

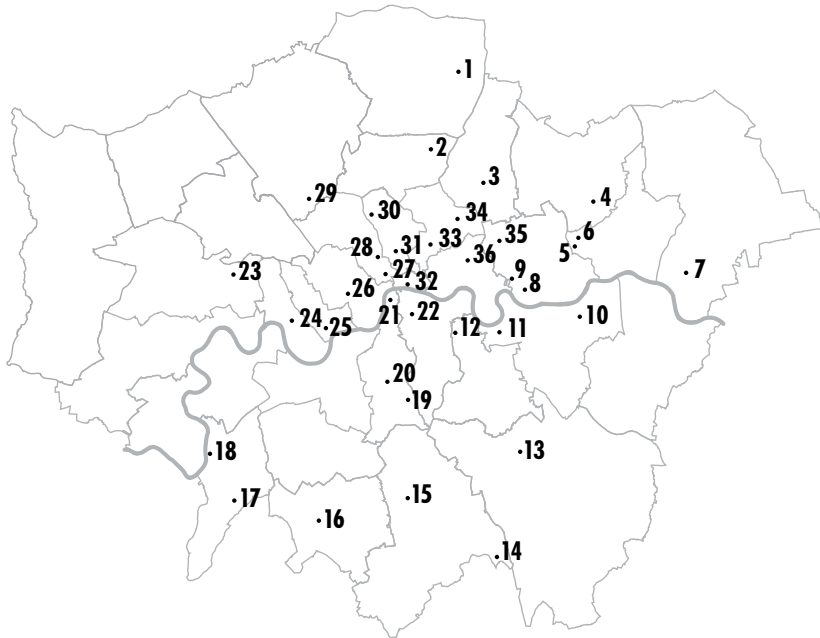
PROJECT UPDATE

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THE MAYOR'S  
*Great  
Spaces*  
INITIATIVE

## PROJECTS

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## PROJECTS

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- 1 PONDERS END / London Borough of Enfield
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## 1 / PONDERS END

LONDON BOROUGH OF ENFIELD  
LEAD OFFICER: DAISY JOHNSON  
DESIGN TEAM: STUDIO EGRET WEST  
STATUS: SCOPING & BRIEFING/  
IMPLEMENTATION  
DELIVERY DATE: 2011– 2017



The fundamental challenge at Ponders End is to turn growth into a positive word. By exploring the existing anatomy of Ponders End and understanding how it could work better. By finding its unique qualities and using redevelopment to amplify them. By auditing its public spaces, facilities and amenities and finding ways to enhance them through intensification. The route from high street to station to Lea River (South Street, future green bridge and Wharf Road) already sustains pockets of social and outdoor activity. With great community ingredients just without the glue to bind them together and without the intensity of accommodation to sustain their upgrade and continued future use. The fundamental desire for the project is to help strengthen this route and release its latent potential.



Proposal for public realm around Alma Towers

## 2 / TOTTENHAM HALE HIGH ROAD & GYRATORY

LONDON BOROUGH OF HARINGEY  
LEAD OFFICER: MARK DORFMAN  
DESIGN TEAM: LANDOLT AND BROWN,  
EAST ARCHITECTURE  
STATUS: DETAILED DESIGN  
DELIVERY DATE: 2013 – 2014



Landolt and Brown is currently developing detailed proposals for a major new public square at Tottenham Hale in collaboration with the LDA, TfL and LB Haringey. This square will form the gateway to one of London's most significant opportunity areas, will ensure much improved pedestrian movement between bus and rail services and removal of the disorientating, traffic dominated road layout in front of the station. The project will be delivered in two stages with the eastern phase being completed by 2013. The project is coordinated with the LDA's Green Link project connecting Tottenham High Road to the Lee Valley, and East Architect's designs for the High Road itself.



Long term proposal for Station Square outside Tottenham Hale station

### 3 / HIGH STREET LIFE

LONDON BOROUGH OF WALTHAM FOREST  
LEAD OFFICER: JEFFREY LENNON,  
USHA PARMAR  
DESIGN TEAM: EAST ARCHITECTURE  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: FIRST PHASE 2011



The High Street Life in Waltham Forest project follows a key retail corridor along the high streets from the north, Chingford, of the borough to the south, Leyton. It sets out the principles of good shopfront design to enhance the existing high streets and outline principles of restoration of existing shopfronts as well as implementing new ones. The wider context of the streetscape is also considered and an overall strategy for street furniture, lighting, waste management and parking, which can be rolled out across Waltham Forest is being developed.



