unacceptable behaviour in privately owned public spaces (especially the right to protest), are causing a serious withdrawal of public life and civic engagement that threatens democracy.⁴⁵ Others have cited overzealous and heavy-handed security staff (or police) preventing people from taking photographs or from cycling, obtrusive CCTV and signs listing prohibited action, barriers and gates – a consequence partly of more restraining anti-terrorism laws brought in the aftermath of 9/11 (including the Serious Organised Crime and Police Act 2005, which restricted the right to demonstrate in and around Parliament Square).

However, it is important to acknowledge that publicly owned space is also equally regulated by local byelaws – the model set of byelaws ‘for pleasure grounds, public walks and open spaces’ published by DCLG in 2013 gives local authorities the option to regulate more than 53 categories of activity, from the more unusual ‘interference with lifesaving equipment’ to archery and kite-flying.⁴⁶ Matthew Carmona at UCL’s The Bartlett points out that the public space of the city is not becoming exclusionary, but that such spaces have always been present in London, and – echoing the recommendation of the London Assembly committee – that a charter for public space could clarify and protect both public and private interests when a project is submitted for planning approval.⁴⁷ Gated communities without public right of way are more of an issue as visible gates and barriers mean that they are both physically and socially closed off from the rest of the city.

EXAMPLE CHARTER OF PUBLIC SPACE RIGHTS AND RESPONSIBILITIES, PROPOSED BY MATTHEW CARMONA, UCL

All public space users have the right to:

- roam freely
- rest and relax
- associate with others
- use public space in a lawful manner without the imposition of local controls, unless strictly justified, for example on drinking, smoking, safe cycling, skating and dog walking
- collect for registered charities
- take photographs
- trade (if granted a public licence)
- demonstrate peacefully and campaign politically
- busk or otherwise perform (in non residential locations)

Public space users have a responsibility to:

- respect the rights of others to conduct their business without let or hindrance
- respect public and private property
- act in a civil and safe manner at all times
- avoid littering
- keep the peace

Owners and managers of public space have a responsibility to:

- respect and protect the rights of all users, including to privacy
- treat all users in an equitable and inclusive manner
- keep spaces safe within the context of the actions of any reasonable person
- keep spaces clean and well maintained
- keep spaces open and unrestricted at all times (or otherwise in line with regulatory stipulations)

The materiality of the public realm, influencing how we experience and use public space, plays an essential role in determining character and a sense of place. Historically, the streets of the capital (and other major towns in the UK) were paved with Yorkstone, hewn from the Pennine grits of northern England, and still a preferred paving material in conservation areas and adjacent to listed buildings (e.g. in the City of London). However, over recent decades imported stones such as granites from Brazil and China have become more predominant; they are generally less expensive and easier to maintain, as Yorkstone is porous and can stain more easily. Alteration of a pavement material along a street or other open space can convey (intentionally or unintentionally) a shift in use or a change in ownership and control, and granite, it has been argued, being used more frequently in corporate spaces, is associated more with areas in private ownership.

4.2 FUNDING

Section 106 agreements, brought in nationally in the Town and Country Planning Act (1990), have traditionally been seen as a major source of capital funding for public realm projects. In these the developer and the council will agree a proportion of the anticipated increase in land value (planning gain) to be diverted to the public sector, to secure the infrastructure needed for the development and/ or to mitigate the anticipated impact of it.

In 2008 (the latest information available) a report by the London Assembly Planning and Spatial Development Committee found that 24 per cent of S106 monies in London were being spent on public realm, including streetscape and open space. It acknowledged that ‘developers generally support having to contribute to “mitigate” the effects of their proposals. But they also need to be clear what is likely to be expected of them at an early stage of the process – and even before they apply for planning permission – to calculate whether their development can be viable.’⁴⁸ Despite the invaluable contribution that S106 payments have made to public realm enhancement, they are tied to specific localities (and boroughs) and this type of investment is therefore quite fragmented; and it remains to be seen whether a potential devolution of planning powers to the Mayor proposed in February 2015 will support a more strategic coordination of S106 contributions.

In 2008 the Community Infrastructure Levy (CIL) was introduced, and can be levied by local authorities on a wider range of developments according to a published tariff schedule – alongside the Mayor’s own CIL to provide £300million towards Crossrail. Although CIL is intended to help boroughs with a better picture of anticipated income, and developers with expenditure, it originally raised concerns (by London Councils in particular) that contributions from developers to fund local infrastructure would be reduced, and consequently that this would have an adverse impact on the delivery of public realm improvements locally.⁴⁹ By January 2015, 17 of the London boroughs had CIL charging schedules adopted.⁵⁰

Some boroughs have developed new approaches: the City of Westminster’s Public Realm Credits scheme, adopted in 2011, encourages developers and landowners to invest in the council’s priority projects in return for a public realm credit that can be used to offset a future planning obligation requirement. The Mayor’s Regeneration Fund, High Streets Fund and Outer London Fund have also contributed substantially to supporting targeted interventions in response to specific areas of need, as have the Heritage Lottery Fund and local and national charitable trusts, especially for parks and green spaces.

As budgets become much tighter, however, more complex funding streams are likely to emerge, with each stage of a scheme financed separately. BIDs have played



Above Kingly Street, Soho (left), and Portman Square, near Bond Street (right) – both projects fully-funded by the City of Westminster’s Public Realm Credits scheme
Left Public realm beneath The Shard, landscaped by Townshend Architects, funded by Section 106 payments to LB Southwark © Agnese Sanvito
Below Camden Lock © Oleg Brovko



a major role in generating seed funding from local businesses that can leverage and be matched by public and other private funding sources. Camden Town Unlimited, for example, led preparation of a £10m long-term public realm plan called Camden Town First, which informed major upgrades at Camden High Street North, and raised a further £3.35m toward further works.

Nevertheless, a major concern is the need to provide revenue funding to support high-quality maintenance and management, beyond the capital funding for new projects. Crowdfunding, levies, and licensing commercial activities – the Royal Parks now gains more than £12m of self-generated income, compared to £6m 10 years ago, for example – are among several options being explored (see also Section 6). LB Camden announced in January 2015 that it was investigating the possibility of following continental European cities such as Paris in setting a visitor levy of £1 per night per bed for hotel stays in central London. This was intended specifically to raise £5m per year for extra street cleaning in popular tourist areas, including Camden Lock, and other public realm improvements.

4.3 DELIVERY AND MANAGEMENT

Whether a space is owned and managed privately, publicly, by a community or via a mixed model, the need for a widely shared vision, effective partnerships, maintaining or creating character and identity, high-quality maintenance and management, and balancing diverse interests and uses remain all important in the success of its design, delivery and operation. Getting public realm projects delivered can be an exceptionally complex and time-consuming operation, as a multitude of professions and organisations can be involved, from architects, developers and landscape designers, to traffic engineers, highways departments and utility companies, as well as boroughs and other statutory bodies; this is then overlaid with the need to engage not only the landowner but more importantly a diverse range of users from pedestrians and cyclists to private car owners, taxis, bus and van drivers, and freight operations. The public realm is everyone’s responsibility but at the same time no-one’s responsibility – to do it well, in the words of Peter Heath at Atkins, you need to be an ‘urban design diplomat’.

Alongside good design, active management of public space has become essential to its sustained use and adoption – well-used sites attract interest from passers-by and can become self-policing. The balance between simple design that is straightforward to maintain and manage and avoids being ‘sanitised’ while also clean, safe and attractive to users at different times throughout the day, week and year is an exceptionally difficult one to strike. Successful public realm projects are more complex and time-consuming than any other form of development, because the stakeholders are so varied, so consideration of an effective management scheme, as well as design, has to be integrated right at the start of the project.

Four types of management models have emerged: public (e.g. borough), especially for parks and green spaces; private (e.g. through a service delivery contract or development agreement); community organisation or charity, especially on smaller sites, often directed or supported by a wide volunteer base; and public/private mix: either a BID or a publicly owned site where management or service tasks are contracted out.

It is widely acknowledged that privately owned estates have played an important role in demanding and driving up quality standards, especially in maintenance. This goes far beyond ensuring that the streets and spaces are safe and clean – many privately owned and managed estates and BID districts have implemented changing events programmes tailored to both occupiers and wider public interest to support activity throughout the day, with early evening now

Below Granite used in the More London development, by Foster + Partners
Below right Yorkstone at New Street, Bishopsgate, from Marshalls for City of London Corporation
Bottom Festival at Hyde Park, June 2010 © John Wright
Bottom right Crowds watching the World Cup in Exchange Square, Broadgate, City of London

equally as important as lunchtime. More London, for example, is estimated to have 10 million visitors a year. Refreshing events and temporary uses – for example via seasonal theming – are also essential in terms of attracting new visitors to the space while also retaining the interest and engagement of existing users.

There is much greater understanding within local authorities of the importance of BIDs in particular as catalysts changing the culture of management, facilitators initiating district-wide strategies, and in maintaining places that can attract and retain business and residents. The Heart of London BID, established in 2005, for example, delivers services in street cleaning, street safety and marketing in addition to the existing services provided by the City of Westminster through a joint Service Level Agreement.

Management plans have to incorporate strategic approaches and visions that support the ambitions for that particular place, as well as clearly articulated divisions of responsibility. At King’s Cross, for example, the Section 106 agreement states that LB Camden could adopt the streets and public areas, but in any case, unrestricted public access to the area would be protected. A Public Realm Strategy and an Access and Inclusivity Statement set out the objectives and standards for the management of the public spaces, including maintenance standards, principles for inclusive design and defined permitted closures.⁵¹





5. MEASURING THE VALUE OF PUBLIC SPACE

“The measure of a city’s greatness is to be found in the quality of its public spaces, its parks and squares”, wrote John Ruskin in the 19th century. One of the most significant outcomes of the vast expansion of public realm improvement across London is that policymakers, the property industry and the public agree that public space plays a vital role in making a liveable, successful and economically thriving city. But even though it appears that everyone wants to improve the environment, this has not always translated easily into investment.

Much of the focus for both private and public sectors has been on developing the business case for public realm improvement in order to attract financing. While better public space has been linked to increased property values, better social relations, and improved public health, there is still relatively little robust evaluation of new and improved public spaces and their long-term potential benefits.

This is probably in part owing to the length of time needed to deliver projects, their variety of size, type and scale, and the exceptionally complex and variable patterns of use that they generate, unique to each locale. As well as more rigorous evidence to support the case for investment, we also need a greater understanding that public spaces are constantly in a state of flux and flow, and need to be revisited for regular evaluation and monitoring.

5.1 WHAT BENEFITS DOES HIGH-QUALITY PUBLIC SPACE BRING?

In 1987 the Brundtland Report⁵² famously established a definition of ‘sustainable development’ as the intersection of economic, social and environmental goals. Since then, with rapid urbanisation happening around the world, high-quality public space is widely accepted as being an essential component in achieving a range of benefits that are synonymous with sustainable urban development, such as:

Economic: direct and indirect employment; inward investment and business location; attraction for workforce; uplift in property and rental values; visitor, worker and resident spending; amenity space for the growing SME sector

Environmental: improving air quality; reducing pollution; cooling urban heat islands; increased biodiversity; wildlife habitats; supporting/providing infrastructure for greening measures/green energy generation; reuse of redundant and derelict spaces; food growing

Social and cultural: confidence and greater sense of place; greater social and cultural use/capital; community cohesion; improved health and wellbeing; crime reduction and increased safety; increased accessibility; fewer accidents; increased opportunities for learning, skills development and volunteering; places for play for children and young people

The role of public space in integrating these benefits has been widely embedded in policy making and planning, especially since the creation of the first draft London Plan in 2004. On a practical, delivery level, however, Jan Gehl’s advocacy of a ‘people-centred’ approach that starts with understanding how people use public space has been equally influential in changing attitudes, and many of his ideas can be traced through completed projects.

5.2. FINANCIAL AND ECONOMIC VALUE

Investing in public realm is often measured in terms of community contributions through planning – British Land’s total investment in this area, for example, in 2013/14 was £6 million, a more than doubling of its spend in each of the two previous financial years.⁵³ Presenting the best business case for investment in the public realm, however, means demonstrating the additional financial value that high-quality public realm can generate over a lower-quality one and how it can also unlock further funding. This is not a quick win, but often a longer-term strategy – something in which the Great Estates have led the way not simply through massive financial contributions, but through developing long-term constructive partnerships with local authorities and communities. These lessons are being taken on by newer developers and housebuilders. According to Stanhope, the creation of temporary and permanent landscaping was ‘the most critical piece of the jigsaw’, in the creation of Ruskin Square in Croydon, a mixed-use development of offices, retail and residential. Here muf architecture/art have created pedestrian routes to a new station entrance, commercial break out and leisure spaces, private residential gardens, and defined street edges that connect with the surrounding streetscape. The space also includes provision of cricket nets, a wilderness garden, multi-use games area and a program of events.

The financial value of public realm improvement remains an underdeveloped area of research partly because the scale of interventions varies from small, local improvements to large-scale regeneration projects and thus it has been difficult to compare data (of which only a limited amount is publicly available) on a like-for-like basis. However, CABA Space’s *Paved with Gold* report in 2007 was influential in showing how investment in good streetscape design generates financial returns as well as wider public benefits, using 10 case study high streets across London, from North Finchley to Clapham. It used the pedestrian environment review system (PERS), a tool developed by the Transport Research Laboratory for measuring the quality of a particular high street from the pedestrian’s point of view. By linking the PERS results with data on house prices and retail rents, the study showed that achievable improvement in street design quality can add an average of 5.2 per cent to residential prices and an average of 4.9 per cent to retail rents. This system has been extended into the *Urban Design Tool Kit – Valuing Urban Realm* created by TfL from extensive research between 2004 and 2011 to enable boroughs and developers to quantify the value of certain public realm attributes.

Evidence does exist that suggests public realm and streetscape improvements have a positive impact on retail footfall, turnover, property values and rental yields, particularly for well-designed projects. Nevertheless, it is also difficult to measure the exact gains that an improved public realm can add, especially because these are so often closely intertwined with wider regeneration initiatives and other interventions relating to wider social, economic and environmental measures in health, jobs, skills, business growth incentives, sustainability, community outreach, and education, and because developers, occupiers, long-term financiers, local authorities and communities all have complex vested interests. British Land gained a 15.5 per cent valuation uplift of its Regent’s Place campus in 2013/14, of which its high-quality and well-managed public realm and diverse food and leisure offer undoubtedly have a part to play alongside broader placemaking factors such as a diverse occupier mix and strong transport links.

The picture is more complicated as regards wider or indirect economic benefits and the correlation between better public spaces and rates of job creation for local people and increased numbers of business start ups.⁵⁴ More rigorous

Right East Village, Stratford
Middle right Designs for Ruskin Square, Croydon, landscaped by muf architecture/art for Stanhope
Bottom right Market at Regent’s Place, Euston Road, owned by British Land, managed by Broadgate Estates
Below Cover of ‘Paved With Gold – The real value of good street design’, CABA Space, 2007



evaluation is needed in this area, and also in understanding the role of public space in London’s international economic competitiveness and how far it is a key motivating factor for businesses to relocate here.

5.3 SOCIAL AND CULTURAL VALUE

‘Placemaking’, says the Project for Public Spaces, ‘is how we collectively shape our public realm to maximize shared value ... and support its ongoing evolution’.⁵⁵ Economic benefit is just one side of the equation: high-quality public space that is (at minimum) clean, safe and functional can have positive social effects, including increased sense of wellbeing, improved public health and better social relations. The success of a public space relies also on people adopting, using and managing it.

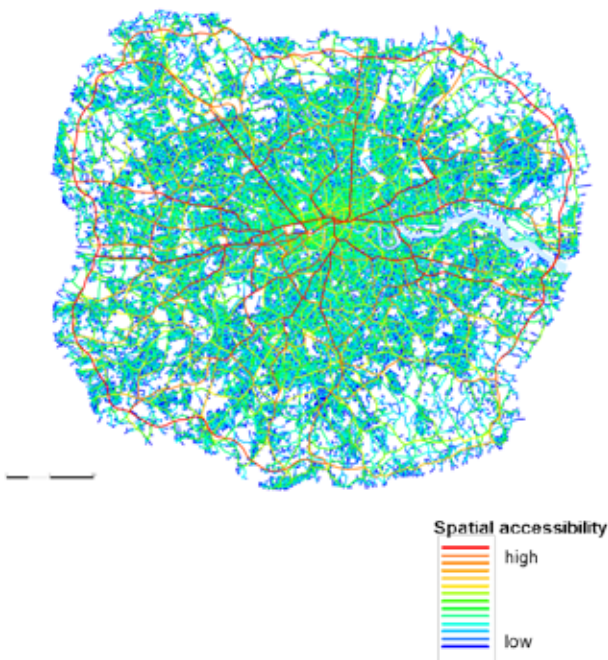
The social and cultural value of public spaces is perhaps still less well understood than its economic value. However, inspired by the earlier work of Jacobs, Whyte and Gehl, public realm and urban design consultancy Publica has developed a unique methodology of intensive observational methods and analytical techniques to build an evidence base that informs planning strategies, proposals and designs, to address the spatial and social complexities of neighbourhoods. Space Syntax also uses advanced spatial technology to show how the physical layout of places informs their social, economic and environmental performance.

There is also much greater emphasis on direct engagement with communities to make improvements, not least in many of the projects supported by mayoral funding, especially in outer London boroughs. The Urban Landscapes/Social Nightscapes study (2014) is working with Peabody’s Whitecross Estate residents to analyse public space lighting problems and present design solutions.⁵⁶ In the private sector, Berkeley’s social sustainability toolkit is also designed to encourage ‘thinking more broadly and creatively about what makes a place somewhere great to live’.⁵⁷ It offers steps to consider how public space contributes to feelings of safety and links with neighbours, and how it needs to be multifunctional, to respond to use for events and activities, and to evolve and adapt to different lifestyles and demands over time.

Metric data such as measurements of air quality and crime reduction rates can also provide means of analysing quantitatively how successfully a public space is working both socially and environmentally. Public realm improvement, especially in the context of a wider regeneration programme, is highly contextual and requires very specific targeted interventions to a particular place, while its benefits can take a long time to come to fruition. Long-term studies that track the evolution of places and people’s relationship to them in the decades after work has completed may be useful, as they will help to identify how public realm schemes can generate less tangible but equally important indirect benefits, such as changes of perception in how people view their neighbourhood over time.⁵⁸ Effectively the real value of public space only emerges with its careful stewardship over the long term.



Above Publica’s current and recent projects mapping land uses at street level across central London districts © Publica 2015
Right Map of London’s spatial accessibility, produced by Space Syntax



Left Kidbrooke Village, Greenwich, landscaped by Townshends, Gillespies, Fabrik and Bell Fisher for Berkeley
Bottom left and right Urban Lightscapes/Social Nightscapes project at Whitecross Street Estate, Islington, by LSE © Catarina Heeckt





**“WE MUST STRENGTHEN THE CRITICAL
CONTRIBUTION OF LANDSCAPE, URBAN DESIGN
AND PUBLIC ART IN MAKING GREAT PLACES”**

SIR TERRY FARRELL

6. FUTURE DIRECTIONS: WHAT WILL HAPPEN IN THE NEXT 10 YEARS (AND MORE)?

In the coming decades London’s public realm will be subject to intense pressures, owing to the rapid growth and changing demographics of the city’s population, the challenges of climate change, and not least the continuing infrastructure investment and upgrade to maintain London’s quality of life alongside its status as a leading world city and economic centre. Future public realm projects, and those currently in development, will be shaped significantly by the need for increasing densification, including the completion of more tall buildings. All public space will need to ‘work harder’ to serve more users and support urban resilience. Over the coming decades we will see the realisation of a vast range of new and improved public spaces, particularly those focused around infrastructure, with the completion of the Crossrail urban realm schemes as well as those forming part of the Roads Modernisation Plan, but also in areas of major urban regeneration and the emergence of new neighbourhoods. It will be interesting to see if and how the emphasis on connectivity and use of public realm improvement as a means of stimulating wider regeneration translates into tangible benefits.

Alongside this, projects such as the Thames Baths, Garden Bridge and Nine Elms-to-Pimlico Bridge (under scrutiny from Westminster Councillors because of its impact on Pimlico’s public space by the river) will again underscore the importance of the river and its banks as one of London’s great public spaces.

6.1 HOW IS LONDON CHANGING?

London is forecast to undergo an extraordinary population boom to 11.3 million by 2050, adding an additional 3 million people from a current total of 8.3 million.⁵⁹ Total London jobs are projected to increase to 6.3 million in 2050, from 4.9 million in 2011. More people therefore mean much more intensive pressure not just on the roads and pavements but on housing, public services, water and energy supplies, and digital infrastructure, as well as increased congestion on roads and public transport. London has an increasingly ageing population – the number of people over 65 is expected to more than double – but also a baby boom with an increasing birthrate. Identifying and integrating the needs of both the oldest and the youngest Londoners must therefore be a higher priority for the development and management of public realm. There may also be radical changes in where and how we use public space as technological innovation continues: if the concept of driverless cars (currently being trialled in LB Greenwich) takes off, for example, the idea of ‘shared space’ will move to another level, and the amount of parking space needed could drastically reduce.⁶⁰

6.2 INFRASTRUCTURE

The London 2050 Infrastructure Plan, published in 2014, sets out the Mayor’s ambitions to deliver the infrastructure required for a growing population, including an additional 9,000 hectares of accessible green space across London to support leisure, health and amenity uses as well as economic and environmental ones, alongside a 50 per cent increase in public transport capacity.⁶¹ The wider scope of urban built public space is, however, not directly addressed, but the question of how it (as well as green space) will deal with more intensive use is nevertheless an essential one.

For roads and transport hubs, the focus will continue to be on the need to find much more creative, innovative and flexible ways to ensure that public realm



Top left Designs for the south landing point of the Garden Bridge, by Thomas Heatherwick and Arup
Left Proposals for Thames Baths, view west from Victoria Embankment © Picture Plane & Studio Octopi

Above Designs for new public space at Wood Wharf, Isle of Dogs, by Allies and Morrison
Right Example of TfL's draft design guidance for uses outside stations © Grimshaw and TfL



Above Illustration of how Arundel Square, Islington, was completed, by decking over a railway cutting to double the public green space, by Pollard Thomas Edwards
 Left Two examples of the public spaces provided by the Thames Tideway Tunnel, at Blackfriars Bridge and Victoria Embankment

provides a sense of place as well as facilitating efficient movement through the city. TfL’s public realm design guidance for bus, tube, rail, tram and river stations aims to complement the work of the Roads Task Force (see Section 3) and Crossrail in identifying how public space within and around tube stations can be unlocked according to its specific operational and community needs, as well as offering opportunities to tap into commercial value and the local economy.⁶² In reality this means understanding in more detail how patterns of use change throughout the day and week, and investigating how spaces can be adapted – or ‘hacked’ – for temporary community and retail uses, such as educational classes and markets, in stations at off-peak times, which would probably not have been considered even five years ago.

Because of the pressures on land use, generating more new public space will mean fundamentally rethinking how we use existing infrastructure. The Thames Tideway Tunnel (or ‘super sewer’) has outlined proposals to create five new public spaces along the riverside, including jetties that hide shafts connecting to the main sewer. The King’s Cross redevelopment in particular has shown how brownfield land around major transport hubs can be transformed into new public realm on a large scale, but smaller projects such as PTE’s Arundel Square in Islington (2011), which doubled the available open space in the square by decking over an adjacent railway cutting and building new homes, demonstrates how bolder approaches can be implemented. The mayoral announcement in February 2015 of more than 70 locations across the capital where the introduction of tunnels, fly-unders and decking could deliver benefits in line with Roads Task Force recommendations could also have profound implications for opening up completely new public spaces.

6.3 BUILDINGS AND NEIGHBOURHOODS

The Leadenhall Building, with its seven-storey public space at ground level linking to St Helen’s Square, has already shown how landmark tall buildings in London are generating new public realm that is integrated into the wider city context. Here the Section 106 agreement included detailed and specific provisions for public access recognising that while this public space remains private land, even during the holding of private and public events no less than 70 per cent of the space, and the north-south pedestrian route underneath the building, must remain open for the public to pass through freely. The S106 agreement for 20 Fenchurch Street (the Walkie Talkie) is equally detailed, addressing free public access to and minimum opening hours and capacity of the Sky Garden, the provision of which was also stipulated as a planning obligation (although the visitor management plan is not yet approved). As Annie Hampson and Gwyn Richards, Chief Planning Officer and Head of Design at the City of London Corporation respectively, point out in a *New London Quarterly* interview, using the upper storeys of tall buildings for public benefit is ‘very much part of that wider debate of taking pressure off the pavements and a vision for the City as a three-dimensional environment’.⁶³

Successfully accommodating more intensive use of public realm in a more densely populated city will mean re-examining how we use all types of buildings. What is most important to consider is how the building operates successfully both at ground level and in relation to the urban fabric around it. At South Quay, for example, Maccleanor Lavington, commissioned by LB Tower Hamlets, have produced a draft masterplan that outlines some design principles which will be used to help deliver a high quality and more coordinated public realm among several tall residential towers planned by different developers.

More innovative and better quality mixed-use development may be the key to increasing density while retaining high-quality and actively used public



Left Public realm at ground level of The Leadenhall Building, by Rogers Stirk Harbour + Partners
Middle The Sky Gardens at 20 Fenchurch Street, courtesy of Land Securities and Canary Wharf Group
Bottom LB Tower Hamlets and Maccreeanor Lavington’s masterplan for South Quay



spaces (especially streets and high streets), particularly in town centres in outer London. Maccreeanor Lavington’s report on *Accommodating Growth in Town Centres* for the GLA (2014) argues for a more intelligent balance of residential and commercial uses that, for example, encourages developers to invest in ground-floor uses by partially fitting out such spaces and providing an opportunity for SMEs, thus keeping the street activated, rather than leaving blank frontages and an unwelcoming environment. They also point out that urban centres contain ‘more fragmented areas of space, sometimes considered residual, which are also due attention’ – indeed, with greater intensification it is these smaller spaces that will become essential in creating ‘necessary breaks’ for the resident, worker or visitor.⁶⁴

Ensuring proper collaboration and consultation with local communities will be ever more important as public spaces are used more intensively and the city sees significant change. Peckham Square is an example of a ‘co-design’ project, commissioned by Southwark Council working with Carl Turner Architects to help shape the future for Peckham Square in collaboration with the community, using local knowledge to develop a structured plan for the space.

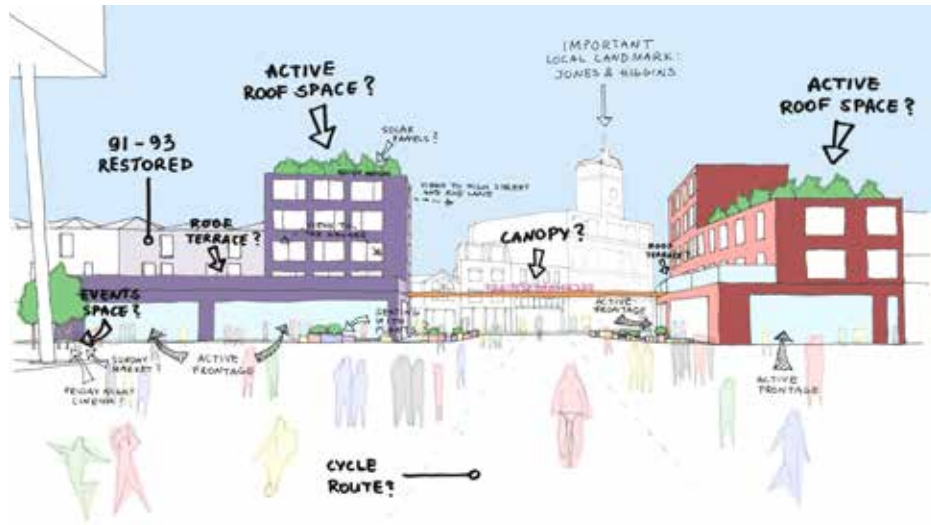
Designers, developers and planners will also need to ‘capitalise on spill out spaces activating edges of public spaces’. This dissolution of the building fabric and the public realm has already become embedded in the way we use public space, especially in central London. Urban ‘oases’ – spaces off (but often visible from) the street but publicly accessible outside buildings, especially courtyards – will become even more important as places to sit, meet and take a pause. Cultural institutions have led the way in this regard, in particular the Royal Academy, Somerset House, the British Museum and, to a lesser extent, the Victoria and Albert Museum.

On a much wider scale, this activation of the ‘edges’ could be extended, more controversially, to a re-evaluation of the outer boundaries of greenfield land (the Green Belt) currently protected by legislation and considered as a ‘sacrosanct patchwork of medieval fields’ (even by the London Infrastructure Plan).⁶⁵ Yet, as the London Society argues, ‘our towns and cities will each need, at some level, to integrate with their green belts; whether through the release of parcels on the city fringe, expansion of existing satellite towns or development of new settlements elsewhere’. Careful positioning of localised development around new infrastructure in outer London could provide an opportunity for sustainable, high-density places to emerge that are fully integrated with existing green space.

6.4 FUTURE FUNDING, DELIVERY AND MANAGEMENT

Alongside more intense pressure on the use of public space will be the exacting challenge of continuing to fund, deliver and manage high-quality projects in order to build on the successes of the past decade. Funding will be an especially difficult obstacle owing to the drastic cuts in local authority budgets, and the private sector will play an even more significant role as services are outsourced. This may present a quandary as well as an opportunity for BIDs, whose aim has been to provide business-funded additional enhancements to public spaces above and beyond local authority service provision (such as street cleaning). Being funded by levy income, BIDs themselves are also vulnerable to fluctuations in the economy.

The emergence of property owner BIDs, the first being voted on in the Heart of London BID in summer 2015, signals a positive step in moving forward with more strategic, longer-term views on public realm strategies than many (especially smaller) occupier BIDs can currently achieve. Similarly, as local and national government control reduces, subregional and placemaking partnerships, such as the Cross River and the West End Partnerships, could become more important as delivery and management mechanisms and help to resolve approaches that are



Left Example of the co-design work occurring at Peckham Square, with Carl Turner Architects
Bottom left Interior of the British Museum © William Warby
Bottom right The Edmond J. Safra Fountain Court, Somerset House © Richard Bryant



currently fragmented.

Green space is not usually seen as economically productive – but in fact it can often link to a wider range of funding sources (especially European) in terms of environmental benefits of greening. Much attention is being given to exploring broader partnerships and more innovative ways to support the ongoing management of parks and green spaces in particular. ‘Green prescribing’ – GPs formally recommending walking for health physical activities in green spaces – is one option if public health funds can be diverted towards them, as well as endowments, living legacies and community land trusts. LB Camden, for example, is working with Nesta’s Rethinking Parks scheme (2014–15) on ‘Bloomsbury Squared’, which will test new business models exploring how friends’ groups, academic institutions and resident and business associations could contribute financially to maintaining their local parks and squares.⁶⁶ ‘Park Hack’, by Groundwork London, LB Hackney and Gensler will investigate how new services (such as pop-up meeting spaces) can be offered to local businesses, without reducing the accessibility of Hackney parks to the wider public. Crowdfunding for capital projects has also risen up the agenda, inspired by international projects such as the Luchtsingel, a wooden pedestrian bridge in Rotterdam made of 17,000 individually sponsored planks, and the 123rd Street Garden in Harlem, New York.⁶⁷ In London, The Line successfully raised over £140,000 via crowdfunding in less than eight weeks, enabling a permanent outdoor world-class sculpture walk to open in east London this Spring.

Even though so much has been achieved, we will need to sustain innovation as well as investment. There are still many challenges for smaller landowners and developers in funding public realm projects, and in improving land with much lower value. There is still huge potential in upgrading atypical spaces, underground and on top of buildings, railway arches (as is being proposed at London Bridge) and other structures, and on infill sites: ‘fracking London for space’, as Giles Charlton of Spacehub describes it. At the same time – with the loss of expertise and skills especially in the public sector – there will be a much greater need for even further far-reaching interaction and collaboration to devise public space solutions that deliver meaningful places that work. This also applies on the macro-level as ‘shatter zones’ are often apparent between London borough boundaries and quality public realm often falls through the gaps. Above all we need to ensure that public realm remains at the top of the agenda – to focus on a key question that Lucy Musgrave of Publica and others have raised: ‘who is championing the civic?’ Visioning, an effective ‘place-based’ approach, strategic thinking and leadership are vital for the sustained success of London’s places and spaces.



Above Example of Park Hack,
in Hackney © Gensler and
Groundwork London
Below The 123rd Street Garden,
Harlem, New York



This page Examples of the
sculptures likely to be found
along the path of The Line, east
London: Abigail Fallis, DNA
DL90, courtesy of Pangolin
London and the artist | Thomas
J Price, Network, courtesy
of Hales Gallery, London ©
Thomas J Price | Piotr Ukiński,
Untitled (The Thing), courtesy
of the artist and Gagosian
Gallery | Eduardo Paolozzi,
Vulcan, courtesy of Pangolin
London and the artist's estate







7. RECOMMENDATIONS

1) London needs a code of practice to ensure public space is public for all
Over the last few years there has been considerable debate about the accessibility and use of privately owned public space (POPS). London’s historic, complex patchwork of land and property ownerships indicates that what matters, is not who owns the space, but how it is managed and maintained.

New London Architecture supports the creation of clear guidelines about the use of all public spaces, regardless of ownership. The London Assembly report ‘Public Life in Private Hands’ of 2011 called for clear guidance on how boroughs could approach the provision and design of public realm and how subsequent management responsibilities can be negotiated between boroughs and developers.

Matthew Carmona, Professor of Planning and Urban Design at the Bartlett School of Planning at UCL has proposed a form of words that could be used by local authorities to ensure greater clarity around the provision and management of all new public spaces at planning stage. Carmona proposes that: ‘Without let or hindrance all public space users have the right to roam freely, rest and relax, associate with others, use public space in a lawful manner without the imposition of local controls unless strictly justified, for example on drinking, smoking, safe cycling, skating, and dog walking, collect for registered charities, take photographs, trade (if granted a public licence), demonstrate peacefully and campaign politically, busk or otherwise perform (in appropriate non residential locations).’

2) London needs more expertise in ‘placemaking’
Public realm is delivered by a myriad of different stakeholders from architects to landscape architects, highways engineers to businesses organisations, creating a complex set of negotiations and interests. But who is championing the quality and identity of place? As has been advocated by the Farrell Review, the built environment industry needs to develop more expertise in ‘placemaking’. Public realm, when considered at the start of a project, can be a key driver in stimulating wider placemaking activity and generating civic identity.

As expertise in public realm and urban design is being lost in the public sector due to funding cuts, skills in this area must also be developed and shared to give planning authorities confidence in enabling high-quality development and investment in public realm and embedding a strategic approach.

3) Utility companies should not be allowed to ‘wreck’ the public realm
All too often, London’s streets are dug up or closed off by utilities companies, causing disruption and lower-quality replacement works. London needs to develop more strategic city-wide coordination of work by utilities companies. Business Improvement Districts (BIDs) should be given more powers to coordinate and ensure a higher quality finish or replacement.

4) More innovative solutions are needed to deliver better public space in low-cost areas
While major regeneration areas of London and central investment zones continue to see investment going into public realm, more innovation is needed in generating and combining funding streams to ensure adequate investment in lower-cost areas of the capital. This is equally important to support long-term maintenance and management. As London continues to grow, there is still huge potential in upgrading atypical spaces, underground and on top of buildings, railway arches, and on infill sites.

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PROJECT SHOWCASE

PUBLIC LONDON

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Supporting the Public London Insight Study and resulting exhibition, the following pages present a selection of public realm projects being delivered by supporters of NLA across London.

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P U B L I C
TEN YEARS OF TRANSFORMING SPACES
L O N D O N

GREEN & WATER SPACES

Battersea Power Station Pop-Up Park

Kirtling Street, Wandsworth, SW8
Completed May 2013

Since decommissioning in 1983, the Battersea Power Station site has remained vacant, opened for public use in 2012 to showcase the designs for the Phase I development. The public realm has been designed as a series of overlapping integrated systems – horticulture, hard-landscaping, water management, biodiversity, microclimate and topography, informed by the desire to retain the sense of industrial robustness that characterises the site.

Client: Battersea Power Station Development Company (BPSDC) | **Lead Landscape Architect:** LDA Design | **Architect:** SimpsonHaugh and Partners | **Building Services Engineer:** Hoare Lea | **Civil and Structural Engineer:** Buro Happold



Borough Triangle

Newington Causeway, Southwark, SE1
Design stage, due to complete December 2020

Regenerating a brownfield site, the scheme will comprise of a series of new commercial and residential buildings, a new garden courtyard and public realm spaces (including undercroft walkways), play provision for 1-12+ year olds, and rooftop amenity space. Key landscape objectives include working with LB Southwark and the GLA to create an exemplar, sustainable, high-density development appropriate to its prominent location, and to provide generous, active, high quality public amenity space for the benefit of the wider community, developed in consultation with all end users.

Client: Peabody | **Landscape Architect:** LUC | **Architect:** Stephen Marshall Architects | **M&E Engineer, Acoustic Engineer and Sustainability:** Max Fordham | **Structural Engineer:** CNM



Boatmans Wharf

Selsdon Way, Crossharbour, Tower Hamlets, E14
Design stage, due to complete 2018

Fronting Millwall Outer Dock, the existing seven-storey commercial building has a poor relationship with the surrounding public spaces, with no active frontages, little attempt to engage with its context and a blank façade to the dockside path. The proposed buildings of 13 and 20 storeys would introduce commercial uses and residential entrances at ground floor - including dining along the dockside frontage - allowing the building to re-engage with the surrounding public spaces, and enhancing links, amenity and safety. A new setback to the dockside releases a quarter of the site as public open space in the form of a new landscaped piazza.

Architect: BuckleyGrayYeoman | **M&E Engineer:** Hilson Moran | **Planning Consultant:** BPTW Planning



Canal Corridor

King's Cross, Camden, N1
Under construction, due to complete 2015-2017

Regent's Canal runs through the heart of King's Cross and has played a vital role in shaping the area's heritage. Bathed in natural light, it is the King's Cross development's most open space. The towpath and upper level corniche provide east-west routes for pedestrians and cyclists, whilst three new bridges will improve connections with the wider area. Benefiting from the proximity to the Camley Street Natural Park, new planting is designed to extend greenery along the banks to encourage and support the canal's wildlife.

Developer: King's Cross Central Limited Partnership | **Landscape Architect:** Robert Townshend with Dan Pearson Studio | **Architect:** Bell Phillips architects (Gasholder No 8), Wilkinson Eyre Architect (Triplets), David Morley Architects (Fish and Coal) and Stanton Williams (Pavilion) | **Engineer:** Peter Brett, Price and Myers and Arup | **Contractor:** Kier, BAM, BAM Nuttall and Carillion | **Lighting Design:** Speirs and Major | **Planting:** Willerbys | **Paving:** Miller Druck



Burgess Park Regeneration Project

Southwark, SE1

In use, Phase 1 completed June 2013

Selected by the Mayor's Office as a Priority Park, Burgess Park is of key importance to the redevelopment of the adjacent Aylesbury Estate, and was further endorsed by the Mayor with additional funding to the existing New Deal for Communities fund.

Before the Second World War, the area was a grid of residential streets and canal-side factories. With subsequent bombing and slum clearances, a green space (identified in the Abercrombie Plan) developed over many years, but in an ad hoc fashion. The resulting green space was perceived as threatening and therefore underused, lacking coherence or a sense of connection to the surrounding neighbourhood.

An international design competition to renew the Park was won in 2009, with a design developed in close consultation with the community, consulting with over 1,000 people across 26 events, including online Facebook voting, public meetings, guided walks, one to one meetings, exhibitions, and initiatives to connect with hard to reach groups.

The resulting scheme has unified the fragmented park by removing redundant roads and railings and connecting the key spaces, buildings and functions with a clear, open, legible footpath network which did not exist previously.

The park's topography has also been radically remodeled, creating varied but coherent spaces that maximise the useable area and open up sight lines that previously did not exist, creating a strong new landscape character for the park.

Whilst embracing the site's varied history through new buildings that celebrate and express the past, the park also looks to the future, introducing seven new habitat types and extensive new planting, chosen in anticipation of future climate change.

The design has sought to create a 'destination park', with a myriad of horticulture activities and events that activate the spaces, and has delivered a number of new facilities, including: National Standard BMX track, outdoor gyms, gardens, extensive play areas, community food growing, and a diverse scale of open flexible spaces accommodating everything from large events to quiet contemplation.

Signalled from bordering streets with open and defined entrances, its reintegration into the community has been a resounding success with a huge increase in the number of visitors and demand for its facilities.

The revitalised park has also played an important role in changing perceptions and stimulating the continued regeneration of the Aylesbury Estate. It has supported key borough social, economic and environmental policies including health and well-being, education, city renewal, employment and transport. Its success has also been a catalyst for Southwark Council to commit to a further £30m programme of capital expenditure on parks and open spaces within the borough over the next 10 years – a scale that is currently unique within the UK.

