PLACES & SPACES

URBAN REALM
ON THE CROSSRAIL ROUTE

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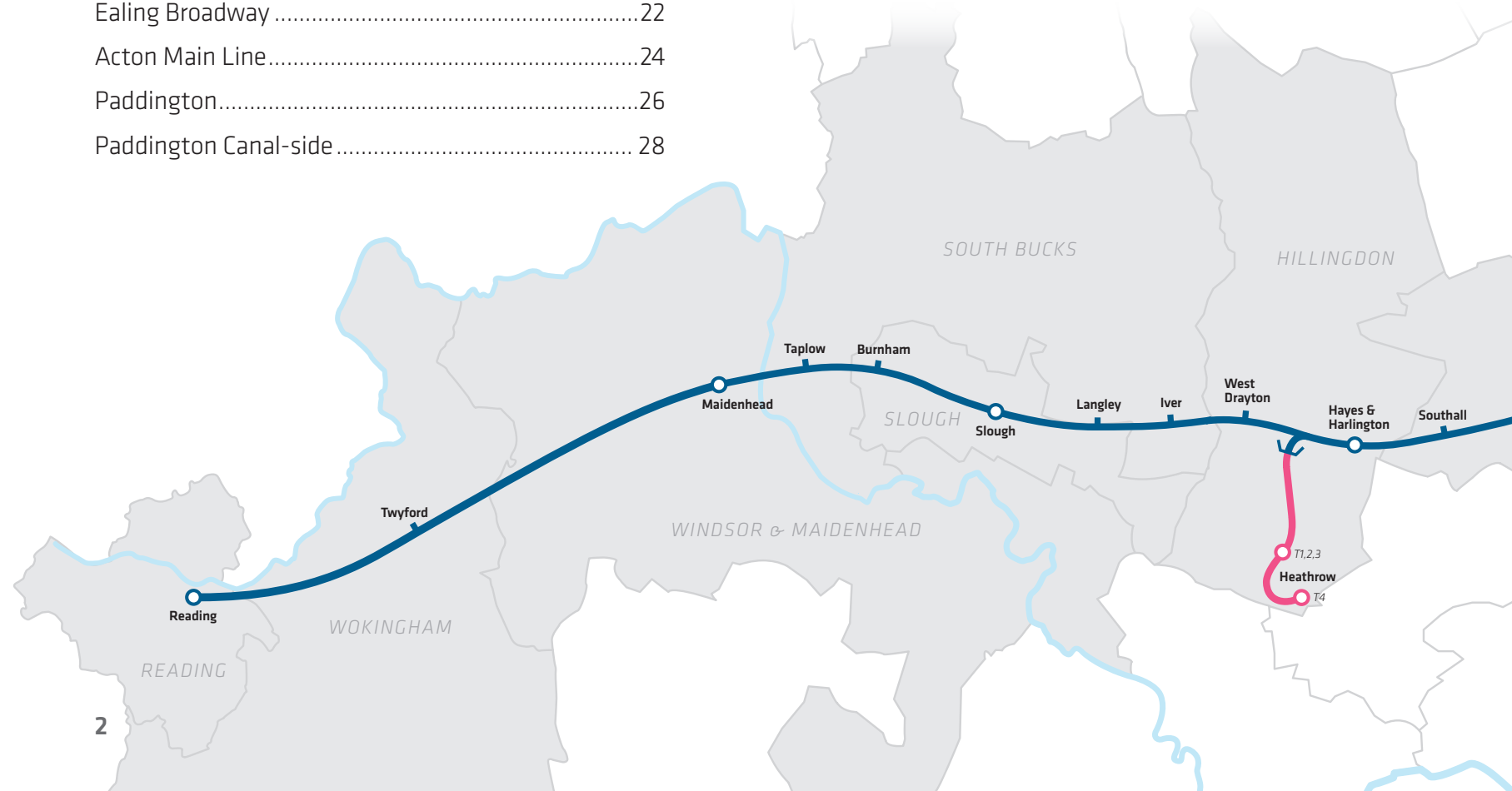
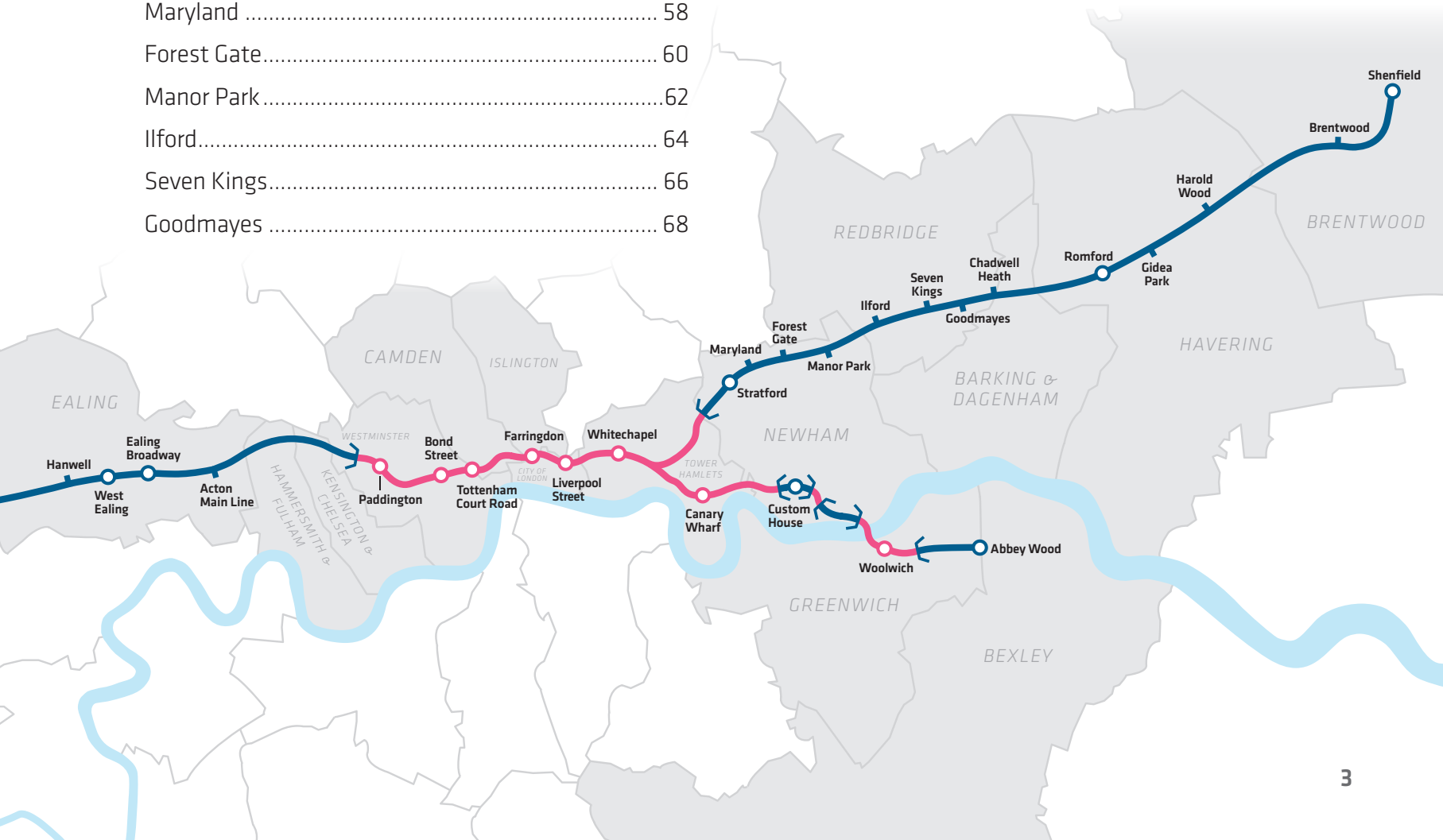




Crossrail's Public Spaces

Crossrail is one of the largest infrastructure projects in Europe and the first transport project in this country to design its stations, together with property developments and urban realm improvements in an integrated and complementary way. The approach recognises that in the future Crossrail passengers will judge the success of the railway not only by the service and the stations but also by the overall experience as they arrive at and leave the stations.