Pilot shopfront scheme for High Road, Leyton

### 4 / SEVEN KINGS REVIVAL

LONDON BOROUGH OF REDBRIDGE  
LEAD OFFICER: MATTHEW MAPPLE  
DESIGN TEAM: MUF ARCHITECTURE/ART  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: UNKNOWN



The creation of a public space outside the station is an integral part of the urban design initiatives for the wider area; the Crossrail Corridor Area Action Plan. The proposed design provides an improved public realm and routes for all users: pedestrians, cyclists and motorists. Removal of the service road in front of the station and amendments to the road layout allows creation of an inviting public square, conceived as an 'external waiting room' with bespoke street furniture, seating and a clock acts as a focus point and landmark to the town from the road and the station.



Proposal for Station forecourt

## 5 / ABBEY GREEN

LONDON BOROUGH OF BARKING  
AND DAGENHAM  
LEAD OFFICER: PAUL HOGAN  
DESIGN TEAM: LYNCH ARCHITECTS  
STATUS: DETAIL DESIGN  
DELIVERY DATE: 2011 – 2014



Abbey Green is a town centre park that includes the ruins of the 7th Century Barking Abbey but is not well used. Lynch architects won an international design competition in 2009 to develop a masterplan for Abbey Green that makes the park more usable and enjoyable and the ruins of the Abbey physically and intellectually more accessible. The proposal consists of a number of simple structures and landscaping forms as a way to register the meaning of what was there in ancient and recent times and responds to today's practical needs for play, sport, safety, biodiversity, learning and a well loved park.



View of café tower and wetland play garden at Abbey Green

## 6 / BARKING TOWN SQUARE

LONDON BOROUGH OF BARKING  
AND DAGENHAM  
LEAD OFFICER: JEREMY GRINT  
DESIGN TEAM: MUF ARCHITECTURE/ART  
STATUS: COMPLETED  
DELIVERY DATE: COMPLETED



Barking Town Square is a T-shaped, 6000sqm space consisting of four interlocking elements: a civic square, a folly wall, an arcade and an arboretum. The square is surrounded by four new buildings which have public functions at ground level, including a library, gallery, further education, a hotel, shops and private apartments above. The main phases of the square are complete. The Barking Code (the streetscape guide) will make sure that similar design aspirations are delivered across the town centre.



These steps are a replica of the town hall's entrance stairs

## 7 / RAINHAM TO THE RIVER

LONDON BOROUGH OF HAVERING  
LEAD OFFICER: BOB FLINDALL  
DESIGN TEAM: PETER BEARD LANDROOM  
STATUS: IMPLEMENTATION  
DELIVERY DATE: 2011– 2014



Rainham to the River is a bold project which reconnects Rainham Village with the Thames and the unique landscapes of Rainham Marsh. The wider project context includes the restoration of Rainham Hall Gardens, and the creation of a new public riverside space close to the site of the old Thames Ferry Jetty. At the heart of the project is a programme of public access and a new nature reserve which combines the restoration of the historic grazing marshes with new habitat works, farm management infrastructure and paths and bridges. Rainham Trackway, a major new engineered structure, provides an enhanced route linking Rainham Village directly with the new nature reserve.



Rainham Trackway

## 8 / CANNING TOWN A13 JUNCTION

LONDON BOROUGH OF NEWHAM  
LEAD OFFICER: JOHN COUCH  
DESIGN TEAM: LANDSCAPE PROJECTS  
STATUS: IMPLEMENTATION  
DELIVERY DATE: DECEMBER 2011



The A13 project sets out to create a new public place as a focus for the regeneration of Canning Town. The removal of the busy traffic dominated roundabout will allow the creation of a continuous pedestrian-friendly stone carpet which will link Canning Town Interchange via a supercrossing to Barking Road, Rathbone Market and the proposed mixed-use town centre on Silvertown Way. The monumentally scaled flyover, previously blamed for severing links, will become the shelter for a lively new square, with lighting clusters, tree groves, gravel gardens and textured furniture echoing the special character and topography of Canning Town.