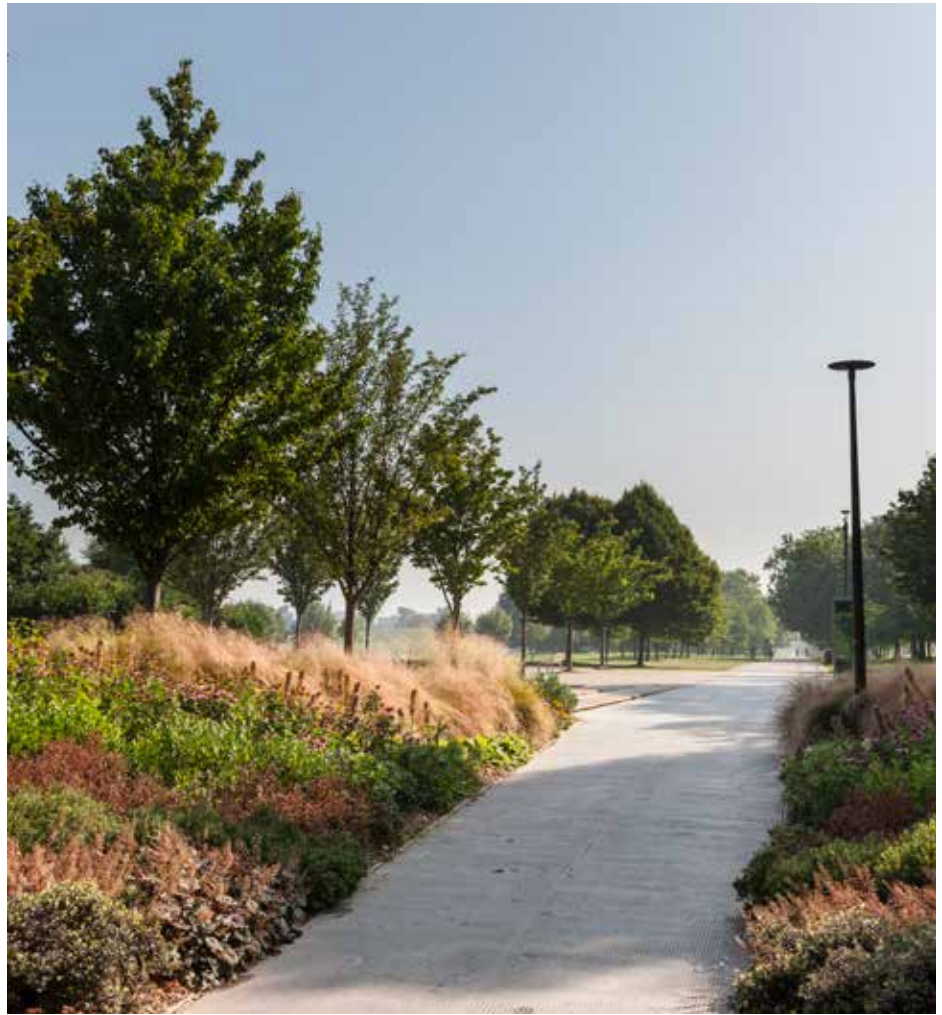


Client: LB Southwark
Lead Landscape Architect: LDA Design
Civil and Structural Engineer: Alan
Conisbee Engineers
Ecologist: LDA Design Ecology
Horticulture: University of Sheffield

Viewpoint

"What was at best a pretty boring flat, dead, area - or at worst a scary one - [has become] a vivid, beautiful, enticing, rich and diverse environment. We go there as a family, or separately to walk the dog, every single day for at least an hour... All summer, every weekend, the barbecues were buzzing with picnickers and the wide-open areas rammed with footballers. Fishermen line the lake, hunkered down even now... Burgess Park has come alive, I don't think we would manage in London nearly so well, without the park."

Local Resident



© Robin Forster



© LB Southwark

East Village

80 Celebration Avenue, Newham, E20

In use, completed January 2013

Since 2005, the area between Hackney and Stratford has been transformed from a disused corner of London to a vibrant and lively new neighbourhood, located on the edge of Queen Elizabeth Olympic Park in Stratford, East London. Planned prior to the London 2012 Olympics as part of the Stratford City masterplan, East Village was initially formed as the Athletes' Village for the London 2012 Olympic and Paralympic Games.

The new development comprises 68 acres – including 36 acres of public realm – surrounding 2,818 new privately rented and affordable homes across 65 buildings, and on completion, around 30 retail units at street level. With 27 acres of open space, East Village offers the community access to an abundant range of park areas, public squares, play areas and courtyards, inspiring daily free exercise classes provided by Our Parks, funded by the private rental owner and manager, Get Living London. The latest report by free exercise scheme Our Parks, reported that 97 per cent of residents and local that took part felt that it had improved their quality of life.

Looking ahead to the future of the Olympic Stadium, East Village has also partnered with West Ham Football Club to establish a youth football team, the E20 Football Academy, which provides professional coaches on state of the art pitches at Chobham Academy.

Great effort has been taken to ensure East Village is an active neighbourhood, with plenty to offer to both residents and the

wider community. In order to meet these expectations, a dedicated enlivenment team work to create and deliver on-going seasonal events and arts installations for the community to enjoy. To date, East Village has hosted the East End Film Festival – bringing a weekend of free film screenings and related activities to the neighbourhood's own parkland, Victory Park; an Autumn Fair with a range of street food stalls and family-friendly activities; and a evening of fireworks put on by the team who coordinated the London 2012 Olympic Opening Ceremony displays.

As part of the extensive enlivenment programme, East Village is also striving to become a cultural hub, with a growing collection of accessible art on offer. In 2014, East Village was home to the 20 foot-high topiary sculptures, collectively known as 'Neighbours' and 'Sweepers', originally part of Southbank Centre's Festival of Neighbourhood. More recently the neighbourhood welcomed two bus sculptures as part of TFL 'Year Of The Bus' trail and is also exhibiting an outdoor light installation by Turner Prize nominated Nathan Coley. To accompany these, East Village installed a forest of 14 giant Frozen Trees from Portuguese designers LIKE Architects, which was illuminated from dusk till dawn over the festive period.

The development is the beginning of a much wider regeneration plan for the area over the next 10 years.



Client: Qatari Diar Delancey, and Triathlon Homes
Developer: Olympic Delivery Authority
Landlord: Get Living London (QDD) and Triathlon Homes
Property Management: Broadgate Estates
Architect: Allford Hall Monaghan Morris (AHMM) (Chobham Academy), Berthold Lubetkin (Sir Ludwig Guttman Health & Wellbeing Centre), PRP, Piercy & Co, Vogt Landscape Architects, Penoyre & Prasad LLP, Patel Taylor and muf architecture/art, Niall McLaughlin Architects, Lifschutz Davidson Sandilands, Haworth Tompkins, Glenn Howells Architects, Fletcher Priest Architects, Eric Parry Architects, DSDHA, C. F. Møller Architects, de Rijke Marsh Morgan Architects (dRMM)

Viewpoint

"East Village has regenerated what was once a desolate area into a buzzy place people choose to live and visit. Building a new neighbourhood takes time and careful planning. Through a dedicated enlivenment team we are working to build a strong sense of community by engaging with the new local residents and locals to bring them together and encourage interaction in the open public spaces."

Neil Young, CEO, Get Living London



Cormill Gardens

Lewisham, SE8
In use, completed 2007

As part of the 'Urban Renaissance in Lewisham' programme, Cornmill Gardens is a space for relaxing amongst the planting and taking in the views of the improved river. Previously confined in a concrete channel, the river has been opened up and widened to incorporate it into the site, improving natural habitats and promoting native flora and fauna. The high quality pedestrian and cycle links to and from the town centre are being well used, and the intervention of art, lighting and signage has helped to establish a sense of identity and local belonging in a safe environment.

Client: LB Lewisham | **Design and Services:** BDP | **Contractor:** Skanska | **Hydrology:** Granville Consultants | **Cost Consultant:** Clarus pcm



Endless Stair

Formerly outside Tate Modern, Bankside, Southwark, SE1
Currently in storage, completed October 2013

Endless Stair is a reconfigurable structure designed to engender public engagement and promote the structural possibilities of cross-laminated tulipwood. It is inspired by the structural, social and artistic possibilities of the staircase – the architectural feature most closely associated with sculpture and a place where people inevitably cross paths. Installed for the London Design Festival, it was climbed by many thousands of people and provided users the opportunity to explore one of London's most popular areas from new heights and perspectives.

Client: London Design Festival | **Design:** de Rijke Marsh Morgan Architects (dRMM) | **Engineer:** ARUP | **Sponsor:** American Hardwood Export Council (AHEC) | **Contractor:** Nüssli | **CLT production:** Imola Legno | **Lighting Designer:** SEAM | **Lighting:** Lumenpulse



© Judith Sichtenoth

The Edible Bus Route™ Pocket Parks

Follows the 322-bus route in Lambeth – SW9, SE27 and SE19
'The Kerb Garden' Landor Road completed May 2013, 'The Hoopla Garden' Norwood Road completed June 2014, 'The Edible Bus Station' Crystal Palace in early engagement with local community

The Edible Bus Stop® aims to create London's first Edible Bus Route™, with a vision to roll out the scheme across the capital and beyond; neglected sites on the 322-bus route are being used as a precedent. Two 'Pocket Parks' have been transformed into design-led public growing spaces and thriving neighbourhood hubs with a third in the early stages of community engagement. Edible Bus Stops develop through a 3-stage process termed E.A.T: Engage the community, Animate the existing space, Transform the site through inspired design. Each site's layout is informed by its contextual attributes, combined with community feedback. Available materials, or existing landmarks, are utilized or referenced.

Landscape Architect, Project Manager and Community Outreach: The Edible Bus Stop® | **Funder:** LB Lambeth and Mayor of London, and Grow Wild (Hoopla Garden) | **Contractor:** F M Conways (Kerb Garden), CVU and Connectel (Hoopla Garden)



The Floating Cinema

Mile End Road, Regent's Canal, Tower Hamlets, E1
In use, completed July 2013

The Floating Cinema is a unique mobile arts hub bringing educational and cultural activity to audiences in London and beyond. Funded by Arts Council England, The Legacy List, BFI and Canal & River Trust, this unique custom-built contemporary canal boat features a flexible cinema auditorium space, viewing deck and environmentally-friendly bio-fuel engine. Since 2011, the project has engaged over 22,776 visitors with workshops, floating tours, open air screenings and educational events. 89 per cent of visitors surveyed in 2014 strongly agreed that Floating Cinema helped them appreciate London's waterways as spaces for recreation and cultural activity.

Client and Programme: UP Projects | **Architect:** Duggan Morris Architects | **Services Engineer:** Skelly & Couch and Tucker Designs | **Structural Engineer:** Price & Myers



© Hydar Dewarshi

Gasholder No.8

King's Cross, Camden, N1

Under construction, due to complete September 2015

Gasholder No.8 has been a feature of the King's Cross skyline and landscape for over 150 years. After decommission in 2000 and now without any gas to hold, it is being put to an innovative new use. The structure has been restored and relocated to north of the canal where it will house a circular park with a steel canopy supported by 150 iron columns and paths leading down to the canal. The park will be a play space for all, specifically the children from the neighbouring new schools of King's Cross Academy and Frank Barnes School for Deaf Children.

Developer: King's Cross Central Limited Partnership | **Landscape Architect:** Townshend Landscape Architects, Dan Pearson Studio and Applied Landscape Design | **Architect:** Bell Phillips architects | **Engineer:** ARUP | **Contractor:** BAM Nuttall, Carillion | **Specialist:** Hoare Lea, Speirs and Major, Control Lighting, Tim O'Hare, Gardiner & Theobald



Handside Gardens

King's Cross, Camden, N1

In use, completed October 2013

The landscaped Handside Gardens creates a new green route from Granary Square and Regent's Canal northwards, and includes planting in raised corten-steel beds, places to sit, and a water rill which meanders through the park from a children's play area. The existing rail tunnels below constrained the depth of soil and the number of trees used – and further influenced the design with the use of preexisting railway sidings geometry, planting inspired by growth found on railway embankments and materials used from the industrial past.

Developer: King's Cross Central Limited Partnership | **Landscape Architect:** Dan Pearson Studio | **Architect:** de Rijke Marsh Morgan Architects (dRMM) | **Engineer:** Peter Brett Associates | **Contractor:** Kier | **Specialist:** Maylim, Fountain Workshop and Willerby's



Grants Quay

Riverside Walk, City of London, EC2

In use, completed May 2009

The Grants Quay project unlocks a key section of Riverside Walk to provide a fully accessible walkway. A ramp replaced the existing steps at the lower terrace to improve accessibility, whilst significant landscaping and seating have been introduced to create an enhanced green space in this key section. A survey of uses showed a very positive response to the scheme with a 48 per cent increase in users rating the space as very good, 34 per cent increase in daily pedestrian numbers, and 29 per cent increase in user dwell time in the space.

Client: City of London Corporation | **Design:** Bere Architect | **Materials:** Marshalls | **Construction:** FM Conway



Jubilee Gardens

Belvedere Road, Lambeth, SE1

Completed 2012

Jubilee Gardens reopened to commemorate both the Queen's Diamond Jubilee and the London 2012 Olympic and Paralympic Games. Originally part of the Festival of Britain site, the location had been long-neglected. The newly-transformed space features an undulating landscape with heights varying by 3m across the site, and gently winding paths bounded by granite sets, big enough to be used as seating. Careful integration of architectural landscaping and civil engineering strategy was key to the success of the project, such as the improved drainage network across the site with controlled filtration to the Thames.

Client: South Bank Employers' Group | **Landscape Architect:** West 8 | **Structural Engineer:** AKT II | **Building Services Engineer:** Chapman BDSP | **QS:** AECOM



© SBEG

Gunpowder Park

Waltham Abbey, Haringey

In use, completed 2004

The challenge at Gunpowder Park was to deliver a holistic vision within a constrained budget, on a contaminated 90-hectare site. The project sought to fuse the best of modern landscape design, site remediation, sustainability, engineering, artistic endeavour, architecture, habitat development, creative management and maintenance operations – brought together through a design concept inspired by an “explosive past”. Shock waves flow from an epicentre to create ‘Blast Meadow’ and the ‘Wave Mounds’. The form and pattern of the former cordite drying bunkers inspired the features on ‘Block House Field’.

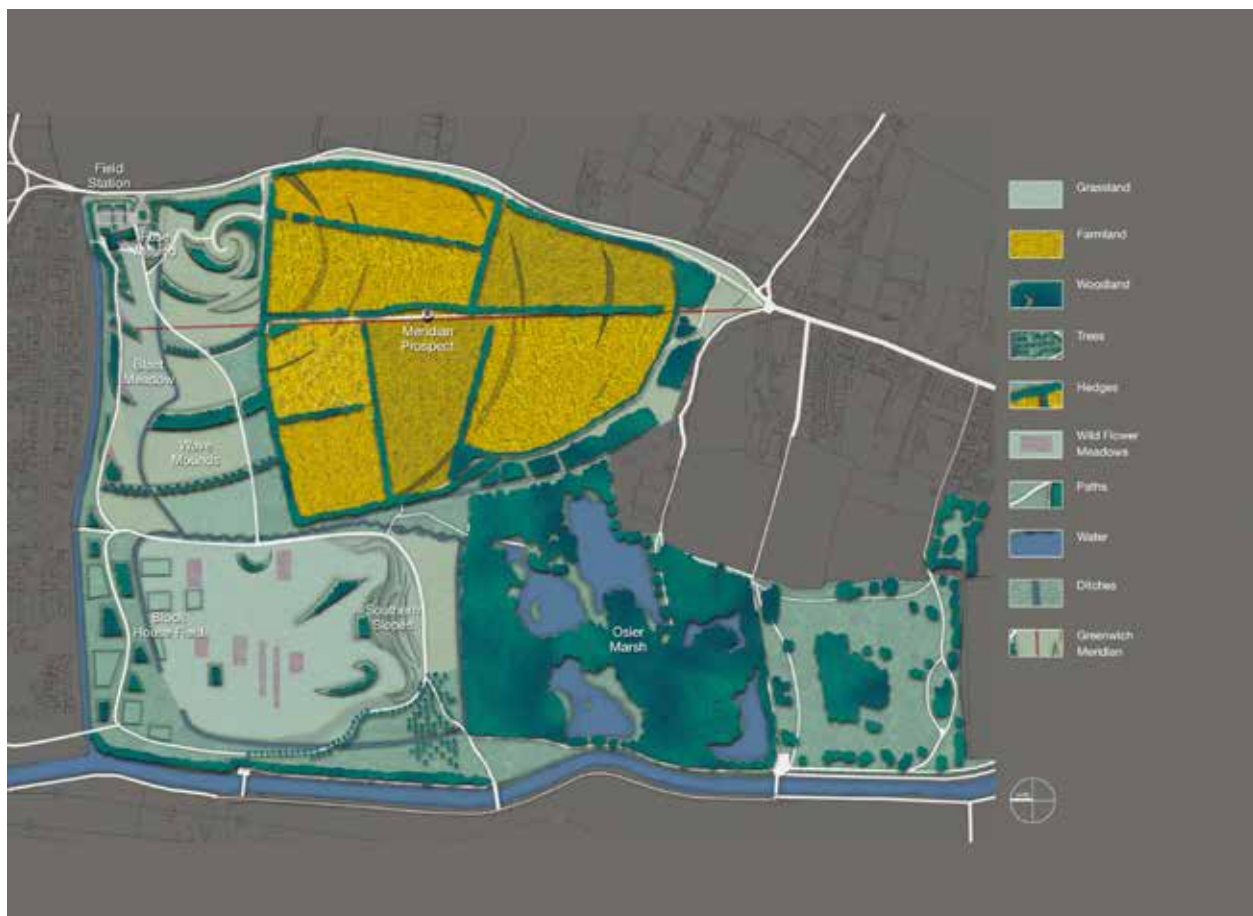
A sculptural, recycled concrete gabion wall 4.5m-high and 50m-long with integral artwork and bat roosts defines the main entrance to the park and Field Station. The Field Station – a multi-purpose workshop/meeting space with catering facilities, park ranger offices and public WCs – utilises sustainable design to minimise the environmental footprint of the building and the emission of greenhouse gases. This earth-sheltered building sits comfortably in its landscape setting and reflects the Blast House forms which once covered the site.

Devoid of vegetation and covered in a 1m-thick clay-capping layer, the site called for an understanding of soil requirements, ecology

and horticultural practice, to enable the establishment of species-rich meadows on the clay by a combination of seeding and natural regeneration.

Sustainability lay at the heart of the park’s conception, construction, management and maintenance. Techniques were developed to minimise energy expenditure, waste and the use of scarce resources. Recycled materials were specified wherever possible and subsoil was used as a growing medium for all planting and seeding. Rainwater recycling systems, integrated with the car park Sustainable Urban Drainage System (SUDS), reduce the lifetime costs for the building’s water supply and minimise the use of potable water. Surface water is also channeled into swales which feed the wet woodlands.

This sustainable transformation project has contributed to the green infrastructure that supports economic regeneration and social inclusion of this part of North London. Many lessons from this project underpinned the successful design and delivery of the 2012 Olympic Games Park and transformation process that delivered the Queen Elizabeth Olympic Park.



Client: Lee Valley Regional Park Authority
Landscape Architect, Design Team Leader
and Project Management: LDA Design
Architect: Randall Shaw Billingham
Engineer: Halcrow Environmental
Interpretation and Wayfinding Consultant:
Bremner & Orr
Artist: Chris Tipping

Viewpoint

"This Park supports economic regeneration and social inclusion for North London. We developed techniques to minimise energy expenditure, waste and use of scarce resources. Recycled materials were specified and subsoil was used as a growing medium for all planting and seeding. The park embodies its 'explosive past' as a place of tranquillity, beauty, richness and diversity; for people and wildlife; science and art; for enjoyment and reflection for generations to come."

David Thompson, Director, LDA Design



Kings Crescent Community Orchard

Queens Drive, Hackney, N4
In use, completed May 2014

Developed and implemented in close co-operation with local residents, this project transforms a left over space on the perimeter of the Kings Crescent housing estate into a communal 'front garden'. The design comprises simple elements that respond to the garden's setting – the multi-story housing blocks, the Victorian terraced housing, and the Green Corridor leading towards Clissold Park. Planting sessions with a community gardener have established a regular presence by residents young and old, building a sense of ownership and connecting the estate to its surroundings. The scheme was part-funded by the GLA's Pocket Park Programme.

Client: LB Hackney | Landscape Architect and Engagement: muf architecture/art | Lighting Design: Studio Dekka | Soft Landscaping Contractor and Ongoing Community Gardening: Growing Concerns | Hard Landscaping Contractor: Warwick landscaping | CDM Co-ordinator: Mace



© Grant Smith

Ladywell Fields

Lewisham, SE8
In use, Phase 1 completed 2009, Phase 2 completed 2011

Restoring the River Ravensbourne within the existing park, this scheme created new river channels, backwaters, pools and riffles, and greatly improved habitats within the river corridor. The first phase created a new course for a stretch of the river, allowing it to meander through the fields, animating the parkland. The second phase removed concrete culverts from the river, enhancing the water environment, and introduced new social and engaging play spaces. An upgraded footpath network, with new lighting, boardwalks and park furniture, has improved access, linking the local community to their parkland.

Client: LB Lewisham | Design and Services: BDP | Contractor: Breheny and Fergal | Hydrology: Arup



© David Barbour

KX Pond Club

King's Cross, Camden, N1
Completed February 2015

This natural bathing pond, in the middle of the King's Cross development site, aims to make us think about the relationship between nature and the urban environment: the permanence of buildings and the changing nature of undeveloped spaces. The 40 metre-long pond has space for over 100 bathers and is surrounded by wild flowers and grasses that change with the season. Entirely chemical free, the water is purified through a natural, closed-loop process using wetland and submerged water plants.

Developer: King's Cross Central Limited Partnership | Landscape Architect: Ooze Architects; Townshend Landscape Architects | Architect: Ooze Architects with Marjetica Potrc | Engineer: Arup, Biotop (Austria) and Wasserwerkstatt (Germany) | Contractor: Carillion | Specialist: Kingcombe Aquacare and Willerbys



Leamouth Bridge and Riverside Footpath

Limmo Site, Dock Road, Silvertown, Newham, E16
Under construction, due to complete 2018-2020

Historically isolated by transport infrastructure, industrial sites and rivers, this competition-winning design will introduce a pedestrian and cycle crossing, with direct access to public transport nodes at Canning Town. As a tilting bridge, it crosses the river at low level and provides inclusive access without lifts or ramps. The Riverside Footpath seeks to act as a significant piece in the regeneration of Leamouth as a high quality mixed-use quarter, connecting areas, communities and public transport systems around the peninsula, and opening up connections to the Lea and Thames Riversides.

Client: Trinity Buoy Wharf, formerly under Leaside Regeneration | Bridge Architect and Engineer: Ramboll UK | Riverside Footpath Landscape Architect: Coe Design Landscape Architecture Ltd | Cost Consultant: AECOM | Business Case: Peter Brett Associates



© CoeDesignLandscapeArchitecture

Lewis Cubitt Park & Square

King's Cross, Camden, N1
In use, completed December 2014

Surrounded by trees, the Lewis Cubitt Park is the principal green space at King's Cross, inspired by the relaxed grassy lawns of London's garden squares. Gently mounded lawns flow through the park, subtly dividing it into smaller spaces. Lewis Cubitt Square is a major new civic square and will host markets, outdoor cinema, concerts and summer events. The square's open design and clean lines are the work of celebrated designer Laurie Olin, featuring Laurie's hallmark arching water jets.

Developer: King's Cross Central Limited Partnership | **Landscape Architect:** Laurie Olin, Townshend Landscape Architects and Applied Landscape Design | **Engineer:** Peter Brett Associates | **Contractor:** Carillion, Willerby, Maylim and Miller Druck | **Specialist:** The Fountain Workshop



The Linear Park

Nine Elms, Wandsworth, SW8
Under construction, first section to be completed March 2016

Providing a landscaped, public open space that links Battersea Power Station to Vauxhall Cross, the green route will continue onto Archbishops Park via a series of green interventions known as The Missing Link. Reclaiming private industrial land for public use, the park will link public squares, footpaths, cycle lanes and outdoor recreational facilities together with pocket parks. Delivered in stages, each site will form a new link.

Client: Ballymore Group, VINCI St. Modwen and Royal Mail Group | **Landscape Architect:** Camlins and HED | **Project Manager:** Nine Elms Delivery Team | **Planning:** LB Wandsworth



The Line

Route from Queen Elizabeth Park E20 to The O2 Arena SE10
Design stage, due to complete Spring 2015

Aiming to become a world-class sculpture walk, The Line will connect some of the most iconic sites in newly-regenerated East London. Founded by artist Megan Piper and urban regeneration expert Clive Dutton, the path will follow the line of the Greenwich Meridian, linking the Queen Elizabeth Olympic Park in the north and the O2 Arena just south of the Thames. Contemporary and challenging sculptures will be spaced along the route, providing a new context for existing works in local galleries and collections, selected by an independent panel.

Architect: Rogers Stirk Harbour + Partners | **Public Realm Design Advice:** Space Syntax | **Structural Engineer:** AKT II | **Logistics:** MTEC | **Lighting Design:** Mark Major | **Project Management:** Buro Four



London Dock

Virginia Street, Wapping, Tower Hamlets, E98
Under construction

Located on the former site of News International, the scheme is designed around a landscape proposal consisting of a series of public gardens, connecting the various spaces and buildings within the site. The new public realm will be signalled by marker buildings at either end, designed to rise above the other buildings in the development, helping to draw people into the site and aid wayfinding in local and long distance views. These marker buildings are key to the sustainability of the site as well as contributing to the overall regeneration of the area.

Client: St George City | **Architect:** Patel Taylor | **Structural Engineer:** JSA and Watermans | **Consulting Engineers and Services Engineer:** DSSR | **Quantity Surveyor:** Rider Levett Bucknall



London Wall Place

121-123 London Wall, City of London, EC2

Under construction, due to complete Summer 2017

Providing an opportunity for a new public realm environment in this hitherto overlooked part of the City of London, London Wall Place seeks to create a garden retreat, radically overhauling this area and returning it to a people-focussed public realm.

Following devastation by bomb damage during the Second World War, the site was developed as part of a new vision for London where streets were denied and walkways elevated as highwalks over the traffic below, across a single monolithic building block. These works saw the segregation of the historic elements and the erasure of the organic urban grain.

London Wall Place seeks to support the City's campaign for providing pedestrian circulation through the enhancement of existing and creation of new walkable routes. Completing a wider route from Finsbury Square to Bankside, the north-south path connects the Barbican to the Guildhall, while the east-west links London Wall with St Alphage Gardens. For the first time, a street level pavement will be established along London Wall by widened footways. Interacting with the new garden spaces, the route will provide excellent views into the London Wall Place landscape. Replacing the original highwalk pathways, a new weathered steel sculptural bridge will gently meander above the gardens.

The St Alphage Church Tower Remains and London Wall Scheduled Ancient Monument, previously hidden away, will become the

focus for the new gardens. Revealed through the opening up of the street level landscape, improved visual connectivity and accessibility will enable visitors to better understand and appreciate the layering and scale of the history of the site.

The gardens will draw direct inspiration from the surrounding open spaces of the Barbican, St Alphage Garden, Salters Rose Garden and beyond, to create a series of sensually rich spaces. Reflections from the water feature will dance across the soffit above, while the cascade will create calming sounds. The changing appearance of the weathered steel will be enriched by the tactile quality of its textural surface.

The urban context of London Wall Place casts a varied set of microclimatic conditions across the public realm. Tall buildings and streets create an intricate pattern of sun and shade moving through the site, changing through the year. The gardens reflect this – lawns are located in the sunniest locations and planting reflects varying levels of light and shade.

While creating a setting for the new office buildings, London Wall Place is designed as part of a wider network of destinations across the City of London. Nature is given street level and roof terrace space and allowed to flourish alongside social activities contributing valuable new green infrastructure in the heart of the City.



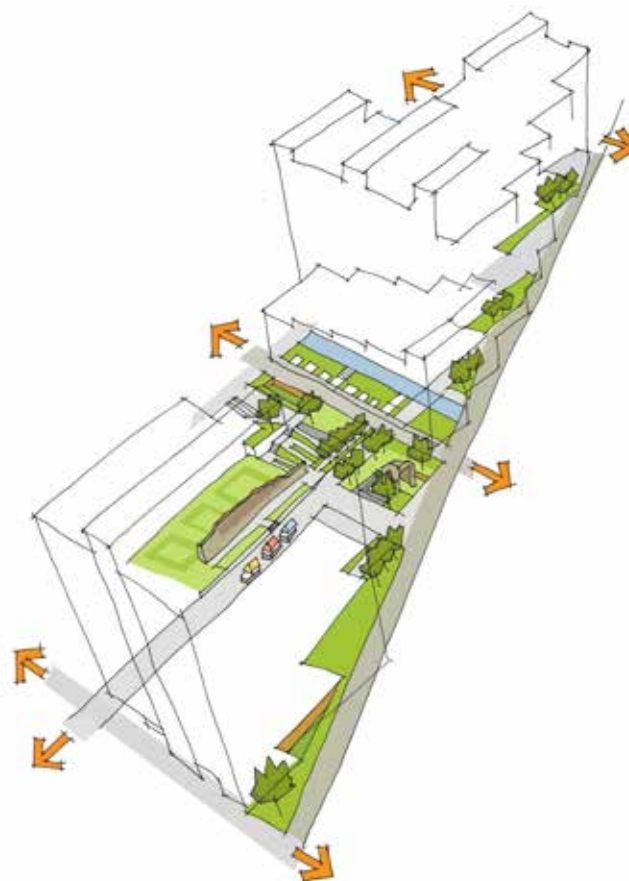
© Cityscape

Client: London Wall Place Partnership
 Landscape Architect: Spacehub and Make
 Architect: Make
 Main Contractor: Brookfield Multiplex
 Project Manager and Cost Consultant:
 Gardiner & Theobald
 Planning Consultant: DP9
 Transport Consultant and Structural
 Engineer: WSP
 Lighting Design: Studio Fractal
 Services Engineer and Sustainability
 Consultant: Hurley Palmer Flatt
 EIA Consultant: URS Corporation Ltd

Viewpoint

"The evolution of the proposals, from the City's original design brief for the site, was a particularly constructive collaboration between the City and the design team. This positive working relationship is particularly evident in the quality of the landscape design, which includes twenty-eight new, mostly large canopy trees, a water feature and the sympathetic setting of the Roman City Wall and St Alphage Church Tower remains. The green spaces of London Wall Place deliver new pedestrian links to the surrounding streets and form part of an important green network of publicly accessible green spaces situated along the length of London Wall."

Simon Glynn, Principal Project Officer
 and Victor Callister, Assistant Director
 for Environmental Enhancement,
 City of London Corporation



Mayor of London's Pocket Park Programme

Various sites

Final stages of programme

London is one of the greenest big cities in the world. It's one of the reasons the capital is such an attractive place to live and work. As London becomes ever more popular and more and more people choose to live here, the Mayor of London must work hard to protect and improve the city's green spaces.

In 2012, the Mayor of London launched his Pocket Park programme. The aim was to create 100 small parks across London, in areas that were otherwise underused or unloved. These Pocket Parks would be a safe haven from the hustle and bustle of the city and the pride of local people, with the aim of demonstrating how improving small spaces can help create more liveable places.

The programme invited different organisations like local councils, housing associations, charities, and community groups to apply for funding for projects that would:

- get more people using outdoor spaces
- improve London's quality of life, public space and opportunities for recreation
- support volunteering and public participation
- help promote collaboration between boroughs and local organisations
- make use of the extraordinary design and development skills in London

From the 100 Pocket Park projects chosen, 45 are being created, designed and delivered by community groups and another 45 by boroughs working with local communities. Finally, ten are being created through Groundwork London's corporate

engagement scheme, providing an opportunity to explore how to best talk to and work with businesses that are keen to support the green agenda.

All 100 parks will be finished and open to the public by summer 2015. Over 25 hectares of hitherto anonymous public realm in London will have been enhanced through the programme, bringing improved access to quality green space, more opportunity for recreation and play, improved ecological value, and better habitat for urban wildlife. Clever design has addressed potential problems like localised flooding and anti-social behaviour.

One of the aims of the Pocket Park programme was to challenge common ideas of what a small park or amenity space can be. It asked people to reinterpret spaces and reuse them to benefit the local community in real, tangible ways. Examples include a village green reimagined in Nunhead, vintage cars used as planters on a Stratford rooftop, rain gardens in Vauxhall, and planting edible gardens along a south London bus route.

The success of the programme has shown that small, beautiful, effective, and usable spaces can be created in even the most unpromising places. It is aimed that the Pocket Park programme will act as a catalyst for hundreds more Pocket Parks to be created across the capital. The Mayor of London is challenging architects, planners, developers and local communities to ensure that there are no forgotten or wasted spaces, and that the provision of usable, functional, creative, public green spaces is considered at the earliest stage.



Viewpoint

"First hand I see how the community has embraced the Kerb Garden. Edibles create a narrative. We all eat! The neighbourhood feels friendlier and has a landmark of pride. I watch locals form friendships as they garden together whilst outpatients and therapists, from the adjacent mental health hospital, enjoy quiet time within it. The enthusiastic endeavours of the volunteers' efforts set a fine example of community empowerment in action. We plan to continue turning neglected and disused sites situated on the 322-bus route into design-led community growing spaces, aiming to create thriving neighbourhood hubs with even more communities experiencing the 'feel good factor' of having their own Edible Bus Stop to tend and nurture."
Mak Gilchrist – The Edible Bus Stop® (EBS), Founder, installations producer, communications, and local resident of The Kerb Garden



Edible Bus Stop Kerb Garden



The Breakers Yard, Sutton House

Lowlands Park & Performance Space

Lowlands Recreation Ground, Lowlands Road, Harrow, HA1
In use, completed February 2015

Reinvigorating an old recreation ground into a new park for Harrow town centre, this project seeks to animate and enrich a sequence of new spaces and landscapes: young children's play areas on grassy banks and mounds, play structures and furniture, an orchard, new trees and special planting, and a new outdoor theatre and cultural venue in the form of a pavilion and landscaped amphitheatre. The pavilion, to be managed by nearby Harrow College, will also house a café. A new tree-lined 'boulevard' will define the route from Harrow-on-the-Hill station to the college.

Client: LB Harrow | **Funder:** Harrow Council and Mayor of London | **Consultant:** Adams & Sutherland Architects and Assemble Studio



© Phillia Ebeling

Margaret MacMillan Park

Lewisham, SE8
In use, completed 2010

Part of the Deptford and New Cross Links programme – which aims to improve walking and cycling routes – this revitalisation project incorporated an improved network of footpaths, interspersed with a series of new meeting points and social spaces within the Macmillan Park. 'Rooms' of planting and seating areas have created relaxing spaces, whilst the park enjoys splashes of colour throughout provided by diverse planting. A series of timber sculptures on a secondary path has added vertical interest and a feature in the landscape that can be used for seating or play.

Client: London Borough of Lewisham | **Design and Services:** BDP | **Contractor:** English Landscapes



© Samia Fisher-Payne

Making Space in Dalston

Dalston Lane, Kingsland Road, Ashwin Street and Ridley Road, Hackney, E8
In use, completed 2012

Promoting an alternative approach to regeneration – whereby a process of communication and action research helped develop a shared vision with residents, businesses and local organisations – the project looked at how public space could be created without losing the existing qualities of the neighbourhood. The ten individual projects included the installation of a linear vegetable garden and community orchard planting on the Somerford Grove estate, reclaiming the pavement on Ashwin Street, a pack-away playground for Dalston's main square, a green wall for the Princess May School and the transformation of a piece of abandoned railway land into the much-loved Eastern Curve community garden.

Client: Barratt Homes, GLA, LB Hackney, LDA/ Design for London, Transport for London (TfL) | **Consultants:** J+L Gibbons, muf architecture/art and Objectif



© Sarah Blee / J+L Gibbons

Mountsfield Park

Lewisham, SE8
In use, completed 2010

In consultation with local community group The Friends of Mountsfield Park (FOMP), this design has been created from a formerly disused area of the park. The scheme integrates local residents in the broader design of the park to revitalise the space and re-engage local residents. A community 'Big Dig' event in November 2014 attended by 150 people helped integrate the space into the neighbourhood's hearts. Since this day, FOMP have continued to plant edible hedgerows, meadows seeding, fruit trees and vegetable in the newly created space.

Client: LB Lewisham | **Funder:** Mayor of London | **Landscape Architect:** BDP | **Contractor:** TLoughman



© Jessie Simmons

NEO Bankside

Holland Street, Southwark, SE1

In use, final phases completed in April 2013

Occupying a complex and irregular space on a high profile site adjacent to the Tate Modern, the completed public realm provides richly detailed green areas that are enjoyed by the public daily. The project has unified and repaired the relatively incoherent grain of the surrounding area, blending gardens with tree-lined linear groves, which form the boundary to a new public realm and two clear public routes through the site.

Client: Native Land and Grosvenor | **Landscape Architect:** Gillespies | **Architect:** Rogers Stirk Harbour + Partners | **Specialist Planting Consultant:** Growth Industry | **Main Contractor:** Carillion | **Landscape Contractor:** Frosts Landscape Construction | **Engineer:** Hoare Lea



© Jason Gairn

Pacha Victoria Biodiversity Intervention

Terminus Place, Victoria, City of Westminster, SW1

Design stage

Aspiring to create a dramatic and highly visible biodiversity intervention outside Victoria Station, this proposal seeks to utilise the roofscape of Pacha nightclub, demonstrating an opportunity for urban greening. Hydroponic green wall technology would provide habitat for a diversity of plant, insect and bird life. Green roof planting, habitat log piles, water attenuation, air cleansing, rainwater harvesting, beehives, insect hotels and bird boxes are all proposed to maximise ecological benefits. UV lighting attracting insects along with miniature 'Hotel' signs, and self-heating birdboxes with occupancy indicator lights further animate the intervention.

Client: Victoria BID, Transport for London (TfL), Pacha | **Landscape Architect and Ecologist:** Spacehub | **Living Wall Specialist:** Daniel Bell Garden Architects | **Structural Engineer:** Walsh Associates | **Lighting Design:** Speirs + Major



Project showcase

Northala Fields

Northolt, Ealing, UB5

In use, completed 2008

Providing an attractive destination for local communities, this exemplary park has been created from recycled waste, at nil cost to the taxpayer, proving that creative design can be economic. Inert landfill from nearby development was imported to build the park's eye-catching centrepiece – four conical shaped mounds. These man-made hills have become a distinctive landmark for thousands of commuters travelling on the adjacent A40, creating an effective buffer from the noise, air and visual pollution created by this main artery in and out of London. The tallest 25m mound affords a great view of London on a clear day.

Client: LB Ealing | **Landscape Architect:** LDA Design | **Civil Contractor:** C J Pryor | **Landscape Contractor:** CR Swift



Pepys Park

Lewisham, SE8

In use, completed 2009

During 2010/11, Lewisham Council spent almost £3 million on improvements to six public parks in and around the Pepys estate of North Deptford. Some of the key decisions taken following consultation with local residents were to improve lighting in the area, to plant more flowers and small shrubs, and to create different play environments for various ages of children. The redesigned spaces incorporate new paths, links and have removed physical and physiological barriers by removing railings. Additionally, new seating and lighting have been introduced, while access to the existing nature conservation area has been improved.

Client: LB Lewisham | **Contractor:** Volker highway | **Design and Services:** BDP | **Cost Consultant:** Artelia



© David Barbour

Queen Elizabeth Olympic Park

Newham, Tower Hamlets, Hackney and Waltham Forest

In use, completed June 2012 as London 2012 Olympic Park, reopened as Queen Elizabeth Olympic Park April 2014

Only 18 months after hosting the London 2012 Olympic and Paralympic Games, Queen Elizabeth Olympic Park has been reopened to the public as one of Europe's most significant new parks, creating 560 acres of new parklands out of a former industrial wasteland in east London.

The Park was designed around four simple principles: a river park with a revitalised River Lea as the focus; a diverse ecological parkland shaped by strong landform well suited to future residential land use in the north of the Park; a landscape purpose-built for urban entertainment in the south of the Park – including the extensive London 2012 Gardens and Great British Garden – complementing the adjacent anticipated retail, cultural and leisure land use; and a focus on the Park's legacy uses in everything that was designed for the London 2012 Games.

Prior to the 2012 Games, an extensive demolition and regeneration programme took place, including the decontamination of nearly two million tonnes of soil (the largest ever soil-washing operation in the UK), the creation of vast areas of concourse, spectator lawns and landscape features, the largest wildflower meadow ever planted in the UK, and the planting of more than 4,000 semi-mature trees and more than 300,000 wetland plants.

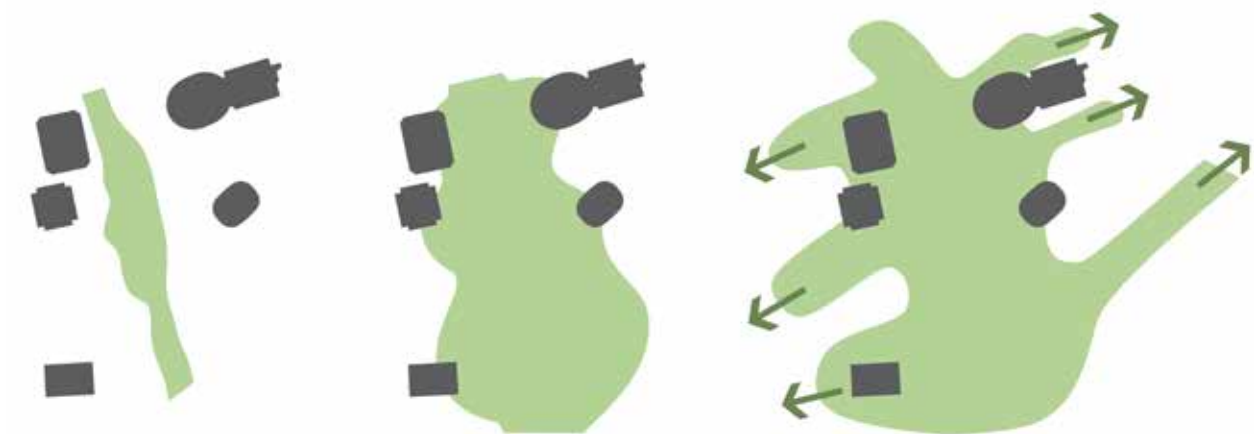
After the Games, the Park was further transformed, doubling the quantity of green space and creating a landscape that was designed to be accessible and inclusive for visitors from the local community, London and beyond. During this transformation, temporary venues and infrastructure were removed, connections

such as roads, bridges, cycleways and footpaths were made to existing communities around the Park, and changes to existing buildings and infrastructure were completed to provide new, world-class permanent venues across the Park. In addition, new attractions such as cafés, play areas, and visitor facilities were created, and a new hub building in the south of the Park developed for visitors to the UK's tallest sculpture, the ArcelorMittal Orbit.

Having formed the centrepiece of the world's most sustainable Olympic Games to date, its transformation into a public park continued to embrace sustainability. The design manages water by taking 5,000 houses out of flood risk, but also clearing runoff and creating new wetland habitats. New habitats created include wet and dry woodland, species-rich grasslands and meadows, brownfield habitats reflecting the urban past, ponds, reed beds and marsh.