Crossrail's approach to the public spaces outside its stations is ambitious and pioneering. No other railway project in this country has included a programme of improvements as extensive as Crossrail's. These areas outside stations need to work effectively as transport interchanges and get people to the next stage of their journey by bike, foot, bus or taxi, as well as being attractive and pleasant public spaces to spend time in.

The key principles for the designs were agreed in 2010 with our partners, including Transport for London (TfL) and the local authorities on the Crossrail route in 2010. The designs aim to be attractive, adaptable and sustainable so their use can change over time; accessible including, where possible, step-free; legible and free from clutter; and safe and secure.

Importantly they also aim to retain the identity, diversity and characteristics of local areas giving confidence to local communities and to potential investors.

In March 2014 urban realm designs were completed for 31 stations which include 27 stations in the London area plus 4 outside London. This represents over 40 improved spaces outside stations; a total of 190,000 sq m of space – the equivalent of 19 Leicester Squares. The urban realm designs include 24 new and 12 improved station forecourts, 20 new pedestrian crossings alongside existing improved crossings, 328 new trees, in addition to those already at stations and 1,335 new bike parking spaces.

Crossrail recognises the importance of working in partnership and the designs have been carried out in collaboration with Crossrail, local authorities, Transport for London and, on Crossrail's surface section, Network Rail.


PADDINGTON CROSSRAIL

The boroughs play a vital part in raising funds for the designs, which will spread improvements and regeneration as far as possible from the stations. TfL has also committed funds for the boroughs to spend on these improvements in addition to Crossrail;s spending.

All the urban realm designs in London have been reviewed by panels of experts: in the central section of Crossrail reviews have been carried out by the Commission for Architecture and the Built Environment (CABE) and in outer London by Urban Design London. The designs have benefited and been improved by these independent reviews, which have also involved the relevant local authorities.

Crossrail will have a dramatic impact on improving local areas: local authorities and developers can tap into the increased accessibility offered by the new railway to promote and maximise further regeneration and development opportunities.

It is Crossrail's aim to spread regeneration as widely as possible, and new and improved- public spaces can help to reinvigorate and bring confidence to local areas and town centres. The 'Crossrail effect' is already happening in the centre of London at locations such as the east end of Oxford Street. Developers are also showing interest in outer London locations such as Abbey Wood and Southall.

The funding required to build the designs will be obtained from a variety of sources, a principle agreed by all the partners at an early stage. The total cost of the urban realm improvements outside every station on the Crossrail route is estimated at £130m. The target is to raise and implement £90m of improvements by Crossrail line opening in 2018. The funding will be split 3 ways between Crossrail, TfL and third parties (principally local authorities through developer contributions).


FARRINGDON
RRINGDON STATION

Maidenhead

Urban Realm | John McAslan & Partners /
Designers WSP

Borough | Royal Borough of Windsor and Maidenhead

Maidenhead railway station is a major gateway to the town with around 3.5 million people passing through it each year. The importance of the railway station to Maidenhead and the town centre will increase with the arrival of Crossrail.

The Royal Borough of Windsor and Maidenhead has identified the station and surrounding environs as an 'opportunity area' to help focus future regeneration and development activity. They have prioritised the delivery of a new sustainable transport hub at Maidenhead station with an enhanced forecourt and improved access for pedestrians and cycles between the town centre and train station.

The existing main pedestrian link between the station and town centre is a difficult and confusing route across a busy dual carriageway gyratory road. Bus interchange facilities are poor with bus stops scattered around the adjacent roads and the taxi rank is not large enough to meet current demands.

Crossrail and the Royal Borough have developed a range of proposals for the immediate station area for short term implementation as well as a longer term aspirational masterplan to be delivered with the 'opportunity area' development proposals. Both sets of proposals acknowledge the consistent ambition to create a strong physical connection between the station and the town centre.

The main proposals include the creation of a new landscaped station plaza including a water pool to act as a focal point that will animate the space and encourage people to linger. Tree planting, high quality paving materials, sensitive lighting and seating will help provide a positive experience for passengers arriving by rail.

To improve pedestrian connectivity to the town centre it is also proposed to reconfigure the King Street - Queen Street junction by rationalising the layout to provide one stage crossings for each arm of the junction. This will create a vastly improved pedestrian experience and a more direct and legible link to the town centre with little impact on traffic flows.

Slough

Urban Realm Designers | Atkins

Borough | Slough Borough Council

The arrival of Crossrail at Slough will support the borough's ambitious Heart of Slough regeneration project that includes a striking new bus station, cultural facilities and office developments as well as major new highway and streetscape improvements.

In recent years the forecourt to the main entrance to Slough's Grade II listed railway station has been significantly enhanced to help improve the station's interchange environment and key gateway to the town.

In contrast, the northern forecourt is somewhat neglected and poorly utilised as a public space and arrival point to the town. Most of the space is given over to car parking and the forecourt surfaces are of poor quality with very little usable footway space.

Crossrail's urban realm proposals aim to create a simple and adaptable pedestrian-friendly place that facilitates improved interchange between transport modes as well as providing a suitable setting for the listed station building.

The existing carriageway surfaces have been designed using a carefully selected range of materials to help unify the forecourt space and encourage shared use by vehicles, cyclists and pedestrians in a safe and low speed environment. Facilities for taxi pick-up and drop-off point, disabled parking and bus services are also included in the design proposals.


Express

West Drayton

Urban Realm Designers | Crossrail

Borough | London Borough of Hillingdon

West Drayton station has two entrances. The main (front) entrance opens out onto Station Approach which is a short, dead-end access road off the High Street that functions as station forecourt, car and cycle park, bus stop and access route to adjacent private premises. The rear entrance opens onto a vehicular turnaround on a quiet, predominantly residential, road.

The welcome for station users at West Drayton is poor, requiring navigation past bus stops along narrow (or non-existent) footways and through an environment that offers an overall lack of amenity. In addition, the station is located immediately south of the Grand Union Canal, but is almost entirely cut off from the waterfront.

The existing station building will be retained, and the urban realm proposals aim to achieve a high-quality gateway experience by creating a new canal-side pocket park next to it with tree planting, public seating and steps down to the water's edge. A new pedestrian footbridge across the canal provides a direct pedestrian link from the station to Yiewsley Town Centre, which will help revitalise the space by connecting it into a wider movement network.

Station Approach will benefit from the introduction of a continuous step-free footway on both sides and the simplification of the traffic management. A new space adjacent to the station will include a cycle hub and an enlarged bus shelter relocated to leave more space for passing pedestrians.

Outside the rear entrance, the proposals will create a shared surface at the vehicle turnaround point, which will make it easier for pedestrians accessing the station building to follow their desire line. Other improvements here include an enlarged forecourt space, public seating, a small amount of cycle parking, and tree planting.

Hayes and Harlington

Urban Realm | Urban Movement /
Designers Mott MacDonald

Borough | London Borough of Hillingdon

The existing Hayes and Harlington station building is located on the bridge over the railway tracks. A new larger Crossrail station will be built just north of the existing site. The local area is largely made up of low density, suburban housing, with the exception of the recent High Point Village development – the first of a number set to substantially change the character of the local area.

Though Hayes Town Centre is within easy walking distance of the station, the lack of clear visual links between them, allied to the relatively poor quality of walking routes, means that the station in fact feels very separate from it.

The urban realm design proposals seek to reduce this separation and 'future proof' the area for the large scale future developments that are likely to come forward. Each option creates a new public space in the triangle site between the proposed station building and High Point Village, while improving pedestrian and cycle connectivity to the station in all directions. Other improvements include better pedestrian crossings, continuous cycle lanes, tree planting, higher quality materials and safer junctions. The scheme will also provide step-free access between the station and the proposed major developments to the west, via a ramp from Station Road to Blyth Road, which provides a more direct route for those who are less mobile.


