

Montfichet Road Vision

1. Purpose

This document sets out a vision and design objectives for Montfichet Road to support the London Legacy Development Corporation's (LLDC) Planning Policy and Decisions Team (PPDT) in discussions with Maddison Square Gardens who are in pre-app discussions for a proposed arena which uses the road for its main access. It will help steer the delivery of a successful street which is fit for the change brought about by the forthcoming development. Any development that interfaces with or impacts on Montfichet Road should fundamentally improve the character and functionality of the road and should meet the vision, aspirations and design objectives set out below.

2. Vision and Design Objectives

2.1 Vision

The vision for Montfichet Road is for it to be a welcoming public street that is easy to navigate for all users including older and disabled users. It will be reduced from four to two lanes, which would provide the opportunity to have generous wide pavements that will facilitate ease of movement throughout the day as an attractive public amenity space. Pedestrians and users of public transport should now be prioritised over the private vehicles. Planting should be put in to humanise the environment.

As a street, it has multiple functions and these are expected to be seamlessly accommodated in a coordinated overall design that functions throughout the day, into the evening and during major events in the area.

A boundary is identified in image 1 which shows the minimum extent for any street proposals.

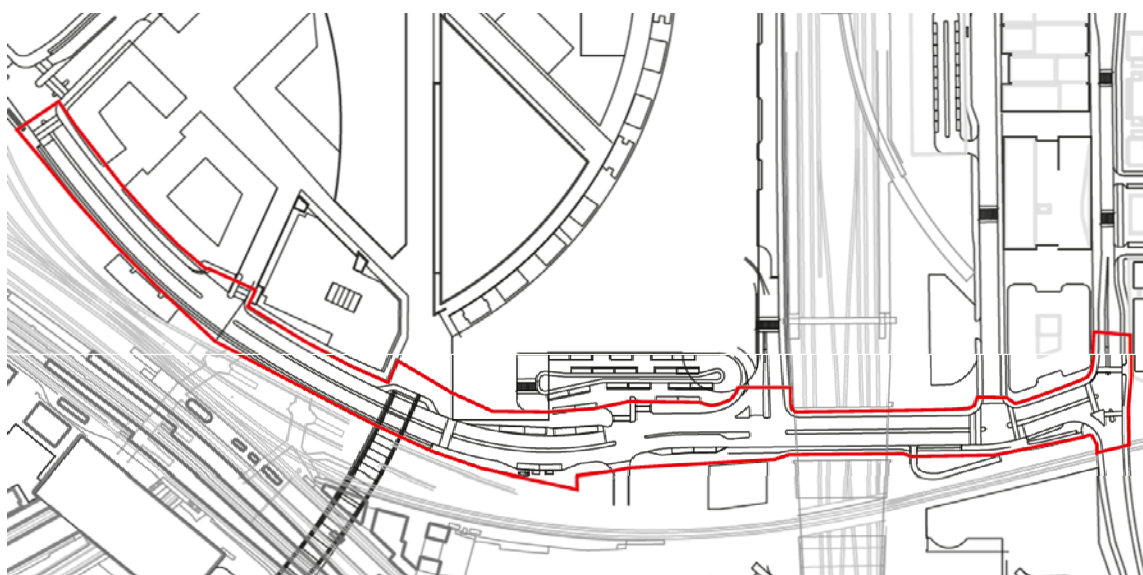


Image 1. MSG Montfichet Road Scope Boundary

3. The Site and Surroundings

To mitigate impact on Montfichet Road, broader changes will need to be implemented. For example, to remove a dual carriageway this is better carried out along the whole length. To have the ability to change the cycle lane this would need to occur along the whole length.

The site is a four-lane road corridor for the majority of its length that connects Warton Road at the railway underbridge to the south with Penny Brookes Road. There are several signalised pedestrian crossings, a central median and exit from the bus station, Westfield car park and service area. Westfield lies to west with the energy centre, Overground railway line and opportunity site to the east. It has a taxi rank, bus stops and cycle route. A pedestrian walkway (Stratford Link Bridge) crosses the road connecting Westfield with Stratford Town Centre.

3.1 Key Issues

Key issues to be addressed to facilitate greater pedestrian use to include the following (not exhaustive):

- Pedestrian facilities should cater for key desire lines
- There are numerous signalised crossings in close proximity to one another
- Pedestrian access in and out of the bus and coach stops, energy centre and Stratford Regional Station needs to be intuitive.
- Bus stops are far from the station.
- The bus station is designed for operational requirements with no pedestrian access, having a negative impact on the character of Montfichet Road, for this to retain bus capacity and accommodate more pedestrians the impact of this on the street should be mitigated.
- Wide dual carriageways and generous corner geometries allow for high speed vehicle movements.
- Cycle lanes should not conflict with pedestrians and bus / coach stops and junctions.
- Street furniture and objects conflict with pedestrian areas and cycle lane; there is an opportunity to rationalise and declutter while including hostile vehicle mitigation
- The area is lacking greenery, and what planting does exist is uncoordinated and out of scale with the surrounding buildings.
- Major events in the area and evacuation muster points means large crowds need to be accommodated safely. Piecemeal interventions will worsen the street environment.