Designed to offer a wide variety of different types of inclusive spaces – allowing the widest range of activity to occur – the park hopes to leave a lasting social, economic and environmental legacy for London and the UK.

Although the Park is now open, its role in driving the regeneration of east London is only just beginning. Five new neighbourhoods will be built in the coming years to provide more than 10,000 new households along with new schools, health centres and public buildings, and a brand new education and cultural centre will see 3,000 new jobs, 1.5 million additional visitors and £2.8bn of economic value to the surrounding area.



Constrained River Valley

London 2012 Olympic Parklands

Queen Elizabeth Olympic Park

Client: ODA and London Legacy Development Corporation (LLDC)
Park and Public Realm Landscape Architect: (Design Lead): LDA Design with Hargreaves Associates
Architect, Masterplan and Detail Design: Allies and Morrison
Landscape Engineer and EIA Coordination: Atkins
Landscape Engineer: Arup
Design Management: Buro Four
Ecologist: LDA Design Ecology
Horticulture: University of Sheffield
Garden Designer: Sarah Price
Lighting Designer: Sutton Vane Associates
Sustainability Consultant: Fulcrum
Irrigation: Waterwise
Accessibility Consultant: CAE
Maintenance & Management Plan: ETM Associates and Land Management Services
Mountain Bike Track: Trails Wales
South Park Plaza: James Corner Field Operations
Tumbling Bay and Timber Lodge: Land Use Consultants / Erect Architecture

Viewpoint

"The challenge for the Olympic Park was to become Europe's most significant landscape project for a generation, through the transformation of this part of the Lower Lea Valley. It is rare that a project can attract so many superlatives and such a consensus as to its achievements, whilst also providing practical lessons in restoration, sustainability, regeneration and the art of the possible. In selecting this project for the President's Award I salute the skill, determination and commitment of the project team in delivering an Olympic Park that inspired us all, and made the country proud."

Sue Illman, President of the Landscape Institute, LI Awards, 29 November 2012



Aerial image of North Park during Transformation

© LDA Design



North Park and Velodrome after Transformation

© LDA Design



Mountain Bike Trails within the VeloPark

© LDA Design



View of North Park during London 2012 Olympic Games

© LDA Design

Potters Fields Park

Queens Walk, Southwark, SE1
In use, completed 2007

Secured via a section 106 agreement and a grant from the London Development Agency, the refurbishment project has created a world-class park along the Thames and adjacent to Tower Bridge and City Hall. The project was innovative in creating a development trust to maintain the park to a high quality with funding from hosting events on the space. The procurement of the project was also unusual, with a partnership model that used the developer as lead partner, thus bringing private sector expertise into the delivery of the park.

Client: LB Southwark, More London, London Development Agency (LDA) | Architect and Designer: Gross Max | Contractor: McNicolas | Project Manager and Cost Consultant: DLE | Landscape Contractor: Gavin Jones



St. Mary's Churchyard Park

Southwark, SE15
In use, completed July 2008

With funding assistance from the London Development Agency as part of the Elephant and Castle Regeneration Scheme, this project reorganised the park, while incorporating healthy existing trees and retaining the Churchyard's positive historic qualities, including the extensive restoration of listed railings. Seeking to make the park a safe, accessible, and desirable place for the community, the scheme made the incorporation of park access, safety features, and activity integral to the design.

Client: LB Southwark | Landscape Architect: Martha Schwartz Partners



Riverside Walkway

London Bridge to Oxo Tower, Southwark, SE1
In use, completed June 2012

A key tourist route along the Thames, offering views to the City, it also links key attractions along the river, such as the Tate Modern and the Globe Theatre, to areas such as Borough Market and London Bridge. While it was recognised that the area was extremely popular with users, prior to the Olympics Games it was decided that the walkway should become fully accessible for all users. Due to complications with a Scheduled Ancient Monument, and proximity to listed buildings and conservation areas, a sensitive reuse of existing materials and English Heritage approved new materials were adopted.

Client: LB Southwark | Funder: Mayor of London and LB Southwark | Architect: Witherford Watson Mann Architects | Engineer: Mouchel | Contractor: Conways



St. Paul's Church Grounds and West Hackney Rec

Stoke Newington Road, Hackney, N16
In use, completed December 2014

Originally consisting of three disparate areas, the site has been sensitively reunited, while enhancing its offer to the local community. The design connects the church and surrounds with the remnant burial ground and the recreation ground, celebrating its unique heritage while new features attract a wider audience. Improved access and circulation hope to increase visitor and commuter numbers, stitching it back into the surrounding urban fabric. A new Management and Maintenance Plan guides the future success of the site, balancing conservation, ecology and increased visitor activity, all funded by site-generated income.

Client: LB Hackney and St. Paul's Church of West Hackney | Landscape Architect, Project Manager, Contract Administrator: LDA Design | Principle Contractor: The Landscape Group | Quantity Surveyor: Simon Fenton Partnership | Structural Engineer: The Morton Partnership | Archaeologist: LP Archaeology



© Helena Smith photography

St. Paul's Churchyard

City of London, EC4

In use, completed April 2012

This project has transformed the former St. Paul's Cathedral coach park into a large new public garden. The project also involved opening access to Festival Gardens, introducing new public art and providing better pedestrian links between the Cathedral and the wider City. These enhancements complement the adjacent Carter Lane gardens to create a green and welcoming environment to the south of the Cathedral.

Client: City of London Corporation | **Delivery Partnership:** City of London Corporation, Transport for London, Land Securities and St. Paul's Cathedral | **Landscape Architect:** Townshend Landscape Architects | **Traffic Consultant:** Project centre | **Transport Consultant:** Arup, C Buchanan



Thames Piers Public Realm Study

Thames piers network - detailed studies of Embankment Pier, WC2, and Blackfriars Pier, EC4

Recommendations presented to the Mayor's River Concordat 2012

Thames river services are one of the fastest growing forms of transport in London. In the last few years, new piers and services have been introduced, and the river continues to develop as a public transport and recreational route – with an aim of 12 million passengers travelling by river by 2020. Exploring the relationship between the piers at Embankment and Blackfriars and their surrounds, the study identifies ways to achieve better integration between the piers, the riverside streetscapes and the wider network of pedestrian routes – addressing issues of visibility, connectivity and perception, in order to support a seamless, integrated river service.

Client: Mayor's River Concordat | **Public Realm:** Publica



Thames Baths Project

Victoria Embankment, City of London, EC4

Design stage, due to complete 2017

Thames Baths Project is a self-initiated campaign for the re-introduction of swimming in the River Thames. The project looks to re-establish an intimate and playful link between Londoners and this historic lifeblood of the city. The objective is to provide naturally filtered river water pools and recreation space alongside the Victoria Embankment. The scalability of the concept is generating a lot of interest and the team are exploring various sites along the River Thames and other global urban waterways.

Architect and Client: Studio Octopi | **Landscape Architect:** Jonathan Cook Landscape Architects | **Cost Consultant:** Jackson Coles LLP | **Marine Engineer:** Beckett Rankine | **Product Manager:** Matt Bamford-Bowes | **Commercial Manager:** Rob Saunders | **Graphic Designer:** Build



© Picture Plane & Studio Octopi

Tottenham Green Civic Heart

Tottenham Green, High Road, Haringey, N15

In use, completed June 2014

Surrounded by important cultural, educational and religious institutions, Tottenham Green remained an underused asset. This design seeks to re-establish it as the 'civic heart' of Tottenham, connecting the institutions, businesses and residents living and working locally. The sensitive and careful re-design has allowed a range of activities to be introduced – linked to the surrounding institutions – including performance, events, markets, and an emerging café culture.

Client: LB Haringey | **Consultant:** Adams & Sutherland



© Adams&Sutherland

Vauxhall Missing Link Green Trail

Vauxhall Walk, Lambeth, SE11

Under construction, Phase 1 due to complete April 2015

Responding to the Missing Link competition launched by Vauxhall One BID with RIBA and Landscape Institute, this design seeks to create an innovative Promenade of Curiosities that links back to the Tradescant Ark and the Vauxhall Pleasure Gardens, whilst producing a thoroughly modern scheme with urban rain gardens and SUDs to reduce surface water flooding. When complete, the Vauxhall Green Trail will create one mile of sustainable green cycle ways and walkways linking the new gallery district of Vauxhall to the South Bank.

Client: Vauxhall One Business Improvement District | **Architect and Landscape Architect:** Erect Architecture with J&L Gibbons | **Contractor:** FM Conway Highways and Streetscape Landscaping | **Highways Engineer:** LB Lambeth, PFA and Haswell Associates | **Project Manager and Cost Consultant:** LB Lambeth and Mace | **Public Realm Manager:** Vauxhall One



West Smithfield – Giltspur Street

City of London, EC1

In use, completed May 2005

West Smithfield / Giltspur Street was permanently closed in March 1998 as part of the City of London's Traffic and Environmental Zone or 'Ring of Steel'. In this subsequent project, the scheme included: Yorkstone paving, improved seating and lighting, and a landscaped area at the western end of the closure incorporating a grass lawn area and tree planting. The introduction of limestone benches, oak bollards and tree planting along the closure adds to the character of this space as a popular green oasis in the northern part of the City.

Client: City of London Corporation | **Design:** Haswell Associates LTD | **Materials:** Marshalls | **Construction:** FM Conway



Walthamstow Wetlands

Ferry Lane, Waltham Forest, N17

Under construction, due to complete Spring 2017

Previously inaccessible, Thames Water's operational drinking water reservoirs will be opened to the public, creating the largest urban wetland nature reserve in London. The project will provide four new entrances, an improved network of pathways, a visitor centre and café in the Victorian pump station 'Marine Engine House', and a viewing point and outdoor classroom in the historic Coppermill Tower, as well as enhancements to natural habitats. The scheme will address the missing link in Upper Lea Valley for walkers and cyclists, build on the site's natural and industrial heritage and provide much-needed open space to growing communities in Walthamstow and Tottenham.

Client: LB Waltham Forest, Thames Water, Heritage Lottery Fund, Greater London Authority (GLA), London Wildlife Trust, Environment Agency, Natural England | **Consultant:** Kinnear Landscape Architects, Witherford Watson Mann Architects



12-20 Wyvil Road

Lambeth, SW8

Planning consented 2014

Located at the heart of the Nine Elms Masterplan, the scheme will deliver significant open space on and within the building, providing a generous amount of amenity area considering the site's modest footprint. At ground level a new square reveals an elevation of occupied railway arches, whilst providing connections across the site. Planting throughout has been chosen carefully to deliver both amenity, and enhance biodiversity. Five 'Sky Courts' – gardens inset into the building – provide accessible green spaces for residents and define the building's identity. Further open space on the rooftop gardens provides amenity for residents.

Client: Wyvil Road Limited – K2 Property and Network Rail Joint Venture | **Landscape Architect:** Spacehub | **Architect:** Stephen Davy Peter Smith Architects | **Planning Consultant:** RPS/CgMs | **Transport Consultant:** Ardent | **Structural Engineer:** Conisbee | **Services Engineer and Sustainability Consultant:** Buro Happold | **Townscape:** Peter Stewart Consultancy | **Ecology:** The Ecology Consultancy | **Microclimate Consultant:** RWDI | **Public Relations Consultant:** PPS Group | **Cost Consultant:** Stace



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INFRASTRUCTURE

Barking Station Interchange

Barking and Dagenham, IG11
In use, completed July 2012

Connecting many transport services including London Buses, London Underground, c2c rail services, East London Transit, London Overground, taxis and the London Cycle Network, the interchange was experiencing capacity problems and a lack of investment, which created a negative first impression on arrival in the town centre. In particular, the station forecourt area suffered from a poor quality public realm, high crime levels, congestion and street clutter. Designs were produced showing that a 92 per cent increase in public realm space outside the station could be achieved by relocating the taxi rank and bus lay-bys, and upgrading paving, highway and feature lighting, street furniture and signs.

Funder: London Thames Gateway Development Corporation, Transport for London (TfL) and Section 106 contributions | **Consultant:** Atkins (Phase 1), Parsons Brinckerhoff (Phase 2) | **Contractor:** Barden (Phase 1), Marlborough Surfacing (Phase 2) | **Stakeholder:** LB Barking and Dagenham, London Buses, London Underground, Network Rail, Station Parade retailers, TfL Public Carriage Office, Vicarage Fields Shopping Centre



Central Park Footbridge, Queen Elizabeth Olympic Park

Queen Elizabeth Olympic Park, Newham, E20
Completed 2012

Designed to adapt from Games to Legacy mode, the bridge's distinctive mirror-finish stainless steel cladding brings the surrounding landscape to life. During The Games, the bridge was perceived as part of the park's continuous high-level concourse, balanced with the winding waterways and towpaths of the ecological setting below. Described as a 'Dancing Keel', the current legacy mode is defined by a Z-shaped structural form, providing a route for admiring the view. The spans coupled with the shallow deck constraints were solved with an engineering design utilising trapezoidal trusses, tuned mass dampers and fixity into the robust concrete abutments.

Client: Olympic Delivery Authority | **Architect:** Heneghan Peng Architects | **Structural Engineer:** AKT II



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Bow Riverside

River Lea Towpath at Bow Roundabout, Tower Hamlets and Newham, E3
In use, completed August 2011

This new footbridge, its associated spaces, and suspended walkway under the Bow Interchange in East London completes the River Lea Walk – a 28-mile walking and cycling route from the Thames to Hertfordshire. Previously, pedestrians and cyclists had to leave the towpath and cross five lanes of hazardous carriageways to resume their riverside journey. The project creates a sequence of distinct but connected spaces, orientated to the river, and includes improvements to an existing wharf and a new path through marginal woodland. The lighting strategy reflects water-surface movement onto the far wall, animating the space. Woodland enhancements and reed-beds alongside the walkways increase biodiversity.

Client: British Waterways | **Principle Funding Partnership:** London Thames Gateway, Development Corporation, Olympic Delivery Authority | **Landscape Architect:** JCLA | **Architect:** Adams & Sutherland



Clapham Junction - Brighton Yard

Wandsworth, SW11
In use, completed April 2011

The redesigned hardscape at Brighton Yard allows for a step-free route into Clapham Junction station from St. John's Hill, making it accessible for mobility impaired people, and easing congestion in the subway and main entrance. The entrance from Brighton Yard, out of use for more than 50 years, has been restored with a fully refurbished ticket hall with lift access, ticketing facilities, travel information screens and shops. The public realm works improved the entrance by offering a taxi and car pick-up and drop-off point, plus a large cycle storage facility for up to 72 bicycles under a protective shelter.

Funder: Transport for London (TfL), LB Wandsworth, Department for Transport, South West Trains | **Architect and Surveyor:** Robinson Kenning & Gallagher | **Contractor:** Barden (Phase 1), Marlborough Surfacing (Phase 2) | **Stakeholder:** Department for Transport, Railway Heritage Trust



Crossrail Acton Main Line Station Urban Realm

Horn Lane, Acton, Ealing, W3

Design stage, due to complete 2018

Replacing the existing signalised crossing next to Acton Main Line station with a non-standardised layout – based on a similar scheme in Poynton, Cheshire – this scheme incorporates highly robust materials to narrow the carriageway and introduce flush central medians, coloured road surfacing and visible drainage channels. These, combined with pedestrian crossings on key desire lines, aim to improve pedestrian access, while simultaneously slowing traffic and increasing junction capacity. Other features include footway widening, tree planting, relocated bus-stops facilities, new public seating, and a cycle hub with space for up to 84 bikes.

Client: LB Ealing, Transport for London (TfL), Crossrail, Network Rail | **Urban Designer:** Crossrail Ltd



Crossrail Romford Station Urban Realm

South Street, Havering, RM1

Design stage, due to complete 2017

In recent years, significant improvements along South Street have enhanced a vibrant metropolitan town centre, supplemented by the transformation of the Battis into a safer pedestrian route, directly to the north of Romford Station. However, the remaining area immediately around the station suffers from insufficient and poor quality pedestrian space. To the south of the station, space currently used for standing buses will be given to widened footways with bus stands relocated to Atlanta Boulevard. To further assist passengers, there will be a better arrangement of bus stops to provide an improved interchange.

Client: LB Havering, Transport for London (TfL), Crossrail, Network Rail | **Urban Designer:** John McAslan + Partners / WSP



Crossrail Maryland Urban Realm

Leytonstone Road, Newham, E15

Design stage, due to complete 2017

Despite the regeneration the Olympics brought to Stratford, neighbouring Maryland still suffers from a number of environmental problems. The station area is characterised by a vehicle dominated road network, featuring a large roundabout with little consideration of, or facilities for, pedestrians and cyclists. This urban realm design will give the area a new identity and create a focal point by forming a new station entrance plaza on Leytonstone Road through a major reconfiguration of the highway. This will provide significant pedestrian access improvement, footway widening and a reduction in the dominance of vehicles in the area.

Client: LB Newham, Transport for London (TfL), Crossrail, Network Rail | **Urban Designer:** BDP



Fenchurch Place

City of London, EC3

In use, completed June 2014

Introducing new hard and soft landscape improvements to the plaza in front of Fenchurch Street Station, this project seeks to create a more attractive and usable area through the introduction of new seating, paving materials, landscaping and lighting. The project aims to not only improve movement through the space between Fenchurch Street and Fenchurch Street Station but also encourage people to spend time in the space.

Funder: 8 Fenchurch Place | **Landscape Architect:** Townshend Landscape Architects | **Construction:** JB Riney | **CDM Coordinator:** Baily Garner



Church Street and Paddington Green Infrastructure and Public Realm Plan

City of Westminster, NW8

Final phase due to complete 2018

In November 2012, Westminster City Council commissioned a multidisciplinary team to devise a twenty-year infrastructure and public realm plan for Church Street and Paddington Green Renewal Area, to support the council's housing renewal strategy.

The Infrastructure and Public Realm Plan will see the Church Street area set new standards in the UK as a retro-fitted, climate change adapted neighbourhood. Key climate issues such as clean air, drainage, flood and drought have all been addressed in the plan. The final design will feature a rich mix of open spaces for play and nature, comfort and health, arts and culture, economy and infrastructure with the aim of creating London's most 'liveable neighbourhood'.

There are many social, economic and environmental issues currently associated with area: poor air quality, over-capacity drainage and flooding, summer heat and drought, deficient open space for informal play, high instances of poor physical and mental health – as well as the lowest average life expectancies compared to the whole of Westminster, low land values, poor evening economy and insufficient and poorly managed infrastructure.

Whilst there have been improvements to the area's public realm in the past, they have been largely piecemeal and proven ineffectual. The Infrastructure and Public Realm Plan acknowledges that there is a need for a more holistic and dramatic step-change in order to address many of these issues.

Unusually, the land ownership of the streets and many of the buildings and associated garden spaces fall under the direct ownership of the Council, which has provided an excellent base for wide-scale improvement. One of the proposed key moves is to redefine the public realm both in terms of its extent and character, in order to maximise the opportunities for different uses and activities.

The design will recognise each block's own particular character whilst ensuring everyone has ready access to quality green space and activities such as gardening and play. A rich mosaic of green streets and public spaces, reconnecting the neighbourhood, will connect the existing open spaces in the estates.

The design proposes a 500 per cent increase in tree numbers across the Church Street ward public realm alone, and a volume greater than an olympic-sized swimming pool in rain water attenuation across the whole area. In addition, plans are being developed to introduce district-wide heating to supply hot water and heat to new homes, and where possible to existing homes. Improvements to the waste collection infrastructure will be made to make it easier to recycle and to help keep streets cleaner.

In May 2013 over 1,800 residents showed their support in casting their vote for the proposed regeneration plans for Church Street in a ward-wide referendum, resulting in an overwhelming 87 per cent voting in favour of the proposals.



© Feilden Clegg Bradley Studios and Grant Associates

Client: Westminster City Council
Masterplanner: Feilden Clegg Bradley Studios, Grant Associates
Architect: Feilden Clegg Bradley Studios
Landscape Architect: Grant Associates
Engineer: Buro Happold
Ecologist: Biodiversity by Design
Artist: Ackroyd and Harvey
Quantity Surveyor: AECOM
Financial Modelling: Thomas Lister

Viewpoint

"The Church Street and Paddington Green masterplan offers a unique opportunity for the regeneration of a key central London neighbourhood. The provision of new open spaces, community infrastructure and a re-vitalized streets and infrastructure network has the potential of transforming this area into a new exemplar sustainable 'London Village'."

Sara Grohmann, Partner, Feilden Clegg Bradley Studios



© Feilden Clegg Bradley Studios and Grant Associates



Axonometric views of Church Street and Fisherton Street



© Feilden Clegg Bradley Studios and Grant Associates

Crossrail Abbey Wood Station Urban Realm

Wilton Road, Bexley and RB Greenwich, SE2

Under construction, due to complete October 2017

Located on the boundary between Greenwich and Bexley, Abbey Wood will act as the south-eastern terminus of Crossrail. Its arrival is seen as a once in a lifetime opportunity to improve the perception of Abbey Wood and act as a catalyst for the broader rejuvenation of the area. The area currently suffers from a poor quality urban environment, with the station context characterised by high levels of severance, caused by the railway line and the Harrow Manor Way flyover, compromising pedestrian movement.

To accommodate more passengers, the existing station is to be demolished and replaced with a new, larger station that will act as an 'urban bridge' to provide a direct and accessible link between the areas to the north and south of the station, and will also connect with the adjacent Harrow Manor Way and facilitate better bus and rail interchange.

A key aspect of the urban realm design has been to build on the natural assets of Abbey Wood and bring the wood to the station and urban realm. The design supports the function of the station but also helps to overcome the barriers to movement and creates a sense of place as a new 'gateway'.

Wilton Road is the local centre or village 'High Street' of Abbey Wood, but also the main southern approach to the station. To reinforce this important route, the introduction of trees, seating and enlarged footways seek to improve the overall condition of the high street experience.

This village character will be extended to Gayton Road and Felixstowe Road, which will act as the main station forecourts and have been designed to accommodate the interchange activity such as set down and pick up, taxi ranks, bus stops and cycle parking, as well as acting as a pedestrian forecourt space – defined and separated from the vehicle space with trees and seats. The urban realm has been designed to allow activity to spill out and help animate the street, with shop units opening directly out onto the new spaces.

The upper concourse will have a different character to the streets below, with a more contemporary aesthetic referencing the mid-century modernism of the concrete flyover structure and the distant Thamesmead estate. It will have a clean and open feel that will exploit its elevated position to offer panoramic views in all directions, increasing the sense of arrival to the main station and Abbey Wood itself.

As part of the urban realm proposals, Harrow Manor Way will be transformed from a four-lane urban motorway to a more traditional road by removing the central reservation and guard railing, providing footways and dedicated cycle lanes. Direct access across the flyover between the southbound bus stops and station via a new pedestrian crossing represents a step change in the quality of bus-rail interchange for those using buses to get to and from the areas north of Abbey Wood.



Client: Crossrail, Network Rail, LB Bexley, RB Greenwich, Transport for London (TfL)
Urban Designer: Urban Movement
Architect: Fereday Pollard
Structural Engineer: Parsons Brinkerhoff and Balfour Beatty
Contractor: Balfour Beatty

Viewpoint

'Working at Abbey Wood was one of the best experiences I've had in terms of people and organisations with different skills and responsibilities working together to achieve a design outcome of such quality in such complex circumstances. The station architects, both Boroughs, the clients, and several TfL businesses all deserve credit, as does the CABE Design Review panel. It was great to be reminded that, when the vision is both clear and shared, really good things can be achieved. Far be it from me to disagree with CABE's conclusion that the scheme "has the potential to be an exemplar of sub-regional regeneration".

John Dales, Director, Urban Movement



Felixstowe Road - view from north



Gayton Road - view from south



Bird's-eye view of existing Abbey Wood Station



View across Harrow Manor Way towards station

Crossrail Paddington Station – Eastbourne Terrace and Departures Road Urban Realm

Eastbourne Terrace, City of Westminster, W2

Design stage, due to complete 2018

Paddington Station enjoys excellent public transport connectivity, and a unique heritage with the Grade I listed building station interiors and environs. However, the environment of Departures Road suffered from being used primarily as a taxi pick-up and drop-off point. Located beneath a low canopy, the taxi pick-up point suffered from noise and lighting issues, an experience compounded by its confined and narrow pavement, making it feel difficult to negotiate and unsafe to pedestrians. Furthermore, the road was sunken three metres below the general pavement level. The introduction of Crossrail at Paddington has enabled this area to be readdressed.

The urban realm design will take advantage of the relocation of the taxi facility to the opposite side of the station, seeking to transform this area into a world-class arrival space. The newly pedestrianised streetscape hopes to act as a setting befitting the Grade I listed status of Paddington Station.

A series of zones along the new urban realm will reflect the scale and direction of the street. These zones will be created in natural

stone, extending outwards from the station – creating threshold, movement and anchoring spaces.

An extended glazed canopy, providing weather protection to the station entrances, hopes to encourage pedestrians around Paddington to visit Departures Road shopping and leisure outlets.

Eastbourne Terrace, another Crossrail worksite, is now partially reopened, with a much lighter and open environment, with enhanced access to Departures Road and the station itself, and much improved legibility. When fully completed, Eastbourne Terrace will be dramatically improved with a lift and three wide staircases. The scheme for the station interchange will incorporate a taxi drop-off point, cycle and motorcycle parking, and a much more easily seen and direct link to buses. Servicing arrangements, security measures, several benches and new trees are also fully integrated into the design.



View towards the southeast on Eastbourne Terrace

Client: City of Westminster, Crossrail,
Network Rail, Transport for London (TfL)
Urban Designers: Gillespies and URS
Contractor: Costain Skanska Joint Venture



Eastbourne Terrace, looking down towards Departures Road and the new Crossrail entrance



Plan of Crossrail urban realm works on Departures Road and Eastbourne Terrace

London Infrastructure Plan 2050

Planning stage

The London Infrastructure Plan 2050 is the first ever strategic attempt to state what infrastructure London needs, the scale of the cost, and how it can be achieved in the best possible way.

A key finding was the need to provide better amenity and public space for a rapidly rising population. By 2050, the city's population will have increased by 37 per cent to 11.3 million (based on GLA Intelligence Unit's central projection). It is important that Londoners have access to high-quality green spaces, even as the city increases in density in the future. Simply to keep pace with the projected population increase, London will need the creation of the equivalent to an additional 9,000 hectares of accessible green space to meet existing standards.

Consequently, green infrastructure is included as an integral element of this infrastructure plan. Whilst green infrastructure encompasses places not traditionally considered 'public' – such as green walls and roofs, private gardens, allotments and waterways – it also includes the city parks, squares, street trees and urban woodland that so intrinsically shape a city's identity and the public experience of it.

The plan recognises that the competitiveness of cities like London is also increasingly linked to the quality of the lifestyle choices on offer and even the urban fabric itself. With roads making up 80 per cent of the hard public realm, there is huge potential for transformation given the rise of human-centred transport such

as walking and cycling. Green infrastructure is seen as the key delivery tool to provide this space for London residents.

To do this, the plan asserts how green infrastructure needs to be recognised as an infrastructure in its own right (alongside energy, transport, water and waste) which assists with flood protection, water storage and recycling, and provides shade, new pedestrian and cycling routes, as well as space for recreation and biodiversity.

The plan sets out how the Mayor will champion a network of green infrastructure to provide flood protection, shade, biodiversity, cleaner air, a greener environment visually, pedestrian and cycling routes and space for recreation. It discusses how the GLA will develop the evidence base of the benefits of green infrastructure and service a dedicated 'taskforce' to investigate the future design and management of this infrastructure, including the options for its governance and funding. It also sets out how the GLA will promote green infrastructure through the projects it delivers.

Although the Mayor's All London Green Grid provides a spatial policy framework, there is no unified approach to the management of London's green infrastructure. Therefore new institutional and governance arrangements might be needed to instigate a shift from an approach based primarily on the provision of amenity and recreation to one which can help deliver the full range of green infrastructure benefits and services.



Flood protection in the Olympic Park

Viewpoint

"This is an unprecedented policy response which shows the need for investment in city infrastructure on a scale not seen since Victorian times. But it is not all about roads, railways and power transmission. Cleaner air, natural flood protection and places for Londoners to walk and cycle are central to the city's quality of life and urban sustainability. The idea that green space is simply 'nice to have' has got to stop now. Practically, we need to make sure that when schemes are produced the landscape, as a functional element, is regarded as integral and essential – not just considered an add on extra."

Tom Armour, global landscape architecture leader, Arup



London's largest green roof in Victoria



Mature tree lining Fitzroy Street



© Arup

REGENERATION & AREA STRATEGIES

Aylesbury Estate Regeneration

Walworth, Southwark, SE17

Design stage, due to complete June 2019 - 2032

The redevelopment of south London's vast Aylesbury Estate proposes to regenerate this declining estate to create 4,200 homes, including retail, education and leisure uses, articulated through a masterplan that creates a structure of high value streets and squares inspired by London's Great Estates. The vision for the new Aylesbury is to completely reinvigorate this urban quarter and knit it into the surrounding city; with safe streets, attractive open spaces and great cycle access.

The public realm-led masterplan aims to remove the physical and psychological barriers that signal the edge of the estate by creating a network of tree-lined streets, reflecting traditional street typologies, that link to surrounding areas and neighbourhoods. The proposed street network continues the subtle deflections and offsets that characterise the surrounding area to provide a new street pattern that will slow vehicle traffic and appeal to pedestrians and cyclists.

Access to the amenities and transport links of Walworth Road and Old Kent Road are improved through east-west Community Spines, and the whole of Walworth will be better connected to the regenerated Burgess Park through north-south Green Links. Designed as low speed environments where pedestrians and cyclists are prioritised, and planted with regular street trees, the Community Spines and Green Links will promote walk-ability, access to public transport, and improve cycling links within safe, green streets.

Three new squares and 13 parks form the focal points of the distinctive neighbourhoods that make up the masterplan. The character of each neighbourhood is formed both by the approach to landscape and through the design of the buildings that enclose these spaces. The new squares and parks will be located within easy access of all residents, and will deliver planting, play and amenity provision to reflect the community's needs; catering for all ages.

Block typologies are modulated to include simple streets of terraced housing surrounding quiet landscaped gardens with play for younger children, up to the highest density blocks with the tallest buildings fronting more civic spaces with non-residential uses, and facing the wide-open space of Burgess Park. Sustainable Urban Drainage (SUDs) will be provided throughout the new development. In addition to green and brown roofs, permeable paving, and tree planting geocellular soil vault attenuation, the scheme incorporates bio-retention raingardens that will form a distinctive part of the street and character of Aylesbury.

The tree planting strategy seeks to create an urban forest character, retaining existing trees and introducing a large number of new trees within the streets and open spaces to soften the built form, provide seasonal character, introduce habitat into streetscapes, and ensure that every property will look out onto a tree.



Illustrative masterplan of the First Development Site, the first site to be developed by Notting Hill Housing Group within the new Aylesbury.

Client: Notting Hill Housing Group
Masterplanner, Lead Architect,
Landscape Architect, Urban Design and
Sustainability: HTA Design LLP
Architect: Mæ Architects
and Hawkins\Brown
Engineering: WSP and Price and Myers
Planning and Cost Consultancy: Deloitte
EIA Coordinator: WSP
Community Consultation: Soundings

Viewpoint

"It was a privilege to lead the skilled and passionate team of architects and designers from HTA, Hawkins\Brown and Mæ, to design the masterplan and first phase, to transform the Aylesbury Estate into a new piece of city. Tackling the heroic scale of the existing buildings required bold ideas, whilst meeting the regeneration objectives required an honest and collaborative design process that continually reassessed the expected outcome of each design decision. Southwark enabled frequent workshops and reviews, challenging assumptions and enabling alternative ideas to be tested. An iterative design process produced a refined design of which the whole team was justifiably proud." Simon Bayliss, Partner, HTA Design LLP



Barbican and Golden Lane Area Strategy (part of the City of London cultural hub)

City of London, EC2

Due to be adopted in autumn 2015, following a public consultation

The Barbican area is home to an extraordinary concentration of cultural attractions, venues and activities, many internationally renowned. Over the next five years, substantial change will impact the Barbican and Golden Lane area, including the arrival of Crossrail at Moorgate and Farringdon in 2018, set to bring new audiences and visitors directly into the district. In addition, the City of London has ambitious plans to develop the area into a cultural hub. This dynamic cultural and development context has driven the agenda to develop a strategy framework for the district that combines a holistic reconsideration of the use and function of its streets and spaces for the benefit of all its communities, and a future vision for the cultural hub.

Client: City of London | Cultural Vision and Public Realm Strategy: Publica



Bloomsbury Public Realm Initiative

Camden

Design stage

This masterplan aims to recreate the area as an historic enclave of intellectual activity by proposing the re-invention of Bloomsbury's many fine squares, the introduction of a University 'high street', and a re-balancing of priority between pedestrian and vehicular movement. The strategy puts forward an ambitious vision that can be implemented by many hands as opportunities for change arise. This ongoing masterplan for the Bloomsbury area links to Farrells' Euston Road and Euston Circus studies, and sets out public realm and future development strategies.

Client: University College London, LB Camden, British Museum | Masterplanner and Architect: Farrells | Contributing Architect: Edco



The Barking Code

Barking Town Square and Short Blue Place, Barking & Dagenham, IG11

In use, completed in 2007 and 2013 respectively

Forming part of a wider network of public spaces, the Town Square features a faux-ruined folly built by local construction college students to screen an Iceland store; a grand arcade with bespoke chandeliers under the new housing, leading to the town hall; and a woodland with magical rustic balustrades, logs, seats and drinking fountains, utilising the overshadowing caused by the housing above the library. The 'Code for the Public Realm' continues to guide both mundane and more special places – including the new Short Blue Place – bringing a coherent backdrop to Barking town centre.

Client: LB Barking & Dagenham, Design for London, Greater London Authority (GLA) | Consultant: muf architecture/art, Patel Taylor



© Philipp Ebeling

City Road Basin

Islington, EC1

In use, piazza completed 2009

Regeneration of City Road Basin follows decades of industrial decline along the length of the Regent's Canal. Commissioned initially by Islington Council to unlock land ownerships with different interests, the masterplan establishes visual and pedestrian connections between the waterway and the busy City Road. This entailed decking over a major electricity substation to create a public piazza, with three distinctive ventilation shafts animating the space with colour and light. Adjoining sites are currently being developed for residential towers, which will further enliven the site.

Client: 259 City Road Ltd, British Waterways, Miller Group and Groveworld | Landscape Architect: Whitelaw + Turkington | Architect: Bennetts Associates Architects | Structural Engineer and Sustainability Consultant: URS | Services Engineer: SKM Anthony Hunt | Cost Consultant: EC Harris



© Tim Crocker

Convoys Wharf

Lewisham, SE8
Planning approved

Formerly Henry VIII's Royal Dockyard – Convoys Wharf has a rich and significant heritage. The new masterplan responds to the remaining archaeology, seeking to reconnect Deptford and its people with their riverfront – near doubling the amount of accessible waterfront in Lewisham. The listed and restored Olympia Building will lie at the heart of the scheme, set in one of three generous public squares. Its iconic silhouette will provide a focus for views from the water and land whilst linking the three extended local parks and an extensive river jetty landscaped park.

Client: Hutchison Whampoa Properties (Europe) Ltd | **Masterplanner and Architect:** Farrells | **Planning Consultant:** BPTW | **Cost Consultant:** Franklin & Andrews



Crown Estates Ecological Masterplan

City of Westminster, W1 and SW1
Design stage

Seeking to create an ecological thoroughfare between the Royal Parks (Regent's, St. James and Green Park), this masterplan aims to establish a significant area of green space every 100m along Regent Street. This network of multifunctional green spaces and interventions would include roof gardens, public spaces, streets and courtyards. Baseline studies have been undertaken and the project will be measured on its ability to enhance biodiversity, improve health of the local environment, attract tenants and visitors and contribute to the value of the portfolio.

Client: Crown Estates | **Landscape Architecture Consultant, Ecology Consultant, Sustainability Consultant:** Arup



Project showcase

Cricklewood

Barnet, Brent, NW2
In use, completed January 2015

Before the project started Cricklewood had little official public space – not even a single bench. The Cricklewood Town Square project aims to raise awareness and prompt a conversation about the sort of spaces the community needs. A miniaturised building resembling a town hall – often a symbol of civic space – was mounted on a bicycle and moved about the area, pausing on forgotten patches of land to reclaim them as public spaces. Improvements followed, announcing Cricklewood as a place in its own right, including: de-cluttered and widened pavements, painted signage atop a prominent parade of shops, and a new pocket park.

Client: LB Barnet, LB Brent, Mayor of London | **Consultant:** Robin Lee Architecture, East Architecture Landscape Urban Design, Spacemakers, Kieren Jones



© Marcos Kessler

The Croydon Project

Croydon, CR0
Planning stage

The Croydon project delivers a significant part of Croydon's OAPF and a major investment in the town centre. The public realm consists of a series of enhancements to a number of existing streets and the addition of a more permeable urban structure – focused around retail, leisure and residential uses. The design principles are based on the prioritisation of pedestrians and cyclists and a rationalisation of the existing public realm. Key elements include the humanising of Wellesley Road, a radical transformation of North End, residential gardens and the sensitive enhancements to Poplar Walk and the historic environment of George Street.

Client: The Croydon Partnership | **Landscape Architect:** Spacehub | **Masterplanner and Architect:** Allies and Morrison | **Planning Consultant:** Quod | **Structural Engineer:** MPN Ltd | **Transport Consultant:** WSP | **EIA Consultant:** URS | **Townscape:** Robert Tavernor | **Microclimate Consultant:** RWDI



© Uniform

The City as the Project

City of London, EC1-4
In progress

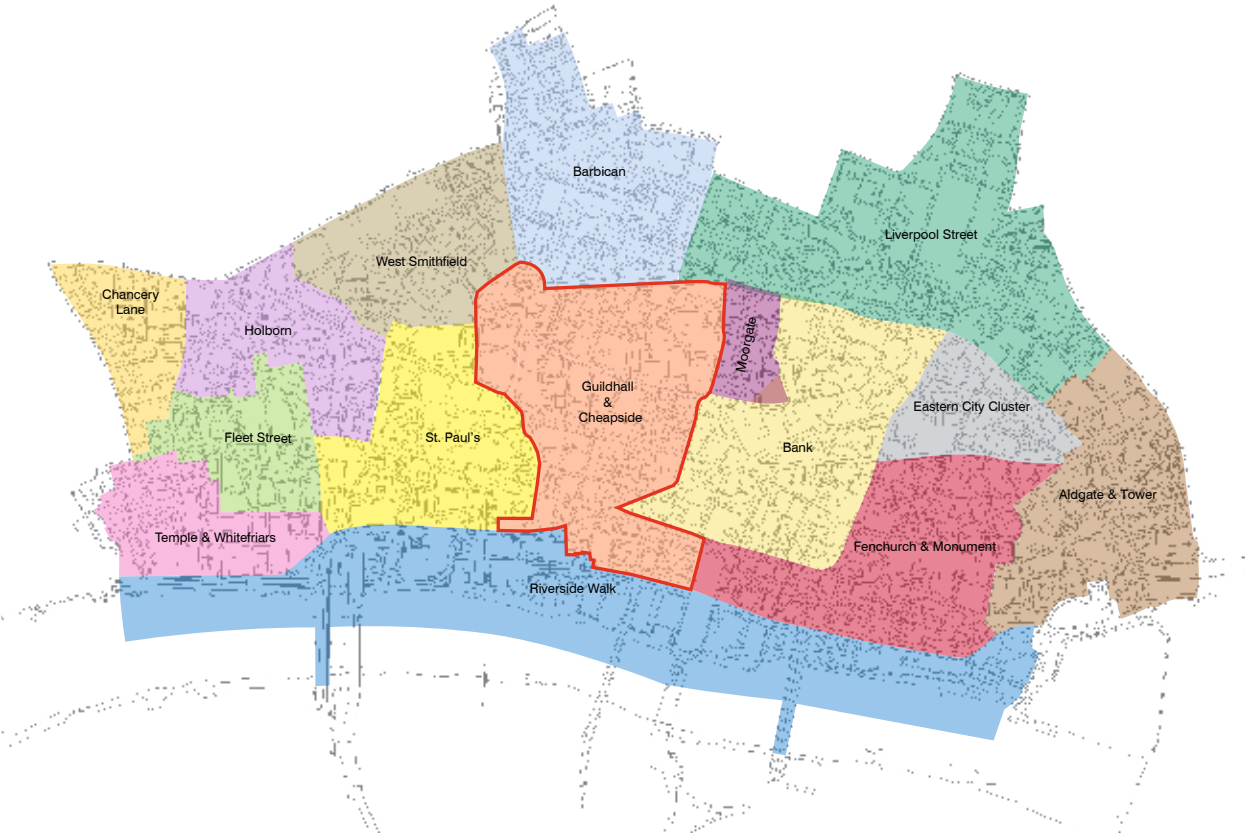
Over the last ten years, the architectural 'giants' in the square mile have grown in a dramatic way, dividing opinion and creating bold statements, but indisputably altering the City of London skyline. Down on the ground, however – within the streets, places and people – the environment has changed in a very different, restrained way. The work delivered in the public realm over this period has pieced together a single puzzle, providing the harmonising element between the revered historic and hyper modern that makes up the confident and eccentric cityscape of the Square Mile. As far as the public realm is concerned, the City Corporation has only worked on a single project in the last ten years; that project being the City itself. This has comprised over 150 individual projects, 20 per cent of the City's public realm and at a cost of over £200m.

Throughout, a strict palette of high quality, sustainable materials – with an emphasis on Yorkstone and granite – has created continuity, with private works encouraged to follow suit, knitting public and private publicly-accessible spaces together.