Plan of the A13 Highways Improvement project

## 9 / THE FATWALK

LONDON BOROUGH OF TOWER HAMLETS /  
LONDON BOROUGH OF NEWHAM  
LEAD OFFICER: JULIA HUMPHREYS  
DESIGN TEAM: 5TH STUDIO  
STATUS: DETAIL DESIGN / IMPLEMENTATION  
DELIVERY DATE: SPRING 2012



The Fatwalk is the primary project in the realisation of the Lea River Park, connection between the Thames and the Olympic Park, and enabling a route between the Thames and London's Green Belt. The first phase of works are directed at addressing physical severances and obstructions to create the backbone of the future park. These early pieces of infrastructure are regarded as catalysts for converting what is currently land used for gas storage, sewage pumping and transport infrastructure into diverse park spaces: turning what is an industrial backwater into the foreground of a new public space which people can start to access, use and enjoy.



Bridge across the Lea, opened to the public

## 10 / WOOLWICH SQUARES

LONDON BOROUGH OF GREENWICH  
LEAD OFFICER: GARETH ROACH  
DESIGN TEAM: GUSTAFSON PORTER  
STATUS: IMPLEMENTATION  
DELIVERY DATE: MAY 2011



General Gordon Square and Beresford Square, Woolwich town centre, are set to be transformed as part of Greenwich Council's ongoing programme of major regeneration of the town. This includes the creation of a new public square as part of the Love Lane development and a new public space in the Royal Arsenal. Works are complete on the new super crossing on Beresford Street, which will improve pedestrian access between Beresford Square and the Royal Arsenal. The transformation of the squares will coincide with the launch of the Greenwich Waterfront Transit (GWT), a new and improved, dedicated bus route between North Greenwich Tube station and Abbey Wood. These projects represent an important element of Greenwich's contribution to the regeneration of the wider Thames Gateway.



General Gordon Square, view north towards Equitable Building

## 11 / CUTTY SARK GARDENS

LONDON BOROUGH OF GREENWICH  
LEAD OFFICERS: FRANCES DOLAN  
AND MIKE NEILL  
DESIGN TEAM: OKRA  
STATUS: IMPLEMENTATION  
DELIVERY DATE: 2011



By addressing Cutty Sark Gardens as a tidal square, it is able to react on its surroundings as well as different flows of people. A sequence of atmospheres is brought to life by extending the urban space, park and riverfront providing identity and legibility. The central position of the impressive Cutty Sark ship will be strengthened as a sculpture in between square and park zone. A pleasant square provides both intimate and large scale places with the ability to adapt. It is an intimate space with water elements in the surface when fewer people are present and can be transformed into a paved area for events. A vibrant and intimate space will be created, providing a 24-hour, weekly and a seasonal rhythm.



A sequence of atmospheres is brought to life by extending the urban space, park and riverfront

## 12 / DEPTFORD TO NEW CROSS LINKS

LONDON BOROUGH OF LEWISHAM  
LEAD OFFICER: MARTIN HODGE  
DESIGN TEAM: THE LANDSCAPE PARTNERSHIP  
STATUS: DETAIL DESIGN / IMPLEMENTATION  
DELIVERY DATE: DECEMBER 2010



Following our preparation of an overarching vision and strategic masterplan for Deptford and New Cross, a movement and linkage strategy was prepared to demonstrate how the regeneration of routes and spaces could bring about high quality public realm improvements. Fordham Park forms an important part of this new strategic route linking New Cross and Deptford to the Creekside. The new park creates an active, engaging park edge and introduces two different 'journeys' within the park; a journey of play experiences along the northern and eastern boundaries, and an ecological corridor along the west and south. These journeys interact and span the park's boundary offering a variety of spaces and in turn creating a large central grass arena. Four nodal spaces provide improved orientation and define key arrival points within the park.



Fordham Park Masterplan

## 13 / BROMLEY NORTH VILLAGE

LONDON BOROUGH OF BROMLEY  
LEAD OFFICER: KEVIN MUNNELLY  
DESIGN TEAM: STUDIO EGRET WEST  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: UNKNOWN



The concept of a Bromley North Village quarter was developed within the Bromley Town Centre Area Action Plan. The aim of the project is to re-vitalise Bromley North Village through the development and implementation of public realm improvements that create usable footway spaces and legible, safe. Particular emphasis will be placed on the promotion of independent retailers including specialist food shops to add to the variety of the retail offer in the town centre. Outline design to inform the public realm strategy was developed over the summer.