3.2 Design Aspirations

Design aspirations for Montfichet Road include:

- A welcoming arrival as an important interchange to local destinations, QEOP and Stratford Metropolitan Centre. Intuitive wayfinding and legible urban design to make the space easy to navigate
- A pleasant environment for people waiting or transiting through; creating meeting points for people attending events or accessing local amenities
- A place that increases the amount of tree cover and biodiversity – that looks attractive and is inviting throughout the year,
- Tree planting to mitigate the visual impact of proposed building structures along the length of the street.
- Sufficient space for access and circulation reducing visual clutter associated with transport infrastructure and rationalising bollards,
- Rationalised carriageway widths as the road is over capacity for traffic flows and reassign space for pedestrians and cyclists while providing for bus, coach and taxi requirements.
- Perceived as a safe and secure environment which can accommodate medium to large event crowd movements, ideally without requiring road closures,
- Inclusive and fully accessible considering the needs of a wide range of people; local residents, children, people working nearby, commuters, tourists and visitors;
- Provide equitable ease of movement for all users, including older people and disabled people, across all transport modes
- Unobstructed routes for cyclists
- Integration of the bus and coach stops and bus stands and taxi rank successfully into the overall street
- Reduce the requirement for temporary infrastructure or stewarding for event management.

The design should attempt to satisfy the different challenges in a balanced and wholistic way through consideration of the benefits as whole.

Special cases such as large-scale event management should be taken in consideration for example the road may be closed and managed, with alternative bus / coach / taxi arrangements, information and wayfinding and clearly understood – e.g. existing event day taxi rank operates near bus station when road is closed

3.3 Key Design Outcomes

The Key Design Objectives include:

- Creation of high quality public realm that meets the highest levels of inclusion and accessibility (including meeting LLDC's Inclusive Design Standards, as required by planning policy);
- Use of high quality materials and planting that are robust, beautiful and easy to maintain;

- Prioritise pedestrian movement and accommodate the remaining modes of transport to ensure that these are safe and fit for their use (establish and agree desire lines for pedestrian circulation);
- Significantly increase the number of trees along the street, planted at an appropriate scale to have an immediate impact but to grow sustainability, in widened footways.
- Should accommodate the ability to restrict / prevent vehicle access and circulation, during specific medium to large events (e.g. stadium / MSG operation);
- Integration of pick up / drop off / waiting areas for pedestrians related to buses and taxis; coaches
- Integration of an accessible drop off for disabled people being dropped off by private vehicle, taxi or accessible private hire . The current rank should be rationalised.
- Street should function in both medium to large events and day-to-day without the need for expensive additional measures and allow for ease of temporary security or fencing to be integrated;
- Recognition of the needs of different user groups and their demands on the space over the weekly/monthly etc. life of the road;
- Each node should be clear about how different modes are prioritised to induce different user behaviours and reduce conflict;
- Design to consider ease of management and maintenance;
- Reinforcement of the role of Montfichet Road as a key arrival point into Stratford Metropolitan Centre and the QEOP;
- Connect into the wider green infrastructure network;
- Balancing of green space with paved areas to create a pleasant environment, improve biodiversity and use sustainable design such as SUDs systems;
- Knitting together the sites that front onto Montfichet Road including the bus station and future developments;
- Recognition of the role of Montfichet Road in its wider urban context and how it will connect and integrate with its surroundings;
- Delivery of a robust and sustainable series of spaces;
- Inclusion of improvements to lighting, wayfinding etc;
- An integrated cycle strategy and cycle parking approach;
- An integrated security strategy including HVM integrated into the streetscene; and
- Integrate any ingress / egress from existing buildings or developments (for example Energy Centre, Westfield emergency access).

2.4 Key interfaces and adjacent developments

These are the key interfaces for any proposal to consider:

- Madison Square Garden's public realm and route through the site – seamless connection to Montfichet Road from Angel Lane
- Stratford Link Bridge interface
- Westfield/Cherry Park
- Bus Station
- On street bus and coach stops

- Taxi Rank
- Energy Centre

3.4 The Existing Site and Site Boundaries

The extent of Montfichet Road to which this document relates includes the whole length from Westfield Avenue to Penny Brook Street. See red line boundary drawing in image 1

3.5 Ownership

The road is owned by London Borough of Newham, but there is an LLDC Freehold Title – section from Warton Road to Carpenters Road underpass running along the UCLe site. Designs need to be adopted by London Borough of Newham.