



## INTRODUCTION

This document is intended to aid design teams working in the vicinity of Montfichet Road and its re-imagining in relation to the Madison Square Gardens development.

The studies describe a re-balance of Montfichet Road in favour of cyclists, pedestrians and public transport users; and provide flexibility and capacity for access of large crowds to M.S.G. events.

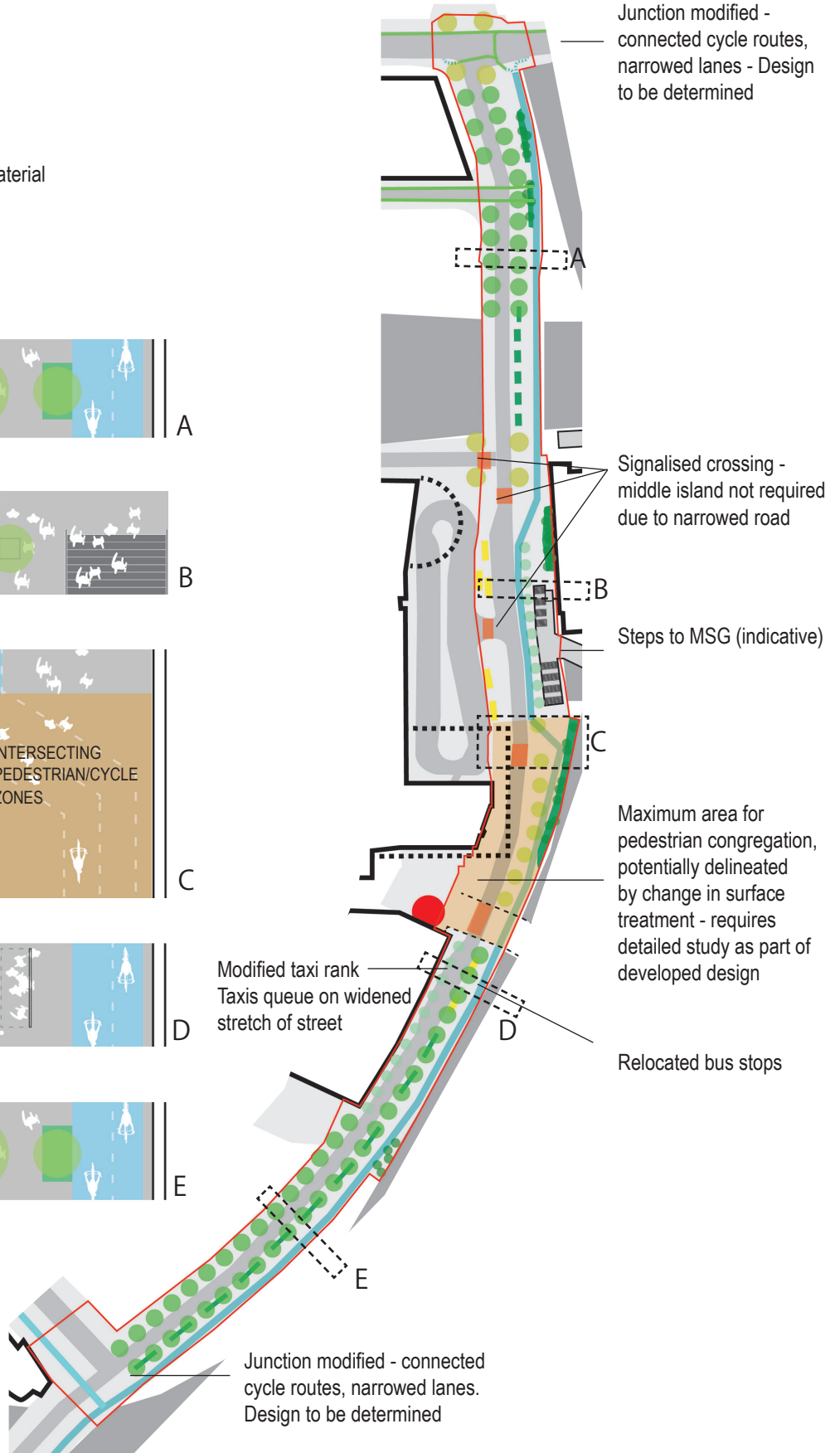
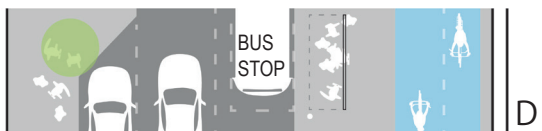
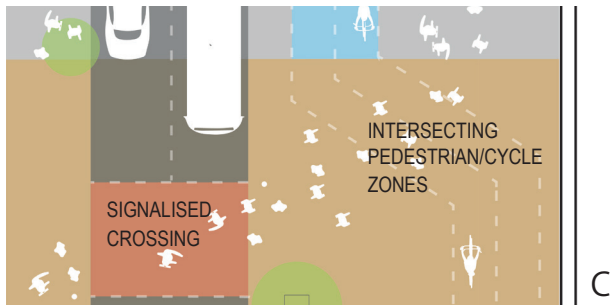
Studies contained are aspirational and diagrammatic in nature and provide direction to the Consultant Team, who will then need to develop and test designs in cognition of the full range of technical constraints in consultation with all relevant stakeholders and bodies.

