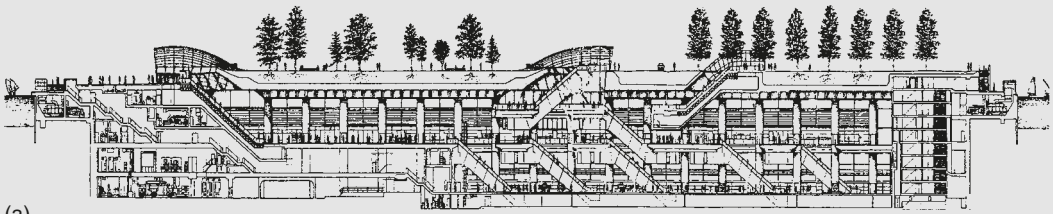


Source: Wordsearch and the Royal Academy of Art (2001); courtesy of Foster and Partners, Architects



(a)



(b)

**Figure 10.16** Canary Wharf Station. (a) A longitudinal section through the Canary Wharf station and (b) a view of the underground concourse.

links to and their catalytic effect on their surroundings. The stations are varied in nature not just because of their aesthetics but the way they relate to the ground level, to other modes of transportation and the way their surroundings have been handled. The lessons from Singapore and Hong Kong were well learnt. The largest of the stations is at Canary Wharf. It is 314 metres (1030 feet) in length (see Figure 10.16). Built through a cut-and-cover approach, it has a 'cathedral-like' internal space. The station plugs into the Canary Wharf development with the Canary Wharf towers being directly linked into it.

There are urban design projects at other stations such as Newham, North Greenwich

and Southwark, and the second phase of development at Canary Wharf was due to get underway at the time of writing. These projects have, however, come largely as an afterthought and not in conjunction with the design of the line. The hope is that the developments at and around the stations by high-profile architects such as John McAslan, Chris Wilkerson, Norman Foster and Eva Jiricna will spur growth but be in tune with their surroundings. At West Ham, for instance, the paved square in front of the station is related to the residential scale of the area (see Figure 10.17).

The catalytic effect of the investment in the public realm is yet to be seen. The