Proposal for Bromley North Village

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## 14 / CENTRAL PARADE, NEW ADDINGTON

LONDON BOROUGH OF CROYDON  
LEAD OFFICER: FINN WILLIAMS  
STATUS: SCOPE & BRIEFING  
DELIVERY DATE: UNKNOWN



New Addington is Croydon's unofficial new town (built 1935 – 1963). It is Croydon's second most deprived ward, with the highest rates of unemployment, a severely under qualified population and high teenage pregnancy. Decades of isolation have led to the nickname 'Little Siberia'. However the tramlink in 2000 has increased access to schools and jobs and began to improve perceptions of the area. Regeneration plans for a new civic, retail and residential centre were cancelled. The Council now intends to develop a new Regeneration Framework for Central Parade together with the local community incorporating a redefined Village Green.



New Addington with the village green and leisure centre

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## 15 / WELLESLEY ROAD AND WEST CROYDON

LONDON BOROUGH OF CROYDON  
LEAD OFFICER: TOM SWEENEY  
DESIGN TEAM: OKRA  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: 2011– 2017



The transformation of Wellesley Road and West Croydon is one of the key projects in Croydon. The proposal is to reshape the monstrous main road, which currently splits the centre in two, into a lively and liveable centre. Vehicular movement will be reduced in favour of pedestrians and cyclists. Wellesley Road and Park Lane will be transformed into a green spine of Croydon, having many east west at-grade crossings. The pedestrian zones are activated by transforming the now dull plinths into active programmes and connecting the zones to a diversity of new green (semi) public spaces in the adjacent blocks.



Transformation of Wellesley Road into a green spine

## 16 / SUTTON HIGH STREET

LONDON BOROUGH OF SUTTON  
LEAD OFFICERS: DARREN RICHARDS  
DESIGN TEAM: EAST ARCHITECTURE  
STATUS: IMPLEMENTATION  
DELIVERY DATE: AUTUMN 2010 (PHASE 1)



Sutton High Street is a complex and vast project that includes 1km length of new streetscape, urban design and architectural improvements. The client's aspirations as communicated by the Town Centre Partnership have been high from the start, to radically change Sutton High Street from being a series of roads and cycle lanes with too many signs and obstacles, to a new real destination, with a new town square, a plant-clad car park, new kiosk buildings, a shared public realm, and a place you might want to spend time with others.



New streetscape furnishings extend the atmosphere of Manor Park in to the new square

## 17 / TOLWORTH BROADWAY

ROYAL BOROUGH OF KINGSTON UPON THAMES  
LEAD OFFICER: JAY JUDGE  
DESIGN TEAM: STUDIO EGRET WEST  
STATUS: DETAIL DESIGN  
DELIVERY DATE: 2011



Tolworth Broadway is presently a visually congested, car dominated environment. The A3 corridor separates the Broadway from the train station. Three major moves have been identified that will make the biggest impact on the public realm and unlock the major problems of the Broadway: Removing the Central Barriers. Allowing pedestrians to cross the road more easily and reducing vehicular dominance. Creating a Greenway. Transforming the central reservation into a strong visual element where people can walk and cycle. Improvement Crossing the Roundabout. Providing surface crossings and improving the bridge over the A3 to create better connections to the station and leisure facilities. An artistically striking green surfaced greenway will become the first step towards a consistent and calm streetscape where traffic isn't the main priority. This will become the glue that holds Tolworth together!



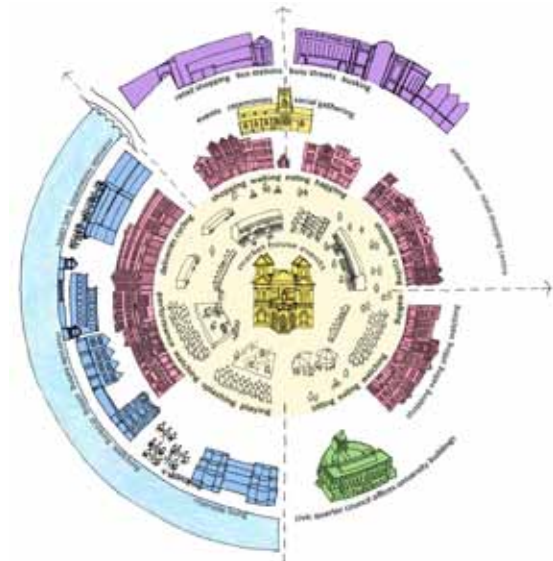
The Greenway; a central reservation where people can walk and cycle.