FANCY DRESS

Southall

Urban Realm Designers | JMP / WSP Group

Borough | London Borough of Ealing

There is enormous potential for improvement in the area around Southall station. The wider Southall area is likely to change substantially in future years due to large scale redevelopments such as the Southall Gas Works site which has permission for 3,750 homes. Much of the main planning work has already been done, as part of a partnership between the London Borough of Ealing, the Greater London Authority, Transport for London and Crossrail.

A new Crossrail station will be built just to the north of the existing building on the South Road railway bridge. Specific design issues faced at Southall include the level changes caused by the bridge, narrow footways (made worse by poorly located bus stops), and a lack of pedestrian facilities at nearby junctions. There is a need to balance these facilities with their impact on vehicular capacity, given the enormous amount of potential development in the area and the fact that the bridge upon which the station sits is the only vehicular link across the railway tracks for a significant distance in any direction.

The proposals for the urban realm outside Southall station provide a significant new civic space for Southall, when combined with a proposed new access road connecting the railway bridge to the Southall Gasworks development. The scheme provides an enhanced transport interchange for pedestrians and cyclists, widened footways, better paving materials, and new space around the station where it is needed most.

Flexible parking and loading space can be provided close to the station entrance and significant cycle parking space is also proposed. In addition, the junctions at either end of the bridge can be reconfigured to provide better (in some cases new) crossing facilities and greater pedestrian capacity. Further afield, an alternative route across the tracks for pedestrians and cyclists is proposed by replacing the currently disused footbridge east of the station.

Hanwell

Urban Realm Designers | Crossrail

Borough | London Borough of Ealing

Hanwell station is a smaller and comparatively lightly-used station located in a predominantly residential area. The station building is Grade II listed and will not be changed by Crossrail. The rear of the station has a secondary entrance that has been closed since the 1970s. Despite the attractiveness of the station and the nearby residential buildings, the streetscape generally suffers from inconsistent paving quality and a lack of step-free crossing facilities.

The urban realm proposals seek to address this and build on the attractiveness of the station building by creating an enhanced forecourt in York stone paving with a granite sett 'carpet', lit by heritage lighting columns, and with reduced parking directly in front of the station which can obscure views of the building. A bench is provided in the forecourt for those awaiting pick-up, along with increased cycle parking. There is potential for a café immediately next to the forecourt with space for tables and chairs outside. A station totem will make the station more visible from a distance.

There are plans, promoted by the borough, to reopen the rear station entrance and the space outside could be reconfigured to provide flexible space for pick-up and drop-off that can also be used during the school run outside peak hours. The proposals for this area are for the forecourt to be paved to match the front entrance with cycle parking and public seating. The kerbs will be realigned to increase footway width and remove areas currently used for fly-tipping. Lighting improvements will address safety concerns caused by the lack of active frontage along the road and concerns over speeding traffic will be addressed by raising the carriageway and colouring it.

West Ealing

Urban Realm Designers | Crossrail

Borough | London Borough of Ealing

West Ealing station is currently located in a predominantly residential area on Drayton Green Road. A new modular station building on Manor Road will be constructed for Crossrail.

The local area appears to be in a period of flux, where often struggling low rise retail units sit alongside newer, multi-storey mixed-use and residential developments. The public realm has been partially upgraded as a result of these developments and these improvements will be extended as part of the Crossrail design proposals.

The location of the new station building on a side road makes station visibility a problem. To address this, innovative lighting and a statement landmark structure are proposed, in addition to the station totem. Other improvements include a new forecourt in York stone, with a granite sett raised table across the carriageway to calm traffic and connect the forecourt with the shops and the Minicab office opposite. There will also be seating for those awaiting pick-up and a cycle hub, providing covered space for up to 148 bikes. To help animate the station forecourt, a new 'pop-up' cafe with tables and chairs is also proposed. Concept proposals for the unused railway platforms running parallel to Manor Road include landscaping or potentially using container architecture to create 'meanwhile' uses there, such as office space for start-up businesses.

Drayton Green Road will retain its existing function, but will be treated in coloured tarmac with a flush central refuge to calm traffic and aid pedestrian crossing. The bus stop to the north of Manor Road could be relocated to outside the existing station building if space there can be created by demolishing the redundant ticket office.

More widely, proposals have been made for nearby junctions, the pedestrian footbridge to the west of the station, Green Man Passage and the London Cycle Network route, as well as general improvements to wayfinding and footways.


Estates.net
HOT DOGS
LOBSTER ROLLS
COFFEE
DONUTS
snack box

Ealing Broadway

Urban Realm | Steer Davis Gleave /
Designers Urban Movement

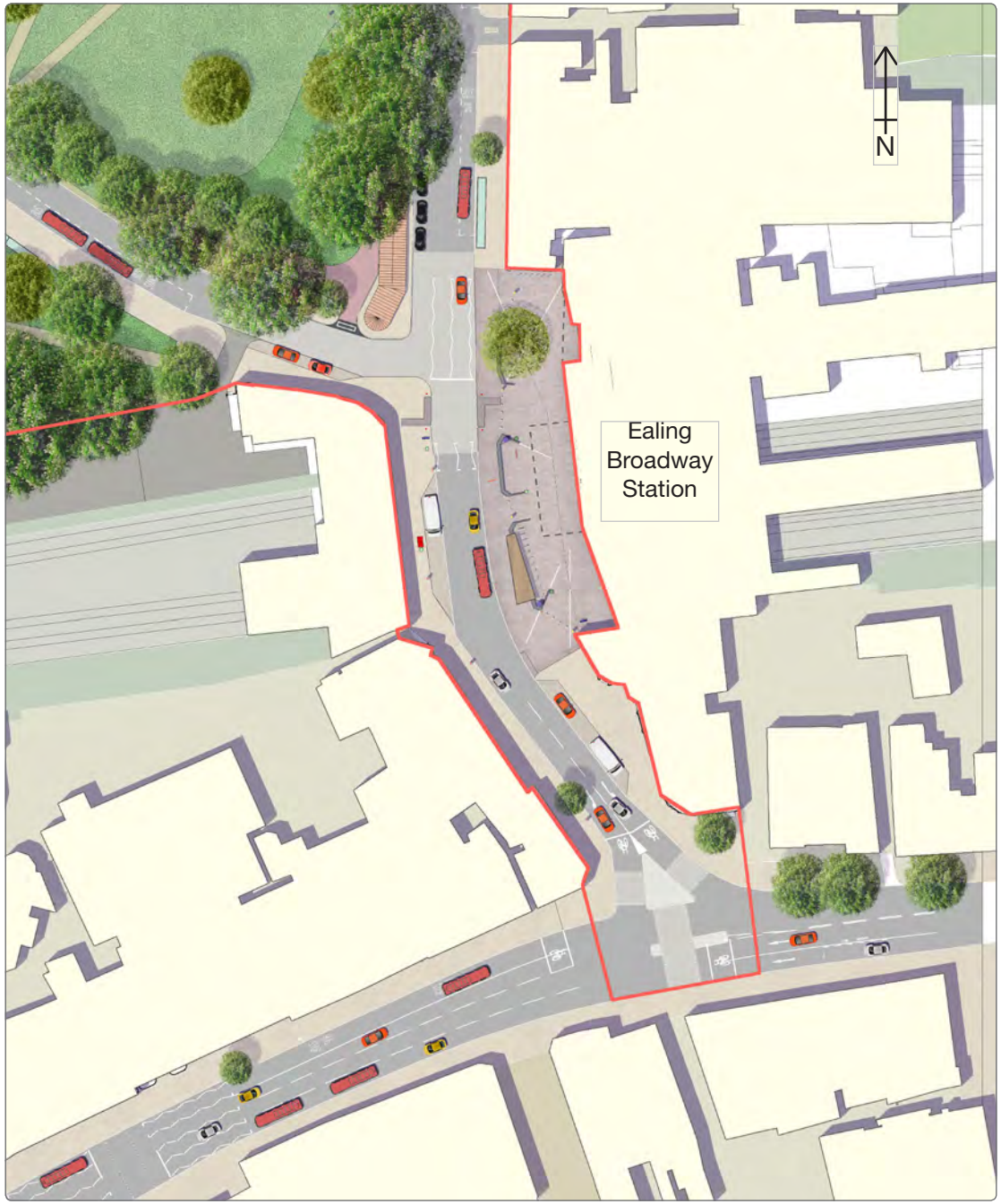
Borough | London Borough of Ealing

Ealing Broadway station is the main gateway to the borough. It suffers from a poor immediate urban environment and low quality pedestrian links to the wider area. The character of the area is defined by the attractive Haven Green, as well as the main thoroughfares and shopping centres of Ealing to the south. The transport interchange at the station could be improved. Much of the station forecourt was, until recently, used for car parking, which restricts pedestrian movement and gives a poor first impression on leaving the station.