The last ten years has been a process of evolution. In the beginning, the first forays in the public realm were pilot projects, small-scale public spaces and side streets. It was in these places where mistakes were made and important lessons learnt; how can

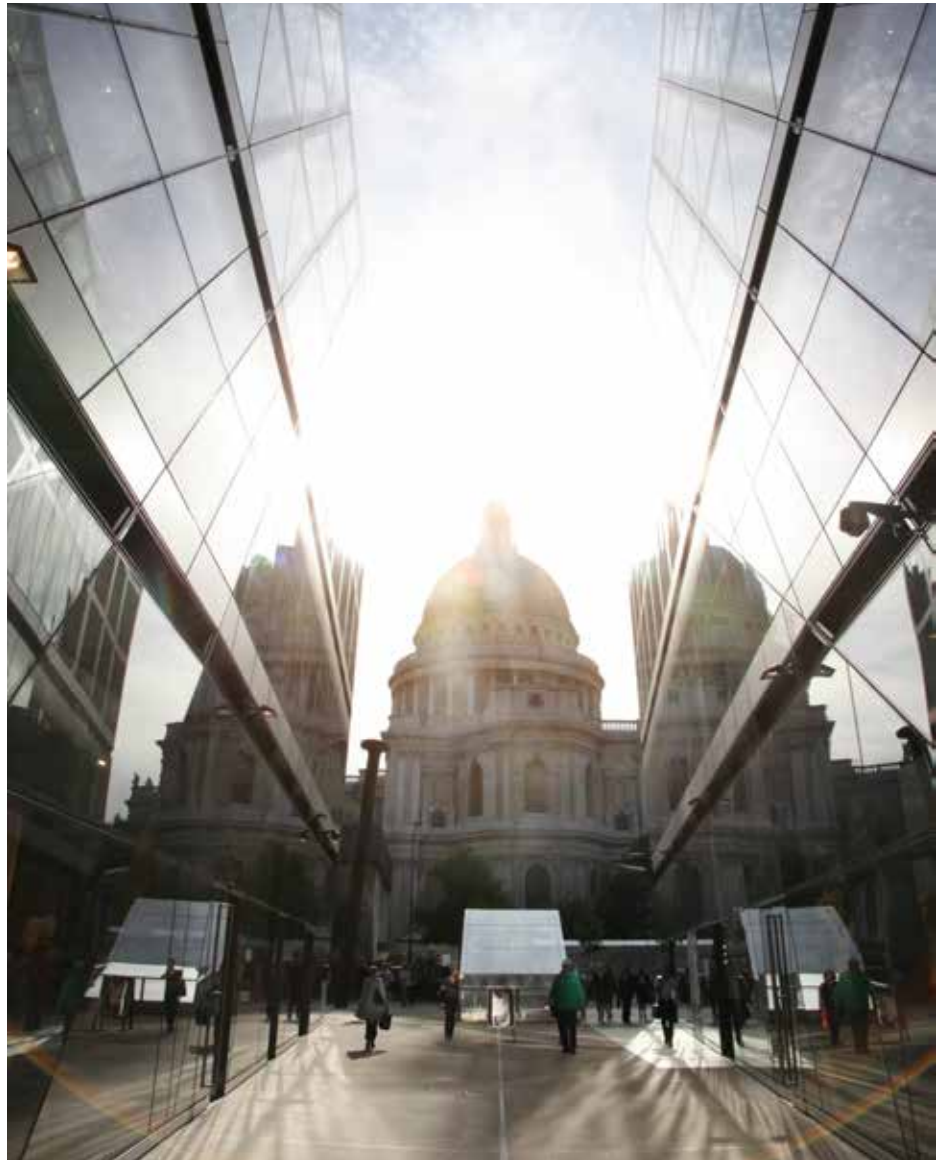
project funding be secured and how can we keep within budget? What planning permissions, traffic orders and permits are required before works begin? What's the best way to engage with local stakeholders and what should communications to others look like and how often should it be done? In learning from these initial schemes – such as the Queen Street Pilot project, Seats in the City and Watling Street – which were projects delivered for £250k or less, the City Corporation gained the confidence to take on larger scale and more visible projects, including Bow Lane Quarter, St. Pauls Churchyard and City Riverside Enhancements. This trend resulted in the delivery of area-changing projects such as Cheapside and Holborn Circus, (both £5-10 million schemes) and is set to continue with the delivery of investment in a re-designed Aldgate Gyratory and, in the future, the Museum of London Gyratory and Bank junction - projects in the range of £20m+.

The guiding documents for public realm projects in the City are Area Strategies, which draw extensively from public engagement, based on a culture of 'you said, we did', and provide certainty and confidence for developers and the public alike. These Strategies identify the next 5 years' worth of projects within an area, their priority, likely cost and timing. That the City Corporation's Members are politically independent has helped to avoid the 'revolving door' approach of vision-setting between political cycles.



Viewpoint

"Developers construct buildings in the City but the public realm, all the space between them, is essentially a public responsibility. We take this very seriously. The public realm is a critical support element to the investment in buildings. The two are inter-linked and the City's public realm has improved beyond recognition over the last ten years. It has brought many benefits; everybody uses our streets and they deserve the best. Streets are not just arteries for movement; they define the character of a City; they are places in their own right and should have a distinct sense of 'place.'"
Michael Welbank, MBE – Chairman of Planning and Transportation Committee



Connected Croydon Programme

Croydon, CRO

Under construction, rolling programme completed in phases since 2012

Connected Croydon is one of the most significant public realm strategies and delivery programmes currently underway in the UK. Emerging from a coordinated set of collaborative masterplans, the programme supports the Croydon regeneration journey by providing a framework to transform places across the borough into more walkable and liveable places through investment in its streets, squares and spaces.

The Croydon Metropolitan Centre (CMC) that emerged from its 1960s and 1970s development boom is an urban centre dominated by over-scaled highway infrastructure. Combined with a lack of investment, this has resulted in a disjointed, dangerous, and unattractive public realm. However, the CMC has been identified as having the capacity to accommodate up to 10,000 new jobs and 7,500 new homes over the next two decades.

Since 2009, a series of masterplans have generated a suite of public realm and landscape projects that are now integral components of the wider Connected Croydon programme. While the majority of Connected Croydon programme projects or components are delivered by Croydon Council with the support of funders including Mayor of London, Transport for London, Heritage Lottery, Network Rail and Sustrans, a few are funded and delivered

through private sector partnerships. For example, the Lansdowne Link was secured through a planning condition and funded by the Stanhope Schroder's redevelopment of the Ruskin Square site.

Several Connected Croydon projects have now been delivered – for example, the new station entrance created at West Croydon, the deculverting of the River Wandle as part of the Wandle park project, and the new East Croydon Bridge which has provided additional capacity and level access to platforms and will in the future open a new public route across the railway linking Addiscombe to Old Town through the redeveloped Whitgift Centre and the new Lansdowne Road.

Public realm projects are also underway at both East and West Croydon stations, along with the transformation of the borough's main high streets – with widened and repaved footpaths, and revitalised shopfronts. The next round of projects is already in planning with the focus moving from CMC onto district centres.

By 2016, when the first phase of Connected Croydon is complete, CMC will be significantly greener, easier to walk and cycle around, much more attractive and will make a significant contribution to the health and wellbeing of its communities.

CROYDON OPPORTUNITY AREA MASTERPLANS

KEY:

EAST CROYDON MASTERPLAN

Adopted as an Interim Planning Guidance in March 2011

development
public realm

WEST CROYDON MASTERPLAN

Adopted as an Interim Planning Guidance in July 2011

development
public realm

FAIR FIELD MASTERPLAN

Adopted as Interim Planning Guidance in March 2013

development
public realm

MID CROYDON MASTERPLAN

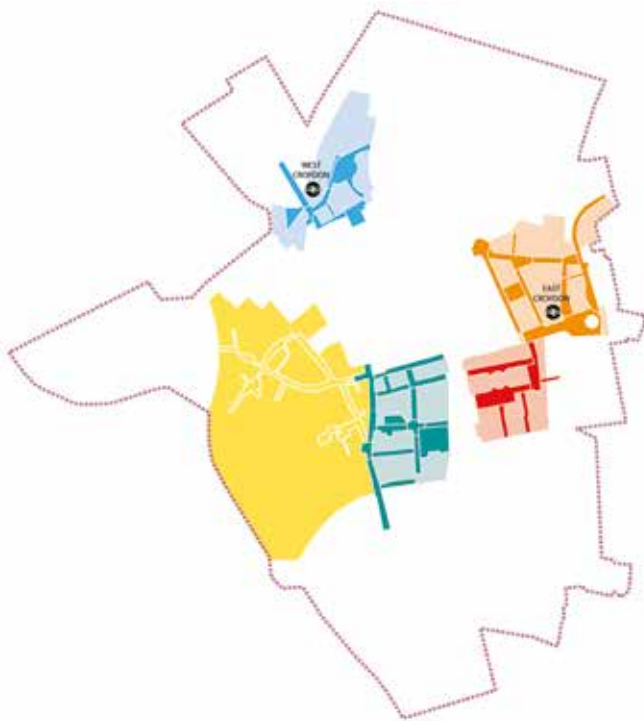
Adopted as an Interim Planning Guidance in July 2012

development
public realm

OLD TOWN MASTERPLAN

Adopted as a Supplementary Planning Document in December 2014

Masterplan boundary



Viewpoint

"We Made That have been working in Croydon since early 2013 to deliver public realm and building frontage improvements in South End – the borough's restaurant quarter. The project has brought together a huge range of stakeholders (including over 50 business owners). To successfully negotiate this process has required an ambitious client that recognises that successful placemaking means engaging at all levels. We're now starting to see the benefits of the scheme, with business owners reporting increased trade and multiple licenses for restaurants offering outdoor dining being approved. It's great to see South End becoming a more vibrant and prosperous place."

Holly Lewis, Partner, We Made That



Lansdowne Link

© Jim Stephenson



South End building frontage improvements



Wandle Park



Lansdowne Road

Earls Court Masterplan

Hammersmith and Fulham and Kensington and Chelsea
Design stage (planning awarded), due to complete 2030

Covering 77 acres on the western edge of central London, the Earls Court Project Area offers a rare opportunity to provide around 7,500 much-needed new homes and 10,000 new jobs for Londoners, based on the concept of 'four villages and a high street' which takes London's unique urban fabric as its inspiration. The proposals strive to create a place that knits into the existing urban grain, improves connectivity and permeability throughout the site and provides a series of accessible open spaces that are productive and sustainable.

Recognised by the Mayor's London Plan as an Opportunity Area in July 2011, the masterplan was formally granted outline planning permission in November 2013. The proposal for the first phase of the new Earls Court received detailed planning consent in April 2014, and is believed to be one of the largest detailed consents in UK history.

The landscape masterplan works to emphasise the organisation and hierarchy of streets and squares to distinguish the character of the 'villages' within the new development. The 41 acres of open space will include the Lost River Park which will weave through the heart of the scheme along an ancient tributary of the Thames, Counter's Creek. The park will stretch five acres across the full 77 acres of the development site, and will incorporate restaurants, cafés, and play spaces for children of all ages.

A series of strategies have been employed to guide the design of each landscape typology to maximise their contribution to the

public realm and the environment. The development incorporates several flexible spaces that can support performance functions, public art, programmed events and attractions; leisure and park uses; and a range of play offerings for multiple age groups. The site allows for the movement of pedestrians, cyclists and vehicular users, incorporating a logical hierarchy.

Streets will be designed to support the Mayor of London's cycling revolution with five new Barclays Cycle Hire stations, 12,274 cycle parking spaces and plentiful parking by Tube stations.

Utilising a limited palette of high quality materials, the new streetscape aims to add visual interest to the public realm whilst creating a robust and easily maintained public realm and landscape. This is supported by a long- and short-term maintenance schedule to ensure the ongoing success of visual amenity, safety and wildlife.

The public realm lighting design serves a number of primary functions – the delivery of a safe environment beyond daylight hours, clear wayfinding around the development, and feature lighting during hours of darkness.

Street furniture proposals seek to create visually simple and clutter-free streetscapes, developed utilising a pedestrian movement strategy. Public art will be incorporated within the street network to add interest and vibrancy to the landscape experience, seeking to encourage visitors to linger and enjoy the outdoor environment.



Client: Capco
Architect / Masterplanner: Farrells
Landscape Designer: Patel Taylor
Contributing Architect: Kohn Pedersen Fox (KPF) and Pilbrow and Partners
Landscape Engineer: Arup Landscape
Garden Designer: Sarah Price & James Hitchmough, Andy Sturgeon, Tom Stuart Smith

Viewpoint

"The 21st century brings new challenges to the design of an exceptionally precious piece of a world city. Our growing population, now the largest it has ever been in London, requires new homes and all the cultural, retail, leisure and transport related needs that a cohesive community brings with it. We must ensure that the re-development of Earls Court maintains a sense of place for existing and future communities. Through consultation and collaboration we are designing a public realm strategy which creates diversity and variety in open spaces and places in every phase of the development process."

Nigel Bidwell, Partner, Farrells



Elephant Square – Elephant and Castle Public Space Project

Elephant and Castle, Southwark SE1

Design stage, Phase 1 due to complete 2016, Phase 2 due to complete early 2020's

In spring 2015, the highway at the northern roundabout of the Elephant and Castle will begin to undergo changes, including the removal of the roundabout by closing the southern side and converting the traffic to two-way operation. The subways will be replaced with pedestrian crossings and a number of new cycle lanes - as part of the Mayor's Cycling Vision - will be introduced around the junction to improve cycle safety. These changes present a significant opportunity to create a new public space at the heart of the Elephant. The idea behind the transformation of the northern roundabout is simple: to turn the highway-dominated environment which people can only really pass through, into a place where people want to meet, stay and spend time.

Transforming the public realm at this key transport interchange will form part of the wider work Transport for London (TfL) are carrying out across London to deliver the recommendations of the Mayor's Road Task Force – set up to tackle the challenges facing London's streets. A shared vision has been developed through the close collaboration of TfL, GLA, London Borough of Southwark, private developers, stakeholders and people who live in and use the area.

The Elephant has been remade on more than one occasion. There were coaching inns and farriers forges, then a hub of business, shopping and social life; a 'Piccadilly of the South.' Abercrombie's 'Inner Ring' and the associated modernist planning cleared almost all of the existing buildings and some historic streets. Current regeneration initiatives have also brought change,

once again through the clearance of most of the existing buildings and landscape.

The remaining historic buildings and structures that occupy Elephant Square include the 19th century Elephant and Castle Statue, the 1906 Bakerloo line ticket hall, the 1961 Faraday Memorial, Goldfinger's early 1960's Alexandra Fleming House (Metro Heights), Perronet House, and the trees planted alongside the highway. This project recognises the different values and qualities embodied in these local landmarks and the plans for the new Elephant Square aims to draw these structures together with emerging new developments to create a new London square for the 21st century.

Recognising the various roles this area plays for residents, students, visitors, commuters and businesses, the new public space is made up of five peninsulas that combine to create Elephant Square. The peninsulas are characterised through a combination of modest new structures, trees and plants that create an intermediate scale between that of the pedestrian and the high development that defines the square. Temporary and permanent activities can colonise these structures and the ground level perimeter of the square to help establish a more sociable and active place. The previous gyratory geometry is subverted as much as possible in order to found a public-focused square. The square structures the key pedestrian routes between the different forms of public transport, and creates safer cycling routes through the junctions.



Client: Transport for London (TfL)
Urban Design: Witherford Watson Mann
Architects Ltd
Accessibility, Landscape and Transport
Engineer: Arup
Horticultural Consultant: Royal Botanical
Gardens Kew
Cost Consultant: Landpro Ltd

Viewpoint

"Places along the Inner Ring Road are undergoing significant change, providing great opportunities to re-imagine streets and spaces, overcome the prevailing sense of fragmentation and make these areas the focus of civic life again. Elephant Square not only aims to make people move safely and comfortably but to provide a generous and high quality setting for social interaction and to boost perception of this important town centre. The area is seeing significant urban renewal and intensification, and one of the key challenges is to devise a coherent spatial vision and delivery plan for a singular public realm that binds together different sites that otherwise would remain isolated." Tim Rettler, Senior Project Officer, Regeneration, Greater London Authority



Embassy Gardens

Wandsworth, SW8

Under construction, due to complete late 2015

Set around the new US Embassy on the banks of the Thames at Nine Elms, the site currently lacks connectivity to its surrounding area and is not pedestrian-friendly. The masterplan identifies opportunities, challenges, and urban design principles that inform key interventions – including a new network of streets and spaces, green linkages, a variety of uses, active frontages and a well thought-out public realm, aiming to create a vibrant new urban quarter for London.

Client: Ballymore Group | **Landscape Architect:** Camlins | **Masterplanner and Architect:** Farrells | **Planning Consultant:** CBRE | **Environmental Consultants:** Waterman Group | **Visualisation Consultants:** Miller Hare | **Energy Consultants:** Element Energy | **Detailed Architect:** Fielden Clegg Bradley Studios, Allford Hall Monaghan Morris (AHMM), FLAQ | **Structural/Service Engineer:** Buro Happold | **Townscape Analysis:** Peter Stewart Consultancy | **Transport Engineer:** Halcrow



Marylebone / Euston Road

City of Westminster and Camden, NW1

Design stage

Regenerating this 'urban motorway', this proposal creates and adopts a network of linked spaces, rather than a single through route through the area. The main objective of the project was to create high quality and accessible public realm that reinforces a sense of 'place' through a series of linked places from Paddington to King's Cross – with simplified pedestrian wayfinding, a designed streetscape, and integrated public transport strategy.

Masterplanner and Architect: Farrells



inmidtown Framework for Change

Holborn, Camden, WC1

Design stage

Producing a masterplan that promotes a world-class public realm, whilst also anticipating density of development and the cumulative effect of Crossrail, this proposal suggested improved connections to the surrounding communities, with clear, legible routes between transport hubs and urban villages. The Framework for Change document was established as a BID policy, acknowledged by LB Camden as the long-term vision for the area, and is used by landowners to plan future development programmes.

Client: inmidtown BID | **Masterplanner and Architect:** Farrells



Nash Ramblas

Primrose Hill, NW1 to St. James's Park, SW1

Design stage

Progressing the vision of a walking route from Primrose Hill to St. James's Park, this concept includes a new entrance to London Zoo from the Broad Walk, a new canal station beside a new square, direct access and crossings at Marylebone Road/Regent's Park tube station (directly linking the Broad Walk and Portland Place), a central walk down Portland Place (in conjunction with the RIBA), improvements to Oxford Circus (in conjunction with the New West End Company) and the Crown's improvements from Regent's Street, right down to and including Waterloo Place, which would be part-pedestrianised.

Founders: The Crown Estate, the Royal Parks, Farrells and English Heritage | **Masterplanner and Architect:** Farrells



North Finchley

Barnet, N12

In use, completed January 2015

A number of important, but unloved, public spaces in North Finchley have been uplifted. The space around the entrance to artsdepot – often deserted, in part due to its unfortunate orientation that blocks light and creates a wind-tunnel effect – has been de-cluttered, planted with mature tulip trees and given new lighting and seating in a sheltered spot. Similar improvements have also been made to Tally Ho Corner, the Lodge Lane Market area and the North Finchley Library forecourt. Specially designed signage has been added in strategic locations across the town centre, including several wayfinding elements made from stone, including miniature versions of important local buildings.

Client: LB Barnet, LB Brent, Mayor of London | **Consultant:** muf architecture/art, Retail Revival, Objectif, Dekka, Kim Meredith



Public Realm Strategy for Kings Court and Carriage Hall

Covent Garden, City of Westminster, WC2

On site, due to complete 2017

Proposing a series of public routes and spaces to enhance Covent Garden's strong identity and add to enjoyment of the area, the strategy was informed by studies into the scale, character and materials across the district's network of pedestrian routes, historic passages and courtyards, as well as comparable case studies and precedents. Through the project development, emerging public realm principles helped to guide, test and inform designs for the proposed scheme, and ensure its integration with the wider neighbourhood. The final strategy informed the preparation of the Design and Access Statement and was submitted to Westminster City Council as a stand-alone part of the planning application.

Client: Capital and Counties Properties (CAPCO) Covent Garden | **Public Realm:** Publica | **Architect:** Kohn Pedersen Fox (KPF)



Nunhead Green

Southwark, SE15

In use, completed November 2014

A prominent gateway to the high street – previously underused due to its poor layout and frequent anti-social behaviour – the new design has reinstated the space as the heart of the high street, celebrating its 200-year heritage as a traditional village green. Containing a children's play area and a village square, the space is now able to host gatherings and events. Supporting these changes, usability has been further improved with better lighting in the surrounding streets and the railway bridge, road resurfacing and better signage for pedestrians.

Client: LB Southwark | **Consultant:** Jan Kattein Architects, AOC



The Ram Quarter

Wandsworth High Street, Wandsworth, SW18

Under construction, Phase 1 due to complete 2018

By integrating Wandsworth Town centre with an extended River Wandle, this masterplan aims for the river to form a natural focus and amenity space for the community. A high level of permeability through the site has been achieved by identifying the human desire lines entering the site and developing the built form around a family of interlinked spaces. The scale, form and levels of intimacy of the new public spaces hope to create characteristics which encourage varying uses – from a calm setting for residential entrances to a more vibrant farmer's market.

Client: Greenland Group (Planning was completed for Delancey / Minerva) | **Landscape Architect:** Patel Taylor | **Architect:** EPR Architects | **Planning Consultant:** Montagu Evans | **Structural Engineer, M&E Engineer, Transport, Flood Risk and Environmental Consultant:** WSP | **Project Manager and Cost Consultant:** Gardiner & Theobald



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The Goodsyard

Bishopsgate Goods Yard, Shoreditch, Hackney and Tower Hamlets, E1
In planning

Originally established as a passenger station in 1840, the site has remained derelict since it was destroyed by fire in 1964. The redevelopment will introduce 5.45 acres of park and public realm, with a design that draws on the historic fabric of the site. The proposals would create a rich multi-layered landscape that evolves 'From the Ground Up', with layers conceived as a transitional experience from city to wilderness. The fast space at ground level transforms to a slow space at park level, connected via four theatrical stairways and lifts.

The layered landscape has four principal levels. At ground level, 'The Shoreditch Tapestry' will offer a robust public realm that creates new connections and celebrates the historical and cultural layers of the site and its context. This will be a hub of activity, with public artwork, and cafés.

At park level, 'The Goodsyard Gardens' will provide a peaceful retreat which is playful, ecologically rich and expresses the

historical narrative of the site, reached by ascending the Farthing Lane Stair, looking over the railway lines. Siting on top of the Braithwaite Viaduct, the Gardens seek to provide a substantial new piece of green infrastructure and amenity for the community – with three garden areas created within the 2.4 acres of open space to provide a range of uses. This area offers a large open lawn, and gives opportunities for picnicking, children's play – with natural play features such as giant boulders, logs, dens, bouldering wall, climbing poles, outdoor gym features, and educational play with historical and ecological features. The top of the Viaduct will be covered in substantial swathes of planting, including areas of mature woodland.

The development will also create a garden level for residents, 'The Outcrop Gardens' – a multi-levelled extension of the park gardens conceived from woodland floor to rocky outcrop – whilst, at roof level, 'The Wildlife Gardens', will introduce biodiverse roofscape providing visual amenity and valuable ecological habitat.



Client: Ballymore Property Group + Hammerson plc
Landscape Architect: Spacehub + Friends
Masterplanner: Farrells
Architect: Farrells, PLP, FaulknerBrowns, BuckleyGreyYeoman
Project Manager: GVA Second London Wall
Planning Consultant: DP9
Transport Consultant and Structural Engineer: WSP
Services Engineer: Hoare Lea
Sustainability Consultant: Hurley Palmer Flatt
Cost Consultant: Gardiner & Theobald
EIA Consultant: URS Corporation Ltd
Heritage Consultant: KM Heritage
Townscape: Peter Stewart
Rights of Light: GIA
Community Engagement: Soundings
Inclusive Design: Peter Connell Associates

Viewpoint

"Managing the public consultation on The Goodsyard over the last three years has been a unique experience for us. A project of this scale, in a much-treasured part of London, is not without its controversies, but one clear message has been an overwhelming support and enthusiasm for the park and public realm. The Spacehub + Friends team have embraced the consultation process with a very genuine ambition to engage and benefit from the input of the local community. It has been rewarding to see these relationships being established and how their design has been able to respond to some of the challenges and ambitions presented."
 Steve McAdam, Soundings
 (public relations consultants)



High Road West masterplan, Tottenham

Haringey, N17
Design stage

The 2011 riots brought Tottenham into the headlines, resulting in investment from the Mayor of London for rebuilding damaged properties and in long-term regeneration plans for the area. The masterplan for High Road West, in north Tottenham, is part of this wider regeneration framework which knits together small and large projects to create a coordinated approach and an overarching strategy for investment and change.

At High Road West the ambition is to drive growth and attract investment in the local community, using the £430million new Tottenham Hotspur Football Stadium as a catalyst to bring about wider benefits – including better housing, more job opportunities and a safer, greener community.

The project seeks to balance the demands and diversification of housing, increasing dwelling numbers and mix without losing Tottenham's socially driven housing character. A fine grain of workspaces, community facilities, different types of housing and open spaces have been developed behind the High Road, with better pedestrian space, to layer the urban experience. New pedestrian and cycle routes should make it easier to walk or ride north to south and east to west, making High Road West a safer and more welcoming place to be.

Engagement with the local community was fundamental to the development of the masterplan. The project team engaged with a diverse group of stakeholders, including Homes for Haringey, which works with young adults, including ex-offenders who were involved in the riots; and the Dandelion Project, an online magazine run by schoolchildren as well as local residents and businesses.

Through consultation, the local community set out their aspirations for change and the masterplan responds to the community's desire for places which feel safer, particularly at night; a thriving and more diverse High Road retail offer; better quality public space for community use; and more leisure facilities and activities for young people.

The High Road West design concept creates a sequence of places that increase density and activity, whilst retaining local character and scale, linked by a new north-south route that forms the spine of the neighbourhood. The geometry of the new route is driven by the existing alignment of key site buildings and features that are of historic or social importance to the area. It creates a journey between different parts of the site, woven into a sophisticated network of spaces that are able to evolve over time and create a transformation that is incremental and sensitive.

Public open space in High Road West will be doubled with a significant increase in the quality of public and private spaces. Two new public spaces will be delivered alongside secure shared courtyards and private gardens. Moselle Square will be a high quality hard landscaped space connecting the High Road with new amenities and leisure facilities – such as a new library, learning and enterprise centre, outdoor events space, a cinema, cafés, bars and restaurants – whilst Peacock Park is a new community park with children's play space, an outdoor gym, and green landscaped spaces.

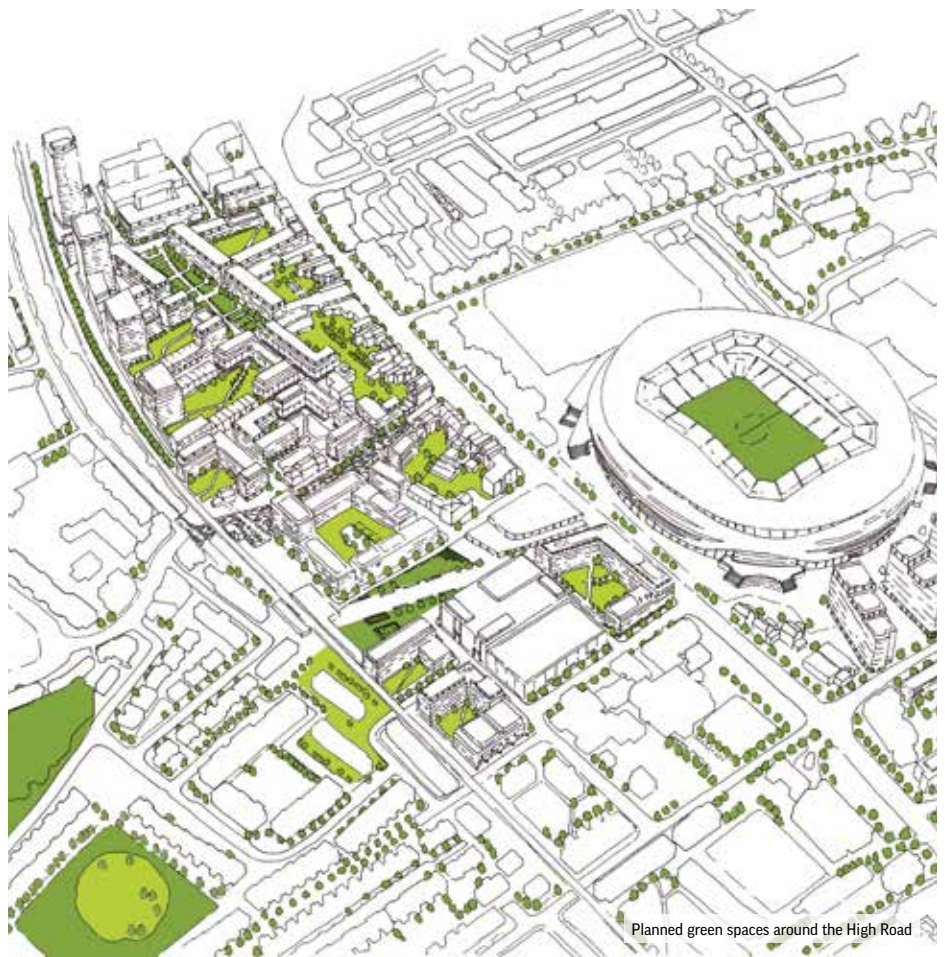


New public space at Moselle Square

Client: LB Haringey and GLA
Lead Consultant (Masterplanning,
Urban Design, Transport Planning, Town
Planning and Policy): Arup
Architect: Landolt+Brown, 00/ Architecture,
S333 Architects
Pedestrian Modelling: Space Syntax
Consultation and Engagement:
Useful Simple
Real Estate, Retail and Commercial: JLL

Viewpoint

"This is such an important step in the regeneration of Tottenham and I'm pleased to have the support of hundreds of residents as we reach this milestone. These plans are significant – a big step towards improving the lives of local families and giving them the high-quality, modern homes they deserve. We've listened closely to residents and traders during the last few years as these proposals have taken shape, and I'm pleased that first-class new public spaces are alongside plans for new housing. With the backing of local people, we have a once-in-a-generation chance to transform the opportunities for people in Tottenham. These plans will help us seize that opportunity." Councillor Alan Strickland, cabinet member for housing and regeneration, LB Haringey



Planned green spaces around the High Road



Imperial West North

80 Wood Lane, W12

Phase 1 completed September 2012, Phase 2 under construction, future phases in design

The Imperial West masterplan creates a new west London campus for Imperial College as part of a mixed-use urban quarter within the White City Opportunity Area. The 8-acre campus's progressive redevelopment seeks to act as a catalyst for wider local regeneration. The masterplan vision incorporates a range of academic and commercial uses totalling 111,000 sqm, including research and technology transfer buildings, flexible teaching and conference facilities, as well as postgraduate and private residential accommodation. These are supported by cafés, bars and restaurants, providing active frontage around a new London square.

Creating new Postgraduate accommodation, a new Department of Chemistry, a Technology Incubator Building and a new Biomedical Engineering Research Hub, the new campus is designed to create a unique technology triangle.

High quality public realm is created at the heart of the site, providing a 'green lung' for all to share and enjoy. New strategic links are facilitated under the Westway to the land to the south,

and provision is made for potential new east-west pedestrian and cycle routes under the west London railway embankment in the south-east corner of the campus. The landscape and public realm has been designed to encourage pedestrian movement and activity within the central square. A hierarchy is established with a series of secondary spaces between the built forms, which are interlinked to create a variety of terraces and mews.

The built form and massing of the master plan is driven by the desire to provide permeability through the site and coherency during the development phases. The design developed into a cluster of buildings set around a large central square of approximately 70m x 70m, which is similar in scale to Fitzroy or Soho Square. The taller 'gateway' building and higher density development is located in the southern zone, maximising the high visibility from the elevated Westway, while screening and protecting the square from the highway. The massing and height of the buildings diminishes towards the north of the site, respecting the existing low-rise residential properties to the north.



Client: Imperial College
 and Voreda Capital LLP
Landscape Architect: Turkington-Martin
 Studio formerly (formerly Grontmij)
Architect: Aukett Swanke Plc
Project Manager: Meedhurst Project
 Management and Arup
Quantity Surveyor: AECOM and Sweet
 (UK) Limited
Structural Engineer: Curtins Consulting
 Services Engineer, Acoustic Consultant,
Fire Consultant and BREEAM: Hoare Lea
CDM Planning Supervisor: Sweet (UK) Ltd
**Traffic Engineer and Waste Strategy
 Consultant:** Curtins Consulting
 and Pell Frischmann
Planning Consultant: JLL

Viewpoint

"The Imperial West campus has been conceived from the outset as a new mixed-use urban quarter that will contribute fully to the character and vitality of its setting. A key challenge for us was to balance the client's ambitions for a new dynamic campus whilst embracing the emerging OAPF policies for this part of White City. Alongside this, the urgent need for Postgraduate accommodation for Imperial College Graduate research students created challenging town planning, phasing and logistics issues. Imperial College have recently acquired the former Dairy Crest site to the south of Westway which has led to further opportunities and challenges in the integration of the Imperial land holdings both north and south of Westway."



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King's Cross

Camden, N1C

In progress, full completion expected 2020

The 67-acre King's Cross development site has a rich history and a unique setting, located on the doorstep of the major transport hub of King's Cross and St. Pancras with local, national and international rail travel and direct links to most of London's airports. Over a quarter of the eight million square foot development is complete, with the remainder continuing to be transformed into a variety of open spaces, homes, shops, offices, galleries, bars, restaurants and schools.

The team behind King's Cross is seeking to create a community with a long-term future that has minimal impact on the environment – promoting energy efficiency, encouraging green transport and re-use of heritage buildings, a programme of tree planting and sustainable building design, and seeking to ensure social and cultural diversity.

26 acres (some 40 per cent) of King's Cross is dedicated to open space for all, with a rich variety of water features, lawns and planting. The Regent's Canal flows through the heart of the site, bisecting the development east-west. The canal's open spaces along its banks include Handyside Park, Wharf Road's planting and grass banks, a high-level garden along a Victorian viaduct and over 1km of enhanced towpath, all culminating in Gasholder Park. This 'Green Corridor', and its surrounding routes and spaces, link King's Cross to the wider city.

The hard-landscaped large square, Granary Square, allows access to the Regent's Canal with wide steps, seating, and restaurants and cafés that spill into the square – further animating the space and its 1,080 choreographed fountains. Pancras Square, situated in the commercial hub, offers a place to relax by pools of water which flow down a series of steps, surrounded by areas of lawn, planting and seating.

The refurbished, listed Gasholder No. 8 will deliver a landscaped lawn and reflective circular stainless steel pavilion within, creating a unique feature in the site.

Enclosed by trees and a gently sculpted lawn, the Lewis Cubitt Square is a hard-landscaped amenity and events space by OLIN with arching fountains. A temporary art installation, King's Cross Pond Club, is at the northern end for outdoor bathers to experience a naturally filtered pool within a construction site.

Stewardship for open space includes a responsibility for enhancing biodiversity. King's Cross has specific sustainable flora and fauna initiatives, with education via Global Generation's exploratory centre, input from local neighbour Camley Street Natural Park and London Wildlife Trust to deliver green and brown roof initiatives, maintenance and ongoing management, and monitoring the development's impact on the environment.



Client: King's Cross Central
Limited Partnership
Masterplanner: Allies and Morrison,
Porphyrios Associates and Townshend
Landscape Architects
Planting Consultant: Dan Pearson Studio

Viewpoint

"The space between buildings is the setting for the lives of the people who work, live or visit the city. It must be genuinely accessible. Above all there must be variety and choice; greenery, water, sunny areas and shady ones, spring bulbs and autumn colour – and things to see and do through the day and through the season. At King's Cross, we have learnt that the public realm must be designed for use, not just to be seen. It has to be adaptable and respond to change. People enjoying the freedom to use space is the best endorsement of the design and how the space is managed."
Ken Trew, Senior Projects Director for Public Realm, Argent LLP



Ruskin Square

Croydon, CRO

Under construction, Phase 1 due to complete 2016, future phases projected to complete by 2022

Ruskin Square, on the site of a former rail yard adjacent to East Croydon station, offers a series of new public spaces in a previously inaccessible part of the town centre. This large scale, mixed-use scheme of offices, retail and residential, is to be knitted together by its continuity of setting, generated by the design of the public realm, linking this new quarter within the changing fabric of the town centre.

The public realm design is inspired by the name of the development and seeks to imbue the scheme with the richness of Ruskin's life and legacy: the value of rough and untended nature, belief in a balance of work and play, and the importance of human-scale, craft and co-operation. These themes are arranged as a series of incidents, such as a distorted and windswept feature Scots Pine tree, recalling moments in Ruskin's life.

The scheme delivers different types of public realm: pedestrian routes to a new station entrance, commercial break out and leisure spaces, private residential gardens, and defined street edges that connect with the surrounding streetscape. Each space is made as a shared ground to accommodate overlapping uses and activities.

A materials palette, consisting primarily of Caithness stone, granite, and bound aggregates, creates continuity of place

throughout the new development. Materials are repeated: the Caithness stone is used as a textured paving surface, a landscape feature, and to create seating or playable elements. In this way, the qualities of the material are revealed and observation of the detail in nature encouraged.

The design and delivery of the interim landscape integrates culture, sport and play in the provision of cricket nets (shared use between the Refugee Council and Surrey Cricket Club), a wilderness garden, multi-use games area and a programme of events. The interim landscape gives privileged access to under-represented user groups and local businesses and is a test bed for the design of the permanent public realm and acts as accommodation of local as well as incoming communities.

Principles established by the interim landscape prepared the ground for, and informed, the permanent scheme, which seeks to offer the same variety of experience, making space for exploration, lingering, and hosting events. These principles are integral to the design whilst also meeting the functional requirements of an important new pedestrian connection for East Croydon.



Client: Stanhope Plc and Schroders
Developer: Stanhope Plc
Landscape and Urban Realm: muf architecture/art
Architect: Foster + Partners (original masterplan), Allford Hall Monaghan Morris (AHMM) (masterplan updates and first phase residential), shedkm (first office building)
Structural and M&E/Sustainability Engineer: Arup
Planning Consultant: DP9
Cost Consultant and Employers Agent: AECOM
Enabling Works, Infrastructure and Landscaping: Prime Construction

Viewpoint

Ruskin Square sits alongside other major pieces of redevelopment, including upgrades to East Croydon train station, the tram routes, and Westfield / Hammerson's new shopping centre. Amidst this progress, it is essential that we create urban realm that acknowledges the local history as well as looks to the future to provide places that are comfortable, interesting and entertaining. muf architecture/art have designed a successful piece of narrative landscape architecture that evolves over time and provides a thriving environment for our residential, commercial and retail uses. The early stages of this design are now in place and are much praised by the local community for improving the experience of those who pass through it. Adam Smith, Project Director, Ruskin Square Offices Phase 1, Stanhope Plc



Rainham Village

Rainham, Broadway and Upminster Road South, Havering, RM13
In use, completed 2012

Introducing a subtle series of links and sutures, the project has connected the high street with a community orchard, with subtle pavement realignments and extensions of brick sets throughout, seeking to fix problems of congestion and ease pedestrian flow through the village. The continuous palette of materials links these improvements to a new interchange square by the station. Restoration of the National Trust owned Rainham Hall Gardens has opened this secret garden in the middle of the village to the public. The village, once desperately severed from its marshes, has been reconnected via an elevated trackway, reducing walking distances for employment areas as well as visitors.

Client: LB Havering, LTGDC, Design for London | **Consultant:** East Architects, Peter Beard Landroom, What If architects



Riverlight Arts Programme

Riverlight Quay, Wandsworth, SW8
Under construction, due to complete 2015

Exploring the possibilities for embedded art and play in the public realm at Riverlight, this scheme now benefits from three ambitious artworks by leading contemporary UK artists Kate Davis and David Moore, Simon and Tom Bloor and Peter Newman, focusing on the themes of play, light and water and interaction. By establishing a strong cultural identity for the Riverlight scheme, this programme will add to the greater Nine Elms cultural identity, and help invest in a new creative district for Wandsworth.

Client: St James Group Ltd | **Landscape Architect:** Gillespies | **Culture and Placemaking Consultant:** Futurecity | **Architect:** Rogers Stirk Harbour + Partners | **Artwork Fabricators:** MDM Workshop (Brixton), Millimeter and CSI (Hull)



Rediscover Mitcham

Mitcham Town Centre, Merton, CR4

Phase 1 – Under construction, due to complete September 2015. Phases 2-5 – Design stage, due to complete December 2016

This project aims to increase pedestrian and economic activity to Mitcham town centre, embracing its original use as one of London's village greens. The project will deliver a permanent market canopy, improved cycling facilities, improved lighting, high quality paving and street furniture, and a new formal garden for the refurbished and relocated clock tower. Future phases will reduce junction sizes, re-route buses, and improve pedestrian accessibility through reducing severance. Shop-front improvements, public art and business support are integral to the project.

Client, Designer, Project Manager, Highway Maintenance Manager and Highway Engineer: LB Merton | **Landscape Design:** Philip Cave Associates | **Construction:** FM Conway | **Shop-fronts, Artwork Installations, Events & Communications:** Studioweave Architects | **Traffic Modelling & Safety Auditing:** Hyder Consulting | **CDMC:** R B Designs | **Business Support:** Retail Revival



Royal Albert Dock

Newham, E16
Design stage

The 35-acre site is being transformed into a gateway for Asian and Chinese business seeking to establish headquarters in Europe, as well as other businesses wanting to set up in the capital. It will include a new high street, waterside promenade, eight new London squares and an ecological corridor acting as a buffer to the road. Signature headquarters buildings in the central square include biomes on the roofs and all of the buildings within the masterplan will all be highly sustainable.

Client: ABP London | **Developer:** Stanhope | **Masterplanner and Architect:** Farrells



Stratford City, 2012 Athletes Village, East Village

Stratford, Newham, E20

In use, post-Olympic phase completed 2014

With a clear focus on providing the long-term ambition of family accommodation, based within a formerly inaccessible and polluted area of brownfield land in East London, this masterplan sought to create connections between the existing town centre and onward to the Lea Valley Park. Off this spine, a series of streets and spaces established linkages into the surrounding areas and focal points for urban districts with varying scales, characteristics and uses. The brief set clear objectives to deliver coherent buildings with character responding to their relationship to landscaped settings and with a strong sense of familiarity derived from creation of legible streets.