# 01 - STREETSCAPE STRATEGY

## Key

- Bus stop
- Cycle lane
- Signalised crossing
- Potential change in surface material
- Carriageway
- Pavement

## Typical arrangements

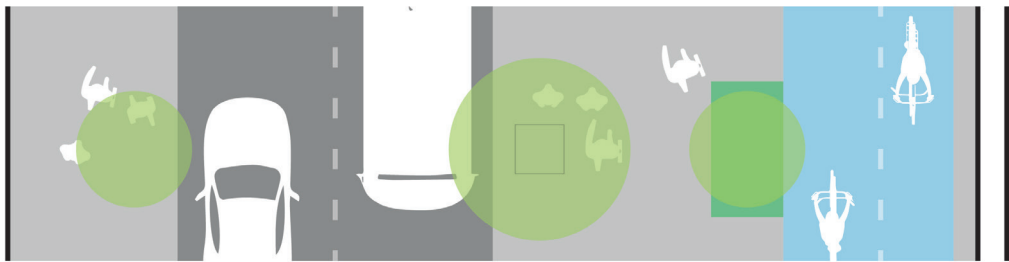
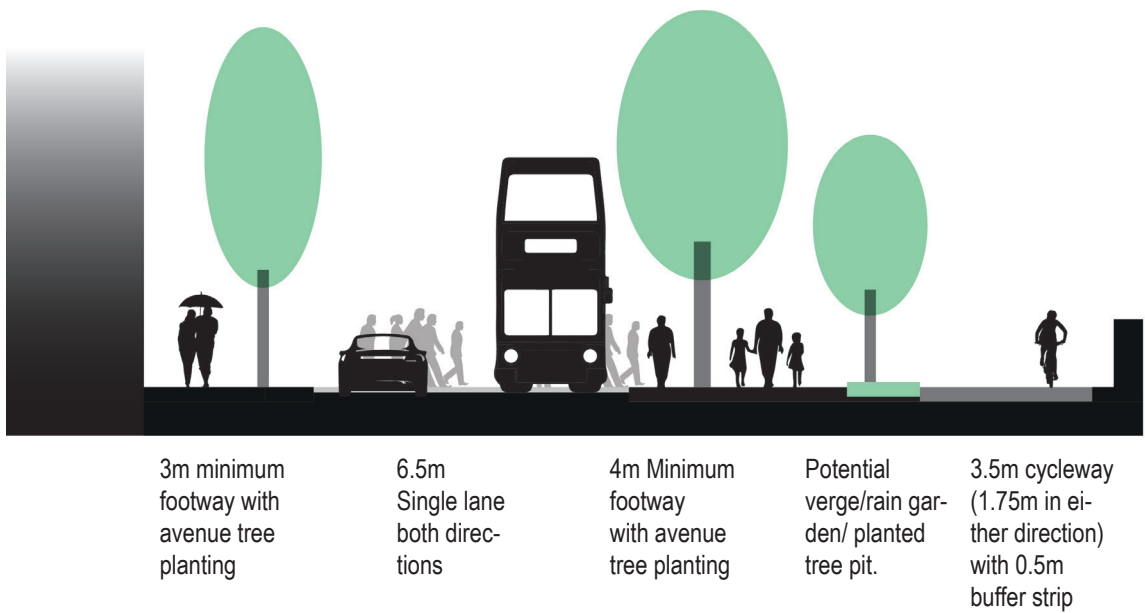
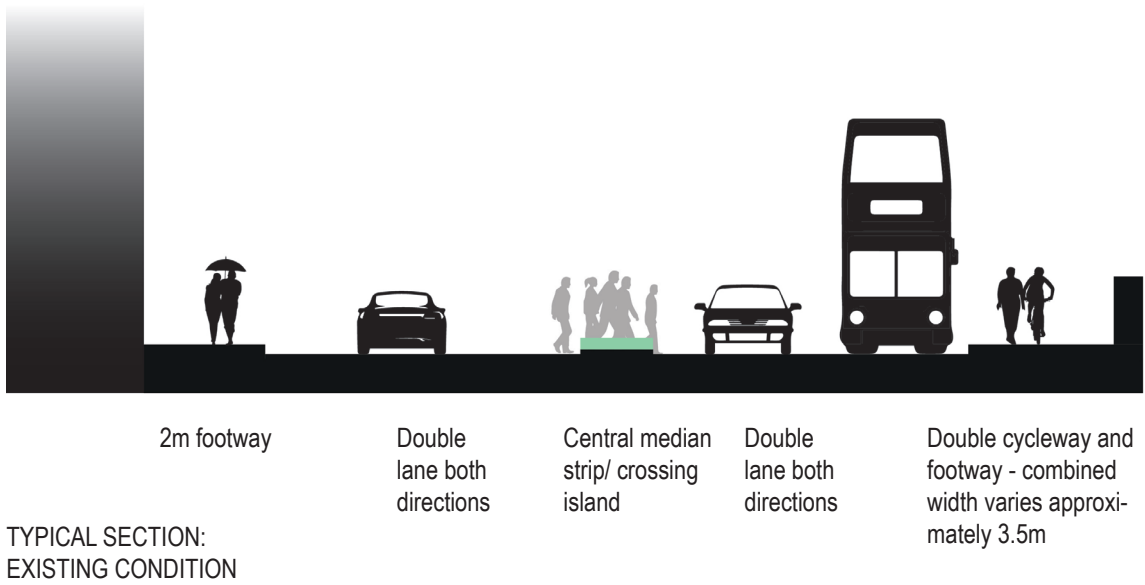