The urban realm proposals for Ealing Broadway include a rationalisation of bus stop arrangements as a wider package of works designed to complement an improved station, minimise bus impact on Haven Green and improve the overall user experience of the area.

Within the station forecourt, the car parking will be replaced by a new pedestrian priority space paved in granite setts. The existing retaining wall will be removed at key locations to provide for pedestrian desire lines. Where it is retained it will maintain accessible gradients throughout, provide seating, and the structure for a new cycle parking area.

Further improvements will include a new bus shelter that is integrated into the wall; feature lighting will announce the station's presence. There will be more footway space at key pinch points and the crossing between the forecourt and Haven Green will be strengthened using alternative materials to give pedestrians greater priority.


N
Ealing
Broadway
Station

Acton Main Line

Urban Realm Designers | Crossrail

Borough | London Borough of Ealing

Acton Main Line station is located off Horn Lane, a busy local road that connects the Uxbridge Road to the south with Western Avenue to the north. Inactive frontages mean that the immediate vicinity around the station lacks a coherent feel. The wider area is mainly residential although there is some local retail and a substantial area of industrial properties located to the north of the station.

The new Crossrail station is south of the existing building with a location and orientation that creates a new station forecourt east of the station and a new space to the rear. It will sit on a junction which is currently signalised, with significant guardrailing and crossings that do not cater for pedestrian desire lines. Nearby footways suffer from the use of multiple materials, have a number of pinch points, compounded by poorly located street furniture, and there is no free seating close-by.

The urban realm design aims to replace the existing signalised crossing with a non-standard roundabout-type layout, based on a similar scheme in Poynton, Cheshire, but using more robust materials. The new layout narrows the carriageway and introduces flush central refuges, coloured road surfacing and visible drainage channels.

These measures, when combined with zebra crossings on each arm will facilitate pedestrian movement on key desire lines, improve pedestrian access, while simultaneously slowing traffic and increasing junction capacity. Other features include footway widening, new tree planting, relocated bus stop facilities, new public seating, and a cycle hub behind the station providing covered parking space for up to 84 bikes.

Paddington

Urban Realm Designers | Gillespies / URS

Borough | City of Westminster

Paddington Station enjoys excellent public transport connectivity and a unique heritage with the Grade I listed building station interiors and environs. However, before Crossrail construction began the environment of Departures Road suffered from being used primarily as a taxi pick-up and drop-off point. The road was also sunken by three metres below the general pavement level. The pavement was confined and narrow, making it difficult to negotiate and it felt oppressive and unsafe to pedestrians. The taxi pick-up point was located beneath a low canopy, further worsening noise and lighting issues.

Eastbourne Terrace, also part of the Crossrail worksite, is now partially reopened. It has long suffered from pedestrian severance, including inadequate access to Departures Road and the station itself, and poor legibility.

The urban realm design will take advantage of the relocation of the taxi facility to the opposite side of the station, and will transform Departures Road into a world-class, pedestrianised arrival space. A series of zones along the new urban realm will reflect the scale and direction of the street. These zones paved in a unifying natural stone, extend outwards from the station creating threshold, movement and anchoring spaces. The design for the public space will encourage pedestrians around Paddington to visit Departures Road shopping and leisure outlets.

Access to Eastbourne Terrace will be dramatically improved with a lift and three wide staircases. At the upper level the transport interchange will incorporate a taxi drop-off point, cycle and motorcycle parking and a much more easily seen, direct link to buses. New wide zebra crossings will be installed. Servicing arrangements, security measures, several benches and new elm trees are also fully integrated into the design, all contributing to a much lighter and open environment.

Paddington *Canal-side*

Urban Realm | Gillespies /
Designers Weston Williamson

Borough | City of Westminster

The new entrance to the Hammersmith and City Line at Paddington, together with its urban realm, was constructed by Crossrail and opened in 2013. This is part of a wider project known as the 'Paddington Integrated Project', a partnership with Network Rail and London Underground, which saw the creation of a new taxi facility on the former Red Star Deck, the refurbishment of the fourth span of the mainline station and the upgrade of the Hammersmith and City Line Station.

The urban realm around the western Grand Union Canal towpath was previously characterised by uneven surfaces, limited connections and lack of signage and wayfinding.

A temporary urban realm scheme was implemented in summer 2013 which included a new pocket park, a vibrant public space with soft and hard landscaping, legible London signage and seating, all enhanced at night by ambient lighting.

In the longer term an oversite development will be built over the taxi ramp and over part of this landscaped area. The permanent urban realm design scheme aims to complete the waterside urban realm within the Paddington Basin and to establish a clear, safe and accessible towpath alongside the canal and property development built over the station entrance. This will aid pedestrian movement and wayfinding from station exits and surrounding developments while maintaining the character and quality of the area by respecting the historical industrial character of the Basin.

With the use of natural stone paving, reclaimed granite setts will extend the path treatment up to South Wharf Road, new lighting columns and seating. The new scheme will enhance accessibility and legibility, clearly define the entrance to the station and create an appropriate setting for the property development.

Temporary Scheme

Permanent Scheme

Bond Street *West*

Urban Realm | John McAslan & Partners /
Designers WSP

Borough | City of Westminster

The Bond Street western station entrance is located on Davies Street, one of the main roads connecting Oxford Street to Mayfair. The area is a busy shopping and tourist thoroughfare with high pedestrian flows. The footfall is set to increase in the future. As a result of this spaces for pedestrians and vehicles have been reviewed with the arrival of Crossrail.

A new urban realm design takes into account the increase in pedestrian use and will sensitively integrate the new Crossrail station entrance with the surrounding environment. Improvements will include a wide, raised crossing outside the station entrance to address key pedestrian desire lines, while pedestrian priority areas are created to the north and south of the station on Weighhouse Street and St Anselm's Place.

The eastern end of Weighhouse Street will feature a generous forecourt, which will help maximise the area available to pedestrians. The forecourt space will feature high-quality granite paving that will seamlessly extend into the station concourse. St Anselm's Place will be paved with reclaimed granite setts to reinstate the cobbled mews effect.

Along Davis Street there will be a reduction of carriageway width and provision of much wider footways to accommodate the high flows and rebalance the space in favour of pedestrians. This is complemented by a general de-cluttering of the area, use of high-quality materials, provision of cycle stands, Legible London signage and improved lighting.

With the support of substantial third party funding, this treatment could be easily extended along Davies Street all the way up to Oxford Street. Thus completing the transformation of this important area.


BOND STREET STATION

Bond Street *East*

Urban Realm | John McAslan & Partners /
Designers WSP / Publica

Borough | City of Westminster

The new Crossrail station entrance on Hanover Square is located in the Mayfair conservation area, within walking distance of Oxford Street and Regent Street. The existing environment in Hanover Square is dominated by traffic, with very wide carriageways and low quality pedestrian space and the general lack of a coherent public realm. Crossrail's arrival will transform the north-western corner of Hanover Square.