Client: LCR, Lend Lease, Olympic Delivery Authority, Triathlon | **Masterplanner:** Fletcher Priest Architects | **Stratford City Masterplanner:** Arup Urban Design and West 8 | **Quantity Surveyor:** Gardiner & Theobald | **Transport, Infrastructure and Environmental Testing:** Arup | **Landscape Designer:** Vogt and Applied Landscape | **Inclusive Design Consultant:** David Bonnett Associates | **Planning Consultant:** RPS and Quod | **Biodiversity Consultant:** Biodiversity by Design | **Lighting Designer:** Speirs and Major Associates



Wood Wharf

Isle of Dogs, Tower Hamlets, E14

Planning granted, design development, due to complete 2027-2030

The masterplan establishes a street pattern that is inherently flexible and forms a network of public spaces and routes, opening up dock edges and connecting Coldharbour to the east with Canary Wharf to the west. The green spaces will build upon the English tradition of the square in the city, but in a transformed manner. A rich palette of plant materials – mounds of fountain grass, lawn and prairie perennials in an organic composition – will create a softscape that is intensely green to act as a counterpoint to the density of the city.

Client: Canary Wharf Group | **Landscape Architect:** Wirtz International | **Architect:** Allies and Morrison | **Executive Architects:** Adamsons | **Structural Engineer:** AKT II | **Services Engineer:** AECOM | **Cost Consultant:** Gleeds Management Services | **Access Consultant:** David Bonnett Associates | **Acoustic Consultant:** Sandy Brown Associates | **Planning Consultant:** GVA Grimley | **Transport Consultant:** Steer Davies Gleave (SDG) | **Sustainability Consultant:** Atelir Ten | **Fire Engineer:** ARUP Fire | **EIA Consultant:** BDP



Project showcase

Swiss Cottage Masterplan

Camden, NW3

In use, park completed 2005

A comprehensive vision was created for the area premised on a new public park at its centre, with redevelopment of Council buildings to the south and relocation of the new theatre and street market to the north opposite the Central School of Speech and Drama. The masterplan has subsequently been implemented by Camden Council, with landscape by Gustafson Porter, a leisure centre by Terry Farrell and upgraded Basil Spence library by John McAslan.

Client: Hampstead Theatre Foundation | **Architect and Masterplanner:** Bennetts Associates Architects



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Woodberry Down

Finsbury Park, Hackney, N4

Under construction, due to complete 2035

Woodberry Down is the largest regeneration project in Hackney, and is to become a high quality mixed-tenure residential district which fully embraces its setting adjacent to Finsbury Park, surrounded by the New River and with views across London over two reservoirs. Building on inherited regeneration proposals, the designs significantly increase the quality and quantity of new homes and open spaces, narrowing and calming Seven Sisters Road which bisects the site. Extensive consultation led to strong support and unanimous planning approval for the proposals, which will deliver nearly 3,900 homes.

Client: Berkeley Homes, Genesis Housing Association, LB Hackney | **Landscape Architect:** Townshend Landscape Architects | **Masterplanner:** Fletcher Priest Architects | **Planning Consultant:** Rolfe Judd Planning | **Environmental Impact Assessment:** URS | **Transport Consultant:** WSP | **Community Engagement:** George Cochrane Associates | **Heritage and Townscape:** Peter Stewart Consultancy | **Access Consultant:** Access+Design | **Energy Consultant:** Richard Hodgkinson Consultancy | **Socio-economic:** Quod | **Sunlight and Daylight:** Anstey Horne | **Retail advisor:** CBRE | **Wind assessment:** RWDI



Silvertown

Silvertown Quays, Royal Docks, Newham, E16
Design stage, due to complete 2025

The project capitalises on outstanding transport connectivity, including adjacency to London City Airport and the imminent arrival of Crossrail at Custom House, and hopes to create a mixed-use 'piece of city' on a 27 hectare area of former docks, hosting new commercial buildings for international brands, more than 3,000 homes, major visitor attractions, higher education institutions and a series of community facilities and public open spaces. It aims to be a place for contemporary businesses to interact with their audiences and consumers and to attract and retain the innovators who work in them.

The rich industrial heritage of the site forms a foundation to the proposals, with retained buildings brought back into active economic use and treated as working monuments within the new urban fabric. Silvertown was once known as the 'warehouse of the world' – a bustling place in the heart of the Royal Docks where goods came into and out of London.

The creation of new public realm is central to the proposals, utilising a framework that promotes a clear expression of the contrast between the urban built form of Silvertown Quays as a new piece of city and its dockland context.

The docklands landscape provides a context with multiple values and functions including its spatial context, visual context, recreation, heritage and ecology. In addition to the heritage buildings, there are glimpses of the site's rich history on the site. The layout of the docks hint at the role the site previously played. The inclusion of old dock wall alignments, selective use of dock pavements, protection of traditional dock edge details and mooring bollards or other maritime references, all help tie in with the site's past and assist in strengthening the Silvertown identity.

A series of linked but distinctive public spaces are situated at ground level across the site. Smaller private and semi-public open space areas are positioned at ground level, on podiums and on roof terraces.

The project was submitted for outline planning in the middle of 2014 and construction work on the first phase, including delivery of a new pedestrian bridge across the Royal Victoria Dock, is expected to start on site in 2016.



Client: The Silvertown Partnership (First Base / Chelsfield / Macquarie) and GLA
Masterplanner/Lead Consultant: Fletcher Priest Architects
Landscape Consultant: West 8
Conceptual Masterplanner: Civic arts
Quantity Surveyor: Alinea Consulting
Site Wide Infrastructure and Environmental Testing: Arup
Planning Consultant: Quod
Heritage Consultant: Donall Insall Associates
Public Transport Modelling: iCube
Spatial Accessibility and Pedestrian Movement Modeling: Space Syntax

Viewpoint

"Silvertown Quays is an incredible project, on a site with an incredible history. Since the start of our involvement, we have been keen to make sure that the masterplan lives up to the aspirations to create a new London district with all the characteristics of a truly mixed use piece of city. For me, it is essential to balance its sense of integration and service to its surroundings with new and hybrid building typologies and spaces that offer unique qualities for those who will choose to work, live in and visit the area."
 Jonathan Kendall, Partner,
 Fletcher Priest Architects



Stitching the Olympic Fringe

Lower Lea Valley, Newham, Hackney, Tower Hamlets and Waltham Forest
In use, completed Summer 2012

The 2012 Olympic Games brought the potential to generate lasting benefits for East London. The Olympic Fringe public realm projects were a key component to realise these for local communities. The 'Olympic Fringe' in this respect refers to the neighbourhoods immediately surrounding the Olympic Park, which includes some of the most deprived neighbourhoods in Europe. The Fringe areas had significant physical barriers between the Olympic Park and surrounding communities, characterised by poor connections across major physical severances, a neglected, unsafe walking and cycling environment, derelict or under-used sites, and poor quality ad-hoc new developments. It was essential that the new jobs, schools, homes and other facilities in the Olympic and fringe areas were accessible to the surrounding communities. In addition, the Fringe area accommodates all of the stations and local routes to access the Olympic site, thus the core objective of this programme was to ensure that steps were taken to address the physical barriers.

One example of the programme is The Lea River Park, which connects the Olympic Park to the River Thames. Three Mills Green was the first in a series of beautifully landscaped parks along its length to be delivered. The path will continue to thread patches of parkland and a network of islands to the south of the Olympic Park through a series of key infrastructural links as they continue

to be created. This is public realm as infrastructure, not only to be enjoyed on its own merit, but to unlock new places to be experienced and open up the valley.

This programme of carefully chosen public realm projects aimed to establish 'special moments' at specific locations in the immediate neighbourhoods to the park. The four key aims of the programme were to: connect locals to the Olympic Park; add new amenities and connect spaces, create spaces to steer future development, and strengthen pride in existing communities. The approach has been to provide physical works on public realm and buildings through capital funding that provide a canvas for activities supported by programme funding that allows grass roots organisations and initiatives to activate these spaces.

More than any other inner London location, the Lower Lea Valley already has the space and transport connections to sustainably accommodate new developments and new communities. Since these projects have been established, there has been a positive change in quality of development proposals. New proposals are now characterised as having more respect for the local area and character – having a profound impact on the way developments are embedded in the place.



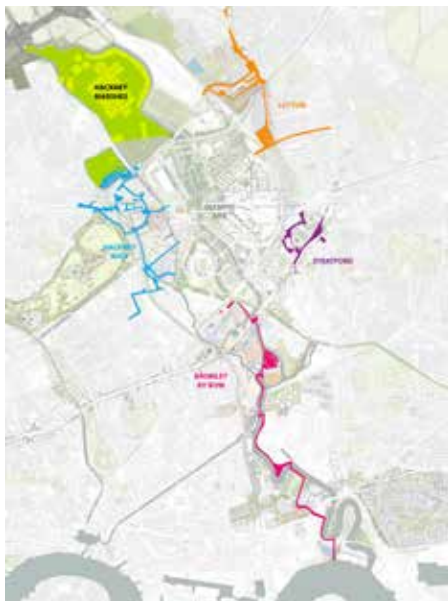
Leyton Links - building on the existing vibrancy and character of Leyton High Road, delivering high quality pedestrian-focused public realm, with strategic feature lighting and colourful renovation of tired shopfronts

Client: London Legacy Development Corporation
Collaborators: British Waterways, Crossrail, Department of Communities and Local Government, English Heritage, Environment Agency, Greater London Authority, Lea Valley Regional Park Authority, Legacy List, LB Hackney, LB Newham, LB Tower Hamlets, LB Waltham Forest, London Development Agency, London Thames Gateway Development Corporation, Olympic Delivery Authority, London Legacy Development Corporation, Port of London Authority, Transport for London
Consultants: 5th Studio, Adams + Sutherland, AECOM, Allies and Morrison, Assemble, Camlins Landscape, Churchman, City ID, David Kohn Architects, East, Gillespies, Glenn Howells, J+L Gibbons, Kinneer Landscape Architects, Landholt Brown, Macreanor Lavington, Maxwan, John McAslan + Partners, muf architecture/art, Peter Brett Associates, Stephen Taylor, Studio Egret West, Studio Octopi, TMA, Urban Initiatives, Urban Practitioners, We Made That, WestonWilliamson+Partners

Viewpoint

"The Lower Lea Valley is experiencing significant investment, with the potential to sustainably accommodate substantial new development and grow communities. The public realm fringe projects have set the tone for new development proposals – emphasizing the need for development to respect the area's existing character and engage with its communities, providing opportunities for them to activate these new spaces."

Will Teasdale, LB Hackney Regeneration Department



Television Centre

White City, Hammersmith & Fulham, W12

Under construction, Phase 1 due to complete 2017, Phase 2 due to complete 2022

Television Centre in White City has been home to the BBC since 1960. It is recognised for its cultural and historic value, as well as forming the backdrop to much of the television produced in this country during the last fifty years. The building itself is one of the earliest purpose-built television studio complexes in existence. Located close to Shepherds Bush and London Westfield Shopping Centre, the site sits at the heart of West London, with excellent transport links to the wider city.

The Television Centre masterplan seeks to transform the existing iconic site into a mixed-use development that combines office and studio space for the BBC with a range of other uses and public amenities. The listed buildings, including the famous Television Centre Forecourt and façade, Studio 1 and the central Helios Plaza, will be preserved and opened up to the public for the

first time. The new public realm hopes to provide a backdrop for varied activities and connecting, for the first time, the site and buildings with the surrounding network of streets and spaces, promoting new uses. The 14-acre scheme places strong emphasis on pedestrianised routes and landscaped open spaces to stitch the site back into the local area and contribute to the overall regeneration of the White City area.

The Forecourt will be reinvented, as the focal point of the site's transformation from a wholly private site into a public place with cafés, restaurants and a south facing terrace. Television Centre's unique 'Question Mark' design was conceived by the BBC's original architect Graham Dawbarn in 1949. The masterplan stays true to the original design intent by following a series of concentric elements, radiating outwards from the central Helios Courtyard.



Client: Stanhope Plc, Mitsui Fudosan, AIMCo.
 Developer: Stanhope Plc
 Landscape Architect: Gillespies
 Architect: Allford Hall Monaghan Morris (AHMM) (master-planner & architect of parts), Duggan Morris, de Rijke Marsh Morgan Architects (dRMM) and Maccreanor Lavington
 Structural and M&E/Sustainability Engineer: Arup
 Planning Consultant: Gerald Eve
 Cost Consultant: Deloitte
 Transport Consultant: Vectos
 Transport/Listed Building Consultant: Robert Tavernor Consultancy
 Community Engagement: George Cochrane
 Construction Manager: Mace

Viewpoint

"To effectively make a transition from what has historically been a private, creative hub within West London to one which is accessible to all, offering not only state of the art television production, but also a mix of residential, commercial, retail and leisure uses, which serve both those living and working within the estate and those inhabiting the wider local area was a key driver for all involved from the outset. Located within the White City Opportunity Area, which over the course of the Television Centre redevelopment will experience an extensive, positive reinvention, the challenge of how to engage with existing communities and other landowners to successfully deliver a cohesive new district for West London is ever-evolving and exciting."
 Alistair Shaw, Managing Director, Television Centre, Stanhope Plc



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© AHMM



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SQUARES & GATHERING SPACES

Aldermanbury Square

City of London, EC2

In use, completed November 2006

Redesigning and enhancing an under-used vehicular turning space, the scheme creates a calmer pedestrian-focused space. The square was re-landscaped using high-quality natural stone, with more than 20 trees planted along with contemporary soft landscaping and new seating. The scheme also introduced a new water feature on the south side of the square which animates the space with 24 jets set flush with the paving.

Funders: Scottish Widows Plc, Section 106 Contributions | **Client:** City of London Corporation | **Design:** Eric Parry Architects | **Materials:** Marshalls | **Construction:** FM Conway, Ustigate Ltd (water feature)



Angel Building

St. John Street, Islington, EC1

Completed October 2010

Redefining an out-of-date building, a forgotten service yard, a fragmented street edge, this building seeks to bring together both workplace and a public space, in the form of its grand, top-lit public room – complete with break-out areas and a café. A fair-faced cast in-situ concrete frame with glazed metal screens expresses the primary materiality of the space, with elegant expanses of terrazzo flooring. This public space affords an opportunity to convene and repose, centred around the specially commissioned artwork 'Out of the Strong Came Forth Sweetness' by Ian McChesney.

Client: Derwent London | **Architect:** Allford Hall Monaghan Morris (AHMM) | **Contractor:** BAM | **Structural Engineer:** Adams Kara Taylor | **Project Manager:** Buro Four | **Cost Consultant:** AECOM | **Property Agents:** Pilcher Hershman/CBRE | **Service Engineer and Fire Consultant:** Norman Disney Young | **Landscape Architect:** J&L Gibbons | **Acoustic Consultant:** Sandy Brown Associates | **Planning Consultant:** DP9 | **CDM Coordinator:** Jackson Coles | **Party Wall Surveyor:** GIA | **Transport Consultant:** Colin Buchanan | **Graphic Designer:** David Hillman | **Rights of Light Consultant:** GIA | **Lighting Consultant:** GIA Equation



© Timothy Soar

Aldgate Place

Whitechapel High Street, Aldgate, Tower Hamlets, E1

Under construction, Phase 1 due to complete 2015,
Phase 2 due to complete 2017

Placing buildings at the edges of this constrained site has maximised the public realm to 50 per cent of the area. A network of spaces connects to the wider neighbourhood, providing a contrast to the surrounding traffic-dominated streets. The three residential towers' kite-shaped plans define a diagonal connection to the station across the site and create two distinct areas: one contains a play space for young children, the other a play area for teenagers, which is the subject of a design competition. These two spaces are connected by two small, enclosed, public gardens.

Client: Barratt London and British Land | **Landscape Architect:** Vogt Landscape Ltd and Townshend Landscape Architects | **Architect:** Allies and Morrison | **Structural Engineer:** Walsh Associates | **Services Engineer:** Whitecode | **Quantity Surveyor and Contractor:** Barratt East London



Barking Central

Axe Street, Barking & Dagenham, IG11

Completed 2010

Linking commercial needs with civic engagement, this development has breathed life into what had become something of a forgotten Thames Gateway backwater. A cluster of new buildings, positioned around the existing Barking Town Hall capture a civic square and reintroduce historical routes. The spaces between the new townscape include a formal square, a brick folly and an arboretum. The design principles of the scheme were to create a vibrant, diverse and high quality environment that also introduces and reinforces links to the wider context of Barking Central.

Client: Redrow Regeneration (Barking) Ltd and LB Barking & Dagenham | **Public Realm Architect:** muf architecture/art | **Architect:** Allford Hall Monaghan Morris (AHMM) | **Contractor:** Ardmore Construction Ltd | **Project Manager:** Gill Associates | **Quantity Surveyors:** Nigel Rose LLP | **Structural/ Civil Engineer and Fire Consultant:** Buro Happold Ltd | **Services Engineer:** Faber Maunsell | **Landscape Architect:** Grant Associates | **Accessibility Consultant and Highways Consultant:** Buro Happold Ltd | **Acoustic Consultant:** Bickerdike Allen Partners | **Planning Consultant:** Hephher Dixon & Robson Planning Consultancy | **Planning Supervisor:** Tweeds Project Services | **Approved Inspector:** NHBC | **Graphic Designer:** Studio Myerscough

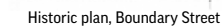


© Timothy Soar

Originally designed to form the centre-piece of Britain's first publicly-funded social housing scheme, it was an eye-catching focal point and meeting space, intended to be used to improve public health, exercise and as a 'stage' for the local community. The central 'Circus' was also the spatial generator for the layout of the Boundary Street Estate as a whole. The mound on which the gardens and bandstand sit, was built from the rubble of the notorious slum that preceded it in the late 19th century.

Restoring the structures and built elements as close to their original form and finish as possible, the revitalisation project also introduced subtle design interventions to make the space more usable, accessible and attractive for the local community.

During the design development process, all key stakeholders took part in a series of meetings, open days and public events, seeking to ensure all parties were on board with the various proposals to satisfy a wide range of different priorities and aspirations including: nature conservation, heritage, reducing antisocial behaviour, 'secure by design' new design aspirations, providing a quiet space, an events and community space and reductions in maintenance budgets.



Client: LB Tower Hamlets
Designer: LDA Design
Contractor: T Loughman & Co
Quantity Surveyor: AECOM

Viewpoint

"Arnold Circus is certainly unique in that it facilitates a diverse range of activities in such a small but focused space, offering shelter, lighting, a community 'stage' in the bandstand as well as the visual delight and backdrop that the planting and trees offer, both for local organised events and the day to day relaxation the garden provides." Sally Prothero, Parks Director and Project Leader, LDA Design



© Tobias Smith



© Richard Keams

Arundel Square

Islington, N7

In use, completed August 2010

Rather than preserving or relandscaping existing open space, the Arundel Square project has created an acre of land in one of London's most desirable locations, by decking over a railway cutting.

Islington is the London borough with the least open green space, so every additional space adds real community benefit. Creating this space made it possible not only to create new homes, but also to almost double the public green space of Arundel Square.

Islington is typified by elegant nineteenth-century terraces forming squares around gardens. Arundel Square should have been just such a square, but it was never completed. After three sides were finished, the Victorian developer ran out of money. The North London Line was constructed in a cutting on the south side, leaving the square incomplete, blighting its surroundings, and introducing constant train noise.

In 1993, an ambitious plan was hatched to deck over the railway cutting, extending the central gardens back over the deck. The project was a painstaking urban development initiative, which not only necessitated the purchase of adjacent railway embankments, but also negotiation with railway companies and other interested parties to put in place air rights over the railway cutting, as well as

requiring planning permissions. Construction of the deck began in 2006.

Most of the new land created by decking over the railway has been added to the public gardens, and the whole Square has been rejuvenated with funds generated by the project.

The deck which supports the extended square was formed by 76 seven-foot deep steel joists, covered by a concrete slab which spans 85 feet onto reinforced concrete retaining abutments.

The new deck had its own constraints: very stringent loading restrictions that required specially developed light-weight planting and materials. On the new roof garden, 30 smaller-scale trees link to the majestic trees in the original square. A bespoke turf (named Arundel Square Mix) was prepared to meet all the diverse conditions of the square. New railings were fabricated based on the original moulds.

To meet the needs of a diverse inner London community, the new scheme is largely flexible and open to imaginative use. A central space, edged by a low sitting wall, a woodland walk and ball court all encourage informal community gatherings and games, alongside a new children's playground.



© Rajesh Bhela/PTE

Client: Londonewcastle
and United House Developments
Architect: Pollard Thomas Edwards
Landscape Architect: Remapp
Main Contractor: United House
Structural Engineer: Knapp Hicks
Services Engineer: ME Engineering
Interior Design: Target Living

Viewpoint

"Victorian railway builders had little regard for environmental quality. Today most of the urban space they took up is too precious for single-storey use. And, while railways pollute less nowadays, they still devalue a big swathe of town wherever they pass. My project at Arundel Square is a 'Case Study' of what can be achieved by decking over railway cuttings - and indeed other bits of unattractive infrastructure. It took 18 years from start to finish, including several fallow periods when the graph of deck cost against outturn value did not align. Eventually it did. It made a decent profit without any public funding. That's key to its exemplary success." Bill Thomas, founding partner - Pollard Thomas Edwards



© Stephen J Arnold



128-150 Blackfriars Road

Southwark, SE1
Design stage, due to complete October 2018

Following 2006's 'Bankside Urban Forest' framework for the incremental re-imagination and creation of new public spaces within Bankside, Southwark, this scheme is the first of these new spaces to be delivered by the private sector. The tower and circus buildings are to be embedded in the city spaces, restoring the geometry of St. Georges Circus and the strong formal edge of Blackfriars Road. The intimate new spaces include Library Square, a courtyard, Blackfriars Mews and a newly aligned pavement to Blackfriars Road and the Circus that accommodates TfL's 'Cycle Superhighway' into the City.

Client: Barratt London | **Public Realm Design:** Witherford Watson Mann Architects Ltd | **Landscape Architect:** Outerspace | **Architect:** Maccreanor Lavington | **Transport Engineering:** ARDENT | **Planning Consultant:** DP9 | **Structural & Civil Engineer:** URS Infrastructure & Environment UK Limited | **Building Services Engineer:** Whitecode Design Associates | **Geotechnical Engineers:** RSA Geotechnics Ltd | **CDM Coordinator:** DBK Partners LLP | **Sustainability Consultant:** Bespoke Builder Services



Braham Street Park

Braham Street, Tower Hamlets, E1
In use, completed February 2010

As the first project to come out of the Aldgate Public Realm Strategy, this new green space was created by unravelling a series of one-way traffic systems and closing one arm of the Aldgate Union gyratory. The space has been designed for local residents, city workers and visitors to the area, providing an undulating landscape arranged along pedestrian desire lines and one of the longest benches in London. The project was mainly funded from a private developer through Section 106 and Section 278 agreements, and formed a cornerstone to the High Street 2012 initiative that ran from the City to the Olympic Park.

Client: LDA, Transport for London (TfL), Tishman Speyer | **Design:** EDCO Design, JMP | **Public Realm Strategy:** Witherford Watson Mann Architects, General Public Agency



Bow Churchyard

City of London, EC4
In use, completed August 2009

Funded by Bow Bells House Section 106 Agreement and by external contributions from adjacent property owners, this project provides a new civic space in a rapidly changing part of the City of London. The focal point of the scheme is a Spanish-influenced granite pattern in the central area of the churchyard, complimented by informally placed timber seating. During rush hour, Bow Churchyard becomes an important alternative route for pedestrians free from vehicular traffic. Its design responds to the local and historical context, accentuating the setting of the Church and surrounding buildings.

Client: City of London Corporation | **Design:** Burns + Nice | **Construction:** FM Conway



Brentford: Making the Connection

Brentford High Street, Hounslow, TW8
In use, completed September 2014

The new-look market place provides a high quality backdrop for an emerging weekend market and regular community events. Acting as a fitting stage for renewed enthusiasm in civic and social life at the heart of Brentford, the design features bespoke communal seating, a water feature and new trees. Signage embedded in high quality paving of recycled Yorkstone embraces the area's character, whilst a general reduction in street clutter and complimentary improvements to the Magistrates' Court complete the transformation.

Client: LB Hounslow | **Consultant:** Lynn Kinnear Architects



© Philip Eteiling

The Broadgate Circle

City of London, EC2

Under construction, due to complete April 2015

The changes to The Broadgate Circle aim to dramatically improve and enrich the retail and civic provision at Broadgate, whilst enhancing the existing qualities of the Circle. Pedestrian movement and visual connectivity between the multiple levels has been greatly improved whilst celebrating the original, dramatic amphitheatrical form. The famous colonnade has been refurbished, formed of 54 travertine columns which rise to an imposing 14m in height.

Client: British Land | **Architect and Engineer:** Arup Associates



C-SPACE

City Road, Islington, EC1

Under construction, due to complete June 2015

Refurbishing and extending an existing building in the heart of London's creative and technology quarter, this former carpet factory will be revived to provide 62,000 sq ft of office space, fit for a new era of commercial tenant. The design aims to make the most of this industrial building that once turned its back on the street. The proposals flip the building inside-out, creating a new vibrant ground floor and public space. The new forecourt and courtyard spaces will be enlivened with new lighting, street furniture and olive trees.

Client: Helical Bar | **Architect:** BuckleyGrayYeoman | **Structural Engineer:** Alan Baxter Associates | **M&E Engineer:** Hoare Lea | **Planning Consultant:** JLL | **Project Manager:** GVA | **Contractor:** Willmott Dixon | **Cost Consultant:** EC Harris



Burgess Park BMX

Albany Road, Southwark, SE17

In use, completed August 2013

Burgess Park BMX opened in August 2013 as an Olympic Legacy Project integrated into the 2012 refurbishment of Burgess Park in the heart of the Aylesbury Estate regeneration project. The project aims to make BMX accessible to all in a safe and secure environment, and promote fun ways of participating in physical activity in a deprived neighbourhood. The track has become a flagship for raising participation levels in BMX riding and sport in general, and has provided in excess of 5,000 opportunities for new and existing riders reaching schools, youth groups and individuals of all ages from diverse cultural and social backgrounds.

Client: LB Southwark | **Funder:** British Cycling, Mayor of London, London Marathon Charitable Trust, Southwark Council, and Olympic Legacy Fund | **Landscape Architect:** LDA design | **Engineer:** Cundall | **Contractor:** Clark and Kent



Camden Pavilion

Britannia Junction, Camden Town, NW1

Disassembled, completed May 2014

The Pavilion brought Camden's hidden and dense creative community into the public realm, with Britannia Junction, Camden Town's most crucial confluence of axes, providing the perfect location for this showcase. Commissioned as a competition by Camden Town Unlimited for the Camden Create Festival 2014, the Pavilion sought to create an icon for the town – a place for gathering and exchange in an otherwise purely transitional space. Hundreds of suspended vividly coloured tubes became a kaleidoscopic wind chime through shifting and colliding, representing the encounters and interactions between Camden's individuals and companies.

Client and Project Manager: Camden Town Unlimited | **Architect:** KSR Architects | **Structural and Electrical Engineer:** Arup | **Design and Build Contractor:** Build is Everything | **Turf/Exhibition Floor Supplier:** Evergreens Artificial Grass | **Crystal PVC Tube Supplier:** MKM Extrusions | **Plastics Manufacturer:** DW Plastics | **Scaffolder:** Tosun Scaffolding | **Truss Frame Supplier:** Impact Production Services



© Philipp Ebeling

Broadgate, City of London

12 Exchange Square, City of London, EC2

In use, latest development due for completion spring 2015

Broadgate's journey started nearly 30 years ago as a pioneering business destination in the heart of the City. Since then, the requirements of the business world have changed beyond recognition and Broadgate has developed, adapted and refreshed its offering, seeking to providing the optimum mix of buildings, facilities and enlivened public spaces to maintain its position as a key financial and legal centre that attracts and retains top companies and people.

The development now comprises four landscaped squares, surrounded by restaurants, pubs, shops and health clubs, public art and 16 separate office buildings housing some of the world's largest corporations. There are three main public venues; Broadgate Circle, Exchange Square and Finsbury Avenue Square hosting events which are enjoyed by occupiers and visitors.

A comprehensive redevelopment of the retail, restaurant and leisure offering at the 45,000 square foot Broadgate Circle – including a new revitalised public realm with an enhanced central performance space, restaurants and eateries – is due for completion in Spring 2015. Enhancements are also being made to

the public space surrounding the new 5 Broadgate office building, to create a new direct pedestrian route – 'The East-West Link' – with paving, lighting, trees and a major new piece of artwork, Chromorotation by David Batchelor.

The estate is actively managed, seeking to provide occupiers and visitors with a diverse range of events and entertainment, including sushi making master classes, ice skating, croquet, as well as sports and films on large screens in the summer. By innovatively using vacant space and public realm, the management team have introduced new initiatives such as the Welcome Centre, click and collect, free regular bike maintenance, pop-up retail and markets.

Digital technology is being used to foster an increased sense of community, with website and social media activities providing a hub for occupiers and visitors to find out what's happening at and around Broadgate, as well as an opportunity to feedback to and engage with the management team. This is further promoted by engagement with local community and charity initiatives, and cultural events.



Vision of the improvements to Broadgate Circle

Owner/Developer: British Land & GIC
Property Management: Broadgate Estates
Architect, M&E and Structural
Engineer: Arup Associates
Consultant: DP9
Contractor: MACE Group
Project Manager: M3 Consulting

Viewpoint

"Public space enlivenment is a critical part of our success at Broadgate. With the Broadgate Estates management team, we listen to what people want, then deliver an events programme, supported by strong communication activities that make it a place where they want to spend time... this includes the renowned ice rink during the winter, which sees office workers and local families enjoying time together, and the summer of sport screenings, where crowds can enjoy watching in the lively atmosphere.... This is all supported by an ongoing series of smaller activities throughout the year. These, combined with our major ongoing investment into the built environment, make Broadgate a symbol of modern London..."

Matthew Pinsent, British Land



Summer of Sport, Exchange Square



Finsbury Avenue Square



Brown Hart Gardens

Mayfair, City of Westminster, W1
Completed July 2013

Redeveloping and landscaping the public space over the 1905 Grade II Listed Brown Hart Gardens substation in north Mayfair has introduced a new public café, the provision of flexible planting and seating, improvements to access and an innovative water feature.

Opened in early 2013, the enhanced gardens and new café have improved the surrounding streets, creating a strong focus to north Mayfair and a quiet oasis from the hustle and bustle of Oxford Street. The gardens aim to create a distinguished frontage to the recently opened 5-star Beaumont Hotel and will be visible when exiting from Bond Street West Crossrail when it opens in 2018.

A variety of new initiatives – including public art, a water feature seat by Andrew Ewing and, 'Room', the first inhabitable work of art by leading British artist Sir Anthony Gormley, on the frontage to the Beaumont Hotel – add drama and interest to the gardens. Lighting to the garden café seeks to complement the baroque domes that bookend either end of the gardens.

A notable challenge was to achieve a balance between contemporary intervention and architectural heritage. New features, including stairs and a lift, needed to feel as though they were an integral part of the scheme and not simply bolted

on. A lightweight glass enclosure ensures the lightest touch in front of existing structure while cladding and railings relate to the surrounding residences. The new café pavilion seamlessly integrates into its new location and is designed to be transparent and evoke the forms of the original pavilions and benefits from the provision of level access from the garden. The glazed facades double as a heating system, allowing visitors to use the café all year round. The glazing can slide back, offering indoor/outdoor dining when weather permits, strengthening the perception and sensation of the gardens.

Access to the gardens has been improved through the refurbishment of existing stairs and the introduction of new stairs and a glazed lift to the southern end of Lumley Street. Movable timber containers with seasonal planting ensure interest across the year and allow the gardens to accommodate a wide variety of special occasions and community events, including a fortnightly food market.

The café fulfils an important role in enticing people to enjoy the space and ensuring a high level of footfall. In positioning the café to the western end of the gardens and providing extensive public seating, the garden's design aims to retain a welcoming, public feel.



© Samra Fisher-Payne, BDP

Developer: Grosvenor
 Architect, Landscape Architect and
 Lighting Designer: BDP
 Structural Engineer: Hurst Pierce and
 Malcolm
 M&E Engineer: Edward Pearce
 Planning Consultant: Gerald Eve
 Cost Consultant: Gardiner & Theobald
 Contractor: Chorus

Viewpoint

"I first started work on Brown Hart Gardens in 2003, where for the 20 years prior it was closed to the public. Following a lease re-structure in 2007 that returned the garden to our direct control, we carried out some essential repairs before re-opening. We then engaged on a four-year programme with local residents over the future of the space, seeking to balance the needs of the community with working over the operational electrical transformer station. This culminated in June 2013 with the re-opening of the garden complete with a lift, café, water feature, seating, planting and lighting."

Nigel Hughes, The Estate Surveyor, Grosvenor



© Sanna Fisher-Payne, BDP



© Sanna Fisher-Payne, BDP



© Thomas Graham

Cardinal Place

Victoria Street, City of Westminster, SW1
In use, completed January 2006

The development opens up what was once the relatively inaccessible heart of the site for public use through the creation of new direct links from Victoria Street, one of which opens up a vista on Westminster Cathedral immediately to the south. The new routes, linked public spaces and extensive public art programme are designed to bring life and vitality into the area. A new public roof garden, incorporated at the heart of the scheme, provides a peaceful sanctuary from the hustle and bustle of Victoria.

Client: Land Securities | **Landscaping:** Capita Lovejoy | **Architect:** EPR Architects | **Structural Engineer, Transport and Fire Engineer:** Arup | **M&E Engineer:** AECOM | **Planning Consultant:** Bennett Urban Planning | **Cost Consultant:** Gardiner & Theobald | **Contractor:** Sir Robert McAlpine | **Rights of Light:** Wilks Head & Eve



80 Charlotte Street

Camden, W1
Due to start on site 2015, due to complete early 2018

Regenerating an island site, this office-led mixed-use development will be set around two atria. Inspired by Paley Park in New York, the new pocket park on the Chitty Street side will be south-facing and will bring a new public amenity to this central London location. The scheme aims to be completed by 2018, in readiness for the arrival of Crossrail at Tottenham Court Road.

Client: Derwent London plc | **Architect:** Make | **Structural and Mechanical Engineer:** Arup | **Project Management:** Buro Four | **CDM Co-ordinator:** Jackson Coles | **Cost Consultant:** AECOM



Carter Lane

City of London, EC4
In use, completed November 2010

Improving the street scene environment of the Carter Lane area, this scheme sought to encourage better use of the quarter by local workers, residents and visitors and achieve a balance between pedestrian and vehicle movement. Changes included the permanent closure and pedestrianisation of a section of Carter Lane between Cannon Street and Godliman Street, the timed closure of Carter Lane between Creed Lane and Ludgate Broadway, footway widening and resurfacing in Yorkstone paving, carriageway resurfacing in granite setts, improved lighting and seating, new planting and clutter reduction.

Client: City of London Corporation | **Landscape Architect:** Townshend Landscape Architects | **Contractor:** FM Conway Ltd



60 Commercial Road

Tower Hamlets, E1
Under construction, due to complete Summer 2015

Planning permission was granted in 2010 for the creation of a new-build student accommodation tower over 19 floors plus basement. A key aspect of the proposals was to link the internal communal spaces of the building with the immediately adjacent open space – linking Back Church Lane to Gowers Walk via a series of shared garden spaces to the south and west, which blur the boundaries of the site. The landscaping has been designed to meet BREEAM Excellent through careful consideration of the soft landscaping proposals.

Developer: Generation Estates | **Architect:** BuckleyGrayYeoman | **Structural Engineer:** AKT II | **M&E Engineer:** MTT Ltd | **Planning Consultant:** DP9 | **Project Manager:** GVA Second London Wall | **Contractor:** Wates Construction Ltd | **Cost Consultant:** Beadmans LLP



Dashwood

Old Broad Street, City of London, WC2
In use, completed October 2008

This former 1970's tower block has been completely refurbished, in lieu of demolition, adding five extra floors. Hard standing and service areas were redesigned to achieve a seamless landscape between St. Botolph's Gardens and Dashwood, with benches for people to enjoy the lunchtime sun. The strategy for the external area was to bring some of the quality of the courtyard gardens into the surroundings of Dashwood House and thereby promote the pedestrian flow of people across and through the site. New public benches have doubled the amount of existing seating in St. Botolph's.

Client: Almacantar Land Securities | **Architect:** Fletcher Priest Architects | **Landscape Consultant:** Charles Funke Associates | **Quantity Surveyor:** WT Partnership | **Structural Consultant:** Waterman Structures | **Services Consultant:** Long & Partners | **Contractor:** Skanska



Devonshire Square – Western Courtyard

City of London, EC2
In use, completed August 2008

Part of an original complex of 18th Century warehouses owned by the East India Company, the empty and redundant warehouses were originally redeveloped in the 1970's. Although successful, the courtyards and alleyways maintained the character of the old bonded warehouses, and felt private and uninviting. This recent scheme floated a delicate steel and ETFE roof over the western courtyard, creating the opportunity for covered restaurants, cafés and bars to utilise this largely forgotten space. Hard landscaping reinforced links across the site to encourage public access.

Client: Rockpoint Group | **Architect:** Fletcher Priest Architects | **Landscape Consultant:** Whitelaw Turkington Landscape Architects | **Project Manager:** CORE | **Quantity Surveyor:** Gleeds | **Quantity Surveyor:** WT Partnership | **Structural Consultant:** Waterman | **Services Consultant:** Grontmij Ltd | **Contractor:** Bansal Building and Faithdean



Derbyshire Street Pocket Park

Bethnal Green, Tower Hamlets, E2
In use, completed June 2014

The eastern end of Derbyshire Street was previously a dead-end with space for twelve car-parking bays. Although the surrounding urban spaces are a hive of activity, the dead-end provided only an opportunity for anti-social behaviour and fly-tipping. Its transformation takes advantage of the south-facing aspect and provides outdoor café space and a new pedestrian/ bike route. The pocket park also features a range of sustainable urban drainage features aimed at reducing pressure on London's sewer system, including green roof bike racks, attenuating planters, permeable paving and a central rain garden.

Client: LB Tower Hamlets | **Funding:** Mayor of London | **Project Partnership:** Oxford House, LB Tower Hamlets and Greysmith Associates | **Landscape Architect:** Greysmith Associates | **Main Contractor:** Riney | **Green Roof Shelters:** The Grass Roof Company | **Attenuating Planters:** Thames Water Utilities



Devonshire Square

City of London, EC2
In use, completed April 2005

The scheme for the enhancement of this historic square included tree-planting, seating, Yorkstone paving and a granite setts carriageway. The central traffic island creates a new central pedestrian area with trees.

Client: City of London Corporation | **Funder:** City of London Corporation and AXA | **Landscape Architects:** Bennetts Associates Architects | **Materials:** Marshalls | **Construction:** FM Conway



Duke of York Square

King's Road, RB Kensington and Chelsea, SW3
Completed 2008

Duke of York Square was the first new public square to be constructed in London's West End in over a century, creating an entirely new mixed-use quarter for Cadogan Estate by opening up a 4-hectare site that had been inaccessible to the public for 200 years.

Duke of York Square is arranged around a series of public spaces. Seeking to create a calmer, safer environment in an area well served by public transport – no car parking is provided – the scheme provided a dynamic new public realm framed by contemporary buildings that house a careful mix of retail, residential, and commercial accommodation, alongside a school, medical facility, offices, and the new Saatchi Gallery. Designed to function as an extension of the existing street pattern, the scheme includes a variety of shop units in the zones nearest the high street, with new public spaces guiding pedestrians to the elements deeper within the site. The final composition, developed in consultation with the Royal Borough of Kensington and Chelsea, English Heritage, and numerous residents' groups, has won numerous awards, offering a harmonious townscape solution.

Design of the masterplan began with a context-sensitive approach that focused on drawing pedestrian footfall into the site from the King's Road. Much of the site had been dominated by an

inaccessible existing car park, which was ultimately replaced with the largest public square. In addition, a large volume of continuous frontage facing onto the King's Road further hindered access to much of the site. Removing the car park and all vehicular traffic – and creating pedestrianised corridors to extend the urban grain through the existing frontage – the entire site was opened up for public use. A hierarchy of spaces was established, including the main square, a secondary square, and several linking corridors. The distinct experience of a series of places within the larger development was established through strategic deployment of built form to create an experience of expansion and contraction, drawing visitors from one zone to the next, aided by the creation of a "built edge" of active shopfronts and restaurants.

Once the principles of the masterplan were established, layers of detail then added to the unique character of the place. Features such as long stone benches, distinctive lighting, fountains, landscaping, and signage all animate the public realm, aiming to make it a gathering place for both the local community and the many other Londoners and tourists that visit every year. The design of the space also facilitates and supports a busy events schedule, including weekly markets, frequent performance programs, and other dynamic community uses.



© Adam Parker

Client: Cadogan Estates
Architect: Paul Davis + Partners
Landscape Architect: Robert Myers
Structural Engineer: AKT II
Quantity Surveyor: TTPP
Civil Engineer: WSP
Transport: JMP

Viewpoint

"The creation of Duke of York Square took real passion and insight. The true barometer of its success is that it feels as though it has always been at the heart of the community here, blending seamlessly into the colourful history of Chelsea. The final 'piece of the puzzle' was the Saatchi Gallery opening in 2008, strengthening the area's contemporary cultural appeal along with its nearby neighbours on Sloane Square – the Royal Court Theatre and Cadogan Hall. Duke of York Square is now a distinct destination in its own right, bringing a carefully curated selection of the best food, fashion, beauty and culture together in a stunning, historic outdoor environment, enjoyed by both local and international visitors."

Hugh Seaborn, Chief Executive, Cadogan



© Adam Parker



© Adam Parker



© Adam Parker

Dollar Bay

Dollar Bay Court, Lawn House Close, Tower Hamlets, E14
Under construction, due to complete May 2017

The design creates a robust landscape for a new residential tower, in a prominent position marking the eastern end of South Dock on the Isle of Dogs. The simple concept draws on the industrial heritage of its iconic dockside location. The tower is surrounded by public realm, providing a new square and opening up connections across the site. Private amenity space is provided in a format similar to a traditional private London square, remote to the building. Other key elements include high level winter gardens, biodiversity roofscape, tree planting, seating, feature lighting and natural stone paving.