## 18 / KINGSTON MARKET PLACE

ROYAL BOROUGH OF KINGSTON UPON THAMES  
LEAD OFFICERS: JAY JUDGE  
DESIGN TEAM: OUTERSPACE  
STATUS: SCOPING & BRIEFING  
DELIVERY DATE: UNKNOWN



Royal Borough of Kingston Upon Thames appointed Outerspace to develop a comprehensive strategic brief for the Ancient Market Area (AMA) project. The brief sets out a series of key principles for any future regeneration proposals to respond to. It works at a variety of levels: a strategic 'town centre scale' setting out the holistic role of the AMA; at a 'local scale' establishing the issues of access and activity within the AMA itself; and at a detailed 'human scale'.



Mapping the different activities within the Ancient Market Area

## 19 / NORWOOD ROAD

LONDON BOROUGH OF LAMBETH  
LEAD OFFICER: MICHAEL HUNTE  
DESIGN TEAM: UNKNOWN  
STATUS: SCOPING & BRIEFING  
DELIVERY DATE: UNKNOWN



Norwood Road currently suffers from a lack of identity to distinguish from near by centres, despite the presence of key landmark features such as West Norwood Cemetery, St Luke's Church and the old fire station. The current layout has resulted in problems associated with on street parking and congestion. Following on from the master plan, the council is about to appoint an urban design consultant for improvements to the road and public realm of West Norwood Town centre.



Norwood Road with St Luke's Church as a key landmark

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## 20 / WINDRUSH SQUARE

LONDON BOROUGH OF LAMBETH  
LEAD OFFICER: ALISON YOUNG  
DESIGN TEAM: GROSS MAX  
STATUS: COMPLETED  
DELIVERY DATE: 2010



Brixton Central Square is formed from three separate public spaces; Tate Gardens, Windrush Square and St Mathews Peace Garden. The spaces are loosely defined by a series of civic buildings. The project aimed to create a high quality public space that does justice to the significance of Brixton and provides a much needed space. The Square is about the role of civic space at the start of the 21stC as vibrant stage for a dynamic multi-cultural society. The combination of garden and square can be reconciled into a new urban typology, which provides for opposite experience such as solitude and event, enclosed and open, introvert and extrovert: An integrated park and square for both bio and cultural diversity.



Windrush Square now complete

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## 21 / WATERLOO SQUARE

LONDON BOROUGH OF LAMBETH  
LEAD OFFICER: CAROLYN DWYER  
DESIGN TEAM: DSDHA  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: POST 2012



DSDHA's proposal for Waterloo Square won first prize in an international competition promoted by SBEG in 2009. It provides a phased implementation plan for the re-design of the failing public realm between 2 of London's most significant destinations – the Southbank cultural quarter and Waterloo Station – the UK's largest railway terminus. The proposal replaces the existing labyrinth of subterranean routes to create legible and accessible public realm that caters for all audiences. This will establish a continuous line of cultural and commercial activity from The Cut, through Waterloo Square to York Road and the Thames.



Subterranean routes replaced by legible and accessible public realm

## 22 / BANKSIDE URBAN FOREST

LONDON BOROUGH OF SOUTHWARK  
LEAD OFFICER: ALISTAIR HUGGETT  
DESIGN TEAM: WITHERFORD  
WATSON MANN ARCHITECTS  
STATUS: IMPLEMENTATION  
DELIVERY DATE: APRIL 2011



The Bankside Urban Forest framework highlights the relationships between the intense development development underway along the river edge, Blackfriars Road, London Bridge and the Elephant & Castle, and the less developed urban interior that these surround. By recognising the capacity of the public realm to be shared by each, the framework identifies improvements to open spaces and connecting routes, to support interaction between residents, workers, visitors, local institutions and organisations. Existing projects are drawn together with our proposed ones to help to negotiate, informally influence and direct emerging secure additional funding for enhancing the public realm. This evolutionary approach is now underway.



