

construction of stations, for instance, led to a proposed surge of high-density, high-rise development in the CBD and on Orchard Road. The Jurong industrial area was not doing very well until workers had access to it via the MRT. Development around the stations is now being intensified. In 2001, the Ministry of National Development established new guidelines for stations to have convenient and comfortable underground links with shopping areas. An environment of which one can be proud is seen as essential for transit systems to compete effectively with the pleasure of driving oneself about the city. While the MRT is a good example of plug-in urban design, it can also be seen as an all-of-a-piece urban design or as a straight planning project depending on

what about its development one stresses. It is the necklace on which the new towns and the central district of Singapore are strung.

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CASE STUDY

The Jubilee Line extension, London, England, UK: an underground rail link as a catalyst for urban revitalization (c. 1974–2000)

The Jubilee Line in London was built both to enhance accessibility to existing areas of London and to spur new development. Like most infrastructure projects, the line had a precedent that it both followed and from which it departed. It sought the environmental quality of Singapore, the efficiency of the Hong Kong Mass Transit Rail (MTR) system and both of those systems' extensive new property development adjacent to each station but with a greater architectural flair in its design. The link between Hong Kong and London is not surprising because the Chairman of London Transport at the time, Sir Wilfred Newton, and the chief architect whom he brought on board,

Roland Paoletti, were both involved in the planning and designing of the MTR system in Hong Kong. Like most such developments, the extension of the Jubilee Line was long in gestation and its conception difficult to date. First talk of it was in 1949 but no action followed.

By the early 1970s, the London Docklands, as noted in the description of Canary Wharf, had become abandoned and the London docks shifted down the River Thames to Tilbury. Much of East London was undergoing substantial population change accompanied by the degeneration of its physical fabric. Plans for extending the London transit network into the area had