## 02 - M.S.G. ACCESS FOR LARGE EVENTS

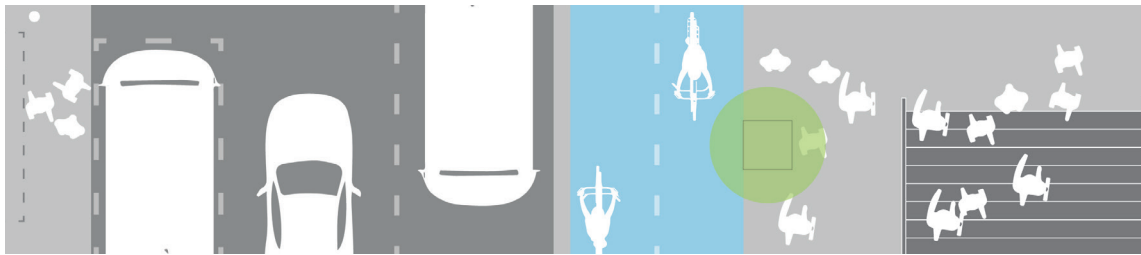
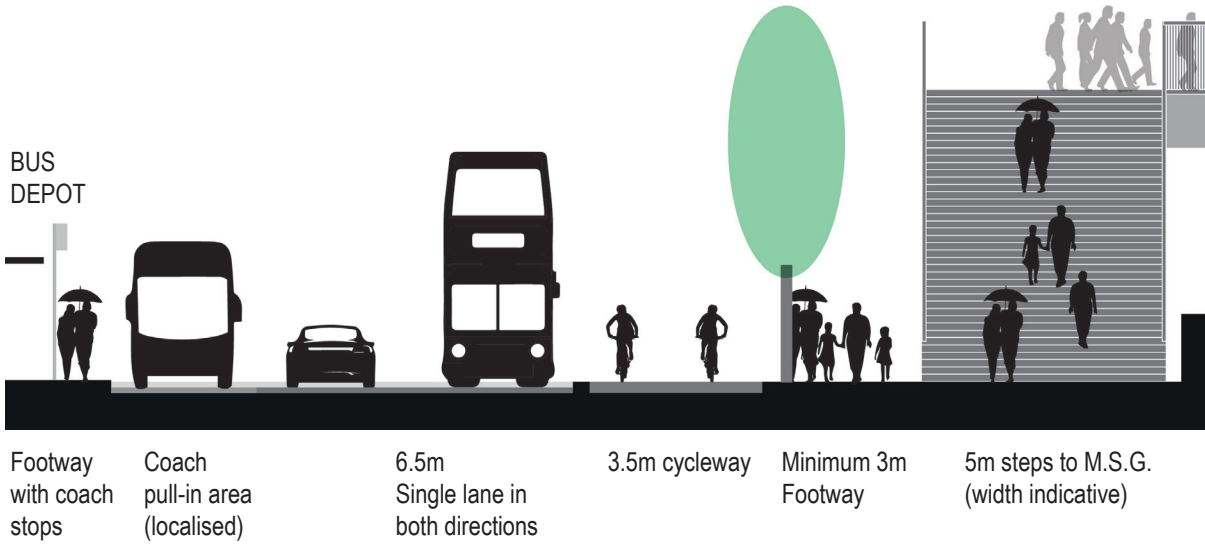