The design of a new urban setting for the Crossrail station provides an opportunity to develop a framework for the restoration of the historic layout of Hanover Square. The aim is to create more generous pedestrian areas around the gardens and on all sides of the square. Four at-grade diagonal crossing points are proposed on Hanover Square with adjacent footways in materials which follow the heritage (Yorkstone and granite) paving.

Where Tenterden Street joins Hanover Square, lighting, seating opportunities and Legible London signage are provided as part of an integrated wayfinding system. Cycle parking is provided at several locations in the square and taxi bays will be relocated closer to the station.

A shared surface treatment will be applied to Tenterden Street, maximising the area available for pedestrians and creating a prominent, and generous, forecourt to the station entrance. Users will enjoy high-quality granite paving and accessible routes to Oxford Street via Dering Street and Harewood Place.

These improvements will be funded by Crossrail. It is proposed that the additional improvements to the rest of the square included in the urban realm masterplan will be funded by third parties.

The Crossrail property development, which is being delivered by Great Portland Estates, includes an additional element of new urban realm: a new public courtyard space which can also be accessed from Tenterden Street, New Bond Street and Brook Street.


BOND STREET STATION

Tottenham Court Road *West*

Urban Realm Designers | Atkins

Borough | City of Westminster

Soho is one of central London's most colourful and dynamic districts. Its character continues to evolve with its Georgian streets that are now home to many of the UK's successful independent media companies, some of London's best restaurants, bars and clubs, all of which attract visitors and workers to the area. The arrival of Crossrail is another part of the palimpsest of Soho with the Dean Street entrance being the first underground station located in Soho.

The main focus of Crossrail's urban integration design is the streets to the immediate south of Oxford Street that surround the new Tottenham Court Road west entrance between Dean Street and Great Chapel Street. The station entrance will open into the northern part of Dean Street, adjacent to the junction with Oxford Street.

The urban realm design aims to knit the new station building and over site development into the existing urban fabric by using traditional materials in a contemporary design that reflects the station and the new residential development above. A small section of Dean Street between Fareham Street and Oxford Street will be closed to vehicular traffic to allow a generous space to be created for passengers and pedestrians during peak times.

Within the other streets the existing traffic arrangements are maintained by keeping Fareham Street open to through traffic whilst widened footways and raised carriageways will help to rebalance the streetscape with greater consideration to the needs of pedestrians.


loaded

Tottenham Court Road *East*

Urban Realm | Atkins / Gillespies /
Designers AHMM

Borough | City of Westminster

St Giles Circus lies at the heart of some of the capital's most popular destinations where four of central London's principal streets converge: Oxford Street, Tottenham Court Road, Charing Cross Road and New Oxford Street. It is a major road junction and one of the capital's busiest underground stations.

The existing Tottenham Court Road station is being rebuilt to accommodate Crossrail and the new ticket hall will be six times the size of the original. This, together with the property developments that are planned on both sides of Charing Cross Road, represents a crucial opportunity for Crossrail to act as a catalyst for transforming a part of central London.

This is a part of central London previously characterised by poor public realm and a dominating gyratory traffic system. Pedestrian movement was compromised by street clutter and narrow footways that at times caused an uncomfortable and, in places, unsafe experience on foot.

Crossrail has been working on the St Giles urban realm design proposal with its partners London Underground, Transport for London and the two local authorities: London Borough of Camden and Westminster City Council. The scheme will create a new piazza around the new glass station entrances to provide a generous pedestrian space and extend around the base of Centre Point. It re-establishes the historic link between Oxford Street and Covent Garden. A pedestrian crossing between the piazza and a new landscaped space in Sutton Row will create a direct and legible walking route between St Giles, Centre Point and Soho Square to the west.

Image courtesy of
London Underground

Farringdon *West*

Urban Realm | Burns + Nice / URS
Designers

Borough | London Borough of Islington

Farringdon has a very fine grained layout to the east, transitioning to a much more modern, large scale environment on Farringdon Road. The station entrance is located on the boundary of three separate local authorities, which has meant that the area has not always benefited from a high-quality, coordinated public realm.

Crossrail passengers will enter and exit the station via the new ticket hall in Cowcross Street, opposite the Metropolitan line London Underground station.

The urban realm scheme was developed to cope with the predicted increase in passenger flow once Crossrail arrives. The scheme maximises pedestrian capacity in the peak periods, while providing an attractive new public space outside of peak hours. This is achieved by creating a pedestrian priority space (cyclists will be allowed through) that strips out all street furniture other than a narrow central furniture zone, containing a line of trees with potential for public seating, cycle parking or other uses between them. It also creates a sense of continuity between the two station entrances by utilising materials that reflect the colour scheme of the station ticket hall flooring.

At the western end of Cowcross Street, the pedestrian crossing over Farringdon Road will be raised to provide step-free access. Feature lighting columns are also proposed here to help landmark the station from along Farringdon Road. The proposed development on the corner of Cowcross Street and Farringdon Road will provide an active frontage with the potential for outdoor tables and chairs, which will help enhance the space outside peak hours.

Part of the design is already constructed east of the station. Pedestrians benefit from a raised table, wider footways, improved materials and new tree planting. Overall the scheme will deliver a high-capacity gateway and an attractive new public space for people travelling, visiting, living and working in and around Farringdon.


FARRINGDON STATION
FARRINGDON STATION

Farringdon *East*

Urban Realm | Burns + Nice / URS
Designers

Borough | City of London

The new eastern entrance to the Crossrail station at Farringdon will be on Long Lane, and occupies the southern part of a block immediately east of Smithfield Market, an area of great historical significance. The existing urban realm is inconsistent in its treatment and quality with a limited number of formal pedestrian crossings and insufficient wayfinding through the area.

The area operates in very different ways depending upon the time of day, and can be dominated by HGVs servicing the market in the very early hours of the morning, by commuters during the day and by a very active night-time economy in the evenings. As such, the urban realm needs to accommodate each of these users.

The urban realm proposals include a large raised table to calm traffic outside the station entrances on Long Lane, widened footways, improved pedestrian crossings relocated to reflect pedestrian desire lines, and a consistent application of high-quality materials, such as York stone paving for the footways.

A shared surface on Hayne Street will help prioritise pedestrians along this popular cut-through, and will allow servicing to the proposed over site development. It will be paved in granite setts, and will continue across Charterhouse Street into the square replicating the materials used there.


FARRINGDON STATION

Liverpool Street *West*

Urban Realm | Urban Movement /
Designers Mott MacDonald

Borough | City of London

The western entrance of the Liverpool Street Crossrail station will be one of the busiest on the Crossrail route. The existing Moorgate ticket hall will be modified to create a new and larger integrated ticket hall to allow interchange with the Northern, Central, Metropolitan, Circle and Hammersmith & City Lines

The Crossrail station entrance will be on Moorfields which runs parallel to Moorgate, a main thoroughfare and one of the City's principal shopping streets. Although an important walking and cycling route, Moorfields has a significant amount of blank frontages with a 'back of house' feel that lacks the character and quality of the other nearby City streets. The arrival of Crossrail and the adjacent new developments will transform Moorfields and help it become a distinctive City street.

The urban realm design for Moorfields will encourage street activity to flourish while ensuring that the new station entrance is clearly visible, easily accessible and key desire lines through the spaces are properly catered for.

To help rebalance the space between vehicles and pedestrians, carriageway widths have been reduced and footway space increased. Careful management of vehicle access to the street will ensure pedestrians and cyclists have priority and can move safely and through the street or, alternatively, pause and enjoy the enhanced street scene.

A consistent treatment will be employed across the street that is in tune with the City's own material palette to ensure integration with the wider street network and help link the existing public spaces at Moor House and City Point. New trees will help soften the street and provide character, carefully positioned to maintain sight lines. New way-finding will help visitors effectively orientate themselves and direct them around the City of London.