Client: Mount Anvil and One Housing Group | **Landscape Architect:** Spacehub | **Architect:** SimpsonHaugh and Partners | **Planning Consultant:** Rolfe Judd | **Transport Consultant, Structural Engineer and Ecology:** WSP | **Microclimate Consultant:** RWDI | **CGI Visualisations:** Tekuchi



Gibbons Rent

Southwark, SE1
In use, completed June 2012

Transforming a complex of inner city laneway from a dreary, rubbish-collecting, back alley into a new pocket park, the 105-metre-long urban walk has created a permanent community garden of potted plants using large concrete pipes. Now popular with local office workers as a place to have lunch, the space has been further animated through activities and events since and entrance features were added in 2014 using upcycled perforated steel sheets left over from metalwork production.

Client: LB Southwark | **Architect and Designer:** Andrew Burns Architect, Sarah Eberle Landscape and Garden Design | **Engineer:** LBS | **Contractor:** Conways | **Funders and Supporters:** Southwark Council, Team London Bridge, Architecture Foundation The Peter De Haan Charitable Trust, NSW Architects Registration Board, and Farebrother Chartered Surveyors, Super use Studios



Flat Iron Square

Union Street, Southwark, SE1
In use, completed August 2013

Part of the Bankside Urban Forest programme, this new urban square has been created through closing off a road – connecting a parade of shops to a former council toilet block which has been transformed into a café with a large green oak timber frame housing a wild flower green roof. The project has created a new public open space in an area with a rapidly increasing population, providing a high quality environment for both pedestrians and cyclists, framed by the landmark 100 sqm green roof of bluebells, wild flowers, ferns and ivy.

Client: LB Southwark | **Funder:** Mayor of London, Southwark Council | **Architect:** Witherford Watson Mann Architects | **Contractor:** JB Riney | **Engineer:** Price and Myers | **Transport Consultant:** Pax



Granary Square

King's Cross, Camden, N1
In use, completed June 2012

Situated on the canalside of King's Cross, Granary Square is one of the largest public squares in central London. On the banks of the Regent's Canal, the square is animated with over 1,000 choreographed fountains, each individually controlled and lit, surrounded by historic buildings. The canalside south-facing steps also create the perfect amphitheatre to sit and watch the boats slip by. Alfresco dining offered at Caravan, Grain Store and Yum Chaa animate the space, as does the street food collective KERB.

Developer: King's Cross Central Limited Partnership | **Landscape Architect:** Townshend Landscape Architects and Applied Landscape Design | **Architect:** Stanton Williams | **Engineer:** Peter Bret Associates and Craddy Pitchers Davidson | **Contractor:** BAM Nuttall | **Specialist:** The Fountain Workshop, Willerby Landscapes & Shepley Engineering



Ham Yard

Soho, City of Westminster, W1
In use, completed 2014

With a history dating back to the 17th Century, this design addresses some of the historic narrow streets, alleys and courtyards of Soho. The scheme incorporates a new hotel, residential, specialist retail and cinema accommodation, around and below an improved, publicly accessible private space, with mature oak trees, seating, alfresco dining and a Tony Cragg bronze sculpture adding to Soho's network of hard and soft landscaped routes and places of hidden interest.

Client: Firmdale Hotel | **Architect:** Woods Baggot | **Highways and Landscape Architect:** Atkins Ltd



King's Cross Pavilion

Granary Square, Camden, N1
Under construction, due to complete Autumn 2015

With the primary aim of creating an eastern edge to Granary Square, the pavilion is conceived as a single sculptural form embedded discreetly into its context in a similar fashion to the nearby existing fish and coal buildings. Set perpendicular to the Granary complex, new additional active frontages of café, restaurant and bar uses are sited to the west at square level and to the east at towpath level. New routes through the building will link the towpath and canal with a ramp and lift to the north and a new set of external stairs to the south.

Client: King's Cross Central Limited Partnership | **Architect:** Stanton Williams | **Structural Engineer:** AKT II | **Mechanical Engineer:** Grontmij | **Quantity Surveyor:** Gardiner & Theobald | **Lighting Consultant:** Speirs + Major



Johnson's Court

City of London, EC4
In use, completed July 2006

Refocusing the Court with emphasis on the surviving original building at 3 Johnson's court where Charles Dickens took his early works for publication, this scheme involved re-landscaping the main area by creating a new 'pocket' open space, which provided a much-needed amenity in this area. The improvements included: re-paving in Yorkstone, a central granite water feature, a granite planter and steel trellis on the eastern side of the court; the planting of a tree on the western side; and the introduction of seating in the form of timber seats and benches.

Client: City of London Corporation | **Design:** Hamilton Associates Architects Ltd | **Materials:** Marshalls | **Construction:** FM Conway

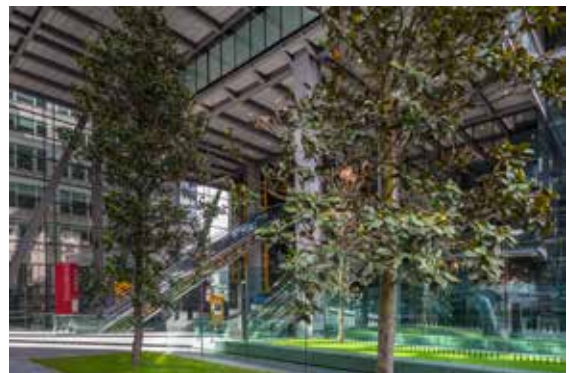


The Leadenhall Building

Leadenhall Street, City of London, EC3
In use (fit outs and landscaping ongoing), building completed July 2014

The tallest building in the City of London, with distinctive tapering prompted by a requirement to respect views of St. Paul's Cathedral from Fleet Street, the building's lower levels are recessed to create a seven-storey high public space at ground level. Complementing the adjacent St. Helen's Square, the public space runs underneath the building, opening a new walking route from Bishopsgate through to Leadenhall Street. Protected from the elements by four glass windbreakers, it features tended lawns and trees, and a hard landscaped area that can play host to a range of events and activities.

Client: British Land and Oxford Properties | **Architect:** Rogers Stirk Harbour + Partners



Gillett Square

Bradbury Street, Hackney, N16

In use, Phase 1 completed 1997, Phase 6 completed 2012

Taking some 25 years, Gillette Square is a unique product of collaboration between client and architect. Work started on the square in the mid-1990s for City Challenge, at which time it was a derelict and dangerous place, occupied by street drinkers, and patrolled by 'Yardies' and drug dealers. Following a campaign to save the Victorian terrace in Bradbury Street and raise funds for its conversion to workshops, studios and shops, the first phase of works critically included open deck access along the rear of the terrace facing into a rundown car park that was to become the new square. The terrace was completed by a new circular building that serves as a training space, a headquarters for Hackney Co-Operative Developments and a 'marker' at the new public space's entrance.

Market pods established a busy, active edge to the car park and began to persuade people that a new square could work in Dalston. The Culture House replaced two derelict terraced buildings in the corner of the car park and the new tenants, the Vortex Jazz Club, introduced a popular and all-hours activity destination into the area.

The founding of the Gillett Square Partnership by client and architect – which has brought together the private sector, local

authority and voluntary sector to establish a vision and a business plan for the square – has been critical to the approach taken at Gillett Square, enabling detailed project-management and ongoing management of the programme of events. Within the changing urban landscape of Dalston and in the face of significant external development pressures, the Square and its surroundings aim to provide a masterclass in describing the role of public realm in culturally-engaged, bottom-up city-making.

In 2006, Gillett Square was opened by Ken Livingstone as the first project of the Mayor of London's 100 Public Spaces programme. The space is used for a myriad of functions – people having lunch, skateboarders, radio-controlled cars, mini-handball and dance rehearsals – a testament to the flexibility of the space. The 'stage' seating area can function as a platform, and has a canopy for rain protection. The community ownership of this situation underpins its sustainability and resistance to the displacement engendered by the usual form of culture led regeneration and gentrification. Since 2006, many more initiatives have been produced, and now, having completed two sides of the square and designed a new housing scheme for the third, an extension to the square is being planned, more than 20 years after the parties first came together as client and architect.

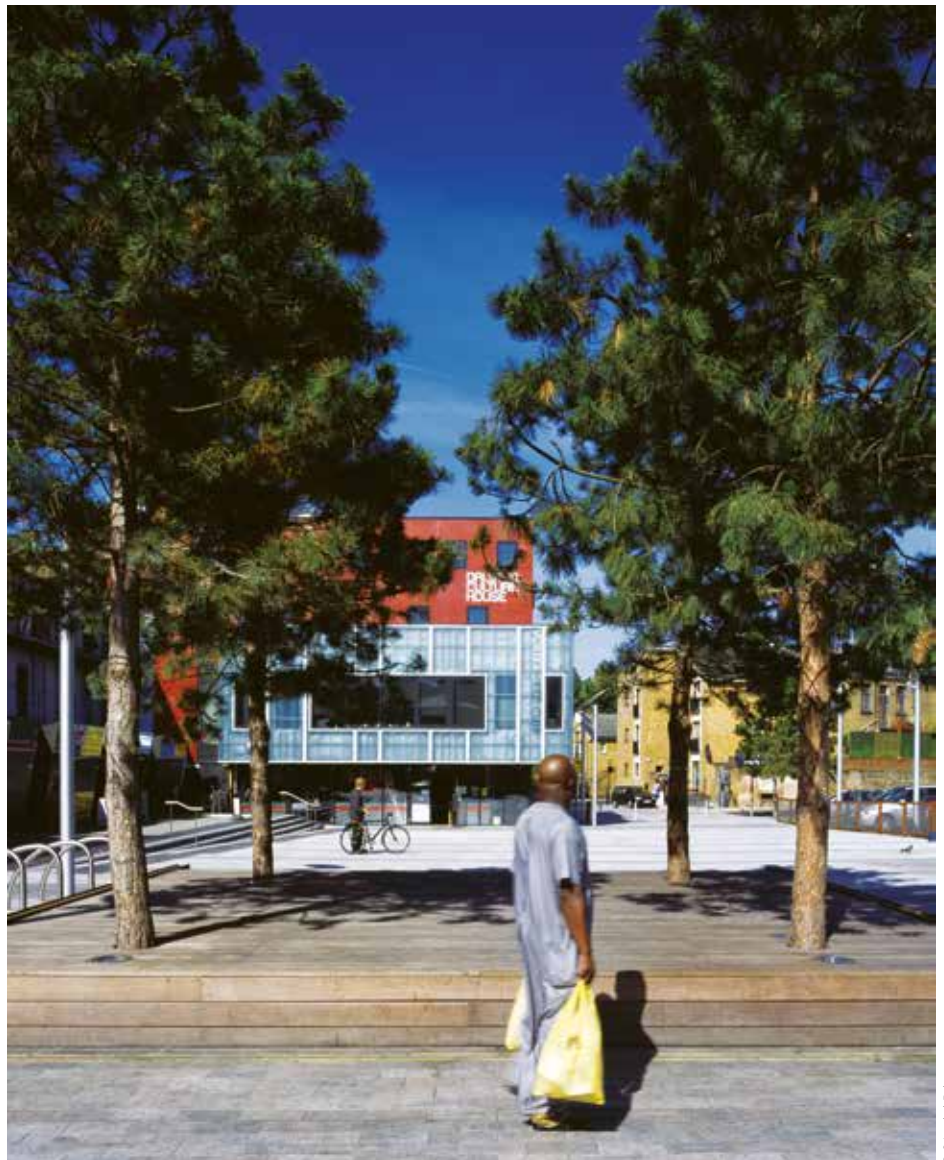


Client: Hackney Co-operative Developments, SRB Haggerston/ERDF, Groundwork Hackney, MacDonald Egan, LB Hackney
 Urban Designer/Architect: Hawkins\Brown
 Landscape Architect: Whitelaw Turkington
 Contractor: Durkan, Pudelek, LB Hackney term contractors

Viewpoint

"[Collaboration is] what happens when architect and client developer are aligned with and working within a set of public values in which the continuum of culture and community are as important as short term money or fame. Collaboration, especially when there is strong and inspiring vision at play (in the context of opposition from all quarters) can mean that the work performed goes way beyond the normal value for money/ labour inputs."

Adam Hart, Development Director/
 Executive Director, Hackney Co-Operative Developments



© Cristóbal Palma



Before: the rundown car park, now replaced by the square



© Cristóbal Palma

King's Cross Square

Euston Road, Camden, N1

In use, completed September 2013

The final part of the £550 million redevelopment around King's Cross and St Pancras Stations, supported by Network Rail, the design aimed to create a new square with a greater civic importance, befitting its busy urban location, scale, function and historic context. Previously, the station lacked a station entrance with a visible presence commensurate with its function, while a large bulky canopy blocked views of the Grade I listed building, designed by Lewis Cubitt in 1851. The new 7,000 sqm square opens up this space, to reveal the façade for the first time in almost 150 years.

The square now acts as an external 'arrivals' concourse for the station, with the entrance located at the western edge of the square into the new concourse. The entrance route is emphasised through the use of a 'welcome mat' paved in Yorkstone.

The site had a number of constraints, fixed not only by the above-ground existing structures but also by below-ground infrastructure – which included gas mains, sewers, drainage and several underground line tunnels. The soffit of the main underground ticket hall stopped just 300mm below the ground level of the square. These constraints did, however, prompt some of the more elegant solutions.

The raised tree planters provided a solution to deal with the

shallow ground, as well as respond to the local community groups' desire for more greenery, and English Heritage's requirement that mature trees would not block the view of the newly restored Cubitt façade. Benches are integrated into the design of the planters and provide a shady area for pedestrians to sit.

The use of granite is consistent throughout, providing a strong visual identity and a robust material appropriate for the Square's busy location. Paved with striking bands of dark and light grey granite, the design evokes the railway lines that terminate behind the station's façade. All the landscape elements, such as benches and tree planters, are also clad in dark grey granite, visually locking into the dark paving stones. The skirting details to the base of the ventilation shafts are subtly curved to grow out of the surrounding urban landscape, as if they are part of a single unit. These shafts now incorporate retail units that enliven and animate the new public space.

The integrated lighting scheme not only plays a key part of the visual identity of the square, but also addresses safety, security and coherent wayfinding, all of which are important concerns for urban design. The square is now an integral part of the 'hub' for London's busiest transport interchange and accommodates approximately 140,000 users per day.



© Hufton-Crow

Client: Network Rail
 Architect: Stanton Williams
 Multidisciplinary Engineer: Arup
 On-Site Engineer: Robert West
 Lighting Design: Studio Fractal
 Arboricultural Consultant: BHSLA
 Contractor: J Murphy & Sons
 Station Architects: John McAslan + Partners

Viewpoint

"The site had a number of constraints, fixed not only by the above-ground existing structures but also by below-ground infrastructure and the fact that the station remained open as a functioning transport interchange throughout construction. These constraints became challenges. Extensive consultation was carried out during the design process. Regular meetings were held with key stakeholders, including Network Rail, London Underground, English Heritage and local community groups, whose input helped to inform the design. Finding innovative and elegant solutions through collaboration and discussion with the design team and a broad range of stakeholders was one of the keys to the success of this project."

Stephen Hadley, Associate, Stanton Williams



© Hutton-Crow



© Hutton-Crow



© Hutton-Crow

Leicester Square City Quarter

City of Westminster, WC2

In use, completed May 2012

A design competition in 2007, seeking a new public realm design for this famous London landmark, offered the opportunity to consider the gardens, the square and its nine connector streets as one entity, using the public realm to strengthen its identity within the West End.

The square is one of the busiest public spaces in Europe. It is the home of British cinema, hosting over 52 film premieres each year, as well as other large scale events, and also plays host to casinos, hotels, restaurants and bars. These activities make the square a challenging and multi-layered urban environment.

The project was conceived as a modern interpretation of a traditional London Square with its intrinsic qualities retained and enhanced: the London Plane trees, the lawns and the central Shakespeare Fountain. In order to encourage dwell time, the addition of a 200 metre-long informal seat now surrounds the gardens on four sides, joined by a new contemporary planting scheme. The organic shape and function of these two new elements seeks to blur the delineation of where the gardens start and end. The mirrored railings create a soft transition between the gardens and the surrounding terraces, and inside the gardens, bespoke timber seats and the Grade II listed Shakespeare Statue and Fountain – with its interactive water feature – helps to create

a more relaxed atmosphere in a dense urban environment. The new lighting scheme aims to impart a sense of drama for the square, whilst creating a 24-hour urban environment that feels safe and welcoming.

Robust engineering solutions and materials were applied in order to cope with its intensive usage. This ensured that the costs of managing and maintaining it were reduced, resulting in revenue savings for the council. Since the opening of the square in spring 2012, there has also been reduction in the level of anti-social behaviour.

The redesign has significantly contributed to an economically sustainable future for this key London location, with new hotels, offices and restaurants opening on the square and its side streets, totaling to an estimated inward investment of more than £500m and the creation of hundreds of new jobs.

The new Leicester Square City Quarter demonstrates how conflicting demands and uses can be accommodated, whilst still delivering strong design ideas that have reinvigorated the urban landscape and created a public space that is befitting of its international status.



© BURNS + NICE

Client: Westminster City Council
Urban Design and Landscape Architect:
BURNS + NICE
Engineering and Highway Design:
WestOne Infrastructure Services
Contractor: SIAC Construction Ltd.

Viewpoint

"Undoubtedly, the redesign of Leicester Square has definitely elevated the status of this world famous public space. Since it was opened in 2012 many people have told me how it has really changed this part of the West End for the better. The scheme has had a positive impact on the local area by helping to accelerate new investment by others as well as the creation of hundreds of jobs. To me this demonstrates the importance of the public realm and how it can create growth as well as provide much needed public space for people to relax and unwind."
Councillor Robert Davis, DL – Deputy Leader and Cabinet Member for the Built Environment, Westminster City Council



© James Newton Photographer



© James Newton Photographer



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Leamouth South

Orchard Place, Tower Hamlets, E14
Planning stage

Leamouth South is a mixed-use residential-led development situated at the confluence of the River Thames and the River Lea. The design of the public realm combines the energy of the neighbouring artist community at Trinity Buoy Wharf with the site's rich history of ship-building, and features recycled material from site, including a 'Tea House' made from an upcycled oil tank. The architectural language of warehouses and industrial buildings is complemented by a series of flexible yards and 'slips' that reveal the historic narrative of the place, whilst offering an external gallery space for local artists.

Client: Ballymore Property Group | Landscape Architect: Spacehub | Masterplanner and Architect: Allies and Morrison | Planning Consultant: Rolfe Judd | Transport Consultant: Transport Planning Practice Ltd | Civil and Structural Engineer: WSP | Microclimate: RWDI | EIA Coordinator: Waterman | Heritage Consultants: Alan Baxter Associates | Cost Consultant: Rider Levett Bucknall | Townscape: Robert Tavenor | Community Engagement: Indigo



Monument

Monument Street, City of London, EC3
In use, completed December 2006

The project included closing Monument Street permanently to through traffic, between Fish Street Hill and Pudding Lane. The carriageway was resurfaced in Yorkstone, Caithness stone and granite, to indicate the original extent of Wren's 'Monument Yard'. The scheme also included the landscaping of the Canoe House site and the construction of a glazed pavilion for visitors accessing the monument.

Client: City of London Corporation | Design: Bere Architects | Materials: Marshalls | Construction: FM Conway, Firmco Ltd | Structural Consultant: Expedition Engineering | Highway Consultant: Haswell Associates | Artist: Rita Greer



Lisson Arches & Lilestone Street

Lisson Grove, City of Westminster, NW8
Under construction, due to complete 2018

With the aim of creating a 'lifetime neighbourhood' as part of the Church Street regeneration, this project unites a split site with a flagship mixed-use facility providing 6,000 sqm of healthcare space and community facilities, plus around 44 homes with an additional 45 HAPPI housing flats and 1,300 sqm of enterprise space. Linking the sites, an upgraded public realm will include a new public space on the junction of Church Street and Lisson Grove, and a community garden as part of the healthcare and community facility.

Client: Citywest Homes and Westminster City Council | Lead Consultant (Planning, Landscape Design, Engineering): Atkins | Architect and Urban Design: Mae Architects | Cost Consultant: Faithful + Gould



New Addington, Central Parade

Croydon, CRO
Phase 1 in use - completed May 2012, Phase 2 - design stage

Seeking to improve access and pedestrian safety, and make the Central Parade more attractive and appealing, the first phase helped to create a livelier town square that could accommodate events and a larger market, with new paving, planting, a stage, and skateboard ramp. The second phase will see better pedestrian routes and clearer parking to encourage visitors to the parade. The area directly outside the shops is being made more pedestrian-friendly with a shared surface that will allow market expansion and shops to have less cluttered forecourts.

Client: LB Croydon | Consultant: Alison Crawshaw, Assemble, Studio, RV Engineering



New Ludgate

Ludgate Hill, City of London, EC2

Under construction, due to complete April 2015

Sited on the processional route from Ludgate Circus to St. Paul's, this project seeks to reintegrate this area into the City's social and economic life, activating the street level. Shops and cafés are to be located on the three facades orientated to catch the sunlight. The two buildings seek to make best use of the site's unusual gradient and level changes, and step back to protect views to St. Paul's. The new curved and fluid exterior along the street frontages results in wider pavements and open views, with a new pedestrian route that crosses the site to join Old Bailey at the new square.

Client: Land Securities | **Architect and Masterplanner:** Fletcher Priest Architects | **Construction Manager:** Mace | **Quantity Surveyor:** Gleeds | **Structural Consultant:** Waterman Structures | **Services Consultant:** Waterman | **Main Contractor:** Skanska | **Traffic Engineers:** Steer Davies Gleave | **Landscape Consultant:** Gustafson Porter



Paddington Basin

Paddington, City of Westminster, W2

In use, completed 2005

Creating a vibrant new quarter in the previously vacant but now desirable commercial location of Paddington Basin, this masterplan turned the address of the Basin around to become the front door to Paddington Station and opened up the waterside to public access. Further improvements to the canal basin and surrounding infrastructure included the introduction of a range of uses, with cafés, bars, restaurants and retail outlets. The Point office development introduced innovative public realm design and public art by some of the UK's most accomplished artists, architects and landscape architects.

Client: Paddington Development Corporation Ltd | **Masterplanner and Architect:** Farrells



New Street Square

City of London, EC4

In use, completed June 2008

Creating a public square with office and retail surroundings, this compact public space is laid out to facilitate public events, and is free of steps despite the change of levels across the site. The varying height of the surrounding buildings ensures sunlight penetrates into the square throughout the year. A series of pedestrian routes integrates the development with the nearby lanes and courts that characterise the adjacent Fleet Street conservation area.

Client: Land Securities Plc | **Architect:** Bennetts Associates Architects | **Structural Engineer:** Pell Frischmann | **Services Engineer:** Cundall | **Quantity Surveyor:** AECOM | **Design & Build Contractor:** Sir Robert McAlpine



© Land Securities

Pancras Square

King's Cross, Camden, N1

In use, completed December 2014

This city square acts as the heart of an office community at King's Cross, bounded by seven Grade A office buildings – home to companies like Havas, Louis Vuitton, PRS for Music, LB Camden and Google. Inspired by the atmosphere of a continental town square – but without the traffic – terraced water features, public art and seating areas beneath mature trees make this a striking new public space for the retail units to operate year round.

Developer: King's Cross Central Limited Partnership | **Landscape Architect:** Townshend Landscape Architects | **Engineer:** BAM Design | **Contractor:** BAM Construction | **Specialist:** The Fountain Workshop, Willerby Landscapes, Miller Druck International Stone Ltd



More London

Tooley Street, Southwark, SE1

In use, completed August 2009

The River Thames flows through the heart of London – yet over time, its embankment had become inhospitable to pedestrians, with busy roads and abandoned former industrial sites rendering large swathes impassable. In establishing a new working community of 15,000 between Tower Bridge and London Bridge, More London has reclaimed a bomb damaged and previously inaccessible site, and transformed it into a major new civic space that completes the pedestrian route along the river's southern bank.

Driven by a desire to rediscover a connection with the Thames, the urban plan is focused on a diagonal boulevard, which defines an ideal pedestrian route from London Bridge Station to Tower Bridge, and draws visitors towards a central waterfront plaza. The quarter is entirely pedestrian, with all building services accessed below ground, and incorporates sculpture, seating and water features, with trees and softer landscaping close to the buildings offering privacy and shade. City Hall – the offices of the Mayor of London – creates a focus in the east of the site, with its debating chamber,

at the base of a spiralling ramp, clearly visible from the river through the glazed façade. An adjacent amphitheatre – 'the scoop' – inverts the building's stepped form to create a meeting point and venue for open-air performances.

Influenced by a protected view of St Paul's Cathedral, and seeking to respect the scale of the surrounding residential streets and former warehouses to the east, the buildings are restricted to ten storeys in height. The seven office buildings are then arranged laterally as a series of 'fingers', which fan towards the river to maximise views and provide flexible floor sizes. Further adding to the mix of uses, the site is also occupied by shops, cafés and restaurants at ground level, and a theatre, hotel and fitness club, as well as a small residential scheme in a 1901 former brewery headquarters. More London attracts a large number of users including office workers, residents and tourists, helping the Marks & Spencer outlet to have one of the highest footfalls of all of the chain's British stores.



Client: More London Development Ltd
Architect / Masterplanner:
Foster + Partners
Landscape Architect:
Townshend Landscape Architects
Collaborating Architect:
KSS Architects Limited
Main Contractor: MACE Ltd
Structural Engineer: Ove Arup & Partners
Cost Consultant: AECOM and Everest
Mechanical Engineers:
Roger Preston & Partners
Lighting: Equation Lighting
Planning: Montagu Evans
Building Configuration: DEGW
Public Space Analysis: Space Syntax
Townscape Impact: Feildon & Mawson
Daylight and Sunlight Consultant:
Gordon Ingram Associates
Local History: Stephen Humphrey
Public Consultation: URBED, Arup
Economics, SRU (Strategic Regeneration Unit)



Pop Brixton

Brixton Station Road, Lambeth, SW9
Under construction, due to complete May 2015

A new community campus for startups and small businesses, Pop Brixton will provide a new public space in the heart of Brixton creating flexible studio, retail, office and workshop spaces for the community. Created from low-cost, low-energy shipping containers, the refreshing design has a focus on sustainability and efficiency. Pop Brixton will also include an event space, hosting live acts, film screenings and performance art. The scheme will make Pope's Road its home for three years before moving to another meanwhile space.

Delivery Partnership: Carl Turner Architects (CTA) with Lambeth Council and The Collective
Architect and Project Manager: Carl Turner Architects (CTA) | **Structural Engineers:** Price & Myers | **Services Engineers:** Max Fordham



© CTA / Forbes Masie

Seats in the City

Various in City of London, including Grants Quay, Carter Lane Gardens and Bow Churchyard
In use, completed June 2013

Enhancing the pedestrian environment and providing rest, social and play facilities in areas of high demand for public seating, this project involves the installation of a number of both moveable and fixed seats in various locations identified across the City. In areas of high footfall and retail uses, pedestrians are seen to be continuously inventive in creating opportunities for seating where formal seats are not available. This often includes existing street furniture such as walls, planters, bollards and gates, which exemplifies the need for additional seating in the City.

Project Manager: City of London | **Funder:** Transport for London



Rathbone Square

Rathbone Place, City of Westminster, W1
Under construction, due to complete Spring 2017

Utilising a prime 2.3-acre site in the heart of central London, Rathbone Square aims to be an exemplary mixed-use development, comprising high-quality residential and office buildings and retail provision, as well as new pedestrian routes and a calm public space. Two orthogonally-aligned 'L'-shaped blocks will be arranged around a central garden, incorporating lawn areas for relaxing, flowering trees and native planting, water features, and public seating. The scheme hopes to be a major contributor to the transformation of Oxford Street and Tottenham Court Road ahead of Crossrail opening in 2018.

Client: Great Portland Estates plc | **Landscape Architect:** Gustafson Porter | **Public Realm Consultant:** Publica | **Architect:** Make Architects | **Project Manager:** Buro Four | **Access Consultant:** Vin Goodwin | **Structural Engineer:** AKT II | **CDM Consultant:** ARUP | **BIM Consultant:** BIM Technologies | **Wind Consultant:** Buro Happold | **Cost Consultant:** EC Harris | **Communications Advisor:** Four Communications | **Planning Advisor:** Gerald Eve | **Party Walls / Rights of Light Consultant:** Gordon Ingram Associates | **M&E / BREEAM and Security Consultant:** Hilson Moran | **Environmental & Geotechnical Consultant:** SoilTechnics | **Transportation & Waste Management Consultant:** Steer Davies Gleave | **Fire Engineering Consultants:** Jeremy Gardner Associates | **Archaeology:** Museum of London Archaeology | **Site Surveys and Electrodection:** Plowman Craven & Associates | **Environmental Impact Assessor:** URS | **Construction Logistics:** Rise | **Residential Agent:** Savills



© Miller Hare

Sleaford Crest

Sleaford Street, Nine Elms, Wandsworth, SW8
Planning consented July 2014

Located just south of Battersea Power Station, the site forms an extension to adjacent residential neighbourhoods whilst mediating the emerging Nine Elms Masterplan. The scheme creates a hard working landscape over a series of interconnected garden spaces, courtyards and roof gardens, integrating both private and public use, in a safe and attractive environment. Play space and a re-located ball court have been used to support neighbourhood integration. Other key elements include planted gardens, roofscape allotments, an outdoor gym, and new public square with a multi-functional sculptural play feature.

Client: Sleaford Street Management Company and Dairy Crest Joint Venture | **Landscape Architect:** Spacehub | **Architect:** Stephen Davy Peter Smith Architects | **Planning Consultant:** RPS/CgMs | **Transport Consultant:** WSP | **Ecology Consultant:** The Ecology Consultancy | **Services Engineer:** Waterstone Design | **Sustainability Consultant:** MES Energy Services | **Cost Consultant:** Gardiner & Theobald LLP



South Bank WC Pavilion

Jubilee Gardens, Belvedere Road, Lambeth, SE1
In use, completed May 2012

Both commercial and recreational, these are the first public conveniences serving the continuous foyer of London's South Bank. Conceived as a vessel moored along the historic riverbank beside Jubilee Gardens, the pavilion has a timber clad impluvium shaped canopy, with corners sliced off, which creates the dramatic shape, floating above the reflective, green, glass clad WCs. It accommodates 17 WCs including family, disabled and 24-hour access cubicles.

Funding Client, Project and Construction Management: Healthmatic Ltd | **Commissioning Client:** The South Bank Centre | **Architect:** Mark Power Architect | **Structural Engineer:** David Narro Associates



© Nick Kane

St. James's Square

City of Westminster, SW1
In use, completed February 2015

St. James's Square is one of central London's most oldest examples of historic urban planning, dating from the late 17th century. Although it is publicly accessible, with a private garden oasis quality within its central railed space, it has been dominated by perimeter car parking, undermining both the views to and from the centre and also the physical access to its desire line footways. The parking arrangement has been rearranged in an improved symmetrical layout, with the aim of creating clear spaces to all entrances, wider natural stone paved footways and restored lighting.

Client: City of Westminster in partnership with St. James's Conservation Trust | **Landscape and Highways Concept Design:** Atkins Ltd



St. Andrew Holborn Church Garden

City of London, EC4
In use, completed March 2015

Enhancing the church's overall setting through landscape improvements, this project encourages greater connectivity between the western open space and the church garden to the north, adjacent to Holborn Viaduct. In addition to providing a more attractive and usable environment, these enhancements also seek to address issues of antisocial behaviour, accessibility and personal safety in the area, complementing improvements to Holborn Circus.

Client: City of London Corporation | **Landscape Architect:** Bere Architects | **Structural Engineer:** Ellis & Moore LLP | **Construction:** J B Riney | **CDM Coordinator:** Baily Garner | **Irrigation System:** Fountaineers | **Arboriculture Advice:** Ian Keen | **Archaeology Advice:** Compass Archaeology



St. Pancras Church Garden

Pancras Lane, City of London, EC4
In use, completed April 2012

The scheme has transformed what was a derelict space into a peaceful landscaped garden away from noise and pollution. Improvements include new areas of planting, stone paths and seating areas of individually carved wooden seats, crafted by students at the City and Guilds of London Art School. The successful partnership working with the City and Guilds School brought about educational opportunities to find out more about arts and crafts and to promote the City's archaeological and historical heritage.

Client: City of London Corporation | **Design:** Studio Weave | **Construction:** Stone Restoration, City and Gilds, City of London | **Materials:** John Sutherland, Woodkirk Stone Sales Ltd



Regent's Place

Camden, NW1

In use, completed June 2013

Occupying a 13-acre site, just north of the Euston Road, the masterplan aimed to improve the permeability of the site by creating new pedestrian links, engage with the surrounding community and contribute to urban regeneration with a rich variety of building forms. Masterplanned in 2003, the final piece of the puzzle was completed in 2013 with the delivery of the North East Quadrant (NEQ) adding a further 500,000 sq ft of mixed-use space, including improvements to the public realm. In recent years, with the completion of the NEQ and the new buildings on Triton Street, the campus has doubled in size, and now provides accommodation and amenities for around 16,000 workers and residents, as well as the local community.

At the heart of the development is Regent's Place Plaza, an open space where occupiers and visitors can meet, eat, drink and relax. A dedicated management team have devised an annual, events-based programme to enliven the public realm across the campus, tailored to enable occupiers and visitors to enjoy the outdoor space, increase staff well-being within the offices and increase retailer performance through the increased footfall. The approach to developing the programme has become more consultative in recent years, with proposals and feedback from office workers and the local community (submitted through surveys, focus

groups and social media) directly impacting events planned, leading to a greater focus on films, sport, music and food, as well as events that enable participation, including tennis and football tournaments.

Feedback is important and the use of the public space is constantly evaluated to ensure the people that work and visit Regent's Place enjoy their surroundings. A recent survey* found that around 90 per cent of office workers, residents and local people positively like Regent's Place (*2013 nef survey).

In addition to the occupier's views, a strong engagement with the local community is critical to the success of Regent's Place, evidenced through a recent artwork competition with three local primary schools, where 4-6 year old children used a tour of the campus artwork to gain inspiration to form their own piece, based on the theme 'Reverberate'. Their compositions were then displayed in the public spaces, with pupils in attendance to explain their creations, a project which grew the relationship between the local community and office occupiers. Other beneficiaries of community engagement projects that have utilised Regent's Place's public space include the Third Age Project (to decrease social isolation of older people) and Camden Food Bank.



Owner/Developer: British Land
Masterplanner: Farrells and Partners
Property Manager: Broadgate Estates
Landscape Designer: Edco Design

Viewpoint

"The new public realm in Regent's Place is amazing, and the new artworks all top quality. It has made a real difference to the area. The walkway by the fountains is very well used too as a new connection. This is a huge boost, much needed to the area."
Jean Hurman, Regent's Park Tenants and Residents Association



'Reflection' by Antony Gormley - an example of the public art at Regent's Place



Southbank Centre Masterplan

Belvedere Road, Lambeth, SE1

Masterplan ongoing since June 2007

The Southbank Centre has long been established as a vital centre for the arts, but over the past 10 years, it has experienced a period of change resulting in a much more accessible, well-used, and well-loved destination. At 22 acres, the site is one of world's largest cultural centres, and includes the Royal Festival Hall, the Hayward Gallery, the Queen Elizabeth Hall, BFI Southbank, Queens Walk and Hungerford Bridge, and hosts many well-established user groups.

Winning an international competition at the turn of the millennium, the masterplan created a framework of urban design principles and a sequence of landscape and building projects that sought to resolve the challenges of the site iteratively and sequentially. Based on four principles, the masterplan proposed the adoption of interventions to improve the spaces in between and on top of buildings – and crucially the experience of moving through.

The framework sought to improve accessibility, legibility and the public realm – resolving major conflicts between pedestrian movement and vehicular servicing traffic, and addressing the isolation of the cultural institutions and the general confusion for visitors. All entrances to destinations were to be brought to ground level, resolving the issue of arts venues with much of their main access from indirect high-level routes with dark, dead space beneath. Furthermore, the framework aimed to activate external spaces and building edges – balancing a greater mix of use, aimed at bringing a wider range of visitors to the site over longer periods of the day. All building frontages throughout the site are now activated with foyers, cafés and arts-related retail units. Looking

outside the site, the designs opened up the physical links between public open space, cultural facilities, public transport, highway networks, and other key destinations beyond the limits of the Southbank Centre.

The incremental approach was also underpinned by demonstrations of how multiple developments and multiple funding sources could be coordinated. This approach not only delivered the core aims of upgrading and extending the existing cultural facilities and external spaces, but, showed how in the longer term, the cultural offer could be part-funded by some of the revenue generated by improvements.

In early design stages, there were serious issues convincing real estate agents of the ability of good urban design to sufficiently increase the footfall to and through the site. The existing poor external environment had created rental values less than average UK high street levels for projected future development – however, the Centre now enjoys some the highest performing A3 units in the capital.

The masterplan also fostered the largest public consultation exercise undertaken in the UK at the time, creating a comprehensive consultation process, which, paired with iterative design development and sequential delivery, has strengthened stakeholder relationships and has led to well received development and greater use of the facilities by more diverse local and international user-base. The Centre has seen eight-fold increases in footfall and now experiences over 25 million visitors a year.



Viewpoint

Over 18 months, UCL Urban Lab was engaged in a Knowledge Exchange partnership with Rick Mather Architects and undertook hours of on-site ethnographic research. The result is a significant volume of empirical evidence assessing the impact of the Masterplan:

"1. Service areas and public realm – the masterplan demonstrates how modernist spaces can be radically improved, extended and adapted.

2. Active frontages – creating the continuous riverside frontage of cultural and related activities is a source of great pride to the Centre.

3. Temporary Uses and Public Art – processes of physical change have become a part of the Creative Direction of the Centre which explores the meaning of Festival.

4. Retrofitting the Original Design – the most controversial strategy of the Rick Mather Architects plan; there was more public support ten years ago for demolition! In short, creative conservation and iterative addition has succeeded where other plans have not."

Prof. Patricia Aelbrecht, UCL Urban Lab, Bartlett School of Architecture and Planning, University of Sheffield



Public realm outside Royal Festival Hall



Before: Festival Square in 2008



After: Festival Square in 2013

World Squares For All

Trafalgar Square (Phase 1), Whitehall Corridor (Phase 2), Parliament Square (Phase 3), SW1
Phase 1 in use, completed July 2003; Phase 2 in use, completed 2012; Phase 3 deferred 2008

Trafalgar Square, Whitehall and Parliament Square sit at the heart of London. In 1999, forming part of the initiatives created for the new Mayor of London and Greater London Authority, budgets were created for implementing a “World Squares For All Masterplan” proposal, with initial plans for Trafalgar Square to reassert its role as a place for people.

The overall aims of the World Squares For All Masterplan area were to improve the townscape, pedestrian and cycling facilities of all the approach routes into and around its squares and townscapes, with better organised carriageways helping to create more and higher quality footway space and uses. Obtaining approvals for the principles of the traffic management changes to achieve the aims involved consultations with more than 180 public bodies and thousands of individuals, and was certainly aided by the development of London’s pioneering Congestion Charging Scheme (implemented in February 2003).

Phase 1 of this initiative, completed 2003-2005, revitalised the Trafalgar Square area – one of the highest profile locations in London – and helped set the standard for a renaissance in investment in the improvement of “public places”. The public highways in the whole Trafalgar Square area was taken over by the then newly formed Transport for London to implement the works. The planning process expanded the scope of landscape and traffic changes, to include new public lavatories, a café and two lifts connecting the levels of Trafalgar Square.

The solution has been approved by users, measurable by substantial increases in footfall, satisfaction levels and inward investment in restored heritage, new uses and a genuine “cultural

heart” for casual or formal gathering, all generated by a better balance of vehicle and pedestrian spaces, and between the old and the new approaches to a civilised public realm.

These successes were followed up along the Whitehall corridor, integrated with security measures, from the river to St. James’s Park at approximately £27 million. Some of London’s most extensive traffic and pedestrian movement studies were needed to understand all the changes and, in particular, to link the isolated islands of the principal historic squares, to their iconic adjacent buildings and also to encourage walking between these Government, religious, royal and cultural districts, along a much improved Whitehall promenade. Prior to these improvements, the Cenotaph, Downing Street and Horseguards Parade were isolated, overcrowded and unsafe to reach. Whitehall’s accessibility improvements have been funded by security infrastructure budgets, with footways doubled in width and no impact on vehicle capacity.

In both Trafalgar Square and Parliament Square (planned as Phase 3), the connections proposed were ones that had both been lost in the 1830s: an unfulfilled connection to the National Gallery, and in Parliament Square, restoration of the ancient Westminster Abbey and St. Margaret’s Church churchyard green spaces. The more complex £17 million Parliament Square World Squares For All Masterplan area improvements – even though aimed at addressing the Westminster World Heritage Site issues of concern, and could have found allies in the new priority needed for cyclists – still awaits the next political and technical champions and practical solutions.