- Cycle route moved to rear of pavement so as to reduce conflict with pedestrians during peak crowd movements.
- Width of road reduced to 6.5m i.e. one lane in either direction
- Large raised table crossing area catering for large crowds
- Continuous 24 hour East-West public route across M.S.G. podium
- Width of crossings reduced, negating need for median islands

### 03 - TYPICAL SECTION STUDIES

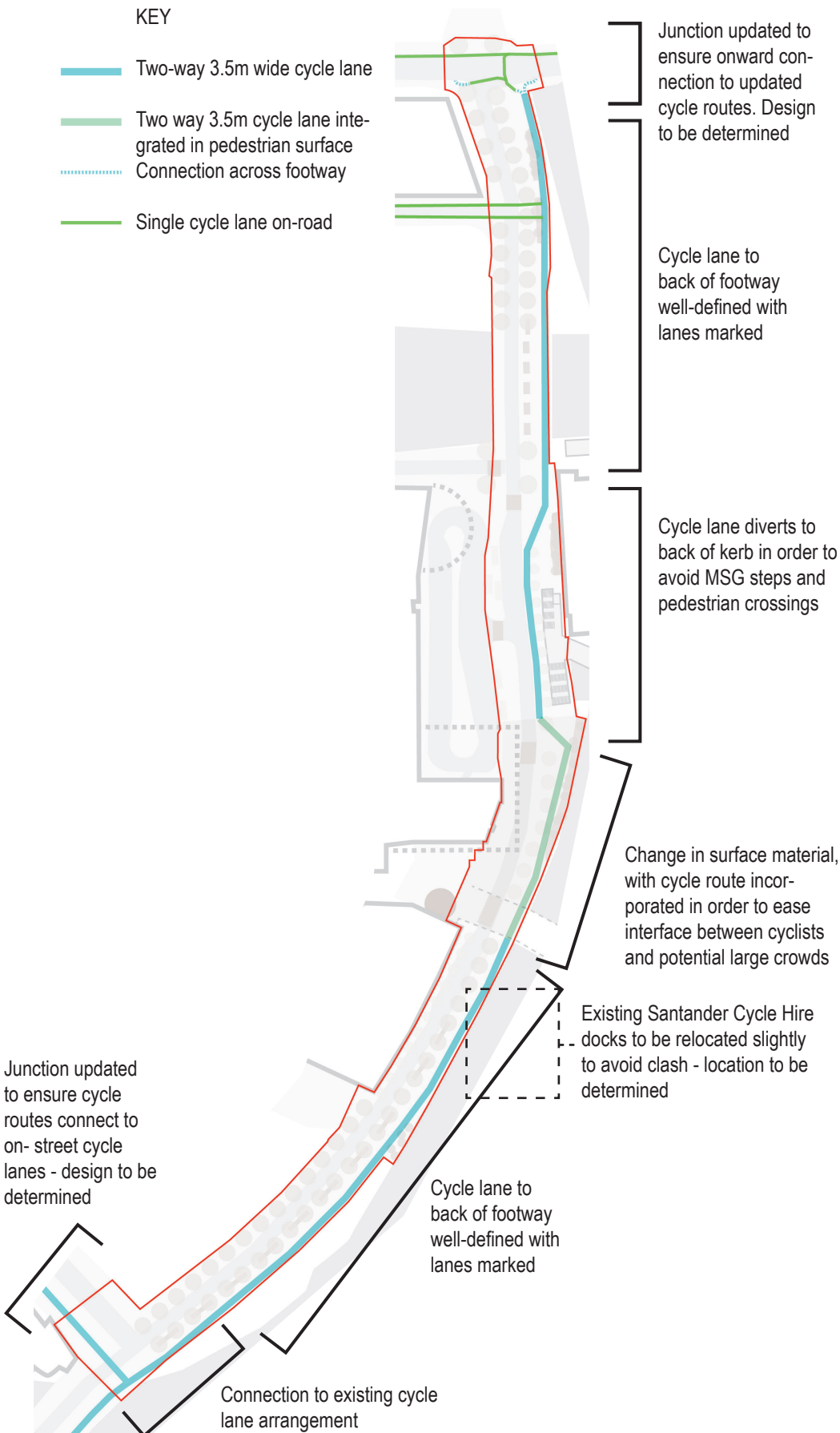


TYPICAL SECTION:  
PROPOSED CONDITION

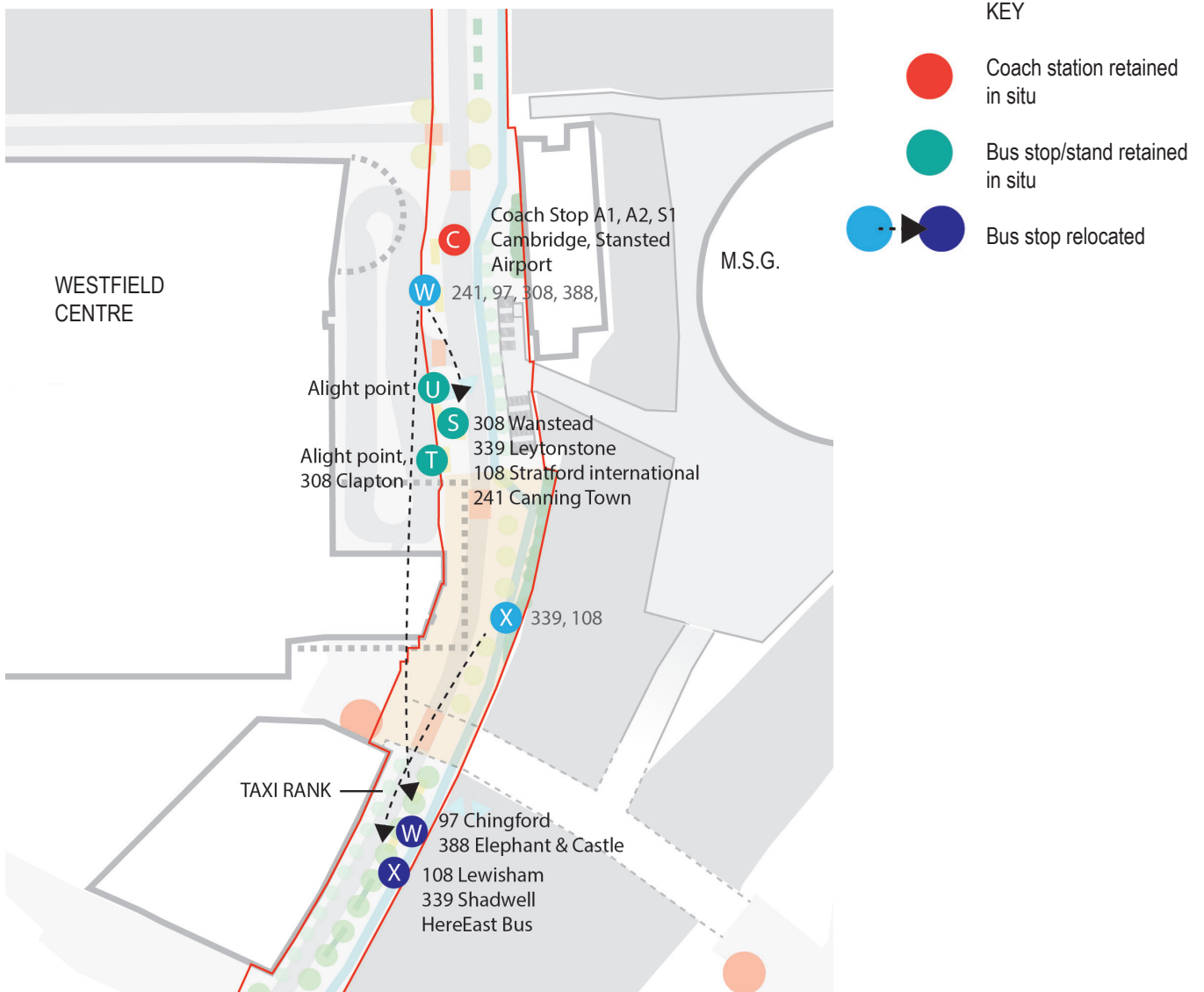


TYPICAL SECTION:  
THROUGH BUS TERMINAL AND  
STEPS TO M.S.G.

# 04 - CYCLE STRATEGY



## 05 - BUS STOP RELOCATIONS



### BUS STOP PLAN

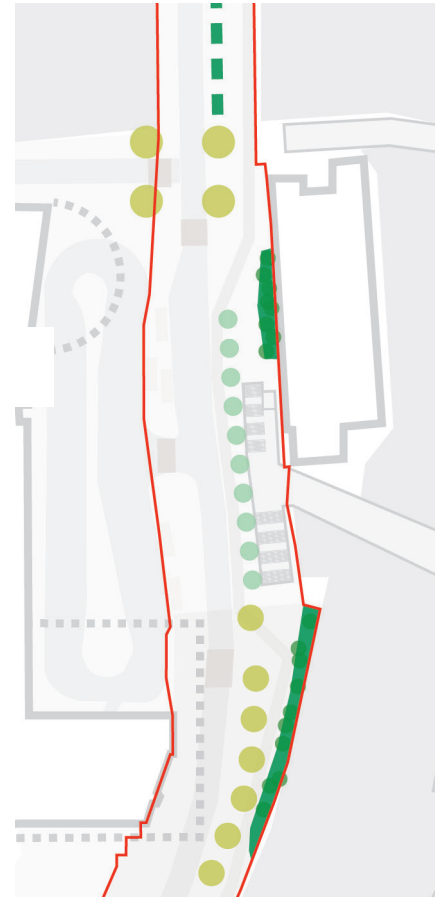