Urban Orchard, Union Street, by Heather Ring – London Festival of Architecture 2010

## 23 / PARK ROYAL SOUTHERN GATEWAY

LONDON BOROUGH OF EALING  
LEAD OFFICER: PAT HAYES  
DESIGN TEAM: 5TH STUDIO  
STATUS: SCOPING & OUTLINE DESIGN  
DELIVERY DATE: 2012



North Acton Station, on the edge of Park Royal, currently suffers from poor access and visibility – hidden behind a range of buildings, lying below street level, and approached by isolated footpaths. The project will provide a new public space which enables a direct and generous connection between the station and the street, and helps to address a wider open space deficiency. The space aims to exploit its unique topographical and landscape context – using the level change between station and street to help establish a distinctive character which relates to the borrowed landscape of the railway embankments beyond.



View of the new square looking towards North Acton Station

## 24 / KING STREET

LONDON BOROUGH OF HAMMERSMITH  
& FULHAM  
LEAD OFFICER: BILL DYKE  
DESIGN TEAM: SCAPE DESIGN ASSOCIATES  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: DUE 2013



This competition winning project aims to reinstate a lost civic space, vibrant but flexible at the heart of the Hammersmith Community. Our proposal provides opportunity for evolution and transformation beyond the permanent framework through community events, arts and cultural activities. The square establishes an appropriate setting for the unveiling of the Town Hall's northern facade and wider King Street Regeneration proposals, with a design that is elegant and fitting whilst allowing the listed building to be the centrepiece. This has been achieved through the creation of a contemporary space that is visually exciting both from within and from above.



Competition winning entry

## 25 / EXHIBITION ROAD

LONDON BOROUGH OF  
THE ROYAL BOROUGH OF  
KENSINGTON AND CHELSEA,  
THE CITY OF WESTMINSTER  
LEAD OFFICER: BILL MOUNT  
DESIGN TEAM: DIXON JONES  
STATUS: IMPLEMENTATION  
DELIVERY DATE: COMPLETION BY EARLY 2012



Exhibition Road is ½ mile long and is home to visitor attractions including the Victoria and Albert Museum, the Natural History Museum, the Science Museum, the Royal Albert Hall and Imperial College. Exhibition Road attracts over 11 million visitors each year. By 2012 the crowded, narrow pavements and heavy traffic will go. In their place will be an elegant kerb-free surface across the length and width of the road. Pedestrians will have more space and vehicles will be limited to 20mph. Exhibition Road will change from an area dominated by cars to one that puts people first.



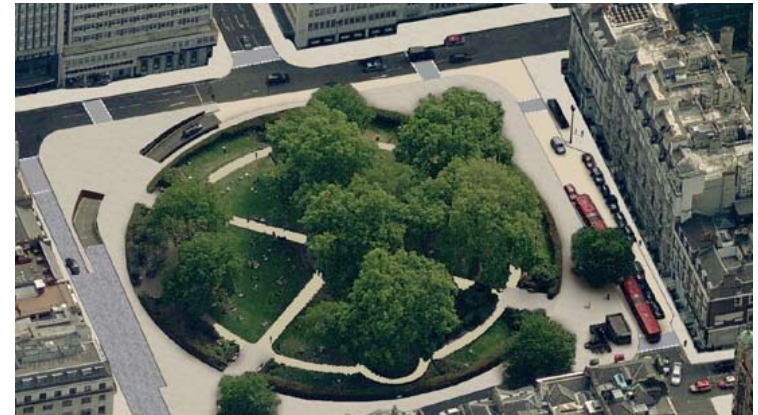
Exhibition Road works in progress

## 26 / CAVENDISH SQUARE

LONDON BOROUGH OF CITY OF WESTMINSTER  
LEAD OFFICER: MARK HAMMILL  
STATUS: SCOPING & BRIEFING  
DELIVERY DATE: UNKNOWN



Cavendish Square was extensively altered by a 1960's car park scheme that re-instated the perimeter enclosure as a brick wall after construction and retained the trees in a central circular area. The gyratory system surrounding the Square presents a confusing set of roads and access lanes to the car park, this adversely affects visual appearance and physically discourages use of the square. Despite its location and a lack of open space in the vicinity, this substantial open space close to Oxford Street remains underused and appears uncared for. This project is one of the priorities following on from the Oxford Street – Regent Street – Bond Street Action Plan.