Attire
Attire

Liverpool Street *East*

Urban Realm | Urban Movement /
Designers Mott MacDonald

Borough | City of London

Liverpool Street Station is a key gateway to the City of London, Europe's leading financial centre. It is a destination for tens of thousands of people who use the station every day on their way to work or as visitors to the City or the nearby areas of Spitalfields and Shoreditch.

The compactness and density of the Square Mile means that walking is the best way to move around the City. The area around the station also has to deal with large numbers of servicing vehicles, taxis and buses. The arrival of Crossrail will see significant increases in pedestrian movements and other transport modes to get to and from the station. The aim of the urban realm design is to create a safe and welcoming public space that functions as a gateway to the City of London. The new public space will facilitate the free and easy movement of people, create conditions for waiting and simply enjoying the space, and allow the necessary vehicle access without spoiling the pedestrian experience.

The key proposal is to restrict vehicular traffic in Liverpool Street between Old Broad Street and Blomfield Street and to create a consistent surface across the area using a limited palette of traditional materials in keeping with the prevailing City of London character. New seats will be introduced and all the principal pedestrian desire lines across vehicle routes will be raised flush to increase their priority and improve accessibility.

Whitechapel

Urban Realm Designers | BDP / Hyder

Borough | London Borough of Tower Hamlets

Whitechapel is a culturally rich and diverse area. Nowhere is this more evident than the permanent market on Whitechapel Road, which reflects the distinctive social make-up of the community. Whitechapel Road forms an arterial thoroughfare, with the market stretching along its footway and the Royal London Hospital located on its southern side.

The new entrance to the Crossrail station will be in the same location as the existing entrance on Whitechapel Road and during Crossrail's construction work there will be a temporary ticket office in Court Street.

The entrance to Whitechapel Station forms a significant pedestrian node on Whitechapel Road. In addition to the considerable numbers of station passengers, there is a strong east-west movement, driven by the market. The Royal London Hospital is located opposite the entrance, creating a crucial crossing point of Whitechapel Road. By adjusting the position of some market stalls and carefully planning street furniture, Crossrail's improvements will rationalise and increase the size of the station's forecourt. In addition the use of feature paving will give the forecourt a stronger definition.

Beyond Whitechapel Road the focus is on improving pedestrian links to the north and the residential hinterland. The first section of improvements will open in mid-2015 and focus on Court Street. The street will be pedestrianised and the current carriageway raised to create a unified surface. The existing railway bridge canopy will be removed and feature up-lighting will create a safer, more pedestrian-friendly route.

Durward Street is a less active space than Whitechapel Road: parked vehicles, hard surfaces and blank frontages that can make it an intimidating space. The scheme will reduce the previous levels of car parking and remove the bus stand completely. In its place a new public space will respond to pedestrian desire lines, creating a greener, more inviting environment.


UNDERGROUND
WHITECHAPEL STAT

Canary Wharf

Urban Realm | Foster & Partners /
Designers Gillespies

Borough | London Borough of
Tower Hamlets

Canary Wharf station is being constructed in the North Dock, a stretch of water which separates the Canary Wharf Estate from Poplar. These two areas differ considerably in terms of urban massing and character; with high rise commercial buildings of Canary Wharf to the south and smaller scale residential neighbourhood of Poplar to the north. Canary Wharf, in conjunction with Crossrail, has used the opportunity of the station to deliver a 'stepping stone' between these two areas.

To the north of the station a newly created dock edge will provide connections to Poplar. The existing pedestrian routes to West India Quay and Poplar will be significantly upgraded, with a series of newly formed, connecting routes. The boardwalk at dock edge level, along the southern side of the station, will enliven the retail façade and surrounding public space.

At the boardwalk's western end a public square at Adam's Place connects the station directly to Canary Wharf both at dock and ground level. Pedestrian access in and out of the space is driven by the number of entrances, but the square also provides opportunities to stop and relax. The design behind the square explores the idea of a lightweight deck that almost appears to float in the dock. The place is treated like a pontoon taking you from Canary Wharf to the Crossrail vessel.

An important part of the development is a public landscaped garden on the roof of the station development. Easily accessible from ground level, the garden will be a distinctive open space characterised by lush native planting and water features all within an open lattice structure. Diversity in the design, layout and planting is intended to encourage its use by the public and create habitats for wildlife. Most importantly, it will provide a new amenity for the local community that accommodates a variety of activities within a stimulating natural environment. When the public areas and building are open during the evenings they will glow, enhancing the appearance of the area and welcoming visitors.


PARK RESTAURANT

Custom House

Borough | London Borough of Newham

Custom House station is at the core of an area of the London Borough of Newham which includes the Royal Docks and has huge potential for regeneration. In 2008, Newham Council adopted an initial framework for this area with its *Canning Town and Custom House Supplementary Planning Document.*

This Crossrail station, located next to the existing Docklands Light Railway station, will also serve the ExCel centre and the Royal Docks. While the former already attracts large crowds for exhibitions and conferences, the latter forms another important opportunity area, where significant growth and development is expected in years to come. Custom House station and its future urban realm will perform an important role in reducing the severance caused by the railway line and connecting the communities either sides of the railway corridor.

Newham is currently refining its comprehensive redevelopment plans for the area around the new Crossrail station on Freemasons Road. The plans include new buildings and a new public space around the station. Crossrail and the London Borough of Newham will continue working together to maximise the benefits for the area.

With such a fluid urban landscape, a design for the permanent urban realm will be developed as part of the wider regeneration plans led by the borough. Crossrail, however, will be implementing an interim scheme with soft and hard landscaping, including planting, lighting, wayfinding and cycle parking, in time for the opening of the 24 hour pedestrian link in late 2015. The link will connect both Custom House Station and the Excel Centre to Freemasons Road.


CROSSRAIL
DLR
R880 KMG

Woolwich

Urban Realm | Gillespies / Atkins
Designers

Borough | Royal Borough of Greenwich

The new Crossrail station at Woolwich is located in the historic area of the Royal Arsenal. The key challenge for the urban realm design is to integrate the new Crossrail infrastructure within the wider Woolwich Town Centre context, extending the recent public realm improvements of Beresford Market and General Gordon Square, while respecting the heritage context of the Royal Arsenal.

The new Crossrail station in Woolwich will benefit from a setting, unique for Crossrail, where its main entrance fronts a well established green space, Dial Arch Square.

The urban realm scheme connects the station to the green space, the Royal Arsenal and the town centre with a wide pedestrian 'super-crossing' on Plumstead Road. A spacious and inviting area for pedestrians will be established along the generous station forecourt running the length of the eastern side of the square. This step-free public area will be composed of high-quality natural stone, and clear and logical pedestrian routes will connect pedestrians to the town centre, the bus interchange and other destinations.

To complement this, a paved threshold to the forecourt will merge into the green space where there will be new seating, furniture, signage and trees planted for users to enjoy. This threshold will also respond to site levels and Verbruggens House, a grade II listed building, forming a raised setting for the house and emerging as a simple seat edge ending with a lime tree feature.

Two new paths will be created to protect the rest of the green from the increased footfall. The lighting design features new columns along the station forecourt and low level lighting along the path to make the area safe and pleasant to use at night time.

Abbey Wood

Urban Realm Designers | Urban Movement

Borough | London Borough of Bexley / Royal Borough of Greenwich

Awards | Shortlisted for New London Architecture Awards 2014

The arrival of Crossrail is a once in a lifetime opportunity to transform Abbey Wood by acting as a catalyst for the wider regeneration of the area.

Two pieces of transport infrastructure, the railway line and the Harrow Manor Way flyover, currently dominate the local environment and obstruct pedestrian movement around the area.

The existing station will be demolished and a new ticket hall built, elevated above the railway line to connect with the Harrow Manor Way flyover. The new station will act as an 'urban bridge' to provide a direct and accessible link between the areas to the north and south of the station.

The urban realm design supports the function of the station, builds on the natural assets of Abbey Wood, helps to overcome the barriers to movement and creates a new gateway to Abbey Wood.