- Relocation of bus stops closer to Station Entrance
- Coach stops retained in current position
- Entrance junction to bus station/stand reduced in size to facilitate pedestrians crossing
- Taxi and private hire cab ranks located on-street
- Majority of buses would stop on-street - i.e. no on-street pull-in bus stops
- Coach stops remain in-situ as pull-in bays

# 06 - LANDSCAPING



TREE & PLANTING PLAN

- Trees used as a way of defining / varying street character along road.
- Rain gardens/ planted verges to collect rainwater runoff
- Improvement of visual appearance and in some cases screening of elements



ENLARGED PLAN

KEY

- Feature tree at key junctions/intersections
- Large street trees
- Tree cluster to rear of pavement
- Columnar trees to confined areas
- Planted verges/rain gardens



## 07 - NEXT STEPS FOR DESIGN TEAM

Issues to be investigated by consultants in next stage of design would need to include:

- Security/Anti-terrorism measures in-line with M.S.G. requirements to be determined including crowd control provisions
- Other street furniture such as seating
- Interface with existing junctions
- Interface with other anticipated schemes in vicinity including M.S.G. and Westfield Avenue
- Sustainable drainage strategy and potential use of rain gardens
- Signage (road and wayfinding)
- External lighting
- Location of cycle hire docking station
- Design and extent of taxi rank/private hire
- Testing of suggested repositioning of bus stops