Proposal for a new Cavendish Square

## 27 / ST GILES CIRCUS

LONDON BOROUGH OF CAMDEN,  
CITY OF WESTMINSTER  
LEAD OFFICER: RICHARD WILSON  
DESIGN TEAM: GILLESPIES  
STATUS: DETAIL DESIGN  
DELIVERY DATE: 2014



St Giles Circus has for many years been dominated by traffic and been disconnected from its surroundings. The creation of a major new public square, associated with the London Underground and Crossrail improvements, will reconnect Oxford Street with Covent Garden along the historic line of St Giles High Street. Through the subtle use of natural stone materials, sub-spaces are defined with different characters and uses, providing a fitting setting to the historic buildings, new glazed entrance pavilions and future adjacent developments. The St Giles Circus project presents a unique opportunity to change perceptions of this vital gateway to central London.



St Giles Circus – a significant new public space in central London.

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## 28 / KING'S CROSS SQUARE

LONDON BOROUGH OF CAMDEN  
LEAD OFFICER: NETWORK RAIL  
DESIGN TEAM: STANTON WILLIAMS  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: 2013



Stanton Williams has won the international competition to design what will become one of London's most important public squares. The 7000sqm King's Cross Square will be the final piece of the jigsaw of the £500m redevelopment of King's Cross station. It will create a public space for this major transport interchange and bring back the grade 1 listed facade into public view.



King's Cross Square as it is now

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## 29 / GOLDERS GREEN TOWN CENTRE

LONDON BOROUGH OF BARNET  
LEAD OFFICER: COLIN ROSS  
STATUS: SCOPING & BRIEFING  
DELIVERY DATE: UNKNOWN



The Vision for Golders Green will encompass short, medium and long term priorities, to establish the commitment and means to help the local community take control of and promote the town centre. Key objectives are: Measures needed to protect the key buildings and frontages and to restore original shop front patterns and encourage greater use of underused spaces above shops particularly for residential use. Measures to de-clutter the public realm, improve the quality and usability of the streetscape and improve pedestrian flows. Reduce the negative impact of the transport hub whilst harnessing its benefits for town centre vitality. Identify the potential for improving the space in front of Golders Green station. Identify and promote other development opportunities to enable the improvement of Golders Green as a unique retail and leisure destination for all local cultures and age groups.



Golders Green interchange

## 30 / Highbury Corner

LONDON BOROUGH OF ISLINGTON  
LEAD OFFICER: KAREN SULLIVAN  
DESIGN TEAM: LANDOLT AND BROWN  
STATUS: DETAIL DESIGN  
DELIVERY DATE: 2012



Landolt and Brown has been developing proposals for a new square in front of Highbury and Islington Station, in collaboration with Transport for London and LB Islington. The project involves relocation of existing 1960' post office which currently obscures the station entrance. This will create a more generous public open space in front of the station with clear views to the station entrance, a bespoke circular retail kiosk, relocated bus stops, new street furniture and natural paving materials.



Birds eye view from the station square

## 31 / FARRINGDON STATION AREA

LONDON BOROUGH OF ISLINGTON  
LEAD OFFICER: PAUL SELBY  
DESIGN TEAM: EAST ARCHITECTURE  
STATUS: OUTLINE DESIGN  
DELIVERY DATE: 2017



The Farringdon station area project will build on the findings of the urban design study led by Design for London, working in partnership with the three local authorities, Crossrail, TfL, English Heritage and the GLA. The objective is to nurture the richness of the places and spaces that make up this unique locality, in an incremental manner, whilst making most of the new development opportunities. The other challenge is for the client group to coordinate and deliver a world class interchange integrated with public realm and development and grasp this once in a lifetime opportunity. There are opportunities to address Mayoral objectives to intensify Farringdon, in a coordinated manner, and also a need to create a coherent policy to protect views of St Paul's.



Proposal for the new station area

## 32 / ST PAUL'S ENVIRONS

LONDON BOROUGH OF CITY OF LONDON  
LEAD OFFICER: VICTOR CALLISTER  
DESIGN TEAM: TOWNSEND  
LANDSCAPE ARCHITECTS  
STATUS: DETAIL DESIGN / IMPLEMENTATION  
DELIVERY DATE: FIRST PHASE COMPLETED



The Carter Lane Quarter Streetscene Enhancements Initiative forms one of the City of London's "Street Scene Challenge" projects and is part of the wider St Pauls Environs Strategy. These projects are specifically aimed at improving traffic management and the pedestrian's experience in the City by providing high quality public space. This enhancement strategy has been designed to link with St Paul's Churchyard, a scheme aimed to unite the space with the southern frontage of St Paul's Cathedral. This would reunite the churchyard and create an impressive setting for this historic building as well as increasing the amount of useable green space for visitors to enjoy.