To the south, Wilton Road's role as the high street and local centre will be reinforced and access to the main station forecourt and transport interchange will be from Gayton Road. To the north of the station in Felixstowe Road the urban design includes a new station square.

The design for the upper concourse level on Harrow Manor Way will have a more contemporary aesthetic and will exploit its elevated position to offer panoramic views in all directions, increasing the sense of arrival.

As part of the wider urban realm proposals Harrow Manor Way will be transformed from a four-lane urban motorway to a more traditional road with pavements and dedicated cycle lanes. Harrow Manor Way will link the southbound bus stops to the station via a new pedestrian crossing.

The station design and urban realm were reviewed by CABE who felt that they *"underlined the deeply civic stance which is at the heart of this project"* and that the scheme *"has the potential to be an exemplar of sub regional regeneration."*

Image courtesy of Network Rail

Pudding Mill Lane

Urban Realm Designers | Urban Movement

Borough | London Borough of Newham

The relocation of Pudding Mill Lane Docklands Light Railway station is necessary to accommodate Crossrail's tunnel portal, where the railway emerges from under ground just to the west of Stratford. The new, larger station and railway viaduct have been built with the capacity to serve visitors to the Olympic Park and Stadium.

The area around Pudding Mill Lane will experience significant change in the forthcoming years. Its transformation from industrial landscape to a residential area with good transportation and links to both the Olympic Park and the River Lea is being mapped out by the London Legacy Development Corporation and the London Borough of Newham.

Crossrail will be contributing to these changes with the new station and its associated urban realm improvements as well as a generous station forecourt, soft landscaping and tree planting. The design includes pedestrian routes to the River Lea, to the west, and to the Greenway, to the east, from which a long distance footpath and cycleway can be accessed.


DLR

Maryland

Urban Realm Designers | BDP / Hyder

Borough | London Borough of Newham

Despite the regeneration the Olympics has 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. Most notably, there is an array of barriers and railings between the carriageway and the footways giving rise to a segregated and hostile pedestrian environment. The footway outside the station is very narrow, forming a highly constricted pedestrian access on approach to Maryland Station.

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.

The existing roundabout will be removed, creating an opportunity to enhance the transport interchange by providing new cycle parking (along the wall next to the station entrance), introducing taxi and pick-up and drop-off facilities, and integrating Legible London wayfinding with public transport interchange along routes to and from Maryland Station, particularly on Leytonstone Road. Granite setts will be applied to all crossing points and to the section of the highway that links the two main public spaces and new tree planting will help to soften the urban landscape.

The resulting effect will be a space rebalanced in favour of pedestrians, providing better opportunity for retail to thrive and supporting the regeneration of the local area.


MARYLAND

Forest Gate

Urban Realm Designers | BDP / Hyder

Borough | London Borough of Newham

Forest Gate is fast becoming one the most vibrant district centres in the London Borough of Newham. However, with the station located next to a very large and complex junction the area and the local centre feel dominated by busy road traffic.

An excessive amount of railings, bollards and street furniture contribute to the clutter in the public realm and creates a series of divided spaces, one of which is being used as a local market.

The urban realm design scheme proposes improvements to address this imbalance, unify these spaces into a coherent area and provides a general decluttering of the urban realm.

Pedestrian access to the station entrance will be enhanced by improving the junction with Forest Lane and Sebert Road, and by widening the footway. At the main junction, the left turn on to Forest Lane will be removed, providing extra space for people to walk to the station. The carriageway will be resurfaced in granite setts and wider crossings will encourage traffic calming and ease of use by pedestrians.

The scheme also aims to create a new public transport hub by connecting all modes of transport, improving interchange, and rationalising bus stop locations. Convenient cycle parking will be provided by spaces on Woodgrange Road and a secure cycle hub just off Woodgrange Road. There will be a taxi stand for pick-up and drop-off.

Manor Park

Urban Realm Designers | BDP / Hyder

Borough | London Borough of Newham

Manor Park station is characterised by its proximity to the park on one side and the bustling life of Romford Road on the other. The surrounding urban environment is in a poor state, featuring uneven surfaces and a lack of a coherent treatment. Furthermore, the road outside the station is excessively wide and the retail outlets in the area are generally of a low quality. Throughout the area there is scope to improve connections to and from the station, and introduce some trees and planting to soften what is currently a very hard urban setting.

The urban design proposal aims to clean up and simplify the streetscape with high-quality materials. Station Road will benefit from a granite sett surface treatment, traffic calming elements and a new zebra crossing directly outside the station entrance.

The design will enhance the physical quality and appearance of the station forecourt and approach with new, robust materials that create a consistent access route between the stations and key destinations in the area.

The interchange will benefit from wider footways at the bus stops and additional bus standing space, cycle parking closer to the station entrance and a cycle hub on a vacant plot of land opposite the station.

There is potential to extend the improvements up to the Romford Road junction.


MANOR

Ilford

Urban Realm Designers | BDP / Hyder

Borough | London Borough of Redbridge

Ilford is an important metropolitan centre and a key transport interchange in east London, served by a number of bus routes comparable to Oxford Street. The area immediately around the station suffers from insufficient and poor quality pedestrian space, with narrow footways, street clutter and high levels of congestion.

The urban realm scheme will provide a high-quality, generous, station forecourt and an improved transport interchange. Outside the station on Cranbrook Road users will find a widened and realigned main crossing for greater pedestrian convenience and a more efficient layout of bus stops. The orientation of the new bus shelters together with wider footways will help to reduce congestion for pedestrians and facilitate queuing for bus passengers.

The wide station forecourt and the Exchange Shopping Centre's plaza will be paved in high quality materials, providing a coherent, integrated design. New cycle stands and increased levels tree planting will complete the transformation of Cranbrook Road.

Improvements are also proposed to the secondary entrance in York Road, which currently suffers from lack of legibility and street presence. These will include better accessibility and safety of the area, new street furniture, improved paving and new lighting.

London Borough of Redbridge is already raising funds to deliver this ambitious scheme which aims to create a strong sense of arrival and a new focal point for Ilford.


EXCHANGE
LA VIE EN ROSE
POPS
COSTA
EXCHANGE

Seven Kings

Urban Realm Designers | Crossrail

Borough | London Borough of Redbridge

Seven Kings is one of Ilford's key local centres that has developed around the route of the ancient Roman road between London and Colchester, also known as High Road. The railway station sits beside a large road junction, where the High Road crosses the railway line, that dominates the town centre. As a consequence the traffic weakens the character of the local area to the detriment of pedestrians. Despite this, the area feels vibrant with plenty of street life and significant potential for improvement.

The arrival of Crossrail will undoubtedly result in a change in the perception of Seven Kings as it becomes a more desirable place to live with faster and more direct rail connections to the rest of London.

The urban realm design approach aims to improve both the station and wider high street environment by raising the quality, design and legibility of the public realm and addressing some of the obvious imbalances between vehicles and people.

Modifications to High Road and Cameron Road junction layout are proposed to prioritise pedestrian movement and access to the station. This will create a more welcoming arrival space and gateway to Seven Kings. A new landscaped area is proposed in Cameron Road to help address the lack of public space in the area and increase opportunities for meeting people and provide somewhere to pause and relax away from the hustle and bustle of the main commercial area.


SEVEN KINGS
Hair
BY SUNNY
SPICE
ASTON

Goodmayes

Urban Realm Designers | Crossrail

Borough | London Borough of Redbridge

Goodmayes station sits on a bridge over the railway and is set back from the main street, Goodmayes Road with its local shops and services, with a small forecourt.

The forecourt area does not provide an attractive arrival point. It is a constrained space with narrow footways outside the station entrance which are heavily used during the peak periods and unsightly car parking which takes up space that could be better used by pedestrians. The position of the station building - set back from the main road - results in poor visibility from north and south approaches.