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Phase I:
 Design Team Leader, Highways and
 Transportation, Landscape Architect, Urban
 Design, Civil, Structural and M&E Engineer:
 Atkins
 Client: TPS Schal
 Project Management: Davis Langdon
 Costs: Fitzpatrick Construction Ltd.
 Architect and Masterplan Coordination:
 Foster + Partners
 Lighting Strategy: Speirs and Major
 Stone Conservation Architect:
 Fielden and Mawson
 Phase II:
 Inception, Feasibility and Concept Design
 and Approvals: Atkins
 Conservation Architect, Detail Design and
 Listed Building Applications: PMT LLP
 architects
 Structural Design: West One
 Implementation: CBP
 Construction: J Murphy and Sons Ltd.
 Phase III (deferred):
 Design team: DSDHA, Foster + Partners,
 Atkins Ltd (2004/5); EDAW, Gillespies,
 Hawkins\Brown, Vogt Landscape, Speirs
 and Major, Donald Insall Conservation Architects
 and Atkins

Viewpoint

"In 1996 ... the then Secretary of State for the Environment, John Gummer, laid down a public realm improvement gauntlet, saying 'it is a disgrace that London's two greatest civic spaces are no more than traffic roundabouts'. Norman Foster had been a keen advocate for transforming London's public spaces which led to the removal of civil servant car parking from Horseguards Parade. Winning the two year-long World Squares For All Masterplan, and subsequently working on the detail design of Trafalgar Square and later Parliament Square with teams of specialists, help demonstrate that an evidence-based analysis can overcome even the most difficult traffic dominated spaces... exploring the discrepancy between the picture postcard image of London and the reality experienced at ground level." Spencer de Grey, Head of Design, Foster + Partners



Parliament Square after implementation of streetscape and integrated security measures



1996 - view of the six lanes of traffic which isolated the National Gallery

© Foster + Partners



2005 - view of the completed North Terrace of Trafalgar Square

© Nigel Young, Foster + Partners



Aerial view of the improved Trafalgar Square

© Jason Hawkes

West End Square

West End Lane, West Hampstead, Camden, NW6
Under construction, due to complete October 2015

Situated on a challenging site between rail lines, the design is based on two contrasting environments – an urban square and a green oasis. The main development is conceived as a parkland landscape, connecting residents with nature and providing valuable amenity space. The square aims to be a busy local hub, and future London Overground entrance, creating a new destination space for West Hampstead, delivered using simple, robust and sustainable materials. Key elements include a protected wildlife garden, community growing area, woodland play gardens, podium gardens, shared surface access, and town square with a new clocktower.

Client: Ballymore Property Group and Network Rail Joint Venture | **Landscape Architect and Ecologist:** Spacehub | **Project Manager:** Acumen | **Main Contractor:** O'Hare & McGovern Limited | **Concept Architect:** John Thompson Partnership | **Delivery Architect:** WCEC | **Planning Consultant:** RPS/CgMs | **Transport Consultant:** WSP | **Civil and Structural Engineer:** OCSC | **Services Engineer:** Troup Bywaters + Anders | **Cost Consultant:** Bruce Shaw



Whitechapel Square

Cambridge Heath Road, Tower Hamlets, E1
Design stage, due to complete March 2018

As part of a wider mixed-use development by Sainsbury's, these proposals seek to create a new east-west route connecting Cambridge Heath Road to Brady Street through what is currently a supermarket carpark. This route, named 'Albion Walk', comprises a tree-lined boulevard divided into a series of squares where performance and other activities can occur, terminating in 'Brady Square', a larger civic scale square addressing Brady Street. The route is activated by cafés and restaurants to the north, whilst the southern boundary provides an enhanced setting and landscape buffer to the rear of Albion Yard's listed buildings.

Client: Sainsbury's Property Investments | **Architect and Landscape Architect:** UNIT Architects Limited | **Structural Engineer and Civil Engineer:** Buro Happold | **Services Engineer, Fire Engineer, Acoustics Consultant, and Public Health Consultant:** Hoare Lea | **Highways Engineer:** Vectos | **Planning Consultant:** Turley | **POL Surveyor:** Point 2 Surveyors | **Quantity Surveyor:** Henry Riley | **Agent:** Knight Frank



© Forbes Massie

White Collar Factory

Old Street Yard, Hackney, EC1
Under construction, due to complete Q3 2016

Aiming to revolutionise the workplace, this large office building will provide an innovative and sustainable design for 21st century working. It forms the centrepiece of a new urban campus for London, with an additional five low rise buildings containing 39,200 sq ft of flexible workspace, three restaurants and 8,000 sq ft of residential units clustered around a new tree-lined public courtyard, Old Street Yard. This new public space will bring amenity to this currently built-up locality and seeks to transform its character to give London's digital hub a sense of place.

Client: Derwent London plc | **Architect:** Allford Hall Monaghan Morris (AHMM) | **M&E Engineer:** Arup | **Structural Engineer:** AKT II | **Project Manager:** Jackson Coles | **Quantity Surveyor:** AECOM | **Contractor:** Brookfield Multiplex



Willesden Green Library "Playwood"

High Road, Willesden, Brent, NW10
In use, completed December 2012

Siting within a larger High Street-wide initiative, which sought to revive and improve Willesden High Road by introducing a series of interventions in 25 shop fronts, the Willesden Green Library "Playwood" brought activity to the space outside the Library, animating it to reflect the events taking place inside the library, using tactile elements to encourage people to touch, listen, read, play and sit. This low budget project comprised of a "Playwood" of 16 plywood trees arranged in a 'random' configuration, theatre lights projecting leaf patterns, and audio fairy tales broadcast through exterior speakers to encourage dwell time.

Client: LB Brent, Architecture Foundation | **Financed:** The Mayor's Outer London Fund | **Architect and Main Contractor:** Neu Architects | **Structural Engineer:** STS Structural Engineering LTD



Windrush Square

Brixton Hill, Brixton, Lambeth, SW2
In use, completed February 2010

One of the first of the Mayor's 100 Public Spaces to be announced, the space lacked coherence, with hidden corners, randomly placed monuments, and poor sight lines. The regeneration of the square formed part of a wider scheme that saw the undoing of a town centre gyratory, the reintroduction of two-way traffic and the freeing up of space for pedestrians. Designed and delivered in close collaboration with local people, the design has created an open, uncluttered space that reflects the materials used in the buildings nearby, providing clear sight lines and legible routes through the space and an environment that hosts planned and impromptu gatherings.

Client: LB Lambeth, Transport for London (TfL), London Development Agency | **Consultant:** Gross Max



Woolwich Squares

General Gordon Square, Beresford Square, Greens End, RB Greenwich, SE18
In use, completed July 2011

Representing a commitment by the Royal Borough of Greenwich to bring people back into the heart of Woolwich, both socially and commercially, the design creating unique spaces that each embody an essential quality of Woolwich, whether historic or natural. General Gordon Square, the 'Garden', has a more formal layout, using quality materials, water features and planting to create an atmosphere of serenity and relaxation. The memory of grander times in Woolwich's history is evoked in Beresford Square through feature catenary lighting, creating a 'Ballroom' atmosphere, reminiscent of the tramlines that once crossed the square.

Client: RB Greenwich | **Landscape Architect:** Gustafson Porter | **Main Contractor:** Volker Highways | **Soft Landscaping Contractor:** Kings Landscapes | **Engineer:** Ove Arup & Partner | **Water Feature Designer:** Fountain Workshop | **Baseline Study:** Space Syntax | **Public Consultation:** Soundings | **Lighting Consultant:** LAPD | **Catenary Designer:** Ronstan | **Access Consultant:** David Burdus | **Soil Consultant:** Tim O'Hare | **Art Consultant:** Modus Operandi



STREETS & HIGH STREETS

Aldgate Public Realm and Highway

Aldgate, City of London, EC3

Under construction, due to complete late 2016

The Aldgate area is traffic dominated with significant barriers to pedestrian and cyclist movement. This project replaces the one-way gyratory traffic system with two-way working and introduces two new public spaces, one of which will be the third largest public space in the City of London. A particular feature of the main public space is that it will host the 'Aldgate Pavilion', a facility which will not only help to enliven the public space, but also accommodate a social enterprise project.

Client: City of London Corporation | **Project Management:** City of London | **Construction Management:** City of London | **Construction:** JB Riney | **Design:** Various



6 Bevis Marks

City of London, EC3

In use, completed June 2014

In a part of the City rapidly increasing in density, this scheme sought to improve the ground level: making a courtyard out of a former loading bay, putting a pedestrian bridge over the ramp to a service tunnel and re-opening a walkway which allows a short cut across the site for the increasing number of people who work in the area. The pavement on Bevis Marks was also reinstated, which had previously been oversailed and partly blocked with a colonnade.

Developer: AXA Real Estate | **Architect:** Fletcher Priest Architects | **Landscape Consultant:** Townshend Landscape Architects | **Project Manager:** CORE | **M&E Engineer:** Waterman Building Services | **Structural Engineer:** Waterman Structures | **Quantity Surveyor:** WT Partnership | **Contractor:** Skanska | **Agent:** WT Partnership



© Robert Leslie

1 Angel Court

City of London, EC2

Under construction, due to complete July 2016

Replacing a 25-storey 1970s tower in the Bank of England Conservation Area has created the opportunity to increase and improve the neighbourhood's public urban space by over 30 per cent. The design aims to turn Angel Court into an attractive pedestrian street, activated on all edges by shops and restaurants, which catch the midday sun. The relocation of service vehicles to the north corner of the site will alleviate the current conflict of vehicles and pedestrians, whilst the original dark alleyway, reached through a hole in the wall via steps, will be replaced by a wider entrance, opened to the sky, and will be marked by significant artworks.

Client: Mitsui Fudosan and Stanhope | **Architect:** Fletcher Priest Architects | **Landscape Consultant:** Vogt Landscapes | **Construction Manager:** Mace | **Quantity Surveyor:** Alinea Consulting | **Structural Consultant:** Waterman | **Services Consultant:** Waterman Building Services



Bloomsbury

Camden, WC1

In use, completed Summer 2011

An area of cultural and educational importance, the streetscape improvements to Bloomsbury aimed to provide an attractive and functional environment for the large numbers of students and tourists coming to the area. The Bloomsbury project comprised four smaller schemes: Montague Place, Malet Street, Great Russell Street and Byng Place. During the preliminary design phase in 2008, surveys drew more than 30 responses from local groups and statutory organisations, which helped guide the project. The resulting designs have created better routes for pedestrians and cyclists, reduced the dominance of traffic, and provided attractive social spaces that reflect the historic character of the area.

Funder: Transport for London (TfL), LB Camden, British Museum | **Consultant:** Burns + Nice | **Strategic Vision:** Farrelis | **Contractor:** FM Conway | **Stakeholders:** British Museum, Camden Cycling Champion, Coach operators, Confederation of Passenger Transport, English Heritage, LB Camden, TfL, University of London and University College London, 2012 Olympic Development Authority



Baker Street Two-Way Project

Baker Street and Gloucester Place, City of Westminster, NW1/W1

Feasibility/Initial design stage (removal of the gyratory approved in principle)

The aim of the project is to improve the public realm by reducing the dominance of traffic along Baker Street and Gloucester Place, which currently divides the area and creates safety and access problems that affect residents, businesses and visitors.

The project seeks to recreate Baker Street and Gloucester Place as pleasant boulevards where it is just as easy to get about as it is to relax and spend time. High quality design and materials will raise the standard across the two streets, creating a better environment for Marylebone, one of London's most historic neighbourhoods.

Westminster City Council's Cabinet Members have approved a study that could see Baker Street and Gloucester Place returning to two-way flow for the first time in two generations. The council and project partners have produced research to show that the project can work in principle, and are now starting to work on initial designs following completion of feasibility drawings, with a public consultation during Spring 2015.

This project is symptomatic of a wider shift across London – repurposing old-fashioned one-way gyratory systems, which can often resemble urban motorways, back into community friendly, safe and well-planned roads.

The project in full also seeks to deliver other improvements, potentially including: wider, less cluttered, footways along sections of Baker Street and Gloucester Place; better pedestrian “wayfinding” around Baker Street station; the removal of unnecessary or out-of-date street furniture; new pedestrian crossings and upgrades to existing crossings in the area; more accessible public transport; upgraded street lighting to make the area safer; more trees and greenery; and more places for cyclists to park their bicycles, new cycle lane's and advanced cycle stop lines at traffic signals, making the area easier and safer to cycle through.



Existing one-way system

© Publica

PERCEIVED PEDESTRIAN INTENSITY ON FOOTWAYS

- Extremely busy
- Very busy
- Busy
- Quiet
- Very quiet
- Pedestrian crossing with green man
- Zebra crossing
- Inner survey boundary



Client: Westminster City Council with Transport for London (TfL)
Supporters: Baker Street Quarter Partnership and The Portman Estate
Contractor: FM Conway (supported by WSP and Jacobs)
Public Realm Consultant: Publica

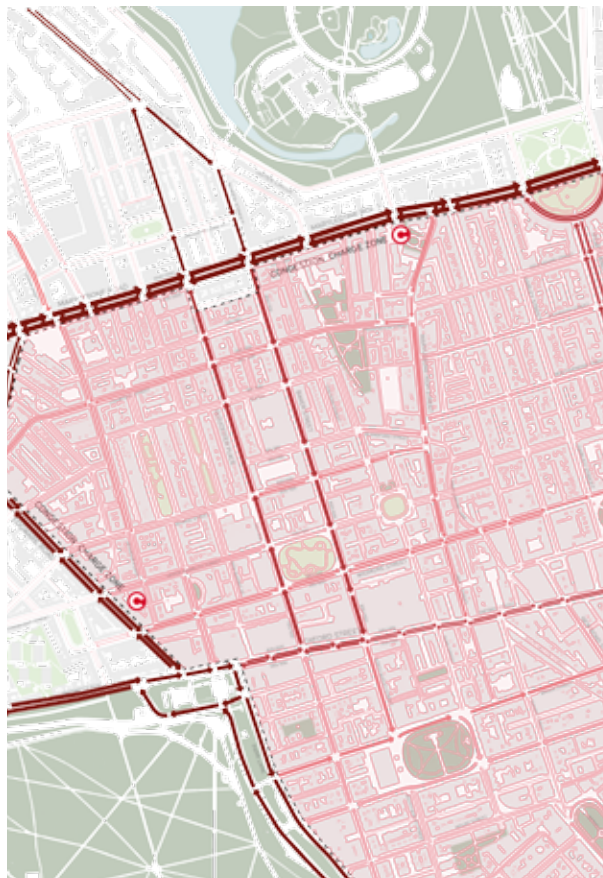
Viewpoint

"The Portman Estate has long held concerns about the impact of the one-way traffic system that effectively divides Marylebone east to west, cutting through its heart and making it feel more like an urban motorway. Similarly, the Baker Street Quarter Partnership firmly believes that the emerging proposals to return Baker Street and Gloucester Place to two-way vehicle flow have the potential to revitalise the Marylebone area. We believe that the project would reduce the impact of vehicles, making the area more attractive to residents and businesses. As part of this approach we would also seek to widen footways, introduce new pedestrian crossings and ensure we are fully joined up with the public transport network."

Simon Loomes, Strategic Projects Director, The Portman Estate and Penny Alexander, Chief Executive, Baker Street Quarter Partnership

THE ROAD SYSTEM

- Local streets
- Westminster local road
- Strategic route network
- Transport for London Route Network
- Extent of Congestion Charge Zone
- Existing AM/PM peak hour traffic flows supplied by SKM/Jacobs for Baker Street scheme research



Bromley Town Centre

Bromley, BR1
Ongoing, Phase 1 completed 2014

In recognition of the need to uphold the town centre's regional centre status – and with much growth due to take place in the next few years with residential development underway behind and around the high street – this town centre wide public realm scheme has been delivered in a number of phases. One of the first sections completed was the renewed public realm on East Street. Reflecting some key existing business, the scheme encourages this area as a restaurant quarter, and has aimed to deliver a flexible arrangement of parking spaces and restaurant terraces, depending on the change over time of shop units.

Client: LB Bromley, Transport for London (TfL) | **Consultant:** Studio Egret West, Pie Architecture, Objectif



© Jim Stephenson

Cheapside Area Enhancement

Cheapside and Poultry, City of London, EC2
In use, completed May 2012

Seeking to give a sense of place to one of the City's most important streets, improvements were made to balance demands for pedestrian, cyclist and vehicular movement. Specific measures included: footway widening and de-cluttering; consistent use of standardised, high-quality materials, lighting and tree planting; provision of informal pedestrian crossing facilities at regular intervals; inclusion of sympathetic loading facilities, raised Courtesy Crossings on all minor streets running off Cheapside; conveniently-located on-street cycle parking; and new sunken garden.

Client: City of London Corporation | **Designer, Project Management and Construction Management:** City of London | **Construction:** FM Conway



Buckingham Green

Buckingham Gate, City of Westminster, SW1
Design stage, due to complete mid 2018

Close to Parliament and Westminster Abbey, this scheme will replace the dark alley lined with service retailing and service vents with high quality shops and restaurants that spill into sunlit spaces catching midday and evening sun. The public realm improvements have been influenced through seeking to reinforce and imaginatively combine the different characteristics of the site and its surroundings.

Client: Anquila and London & Oriental | **Architect:** Fletcher Priest Architects | **Landscape Architect:** Gustafson Porter | **Project Manager and Quantity Surveyor:** Gardiner & Theobald | **Structural Consultant:** Waterman Structures | **Services Consultant:** Long & Partners



City Signage Strategy

City of London
Ongoing since 2006

The City Signage Strategy involved the replacement of over 400 old brown fingerpost wayfinding signs in the City with a new system comprising node signs (providing a local area map) and fingerpost signs. Twelve signs also include an electronic display screen to relay City information to the public. The maps within the node signs are orientated in the direction of travel, and have proved to be particularly useful for visitors to the city who are unfamiliar with their surroundings.

Client: City of London Corporation



Cobden Junction

Camden, NW1

Under construction, due to complete July 2015

Cobden Junction is a gateway between Camden Town and central London – the point at which Camden High Street splits and connects to both King's Cross and Euston stations. As such, it is a busy traffic junction with an unpleasant experience for pedestrians using local shops, Mornington Crescent tube station and the KOKO music venue. The project will simplify traffic movements and greatly increase public space, reduce street clutter to reveal landmark and listed buildings, and provide better pedestrian connections and legibility and improved streetscape. Traffic speeds will be reduced to 20 mph.

Client: LB Camden and Transport for London (TfL) | **Delivery Team:** East Architecture and Camden Town Unlimited



Euston Circus

Camden, NW1

In use, completed 2014

Focusing on major transport infrastructure and the major interchanges, pedestrian flows, commercial addresses, office precincts and landscape improvements, this project prioritises pedestrians, whilst providing simpler routes for cyclists and keeping traffic moving. The redesigned Euston Circus benefits from better connectivity and permeability with wider pavements, cycle parking, new trees and additional landscaping – making it function like a piece of city again, instead of an urban motorway. Farrells initial studies were taken forward by TfL, LB Camden, and local stakeholders, and redeveloped as part of the Mayor of London's Better Streets initiative.

Client: Transport for London (TfL) | **Masterplanner and Architect:** Farrells



Elizabeth Street

Belgravia, City of Westminster, SW1

In use, completed September 2010

The proposals sought to reduce traffic domination, declutter and enhance the quality of public realm, and strengthen the urban village atmosphere of the street. Introducing a palette of high quality and robust materials, trees and street furniture, the improvements have formed a seamless streetscape and elevation that complements, rather than competes with, the scale of Elizabeth Street and its associated buildings. The improvements were carried out with careful consideration of materials sympathetic to historic context, contemporary design principles and close liaison with key stakeholders.

Developer: Grosvenor | **Landscape Architect and Lighting Designer:** BDP | **Structural and M&E Engineer:** BDP and Skanska | **Project Manager and Cost Consultant:** Gardiner & Theobald LLP | **Transport Consultant:** MVA Consultancy | **Contractor:** Skanska



© Thomas Graham

Exhibition Road

RB Kensington and Chelsea, SW7

In use, completed December 2011

The Exhibition Road project has transformed a street filled with clutter and vehicle traffic into a fully accessible kerb-free public space. Pedestrians have more sovereignty and vehicles are limited with a less distinct 'track' for through traffic that makes motorists drive with greater awareness and consideration. Sculptural street lighting masts complement the grand buildings and the striking granite diagonal grid pattern reflects the way that pedestrians use the road and creates a sense of place.

Client: RB Kensington and Chelsea | **Architect:** Dixon Jones Ltd | **Civil Engineer:** Balfour Beatty | **Quantity Surveyor:** AECOM | **Traffic, Highways and Lighting Engineering:** Project Centre Ltd | **Stonemason:** GU Contracts and T&T Groundworks Ltd | **Lighting Subcontractor:** Woodhouse | **Project Management:** Schal



© RBKC

Centre Point Public Square / St Giles Circus

Tottenham Court Road, Camden, WC1
Design stage, due to complete 2017

Centre Point was born in the 1960s out of a speculative commercial development in conjunction with the GLC. The transfer of a large area of land to develop a roundabout at St Giles Circus allowed the offsetting of the plot-ratio development rights into the remaining small island site. When the building was eventually realized, the required roundabout had been superseded, leaving an iconic building marooned amongst a tangle of roads. The highways were further widened during the design development, squeezing the remaining pavements and driving the innovations of the precast concrete facade to allow construction without a scaffold.

In the subsequent 50 years, the surrounding public realm has suffered. The building met the ground poorly, rendering the surrounding streets illegible, dangerous, oppressive and acted as an obstacle, rather than a place, between the much more established London districts of Soho, Bloomsbury, Fitzrovia and Covent Garden. Despite being recognisable from afar, there was no tangible place when arriving at its base.

The arrival of Crossrail to Tottenham Court Road has acted as a catalyst, and extensive redevelopment of Centre Point has allowed the public realm to be dramatically enhanced and extended. A large new south-facing public square will be created in the centre of the complex, between the tower, link building and house. This has been created by removing the bus-choked road that previously passed below the link bridge and separated the different

components of Centre Point. The space is being developed to integrate with the surrounding Sixties building – deriving elements from its confident geometric patterns, and seeking to synthesise with its bold and expressive structural forms.

All the building's servicing and access has been rationalised into a short section of Earnshaw Street, to then use the extensive 1960s basements passing below the road to connect the different elements. By removing the mezzanine levels, the ground and first floors will become generous and transparent; both animating the public realm and allowing visibility and permeability through the lower level of buildings from the new square into the surrounding streets. New pedestrian routes are carved through to connect to Central St Giles and New Oxford Street. Extensive collaboration with the area's many stakeholders has been instrumental in broaching the difficult transport, highways, phasing and assembly issues of the site. In the centre of a many development sites, the project demands patience and pragmatics to realise its ambitions.

The original land trade that established this distinctive landmark in the 1960s will finally translate into a valuable new public square in the heart of the West End. An actual space to dwell and pause can be created at the foot of the familiar London sign, offering a critical connection from east Oxford Street and Covent Garden.



Client: Almacantar
Design Team Lead, Architect
and Public Realm: Rick Mather Architects
Architect: Conran and Partners (Centre
Point Tower)

Viewpoint

"As a unique public realm project, significant stakeholder engagement with over 200 organisations has been undertaken, which has been a challenging process. Due to the context of neighbouring development, I have led an in-depth co-ordination dialogue to resolve emerging issues such as levels, lighting and construction phasing, which I foresee continuing throughout the duration of the project. I am currently working with Camden to find a diverse mix of trees to create a seasonal character to this unique London public square. A key ambition is to create a new identity, which the area has previously lacked."
Danusia Lewis, Architect, Rick Mather Architects



20 Gresham Street

City of London, EC2
In use, completed October 2010

Gresham Street is an important route which runs parallel to Cheapside. This project sought to enhance the local pedestrian experience by providing more footway space and introducing high-quality sustainable materials. A raised table, constructed of granite setts, was installed at the junction of Gresham Street and Aldermanbury, adjacent to the entrance to the Guildhall, providing an enhanced civic space. Footways adjacent to the junction were also widened, using York stone paving. The result is a safe, functional and aesthetically-pleasing area that calms traffic and increases accessibility for other users.

Client: City of London Corporation | **Design:** Haswell Associates | **Materials:** Marshalls | **Construction:** FM Conway



Holborn Circus Area

City of London and Camden, EC1
In use, completed April 2014

Once the most dangerous junction in the City, Holborn Circus has been updated to not only improve safety, but also provide a new public space in an area of the City where public space and seating is in high demand. Key elements of the project included: a simplified junction layout, making it easier for people to understand how to traverse the junction; new signalised pedestrian crossing facilities; new cycle lanes and Advanced Stop Lines; relocation and renovation of a Grade II listed statue; and 140 sqm of new, high-quality public space.

Client: City of London Corporation | **Project Management:** City of London | **Construction Management:** City of London | **Designer:** Project Centre



Herne Hill

Lambeth, SE24
In use, completed July 2010

The original Herne Hill junction was an overly complex intersection of six major roads causing significant traffic congestion. Closing the station on Railton Road to through-traffic allowed the production of a raised table outside the station and shared surfaces made of Yorkstone to create a high-quality pedestrianised environment. On Milkwood Road, a raised zebra crossing and widened footway has been introduced, with staggered signal crossings on Half Moon Lane. Simplifying the junction, by closing Railton Road, was the vital step that helped justify further improvements, with the pedestrianised area acting as a gateway to the scheme from the station.

Funder: Transport for London (TfL), LB Lambeth, Section 106 contributions | **Contractor:** FM Conway | **Signal Timing:** MVA Consultancy | **Stakeholders:** Herne Hill Forum, Herne Hill Society, Lambeth Cyclists, Living Streets, LB Lambeth and Southwark, TfL



Home Office

Marshall Street, City of Westminster, SW1
In use, completed 2005

A collaboration between architect and artist, certain elements of this project's architectural form were reimagined and transformed by artist Liam Gillick, who took elements of the building already costed and specified by Farrells and worked within that framework to create entirely original interpretations. A concrete canopy became coloured glass, which animated the building's elevation – and also the street as the light changed colour – leading to the local community renaming it 'Rainbow Street'. The louvres on the front elevation became a work of art as a brise soleil, whilst the frit glass was given a patterned effect.

Client: Anne's Gate Property and Bouygues | **Masterplanner and Architect:** Farrells



John Carpenter Street

City of London, EC4

In use, completed July 2014

The development of new headquarters for JP Morgan Bank provided an opportunity to close a vehicular turning head and create a new pedestrian area at the southern end of John Carpenter Street – adjacent to Victoria Embankment. The project introduced new seating, natural stone paving, planting, lighting and the permanent re-siting of a piece of public art. The project aims to enhance the appearance and usability of the space and create an area to encourage people to spend time, thus activating and invigorating the immediate area.

Developer: JP Morgan | **Design:** tp bennett | **Materials:** Marshalls | **Construction:** J B Riney



Marylebone Lane Public Realm Study and Street Design

Marylebone Lane, City of Westminster, W1

Due to begin construction May 2015, completing late 2016

Located in the south-western corner of the Howard de Walden Estate, developments at the Lane's southern end, new building acquisitions and the Estate's ongoing improvements within the district, set the challenge to re-integrate and improve the Lane. Following close analysis of its use, pedestrian experience and wider context of the neighbourhood, a series of concept designs were developed. The final proposal subtly embraces the Lane's historic prominence as a river route, and focusing on creating a better pedestrian environment and improved connections – including plans to change pavement lines, resurfacing and landscaping options – and ongoing strategies for lighting, greenery, signage and awnings.

Client: Howard de Walden Estate | **Public Realm:** Publica | **Traffic Engineering:** WSP



© Publica

Lower Marsh Market

Waterloo, Lambeth, SE1

In use, completed December 2013

Situated in the 'shadow' of Waterloo Station, the street's alignment and the severance effect of the station had led to reduced footfall and a decline of the market, as well as the traditional independent shops. Following a design competition by the South Bank Employers Group, the winning concept was further shaped through a series of public consultation events. The contemporary design has introduced widened footways, enhancing the market space and creating a shared carriageway, lending itself to be an active and well-used street with pedestrian priority and cycling at the heart of its use.

Client: LB Lambeth | **Highways and Landscape:** Atkins Ltd



Mint Street

Bethnal Green, Tower Hamlets, E2

In use, completed March 2014

The creation of a new public pedestrian street – Mint Street – has provided a new local route between Bethnal Green Overground and Underground stations. The northern side of the street is defined by the new 7-storey residential 'mansion block' and is characterized by two storeys of glazed mint-green brickwork. The street and building curves to follow the railway viaduct to the south. The landscaping includes newly planted trees, yellow tiled benches, play boulders and lighting to form a valuable and safe public amenity, maintained in perpetuity by Peabody.

Client: Peabody | **Landscape Architect:** Farrer Huxley Associates | **Architect:** Pitman Tozer Architects | **Contractor:** Galliford Try Partnerships | **Structural Engineer:** Clarke Nicholls Marcel | **Mechanical Engineer:** JS Wright | **Electrical Engineer:** Emersons Electrical | **Planning Consultant:** CMA | **Sustainability Engineer:** Max Fordham



© Kilian O'Sullivan

Grosvenor Hill

Mayfair, City of Westminster, W1

Under construction, due to complete October 2015

The transformation of Grosvenor Hill with its new public realm plans, in association with a number of building improvements, new development and the arrival of the Gagosian Gallery in late 2015, hopes to be a catalyst in realising the potential of the area.

The proposals strive to create a strong sense of place, bringing together the public realm and the new gallery through the introduction of a linear plaza with restricted traffic access and a supporting restricted parking zone. This distinctive space will provide the setting and scope for the introduction of temporary sculpture, art fairs, exhibitions and cultural events, with the overall aim of transforming the area from a place that one may have once passed through to a destination in its own right.

The proposals will build upon the area's underlying character and its charm – the variety and scale of architecture, its distinctive alleyways, the characteristic detail of its traditional cobbled paving and its varied and quirky building lines and shapes. Grosvenor Hill

is an enclosed and spatially distinct area, entered through narrow alleyways from the West End, creating a sense of discovery and excitement for visitors. Within Grosvenor Hill, the gallery, cafés, and other mixed-uses of its buildings will combine with the pedestrian thoroughfare between Berkeley Square and Grosvenor Street to give the area a distinctive sense of animation.

Gateways to the area will be improved through the introduction of high quality surfacing, spur stones and bespoke stone channels with associated architectural lighting and strategic glimpses through trees and other features. The central space will benefit from a polychromatic paving pattern that builds upon the distinctive brick patterning to local elevations. Combined with the introduction of an informal glade of trees and associated seating, carefully integrated architectural lighting will create a dramatic evening effect with an enhanced sense of security.



Developer: Grosvenor
Landscape Architect
and Lighting Designer: BDP
M&E and Structural Engineer: BDP,
WSP and FM Conways
Project Manager and Cost Consultant:
Gardiner & Theobald LLP
Transport Consultant: Urban Flow
Contractor: WSP and FM Conways

Viewpoint

"The public realm project at Grosvenor Hill has inevitably brought periods of disruption to the area, seeing a loss of access for both pedestrians and vehicle users. As work around the site is progressing well, it is positive to see areas of completion, piecing together the final image and demonstrating a greater understanding of how the area will look once finished. Being onsite, it is exciting to realise plans for the focal pedestrian space, which will be complete with beautiful paving, planting and trees, providing a safe, attractive and desirable pathway and destination for all."

Sophie Hardy, Community Liaison, Grosvenor



High Street 2012

City of London, Tower Hamlets and Newham

In use, masterplan completed June 2009, project delivery on-going

High Street 2012 is an ambitious project to improve and celebrate one of London's great high streets, stretching 6km from Aldgate in the City of London to Stratford. This ribbon of London life is both everyday and remarkable. It is historic and modern, and constantly evolving. The masterplan aims to reconnect places and communities, making this high street a set of thriving places that locals and Londoners can share. While the street runs through some of the most disadvantaged neighbourhoods in the capital and is dominated by heavy traffic, it also passes through some of the most culturally diverse and historically rich areas of London, with a wonderful range of existing buildings, streets, markets, waterways and many parks and green routes. The vision and area plans build on the strengths of this street, transforming perceptions of the area, encouraging positive change and stimulating investment. The bulk of funding was allocated to pre-Olympic, summer 2012 completion – to date, over £36.5 million funding has supported the delivery of the vision.

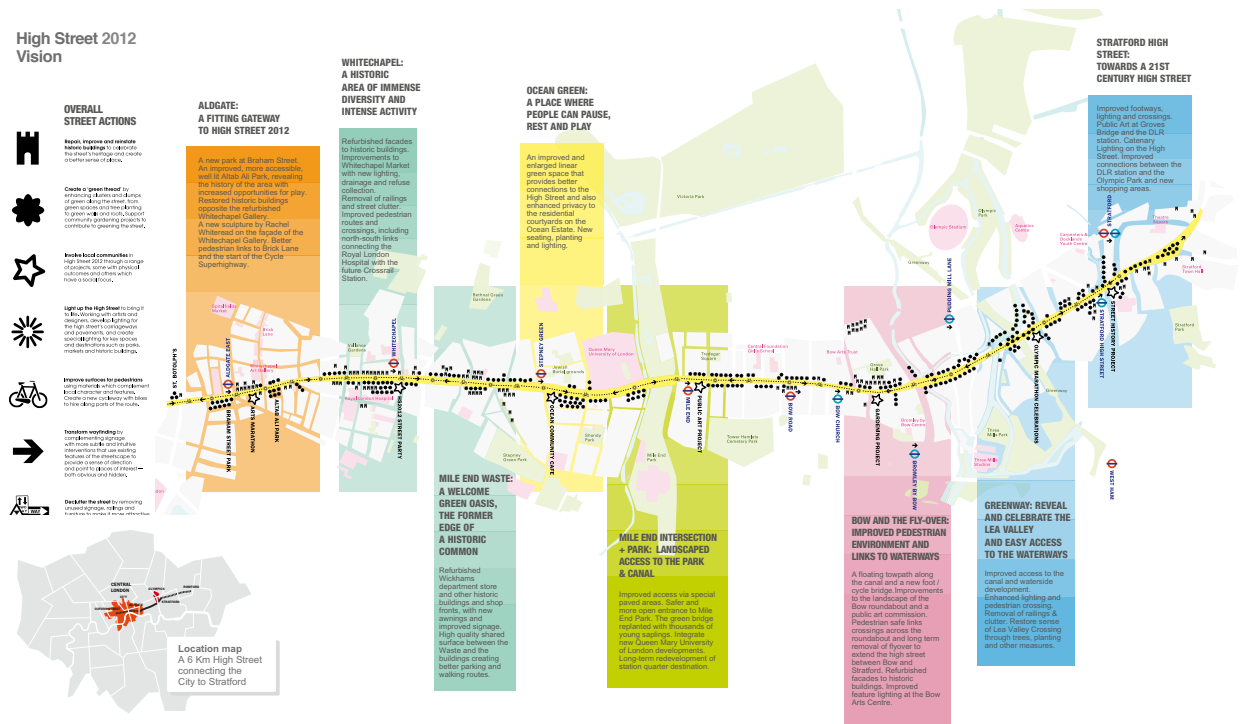
Local people and stakeholder groups played an active role in informing the High Street Vision and were involved later on in public art and community projects. The Nice Dream Van, a converted ice cream van that anchored eight street consultation events, was one way these groups were able to influence the proposals. The initiative collected nearly 1,000 detailed 'Canvass Cards' outlining what the street means to people and how they would like to see it changed or improved.

The masterplan proposed a wide variety of projects, collated together as a series of Street Actions – including de-cluttering,

the introduction of new green spaces and historic building enhancements – alongside eight area-based initiatives, which provided vehicles for a spread of focused improvement along the entire High Street.

Commissioned projects within the eight areas include public and performance art, historic building enhancements, improvements to physical connections and various hard and soft landscape interventions. Aldgate, the gateway to High Street 2012, is strengthened by the renovation of two public green spaces including Altab Ali Park, which delivers a space acknowledging the multilayered history and character of the area. Whitechapel Market has benefited from enhancements to its historic buildings and pedestrian realm, whilst Mile End Waste has been re-landscaped and the setting for listed monuments and existing uses such as Billy Bunters stall have been improved. A new linear park adjacent to the Ocean Estate has transformed Ocean Green with landscape, paving, lighting and furniture improvements.

Fluid recently completed an evaluation of the High Street 2012 project for the GLA which found that the initiative is delivering real, valued and coherent change. The street has a vacancy rate below national averages, there are more retail units than five years ago, there is significant construction activity, and evidence of greater cultural activity along the street.



Client: London Development Agency (LDA),
 Design for London, Transport for London
 (TfL), English Heritage, LTGDC, LB Tower
 Hamlets and LB Newham
Masterplanner: Fluid
Engineer: Buro Happold
Heritage Advisor: Alan Baxter Associates
Socio-Economic Study: Tribal
Historic Building Enhancement:
 Julian Harrap Architects
Street Surfaces and Cycleway:
 Gillespies, Skanska
Cycle Super Highway 2:
 Transport for London (TfL)
Wayfinding: Legible London
Area Teams: muf architecture/art, JMP and
 J&L Gibbons (Altab Ali Park, Mile End Waste
 and Mile End Park), Edco / JMP (Braham
 Street Park), Studio Weave (Paleys Upon
 Piers), muf architecture/art, Neu Architects
 (Angel Alley), East and Alan Baxter
 Associates (Whitechapel Market), Adams
 + Sutherland (Bow Towpath), PRP, Adams
 + Sutherland (Ocean Green), Jacobs (Bow
 Church and roundabout), Neu Architects
 (Bow Arts), Aecom (Stratford High Street
 public realm)
Artist: Rachel Whiteread (Whitechapel
 Gallery frieze)



Viewpoint

"High Street 2012 was a demanding project with a group of high level sponsors seeking a vision, and resolution, for the overhaul and renewal of the high streets linking Aldgate to the Olympic Precinct. We were delighted with Fluid's overall vision and its reference to the cultures, economies and communities that brought to life the destination points along the way, as we were with the subsequent interventions. What we have here is a model for investment, public/private partnering and positive transformation that should be further exploited not only in London, but any other metropolitan area where design must address physical, cultural, political and socioeconomic issues together."
 Peter Bishop, (then) Deputy Director, London Development Agency (LDA)



Mollison Way

Harrow, HA8

In use, completed April 2012

A predominantly residential street that includes a small parade of shops at its midway point, Mollison Way suffered from transport congestion because of an absence of formal crossing points and parking restrictions, causing delays to buses, poor access to bus stops, a lack of parking spaces for disabled people, limited loading facilities, no short-term parking for shoppers and a poor pedestrian environment. Through significant remodelling – removing two large roundabouts at each end of the parade, adding two new zebra crossings, reorganising loading bays, introducing speed reducing measures – the scheme has constructed easily accessible public spaces. De-cluttering and new pavements throughout the parades has improved sight lines and accessibility.

Funder: Transport for London (TfL) | **Designer:** LB Harrow | **Landscape:** Lockwood | **Contractor:** J&B Construction, O'Hara Bros Surfacing | **Lighting:** Hobbs Lighting | **Stakeholders:** Business Community, Canons High School, Dale Avenue Nursery and Rochdale Scouts, Design for London, Harrow Association of Disabled People, Living Streets, Local churches, Local mosque, London Buses/Harrow Public Transport, Users Association, North West London Chamber of Commerce, Resident groups, Safer Neighbourhood Teams and Panels – Edgware and Queensbury, Stag Lane School, TfL, William Ellis Residents Association, Edgware High Street



Moor Lane

City of London, EC2

Phase 1 completed January 2014, Phase 2 due to start construction in 2015

The Moor Lane scheme is funded by the Section 106 agreement produced from Milton Court, with an aim to enhance the streetscape with a successful balance between pedestrian cyclist and motor vehicles. Creating a linear park with a strong emphasis on greenery, wildlife and biodiversity, the scheme also seeks to respect the listed structure of the Barbican façade and enhance accessibility through the site.

Client: City of London Corporation | **Landscape Architect:** Gillespies | **Project Management:** City of London | **Sustainable Urban Drainage Consultant:** Bob Bray



Moor House

London Wall, City of London, EC2

In use, completed 2006

The Foster-designed 18-storey mixed-use development at Moor House afforded the City of London the opportunity to close parts of London Wall and Moorgate to create a large pedestrian square. Landscaped using Yorkstone, the design also introduced a large grassed oval, placed around an existing mature oak tree with hedging of varied height surrounding the edge of the oval. This has had a positive streetscape impact, softening the look and feel of a busy road junction as well as providing spill out space to several active uses along the edge.

Client: City of London Corporation | **Materials:** Marshalls | **Construction:** FM Conway



Mount Street

Mayfair, City of Westminster, W1

In use, completed December 2010

The proposals sought to revive the grandeur of this street by improving the pedestrian experience and reducing traffic domination, achieved by installing high quality and robust surfacing materials and by strengthening physical and visual links to adjacent green spaces. Through careful consideration of materials sympathetic to the historic context of Mayfair, contemporary design principles, collaboration with artist Tadao Ando (commissioned for his sculpture/water feature 'Silence') and close liaison with local residents, retailers and landowners, Mount Street and Carlos Place have undergone a dramatic transformation.

Developer: Grosvenor | **Landscape Architect and Lighting Designer:** BDP | **Structural and M&E Engineer:** BDP and Skanska | **Project Manager and Cost Consultant:** Gardiner & Theobald LLP | **Transport Consultant:** MVA Consultancy | **Contractor:** Skanska



10 New Burlington Street

Regent Street, City of Westminster, W1
Completed Spring 2014

Reinventing a central London urban block, this building incorporates a triple-glazed volume, gently curving inwards at top and bottom – connecting two retained façades on Regent and New Burlington Streets with a collection of secret garden spaces, remade from the unused Burlington Mews. Together with New Burlington Place – currently on site – it renews two prestigious sites, providing state-of-the-art retail and office accommodation as well as revitalising the public realm by creating new public spaces around and between.

Client: The Crown Estate | **Architect:** Allford Hall Monaghan Morris (AHMM) | **Development Manager:** Exemplar Properties | **Contractor:** Mace Group | **Demolition/Enabling Work Contractor:** Keltbray Group | **Project Manager:** Buro Four | **Quantity Surveyor and CDM Coordinator:** Gardiner & Theobald | **Structural Engineer:** Waterman Group | **Services Engineer:** Watkins Payne Partnership | **Approved Inspectors:** Butler & Young | **Planning Consultant and Retail Adviser:** CB Richard Ellis | **Transport Consultant:** Atkins Global | **Acoustic Consultant:** Alan Saunders Associates | **Fire Strategy Consultant:** Ramboll SAFE | **Party Wall, Rights of Light Surveyor:** Delva Patman Associates | **Historic Conservation Architect:** Donald Insall Associates | **Façade Consultants:** Arup Façades | **Access Consultants:** WSP Group | **Disabled Access Consultant:** All Clear



© Timothy Soar

New Street Streetscene

New Street, Bishopsgate, City of London, EC2
In use, completed June 2008

At New Street, with pedestrians being the main road users, the intention was to calm vehicular traffic, give priority to pedestrian movements and improve the accessibility and appearance of the street. This was achieved by raising the carriageway to footway level, introducing high quality paving materials and the introduction of planting. The installation of lead planters on the footway provide much needed greenery and create pedestrian refuges along the street.