Carter Lane Quarter – first phase completed

### 33 / DALSTON OPEN SPACES

LONDON BOROUGH OF HACKNEY  
LEAD OFFICER: BRUCE MCROBIE  
DESIGN TEAM: MUF/J&L GIBBONS/EXYZT  
STATUS: IMPLEMENTATION  
DELIVERY DATE: FIRST PHASE COMPLETED



This project has brought together all existing and future open space and public realm opportunities in Dalston as one integrated network of places and spaces, each with a distinctive and complementary purpose and function, including some semi public rooftop spaces. It will reconnect existing communities with the town centre and create a series of public spaces.



Dalston Eastern Curve Garden and Barne

### 34 / THE BLACK PATH

LONDON BOROUGH OF HACKNEY / LONDON  
BOROUGH OF WALTHAM FOREST  
LEAD OFFICER: ROSE JAIJEE  
DESIGN TEAM: WITHERFORD WATSON MANN  
STATUS: SCOPING & BRIEFING  
DELIVERY DATE: UNKNOWN



The Black path (Market's Porter Route) is an ancient route which is still discernable in the contemporary urban grain, it was used to bring produce into the city during the 18th and 19th centuries. There are several markets along the route today, from Epping Forest to Walthamstow Hackney, Mare Street, Broadway Market, Columbia Road and Smithfield. The Black Path also forms the boundary to several historic open spaces such as Millfields, London Fields and Haggerstone Park. The project will seek to profile the path as a distinctive route and act as a catalyst for environmental improvements and revitalisation.



The Black Path through Millfields

## 35 / MERIDIAN SQUARE

LONDON BOROUGH OF NEWHAM  
LEAD OFFICER: PAUL MASON  
DESIGN TEAM: STUDIO EGRET WEST  
STATUS: DETAIL DESIGN  
DELIVERY DATE: 2012



Studio Egret West, working for London Borough of Newham has produced a master plan for Stratford Town Centre which includes new public realm designs, consolidated traffic, de-cluttered spaces and major architectural interventions. Meridian Square is bounded by Stratford Regional Railway Station, Great Eastern Road and the bus station; noise, clutter and lack of space are particular problems. The square has been redesigned as a simple, calm, decluttered arrival and interchange space; London Borough of Newham and TfL have worked in partnership to rationalise the bus station, this will result in a substantial gain of public realm, releasing space to integrate a new building forming the north western edge to the bus station. At present the arrival experience at Stratford (via Meridian Square) is partly dominated by the fragmented 'back-of-house' facades of the Stratford Centre. In order to attenuate views to the Stratford Centre, SEW and Packman Lucas have conceived the 'Shoal' structure, a kinetic sculpture of coloured titanium 'leaves' that move in the wind, this structure will redefine visitors and residents' experiences of Stratford.



Meridian Square seen from Stratford Station

## 36 / HIGH STREET 2012 – STRATFORD

LONDON BOROUGH OF TOWER HAMLETS /  
LONDON BOROUGH OF NEWHAM  
LEAD OFFICER: PAUL BOWKER  
DESIGN TEAM: AECOM  
STATUS: OUTLINE DESIGN / DETAIL DESIGN  
DELIVERY DATE: MARCH 2011



Stratford High Street forms the first delivered phase of the High Street 2012 project, linking central London with the Olympic Park. The high street is an important thoroughfare for Newham providing the gateway to Stratford Town Centre while forming the southern edge to the new Olympic Park and the end of the Olympic marathon route. Public realm improvements to the 1.5 kilometer street include transforming a vehicular dominated road to a pedestrian friendly street with new planted medians, 1.4 hectares of new paving, iconic lighting columns, a public arts scheme and wayfinding strategy. Two new public spaces are created linking smaller remnant pieces of land together with new planting bespoke seating, and a LED cantenary structure.



The proposal for Stratford High Street

[www.london.gov.uk/greatoutdoors/](http://www.london.gov.uk/greatoutdoors/)  
[www.designforlondon.gov.uk](http://www.designforlondon.gov.uk)