Crossrail has worked with Redbridge to develop a concept that re-arranges the core station public realm immediately outside the station to create an enlarged forecourt space and arrival space with widened and resurfaced footways, new cycle parking and station seating. Legible London signage will improve wayfinding and station visibility.

Wider area proposals along the main Goodmayes Road corridor include the creation of a new public space beside a local shopping parade, new tree planting to help soften the street and provide character, and junction treatments to the side road that improve accessibility and give pedestrians priority.


GOODMAYES
Diamond Cars
MINI CABS
Recorder

Chadwell Heath

Urban Realm Designers | Crossrail

Borough | London Borough of Redbridge

Crossrail has worked with two boroughs (Barking & Dagenham and Redbridge) to design urban realm improvements for Chadwell Heath Station and the surrounding area. The station building itself is located in the borough of Redbridge about 400m from the High Road, which is the local shopping centre. Many of the surrounding streets, however, are within the borough of Barking & Dagenham.

Currently, along the walking route to the station, there are several areas where there is potential for improvement to the urban realm, with particularly narrow footways and excessive street clutter.

The design concept creates a continuous pedestrian link stretching from the residential areas in the south to the High Road to the north, with the station at the area's core.

The design proposals include footway widening and resurfacing, major junction improvements, an enhanced bus interchange and a new zebra crossing located directly outside the station. A number of additional facilities will be located in the adjacent station car park including a car pick-up & drop-off point linked to the station by a new staircase. The use of robust and consistent materials and additional street trees will complete the scheme.

The High Road has seen recent highway improvements implemented by both local authorities. Some of the elements of the new urban realm scheme have already been delivered by Barking & Dagenham.


CHADWELL HEATH
Tickets

Romford

Urban Realm | John McAslan & Partners /
Designers WSP

Borough | London Borough of Havering

In recent years significant improvements along South Street, Romford's main shopping street, have enhanced a vibrant metropolitan town centre. However, the area immediately around the station suffers from insufficient and poor quality pedestrian space. The urban design proposal will address the issues around the station entrance and further south along South Street.

To the south of the station, space which is currently used for standing buses will be reclaimed to provide widened footways. The bus stands will be relocated to Atlanta Boulevard and to assist passengers there will be a better arrangement of bus stops to provide an improved interchange.

Throughout the improvement area a comprehensive palette of street furniture, paving and lighting will be implemented. These developments will ensure a modern high-quality experience for both station users and the general public, which will be safe by day and by night.

The London Borough of Havering have already collaborated with designers Studio Weave to implement improvements for Victoria Road and The Battis. The Battis, the street immediately outside the new northern Crossrail station entrance, was previously used for parking and delivery traffic. The urban realm improvements have turned The Battis into a dedicated, inviting pedestrian area, where a brightly coloured paving pattern points the way to the station entrance.


food
food

Gidea Park

Urban Realm Designers | BDP / Hyder

Borough | London Borough of Havering

The London Borough of Havering has recently implemented a station forecourt improvement scheme which has alleviated problems such as pedestrian pinch points outside Gidea Park station. However, the area to the north of the station, that leads to a conservation area, has not been improved and the northern access to the station is through the car park. To the south, a long pick-up and drop-off bay was created which is often occupied by parked vehicles. A pedestrian alleyway connecting to the main residential estates is currently in a poor state of repair and feels unsafe, especially at night time. Altogether the impression is of an incomplete urban realm.

The design proposal aims to finish off the urban realm around the southern entrance, and enhance access to the conservation area from the north.

On the southern side, the scheme will extend the local authority's treatment along Station Road by creating a new landscaped area with seating, introducing Legible London signage, adding cycle parking and planting new trees. The scheme also features the resurfacing of the alleyway and the introduction of CCTV to improve safety as well as the replacement of the current pick-up and drop-off points with a new taxi rank.

On the northern side, the car park will be redesigned to improve pedestrian access and enhance the setting of the station by including new trees, hedges and fences, which will be upgraded in keeping with the conservation area.


GIDEA PARK

Harold Wood

Urban Realm Designers | Crossrail

Borough | London Borough of Havering

Harold Wood is a green and leafy suburb of Romford, predominantly residential in nature with a cluster of shops located along Station Road. The station's main entrance is located on Gubbins Lane, to the south of its junction with Station Road.

The Gubbins Lane / Station Road junction predominantly caters for the movements of road users and is a functional transport interchange. While the existing zebra crossings on Station Road and Gubbins Lane address some pedestrian desire lines they do not particularly accommodate pedestrian movements to the west and north. The urban realm scheme proposes additional crossing points across both junctions to reflect pedestrian desire lines.

Harold Wood's secondary entrance currently discharges directly into the station's car park. There is an unwelcoming pathway that connects the area to Station Road, otherwise the area feels isolated and dominated by vehicles.

By removing vehicles from this area, the scheme proposals are able to form a new raised forecourt solely for the usage of pedestrians and cyclists. Visual and physical connections to Station Road are vastly improved with a new seven metre wide flight of stairs and a ramp giving mobility access. Within the forecourt there is provision for public seating and secure cycle parking.

Aesthetic improvements to the station forecourt's perimeter coupled with increased levels of planting will create a bold, open and welcoming arrival point for those arriving at Harold Wood.

Brentwood

Urban Realm Designers | Crossrail

Borough | Brentwood Borough Council

The limited proportions of the forecourt at Brentwood station's main entrance, coupled with a number of inactive boundaries create a stark environment for pedestrians. The positioning of a bus interchange directly to the north of the station entrance further restricts the adjoining pedestrian environment. A smaller, secondary entrance is located on Alexander Road, next to the station's car park.

The urban realm scheme will provide a transformative change to Brentwood station through a combination of small and medium sized improvements. One of the most crucial will see the existing bus interchange partially relocated to Alexandra Road, close to the station's secondary entrance. In conjunction with this move, the taxi rank is reorganised and integrated with the bus interchange on Alexandra Road.

By reducing the scale of the bus stop outside the station's main entrance, the size of the station's forecourt and width of the footway to the north can be increased. This in turn will allow for secure cycle parking to be introduced into the forecourt area. Further cycle parking will be located in the vicinity of the station's secondary entrance.

The existing pelican crossing on Kings Road will be moved slightly to the north in order to reflect pedestrian desire lines towards the station's car park. Current ineffective guardrailing, along with all unnecessary street furniture will be removed to improve the area for pedestrian use.

The combination of these improvements is designed to encourage regeneration and enhance links to the town centre.


BUS STOP
Brentwood
Station
TAXIS
COSTA
COSTA
COSTA
COSTA
COSTA
CITY LANDING

Shenfield

Urban Realm Designers | Crossrail

Borough | Brentwood Borough Council

Shenfield is at the eastern end of the Crossrail route and is an interchange with connecting rail services to the east of England. Outside the station, the busy vehicle-dominated interchange is an unwelcoming environment for station users. Shenfield station's forecourt is located on the south side of Hutton Road, and is arranged around a taxi rank and an informal pick-up and drop-off facility. There is currently only one bus stop on either side of Hutton Road to serve both normal and rail replacement bus services. The limited size of bus stops is preventing any increases in bus services and causes congestion when rail replacement services are in operation.

The urban realm proposals aims to soften the area and make it more pedestrian-friendly. Central to the design proposals is the creation of a new piazza directly in front of the station entrance.

To achieve this, the existing taxi and pick-up and drop-off point will be relocated to the north of the piazza on Hutton Road and two disabled parking bays will be placed on the northern footway of Hutton Road. Bus stops on Hutton Road will be lengthened to cope with forecast increases in passenger use. From the new piazza a raised table extending across Hutton Road will calm traffic and enhance pedestrian movement.

A cohesive, high-quality paving scheme will provide a more unified landscape throughout the area. There will be a step-free urban environment with dropped kerbs located in both the immediate station environs and wider area. Excess street clutter is removed along Hutton Road and new trees are proposed along both footways, each will be accompanied by a circular bench at its base to increase public seating.

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