Client: City of London Corporation | **Design:** Haswell Associates LTD | **Materials:** Marshalls | **Construction:** FM Conway



New Scotland Yard

Broadway, City of Westminster, SW1
In use, completed June 2012

New Scotland Yard is recognised all around the world as the home of policing, and nothing is more recognisable than the famous rotating sign. The new pavilion building is sited against the boundary of the space, creating a new area of public realm that provides an improved setting for the sign, with the new structure forming a simple backdrop. The design had to be cognisant of the high levels of pedestrian footfall along Broadway and provide a generous space to work for the many TV crews who use it for outside broadcasting.

Client: Metropolitan Police Authority | **Lead Consultant and Public Realm:** Atkins | **Architect:** Ian McChesney



North Audley Street

Mayfair, City of Westminster, W1
In use, completed June 2012

Addressing the domination of traffic within this busy thoroughfare, this project gave greater priority to people, and revived the identity of the street. The design improved the pedestrian experience by strengthening physical and visual links to adjacent spaces, whilst allowing for potential future two-way traffic. Through careful consideration of materials sympathetic to its historic context, contemporary design principles, incorporation of special public art coal-holes and close liaison with key stakeholders, North Audley Street has redefined its sense of place as a key street in Mayfair.

Developer: Grosvenor | **Landscape Architect and Lighting Designer:** BDP | **Structural and M&E Engineer:** BDP and West One | **Project Manager and Cost Consultant:** Gardiner & Theobald LLP | **Transport Consultant:** Urban Flow | **Contractor:** West One



Kingston Ancient Market Place

Kingston upon Thames, KT1
Completed 2014

The Ancient Market Place was cut off from its three surrounding areas – Kingston’s day-time shopping streets, the night-time riverside restaurant areas, and the Rose Theatre – and was isolated by busy roads and lack of an identifiable landmark. On arrival, the impressive architectural quality of the Ancient Market House was hidden by a large amount of waste and a ring of market stalls. During the consultation, many visitors and new residents admitted not knowing that the historic Ancient Market Place was there.

The strategy sought to diversify the use of the Ancient Market Place for evening dining and performances, and regenerate it from its centre outwards, proposing perforated, cross-laminated timber market stalls that are transformed into lanterns at night. Daylight comes through the perforated timber panels, lighting the dim areas of the stalls. At night, evening and festive lights mounted on the roof shine through the perforation. The flexible space fronting the Market House accommodates pop-ups and seasonal events.

The design team also produced a masterplan with a coherent design language for four areas: the Glowing Orchard of the Ancient Market Place, a Gilded Forest that unveils the Hogsmill river at the Guild Hall, an All Saint’s Garden in the Churchyard, and a series of River Market Piers accessed through enigmatic alleyways. The team have also envisioned a long-term strategy for the town centre.

Using the rich spirit of place, history and culture, the design aims to make the Ancient Market Place into an artistic cultural attraction in its own right. Judges from the Great British High Street Awards “were impressed by the huge impact of the transformation on the vibrancy of the town, tackling challenges around the early evening economy....this has... resulted in a surge in footfall to both the market and retail outlets.”



© Olivier Favrel

Client: RB Kingston upon Thames, Greater London Authority
 Masterplanner, Architect, Art and Lighting: Tonkin Liu
 Project Manager, Engineer, Transport: JMP
 Structure: Rodrigues Associates
 Contractor: Balfour Beatty Construction

Viewpoint

"I have observed the evolution of this project since 2010 as a design competition for the public realm and in 2012 as a design competition for the market stalls. The key challenges were extending the strategy to the edges: Riverside, Guildhall, All Saints Church, whilst making an impact on the centre: the historic, under-used Market House. The needs of the complex myriad of market stalls had to be balanced with the flow and vistas of the communal urban areas. With the continued partnership I've witnessed in the past five years, this is a place that will flourish with its own identity."

Anna Liu, Director, Tonkin Liu



© Olivier Favrel



Legible London

City-wide

In use, completed 2012

The Legible London concept represents the most comprehensive approach to implementing a wayfinding system in a global city. The project – conceived in 2004 in response to a study brief to investigate ways in which walking could be improved in central London – has since developed into on-street pedestrian system with around 1,200 signs, a suite of printed tailored walking maps for commuters, businesses, visitors and shoppers, downloadable digital maps, a number of smartphone apps, integrated public transport information, and has created a walking identity for London.

The original Wayfinding Study set out a vision for a common solution to wayfinding, outlining the principles of a pedestrian signage system that takes into account the viewpoints of all stakeholders, makes London more legible, gives people the confidence to explore, helps pedestrians move around the city more easily, and ultimately delivers the benefits that increased walking brings.

In 2006, as an exercise in public consultation, the Legible London Exhibition was launched at New London Architecture with an interactive exhibition showcasing the principles behind the wayfinding. The exhibition was open to the public to gauge opinion and collect responses.

A prototype project in London's West End developed much of the key thinking – placing signs, rationalising place names and asset selection, the design of the mapping and signs, and the product design and implementation on-street. The pilot phase was conducted alongside thorough user testing and stakeholder engagement programs carried out by the project team.

A series of qualitative and quantitative evaluations of the system were undertaken by Transport for London, to ascertain if it was meeting its objectives. The key findings of the report proved the immediate positive impact of the system. Following this success, three schemes were delivered in Richmond, South Bank and Covent Garden, including the implementation of nearly 300 signs across the three areas. The system was documented, to enable the client and wider project teams to update guidance and plan for the wider rollout of the scheme over a four-year development programme.

Legible London is growing all the time, expanding in area and in use of different media. Recent surveys estimated the street signs are now viewed over 2 billion times every year.



Onward journey mapping in underground stations

© Philip Vile

Client: Mayor of London, Greater London Authority, City of Westminster, Transport for London (TfL), The Crown Estate
 System Designer: Applied Wayfinding
 Product Designer: Lacock Gullam
 Sign Manufacturers: Woodhouse and Trueform

Viewpoint

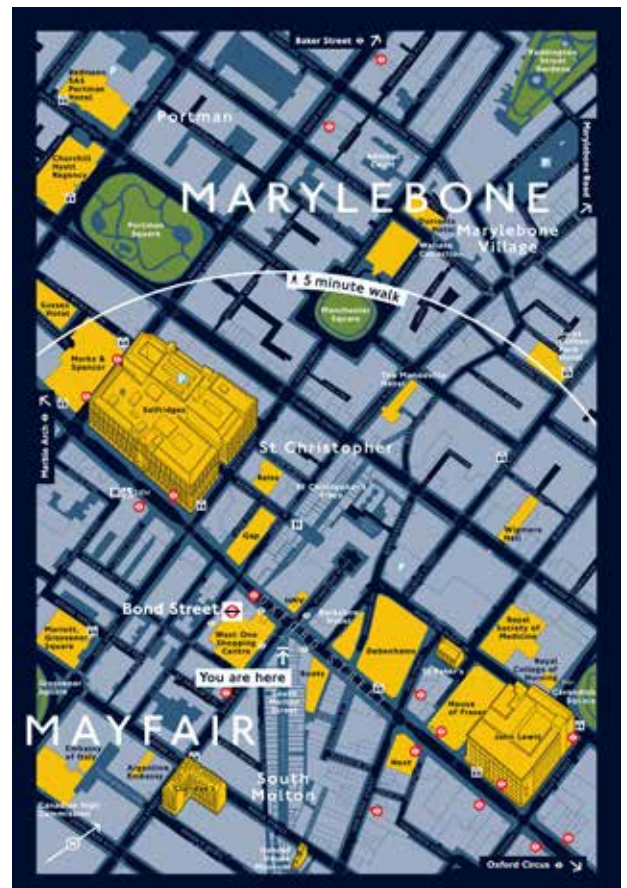
"Legible London uncovered a situation that nearly every city faces: a fundamentally complex environment where coordination is difficult. 44 per cent of pedestrians were using the tube map while walking; one of many indicators that told us there was a need for assistance. Legible London set about making sense of the complexity, to provide a system that the city's stakeholders could play a part in, and to provide an alternative picture to aid walking, that over-time would become as referenced as the tube map."

Tim Fendley, Partner, Applied Wayfinding



On-street Monolith

© Philip Vile



Mercers' Yard

Covent Garden, City of Westminster, WC2

Under construction, due for completion March 2016

Creating a new multi-million pound, mixed development in Covent Garden between Mercer Street and Langley Street, this urban insertion conceives the new to be as familiar as the old, and seeks to enhance and complement the surrounding urban realm through simple, elegant and well detailed buildings. The overall strategy was to create a group of buildings which have similar proportions to those of the older warehouses that contribute to the appeal of Covent Garden. These key principles formed the basis for the urban and architectural design.

In a mixed-use development like Mercers' Yard, it is fundamental to design a clear circulation, management and maintenance strategy from the onset of the project. Its location within the Covent Garden Conservation Area, the various servicing requirements and the challenges of a dense urban block, add to the complexity of the brief.

The initial strategy was to design a new piazza and cross street which would provide a much needed open space in the area. The introduction of a new street provides an alternative route between Mercer and Langley Streets and is aligned with the existing access to St Martin's Courtyard, creating a direct visible and physical link between them. The street and piazza are purposely designed to be

of a human scale for resident and visitor alike, and are framed by the evolved and striking brick architecture of the large warehouse and the new buildings containing restaurants, cafés, and shops with apartments above. The piazza space has been orientated north-south to allow as much sunlight to enter as possible. Equally important, its open character seeks to ensure a higher level of safety produced by the constant activity from surrounding retail shops.

The new street and piazza are also designed to allow for the delivery of goods to the various retail shops at ground floor level. This additional servicing area is a welcomed relief amidst all the narrow streets surrounding the site. Apart from the hours between 7am and 10am, when limited servicing would be permitted, Mercers' Yard will be traffic free.

The proposed street is replicated at basement level, where the different retail and services areas are designed around a north-south corridor. This corridor has the two main circulation cores and services risers and can be understood as the spinal cord building services. The cladding and internal public areas are made of hard wearing, low maintenance and long-life materials.



Client: The Mercers Company
Architect and Lead Consultant:
 Ian Ritchie Architects Ltd
Structural Engineer: Fairhurst GGA
Services Engineer: KJ Tait
Cost Consultant and CDMC:
 Gardiner & Theobald LLP
Transport & Servicing: Steer Davies Gleave
Fire Engineer: Fusion Fire Engineering
Acoustic Consultant:
 Gillieron Scott Acoustic Design
Lighting Consultant: EQ2 Light
**Party Wall/Rights of Light/Sunlight &
 Daylight:** GVA Schatunowski Brooks
Planning Consultant: Dp9
Heritage Consultant: KM Heritage
Project Manager: Deloitte
Development Manager: Hanover Cube
Retail Consultant: Cushman & Wakefield
Residential Consultant: EA Shaw
Main Contractor: Osborne

Viewpoint

"Experiencing and analysing the existing public spaces throughout Covent Garden allowed us to sense the individual identity of each space. The mix of wide and narrow streets, hidden squares and courtyards, framed views, Georgian and Victorian buildings, and the clear vertical warehouse openings give Covent Garden a recognisable architectural scale and character. The range of brickwork and the occasional splash of colour help to make it a visually enjoyable area with a distinct human quality. These familiar and comfortable attributes, alongside the mix of residential, professional, commercial and recreational users, combine to create the essence of the Mercers' Yard public realm and architecture project."

José Garrido, Project Architect, Ian Ritchie Architects Ltd



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Nomura, One Angel Lane

Watermark Place, Upper Thames Street, City of London, EC4

In use, completed July 2009

Located between Cannon Street Station and London Bridge, this scheme replaced the redundant Mondial House – an early 1970's ziggurat design commissioned by the Post Office as a bomb-proof telephone exchange, which housed giant generators in the basement, to power the building in the event of an enemy attack during the cold war.

As a result, the spaces around the inward-looking building were extremely hostile with a defensive moat arrangement around its perimeter and very little in the way of public realm. Allied to this was a site location with a frontage on Upper Thames Street, a very busy road which was difficult to cross, and, to the east, a busy street utilised for servicing the adjacent buildings and vehicle access to the fire station on the site.

From the beginning of the design process, it was extremely important to address the deficient public realm and create an

appropriate setting for what became the 550,000 square foot new headquarters building for Nomura.

In discussion with the fire station and city planners, Angel Lane was pedestrianised and landscaped – with the new building set back by 6 metres, widening the street from 12 to 18 metres. The internal ground floor reception was designed to follow the gentle slope of Angel Lane to accommodate access anywhere along its length. The scheme also incorporated a new, fully accessible pedestrian bridge and crossing on Upper Thames Street, to improve the access to and from the City core.

Two fluid-formed lower pavilions on the river frontage, enclosing a south-facing open square with a restaurant, seek to further encourage active use.

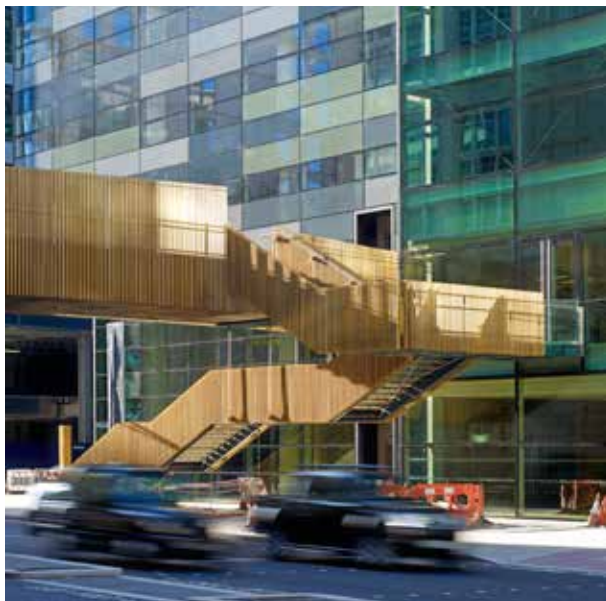
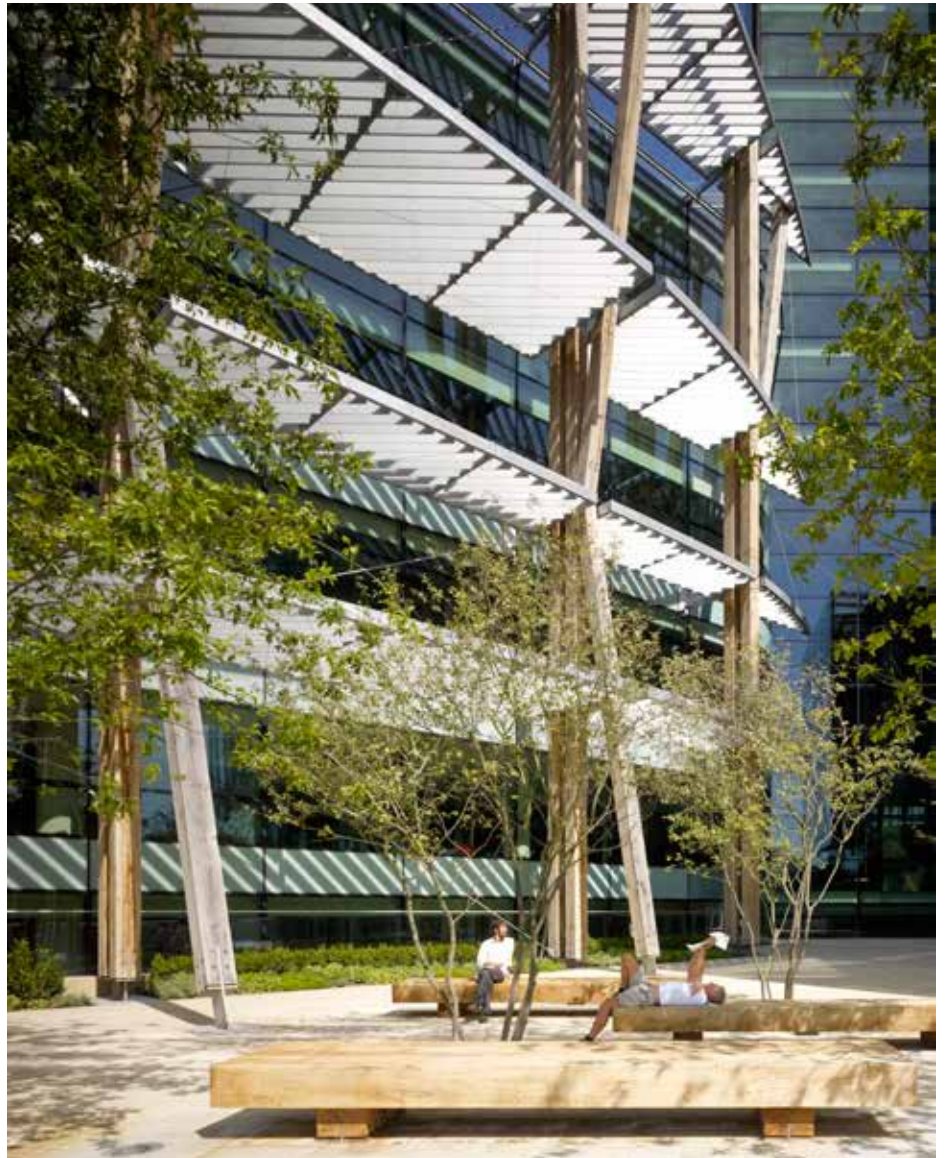


Client: Oxford Properties, UBS and CORE
Architect: Fletcher Priest Architects
Landscape Consultant: Townshend
Landscape Architects
Project Manager: CORE
Quantity Surveyor:
Gleeds and WT Partnership
Structural Consultant: Watermans
Services Consultant: MEITS
and Waterman Building Services
Contractor: Sir Robert McAlpine, Rock
Ashphalte, WT Partnership

Viewpoint

"It might come as a surprising statement from an architect, but the thing I am most proud of in relation to the design of the project is that we managed to double the public realm around our site and vastly improve accessibility into and around our building. All our recent office building designs incorporate significant improvements to the public realm they inhabit and 1 Angel Lane makes a very significant contribution to this aspiration. We hope all our buildings play an essential part in improving the working and social environment and provide a little bit more joy and delight to the day by creating somewhere to visit, walk through or simply sit down and relax."

Ed Williams, Partner,
Fletcher Priest Architects



Old Bailey

City of London, EC4
In use, completed February 2006

This scheme involved landscaping an area of highway land south of Newgate Street. It includes a large central water feature, granite terraces and planters, stone and wooden seats, lighting, modern topiary and the planting of London Plane trees.

Client: City of London Corporation | **Design:** Burns + Nice | **Materials:** Marshalls | **Construction:** FM Conway



Pembury Circus

Dalston Lane, Hackney, E8
Under construction, due to complete June 2015

The vision for Pembury Circus is to replace the unpopular and unsuitable Radburn estate with a place that is more responsive and relevant to the needs of the local community. Intensifying the urban fabric, the project has unlocked value to sustain a new community centre located at the heart of the scheme; the backdrop to a new, active public space. The design of the new buildings and landscape seeks to re-establish intuitive connections through the site for pedestrians and cyclists. The design is supported by a contextual response to a sensitive location at a gateway site adjoining a conservation area.

Client: Peabody and Bellway Homes (Thames Gateway) | **Landscape Architect:** Murdoch Wickham Ltd | **Architect:** Fraser Brown Mackenna Architects | **Contractor:** Ardmore Construction Ltd | **Structural and MEP Engineers:** MLM Consulting Engineers Ltd

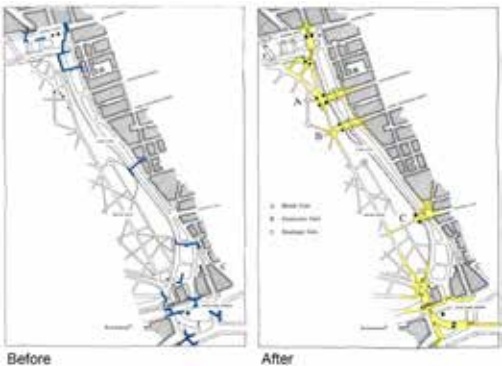


Park Lane Hyde Park

City of Westminster, SW1
Surface crossings in use

The increased car usage and traffic in the 1960s resulted in the widening of Park Lane to four lanes, taking land from Hyde Park. The need to keep traffic flowing continuously to cope with the increase in volume meant no pedestrian crossings or traffic lights, with pedestrian underpasses built to prevent 'jaywalking'. In order to remedy the underpasses' dark, confusing routes, Farrells proposed surface level pedestrian crossings and the re-use of the abandoned underpasses for art galleries, restaurants, wine bars, internet cafés and office storage.

Masterplanner and Architect: Farrells



Piccadilly 2Way

Piccadilly, City of Westminster, W1
In use, Phase 1 completed 2010

Laid out in the late 17th century, since WWII the streets of Piccadilly, St. James's Street and Pall Mall have been traversed as a one-way "gyratory" roundabout system. The restoration of these streets to traditional two-way operation has reinforced the historic character of the area, and operation of vehicles within. The benefits of this project have included the incorporation of improved informal and formal road crossing arrangements, via median strips, straight across formal crossings, improved street lighting, reduced street clutter and consistently higher quality paving throughout.

Client: The Crown Estate, City of Westminster and Transport for London (TfL) | **Highways and Landscape Architect:** Atkins Ltd



Queen Street Pilot

Queen Street, City of London, EC4

In use, completed 2013

The Queen Street Pilot Project heralded a modal shift in the City's approach to public realm enhancement and the importance of pedestrian movement. Closing sections of Queen Street, within the City Traffic and Environmental Zone or "Ring of Steel", presented opportunities to enhance local routes to create streets and spaces of real quality in an historically important route between Guildhall and Southwark Bridge. Facilitating opportunities to test a suite of ideas and skills, the project elevated the needs of the pedestrian through the use of materials, signage, seating, increased greenery, lighting and art.

Client: City of London Corporation | **Design:** Gross Max, Studio Weave | **Materials:** Marshalls | **Construction:** FM Conway



Sedley Place

City of Westminster, W1

In use, completed 2005

This mixed-use development faces Oxford Street and connects through to a quieter side street, Sedley Place. The scheme retains the hierarchy and language of public spaces in the city block, using passages, arcades and internal courtyards, and replicates the mixture of uses that bring life to a city centre neighbourhood throughout the day. These include a major retail store, retail kiosks, offices, restaurants, cafés, studios and apartments. The south-facing court at the heart of the scheme is a focal point, replacing dead end vistas, and increases the amount of public space on the site by twenty per cent.

Client: Wellbeck Land | **Architect:** Fletcher Priest Architects



Sculpture in the City – Year 1 to 4

City of London, EC3

Periodic – Temporary Summer exhibitions

Providing a location for the display of artworks by world-renowned artists sourced through leading galleries, each summer the public spaces of the Eastern City Cluster is home to the City's programme of temporary artwork. Delivered through a partnership between local businesses and the City, the project provides a focus for school and community events which seek to promote the City's cultural offer. The first installation of sculptures took place in July 2011 – by the end of 2014, over 30 art installations had been displayed, with the programme including over 50 educational workshops.

Client: City of London Corporation | **Partners:** 30 St Mary Axe, Aon, Aviva, British Land, Brookfield, Hiscox, Tower 42, Willis and W.R. Berkley | **Art Consultant:** Lacuna | **Installation:** MTEC | **Project Management:** A et cetera | **Galleries:** Annely Juda Fine Art, Blain Southern, Lisson Gallery, Lucy Drury, Marlborough Contemporary, New Art Centre Roche Court Sculpture Park, Sadie Coles HQ, White Cube, William Benington Gallery, Pace Gallery, Waddington Custot Galleries, Hauser & Wirth, Victoria Miro, Gagosian Gallery



Shaping Southall: Southall Great Streets

Ealing, UB1

Under construction, due to complete June 2015

The Southall Great Streets project is seeking to build a safer and more pleasant environment for pedestrians, all road users and businesses. Pavements along the Broadway are being widened, and the introduction of 'boulevard' zones aim to help pedestrians move more freely and safely. Nine mini-public spaces are being developed along South Road and The Green, hoping to attract people through the town centre and create a better balance between pedestrians and cars, tempering the impression that Southall town centre is dominated by traffic.

Client: LB Ealing, Mayor of London, Transport for London (TfL) | **Consultant:** Project Centre, DK-CM



Oxford Circus Streetscape Improvements and Diagonal Crossings

Oxford Circus, City of Westminster, W1
Completed November 2009

London's West End has been the UK's dominant retail and entertainment centre since the early 19th century, and today attracts 100 million shopping visits every year, provides more retail space than Paris or Rome and captures a retail spend of over £5.5 billion per year – more than Birmingham and Manchester combined. However, its popularity presents unique problems for its infrastructure and public realm, including congested streets, conflicts between vehicles and people, and a tired-looking street environment.

The Crown Estate had recognised that the pedestrian overcrowding at Oxford Circus was deterring some global players from wanting to secure a retail outlet on Regent Street and the New West End Company considered that the same issue was inhibiting the marketing of the entire West End. Westminster City Council and Transport for London shared these views and additionally wanted to look at how the junction layout could be rebalanced to improve the sense of place whilst still dealing with the demands for movement on foot, by bike and by bus and tube. After presenting a strategy for Regent Street, all parties agreed to work in partnership to solve the 'Oxford Circus problem'.

The idea of employing a 'scramble' or diagonal crossing solution emerged – a simple solution which, during an 'all red' traffic light

phase, would allow the pedestrian free reign to cross in any direction, making use of the entire space at the junction. The diagonal crossings were the centrepiece of the scheme that also included straight across crossings realigned to pedestrian desire lines, footway widening on Regent Street both to the north and south, removal of balustrades and guardrail, improvements to bus lanes, closure of nearby Princes Street, and improvements to Little Argyll Street to create 'oases of calm'.

Opened in November 2009, the Mayor of London described it as a 'triumph of...engineering and robust British common sense. It's a triumph of diagonal thinking...' The scheme has subsequently won the CIHT Award for Urban Design, both National and London Transport Awards for Walking and Public Realm and the Civic Trust Award for Streets. Monitoring has confirmed that pedestrian journey times through Oxford Circus were indeed improved on average by one minute as predicted, and that traffic journey times remained relatively unaffected. Key retailers around Oxford Circus also reported a sustained spike in takings once the scheme was opened. The capital cost was recouped on all vehicles and pedestrian savings in the first year.

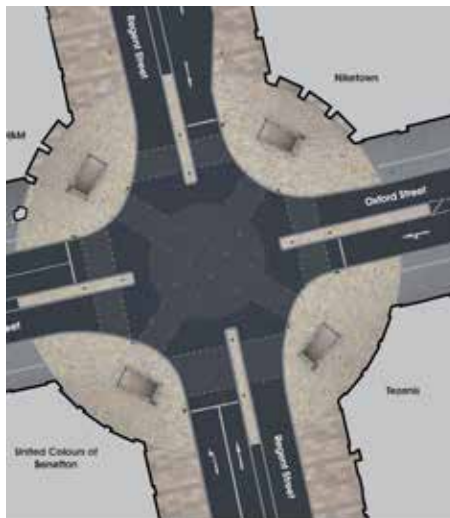
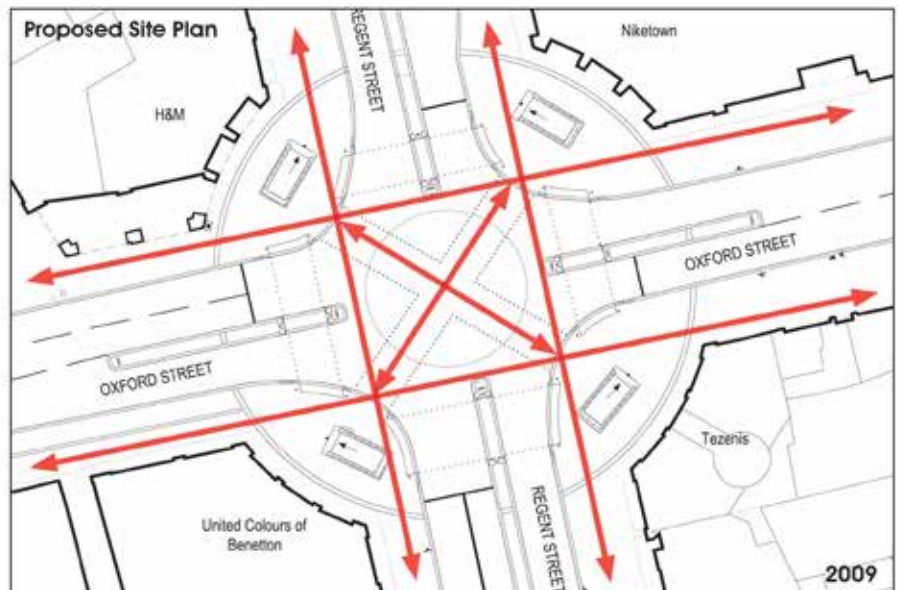
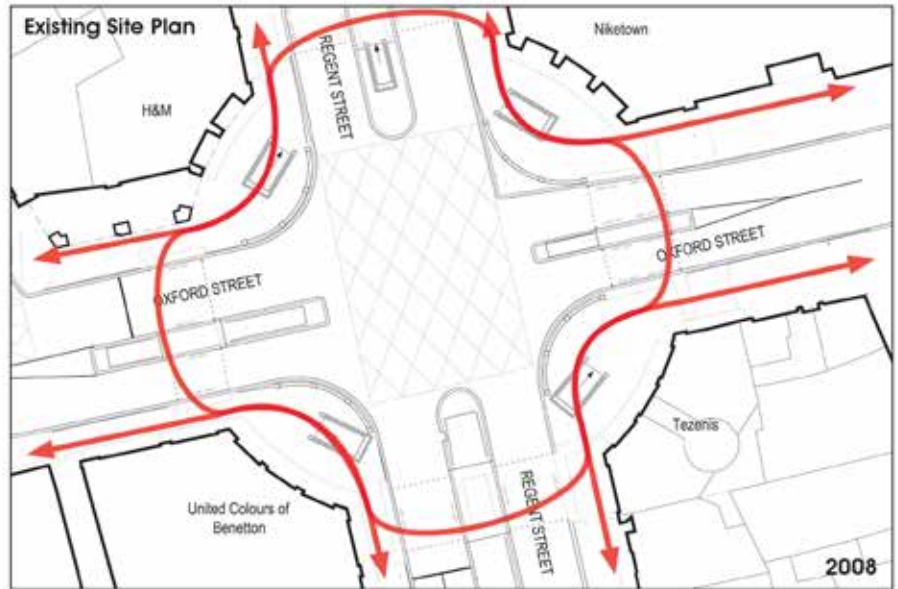


Client: The Crown Estate in partnership with The City of Westminster, Transport for London and New West End Company
Highway Authority: Transport for London (TfL)
Planning and Highway Authority: Westminster City Council
Consultant Designer (Highways, Transportation, Urban Design, Landscape): Atkins
Consultant Designer and Contractor: West One

Viewpoint

"The Oxford Circus proposals are a complicated mix of solutions that address issues of pedestrian and traffic movement as much as urban design. A key part of both design and communication was assisted by the use of a computer animation demonstrating the existing problems and the clarity of the solutions. It is no coincidence that the scheme has been successful on so many levels given the partnership working and commitment across the board from ourselves, Westminster City Council and Transport for London. This scheme has paid for itself in the first 6 months after its implementation, in commercial operators profitability, land values and customer satisfaction."

Peter Bourne, Development Manager – Public Realm, The Crown Estate



Before: Obstacles to the pedestrian

Regent Street Corridor

City of Westminster, W1

Phased completion – Phases 1,2,3 and 5 in use; Phase 4 under construction, due to complete 2015;
Phase 6 at design stage, due to complete 2017+

Regent Street has been one of the world's great retail streets since its inception in the late 18th century by architect and developer, John Nash, in response to the Prince Regent's desire for London to compete with continental planned streets and spaces. Its significance continues to impress after 200 years, due to success of the initial townscape approach, with architecture, streetscape and landscape all integrated as part of a formal masterplan of consistent fashionable Regency Architecture. When upgraded, one hundred years later, the streets and spaces were retained, and the rebuilding again adopted a masterplan, respectful of Nash's intentions, but with neoclassical, Portland Stone-faced architecture, of improved sustainability.

The early 21st century has seen The Crown Estate, as freeholders, undertake a second, major renewal, with a strategy of commercial use and fabric improvements, retaining the high quality, Regent Street frontages of Edwardian buildings, streetscape and spaces.

A public realm strategy – commissioned in 1997 with a vision of improvement to the year 2020 – has sought to complement the architectural redevelopment of new major architecture, adaptations and landscapes treatments. The implementation of this strategy has been in phases, to ensure the commercial activity of this corridor of street has been maintained during works. The strategy was proposed as a cumulative set of phases, commencing with the "oasis" side and rear streets of Princes Street, New

Burlington Place, Swallow Street, Heddon Street, Warwick Street and Glasshouse Street, transforming their functions as "places", to complement new, high quality building entrances and new uses like the £500m Quadrant development near Piccadilly Circus. Each of these former access or vehicle dominated, delivery, parking or service streets has been redesigned to support the retail and other West End functions; food courts, al fresco dining quarters, new cycle facilities, sites for new public art and external office meeting and gathering places.

The next phases have addressed the issues of Regent Street itself, a major shopping destination, public transport route with key interchanges to the underground at Oxford Circus and Piccadilly Circus amongst many complex vehicle dominated junctions. The aim was to improve sustainability and safety for those walking in the competing needs for space between vehicles and those on foot with de-cluttered and widened footways, straight-across signal-controlled crossings (with diagonal versions at Oxford Circus) and the introduction of a near continuous median strip for increased informal road crossing options. A similar approach has been adopted at Piccadilly Circus and sections north and south, making more space available to pedestrians and road crossings on desire lines. Current and future phases include the restoration of Waterloo Place close to St James's Park, and footway widening on Regent Street between the two circuses.



Client and Funder: The Crown Estate
Planning and Highway Authority:
Westminster City Council
Highway Authority and Funder:
Transport for London (TfL)
Consultant Designer (Highways,
Transportation, Urban Design, Landscape,
Waste Management): Atkins
Consultant and Contractor: West One
Traffic Modelling: Jacobs

Viewpoint

"The Crown Estate commissioned Atkins to prepare a long term public realm strategy of improvement for the whole corridor of Regent Street from Langham Place to Waterloo Place, in the run up to the 200th anniversary of architect John Nash's innovative urban plan. The approach has had to integrate, public highway transformations as settings to major architectural redevelopment projects, with new high quality tenants and new office entrances, on side or rear services streets. The main sections of Regent Street have been decluttered and footways widened throughout, which in combination with a new, continuous central median strip, when completed will provide for optimum informal road crossing points."

Peter Heath, Director - Public Realm, Atkins



Soho Public Realm Study

Soho, City of Westminster, W1
Study in use

Seeking to better understand the existing and unique conditions of Soho and its place within the network of West End neighbourhoods, the study sought to make informed recommendations for the improvement of pedestrian movement and cycling provision across Soho's 11km of streets and alleyways. The study suggests strategic proposals for ten streets and spaces identified as priority sites through discussions with key stakeholder groups, fieldwork and the analysis of issues and opportunities. Providing a coherent strategy and delivery framework for future developments – including area-wide recommendations and proposals for individual streets and spaces – the study has been used to test opportunities and aid discussion amongst partners and stakeholders.

Client: Westminster City Council, in conjunction with Transport for London (TfL) and LB Camden | Public Realm: Publica | Pedestrian, Cycle And Vehicle Movement Analysis: WSP



Steelyard Passage

City of London, EC4
In use, Phase 1 completed April 2007, Phase 2 completed November 2012

This section of the Riverside walkway runs under the Cannon Street railway bridge, and needed improvements to create a safe and well-lit route. A key element was the removal of motorcycle parking – this was achieved by declaring the land as public highway to enable parking tickets to be issued. Lighting improvements and resurfacing in natural stone sought to complement the attractive brick arches to the bridge structure above, whilst a sound installation evokes the proximity of the space to the river Thames with flowing water and harbour sounds.

Client: City of London Corporation | Landscape Architect: The Facility Architects | Materials: Marshalls | Construction: FM Conway



St. James's Market

St. James's, City of Westminster, SW1
Under construction, due to complete Q1 2016

A prime site in the heart of London's West End, the new St. James's Market will provide state-of-the-art retail and office accommodation as part of a unique opportunity to create a new public space in St. James's. A contemporary re-imagination of the original market, the scheme draws upon the richness and the history of the area. The holistic design will revitalise half an acre of public realm, aiming to create a new destination for business, shopping and dining south of Piccadilly Circus.

Client: The Crown Estate and Oxford Properties | Architect: Make | Development Manager: Hanover Cube | Structural Engineer: Waterman Partnership | Services Engineer: AECOM | Main Contractor: Balfour Beatty | Planning Consultant: CBRE | Cost Consultant: Gardiner & Theobald



Strand, Aldwych and Lancaster Place

City of Westminster, WC2
In use, completed 2013

Extending east along the south side of Strand to Surrey Street, the remodelling of the junction of Lancaster Place, Strand and Aldwych has aimed to give greater priority to pedestrians, enhance the public realm and make the junction safer for all modes of travel. It also improved some of the loading facilities on the south side of the Strand. The heritage setting has been enhanced for use, included: two formal crossing points; a single stage, scramble crossing; widened footways; a Pelican crossing; and the introduction of a right turn from the Strand into Lancaster Place.

Funder: Transport for London (TfL), Section 106 contributions, Olympic Delivery Authority | Consultant: WS Atkins, SKM Buchanan | Contractor: WestOne | Stakeholders: City of Westminster and ward members, Local Amenity Society, Somerset House, Strand, Aldwych and Trafalgar Square Association



Tolworth Broadway

RB Kingston-upon-Thames, KT6

In use, completed August 2013

Aimed at improving the pedestrian and cyclist environment along Tolworth Broadway – from Ewell Road junction across the A3 roundabout to Kingston Road, outside the Charrington Bowl – the scheme removes central barriers that run the length of Tolworth Broadway in favour of a widened central island to create a “Greenway”. The Greenway, which is clad in brightly coloured resin bound gravel, acts as a pedestrian and cyclist corridor down the centre of the road. Speed limits have been lowered to 20mph, trees have been planted both on the Greenway and on the footways, benches added, new lighting installed, and parking provided.

Funder: Transport for London (TfL) and RBK Capital Funds | **Consultant:** TMS Consultancy | **Urban Design:** Studio Egret West | **Traffic and Structural Engineer:** Martin Stockley | **Contractor:** North Midland Construction PLC | **Stakeholders:** Design for London, Greater London Authority, Kingston Association for the Blind, Kingston Centre for Independent Living, Kingston Cycling Campaign, Kingston Disability Parliament, Local Businesses, Pensioners Forum, Residents Associations, RB Kingston, Royal National Institute for Blind People, SNTeams, Sunray Estate Residents Association, SUStrains, Talking Newspapers, Tolworth Business Forum, Transport for London, Traffic Police



Two-way Cycling Streets

City of London

In use, completed December 2009

Improving cycle accessibility throughout the City by allowing two-way cycling on one-way streets, this scheme has seen cyclist numbers increase between 30 per cent and 60 per cent, with no additional collisions. This was achieved predominantly by changing signs and lines to permit contraflow cycling. Approximately 76 one-way streets were changed, representing approximately 70 per cent of one-way streets in the City and approximately 20 per cent of all City streets. The project was funded through the Local Implementation Plan funds received from Transport for London.

Client: City of London Corporation | **Funder:** Transport for London (TfL) | **Designer, Project Management and Construction Management:** City of London | **Construction:** FM Conway



Tottenham Hale

Ferry Lane, Tottenham, Haringey, N17

Gyratory and bus station completed Nov 2014; underground/rail station due to complete Autumn 2017; design development of Green Link completed October 2015

Building on the high levels of existing connectivity and good access to the Lea Valley, a vibrant mix of commercial, retail, residential and leisure uses will be set within a network of streets and spaces to deliver around 5,000 new homes and up to 4,000 jobs. The recently completed gyratory and bus station have improved local connectivity and enabled wider transformation. The Green Link will prioritise walking and cycling through a network of public spaces between the Hale, the High Road, and the Lea Valley.

Client: Transport for London (TfL), LB Haringey | **Gyratory:** Transport for London (TfL) | **Bus Station, Underground/Rail Station:** Landholt and Brown | **Green Link:** Kinnear Landscape Architects with Jane Wernick Associates and Witherford Watson Mann Architects



Venn Street

Clapham, Lambeth, SW4

In use, completed September 2011

Sited at the southern end of Clapham High Street, close to the underground station and within the Old Town conservation area, Venn Street is a true 'mixed' street with an independent cinema, cafés, shops and offices at ground floor level with residential properties above. By minimising parking and Red Route restrictions which had restricted 'on street' activity, this design has created a central 'shared' piazza space, with footways widened to allow more space. Four mature Olive trees, inspired by the street's Mediterranean restaurants, were planted to complement the established Silver Birch trees. Streetlights, mounted on adjacent buildings, offered further free space at ground level to accommodate more cycle parking.

Client: LB Lambeth | **Lead Designer:** Urban Movement | **Contractor:** FM Conway



Watling Street (West)

Watling Street, City of London, EC4
In use, completed August 2005

The Watling Street West scheme was initiated following the successful completion of the eastern part of the road in partnership with Fidelity, the occupiers of 25 Cannon Street. The scheme extended the garden space in front of 25 Cannon Street into the public highway. The landscaping included two extensive new planters, seating, trees with up-lighting, Yorkstone footways and a granite carriageway. The removal of vehicular traffic from this part of the street, and the increase in area available for seating, allowed the nearby catering outlets to make a significant contribution to the street life of the area.

Client: City of London Corporation | **Landscape Design:** Elizabeth Associates | **Materials:** Marshalls | **Construction:** FM Conway



West Norwood

Lambeth, SE27
Ongoing, phased delivery since 2010

The West Norwood public realm project addresses some difficult pedestrian crossings in this town centre, and improves the settings of local assets such as the Victorian cemetery and church. This is allowing the development and renaissance of West Norwoods' high street, which is receiving an influx of new starter businesses, as well as providing a place in which the community can run regular events for West Norwood Feast.

Client: LB Lambeth, Transport for London (TfL) | **Consultant:** Landolt and Brown, Objectif, Space Makers Agency, Designed by Good People



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