Manor Park Station Crossrail Public Realm and Interchange Improvement Scheme

Summary of proposed design changes following public consultation

Background

The Council has secured over £7.5m from the TfL Crossrail Complementary Measures Programme to deliver public realm and interchange improvements around Maryland, Forest Gate and Manor Park stations.

At Cabinet on March 19th 2015, Approval was obtained to Grant Delegated Authority to the Executive Director of Community and Environment in consultation with the Mayoral Adviser for Environment and Leisure and the (now) Major Schemes Project Board to progress the preliminary design and consultation exercises for the public realm and interchange improvement schemes outside Maryland, Forest Gate and Manor Park stations.

The preliminary design and consultation stage for Manor Park has now been completed and a finalised design incorporating the responses from the consultation has now been developed.

Summary of Design Changes

An 8 week public consultation exercise on a suggested design for the area in front of the station ended on 4th September, and an independent analysis on the responses received has been undertaken by Public Perspectives Ltd.

As a result of the consultation responses received, the following design changes are proposed to the Manor Park scheme:

CCTV and Lighting

- There was a very strong focus on the prevention of crime and ASB in the responses received – perhaps as there was a serious assault outside the station during the consultation period. In addition, poor lighting levels were also specifically mentioned in responses. As a result, there has been an emphasis on CCTV and lighting improvement in the final scheme, and lengthy discussions have been held with the Enforcement and Safety team, the MPS and the Council’s lighting engineers (WSP) to develop a combined lighting and CCTV strategy for the area. As a result of this work, 6 new CCTV locations are proposed with full coverage of sensitive areas now included in the scheme. and lighting intensity in the vicinity of the station and on key approach routes to be significantly improved. In particular, low lighting levels on the existing bridge deck outside the station entrance will be addressed by a combined Belisha Beacon and lighting solution at the new crossing.
**Forest View Road**

- The proposed drop-off bay on the south side has been removed due to resident opposition and inadequate turning space for access.

**Station Road junction with Forest View Road**

- The responses were very supportive of the slowing of traffic and the introduction of further measures to ensure traffic is slowed in the vicinity of the station. As a result it is proposed to implement a speed table in order to reduce southbound approach speeds past the station.

**Southbound Bus Stop Relocation north of Forest View Road**

- Many residents remarked that, as a result of the bus stop relocation to this site north of the junction, a formal crossing over Forest View Road to connect with the station would be desirable. However, this was difficult to achieve in the design without it being offset from the pedestrian desire line, as design standards required the crossing to be set back a prescribed distance from the junction. A crossing in such a location would be unlikely to be used.
- Residents also remarked that the proposed bus stop location by the Flats was not ideal, as (i) it was in an exposed and windy location, (ii) it was quite a distance from the station and (iii) the bushes and trees on Wanstead Flats behind the proposed bus stop would result in crime and ASB fears for vulnerable travellers.
- As a result of the above issues, the design has been amended to re-align the Forest View Road junction with Station Road in order to create additional public realm to the south of the junction, where the bus stop can now be accommodated. This moves the crossing closer to the station, removes the need for the additional formal crossing over Forest View Road in order for bus passengers to access the station, and also avoids any crime or ASB issues with the foliage on the boundary of the Flats.

**Public Realm Area opposite station**

- While there was an initial desire to enhance this area into a usable public realm space, it was subsequently found to be a LBN housing site with development proposed in the medium term. It was therefore not considered good value for money to invest substantial funds into the improvement of this area. Instead, it is proposed to address current ASB issues by removing the current solid wooden fence, and replace it with a ‘see-through’ boundary treatment as an interim measure, prior to site development, with a ‘light touch’ treatment of the existing landscaped area.
Station Drop-Off/Pick Up

- There was a very strong desire to facilitate drop-off and pick up near the station on Station Road itself. As a result, a new drop-off/pick-up bay is proposed southbound on the railway overbridge near the station entrance.

Manor Park Road

- To facilitate the movement of pedestrians between the northbound bus stop and the station entrance, it is proposed to provide a ‘continuous footway’ treatment across the entry treatment at the junction with Station Road.
- A taxi bay has been incorporated into the north side of Manor Park Road as a result of engagement with the Public Carriage Office, who were keen to secure a location near to the station entrance. It was considered preferable to the proposed location on Whitta Road, which will now be a passenger drop-off.
- The drop-off bays suggested on the south side of Manor Park Road close to the junction have been removed from the final design as there is a large area of private forecourt in front of the pub. However, the proposed bays outside the Post Office building will be retained in the final design (subject to confirmation that no vehicles are required to access the alleyway to the rear of the sorting office).
- Concern was expressed in the responses regarding the alleyway to the rear of the post office being a focus of ASB. As a result, it is proposed to gate this alley as part of the scheme and provide keys to the Post Office.
- Originally, it was proposed to mark a turnaround (mini roundabout) on Manor Park Road, but this is not considered necessary as black cab turning circles do not require it in order to access the taxi bays. It would also have removed some parking bays, which was opposed in responses.
Northbound Bus Stop on Station Road

- Due to the road narrowing proposed, there was concern expressed about the buses blocking the northbound carriageway when stopped at the bus stop. Therefore, the bus stop has been part-recessed in a lay-by to allow vehicles to pass in uncongested conditions, while still retaining an enlarged footway in this area.

Pedestrian Crossing at Carlyle Road

- In order to accommodate the part-recessed bus lay-by above, it has been necessary to relocate the existing crossing over Station Road north of Carlyle Road closer to the junction. In order to make this possible, and also to restrict the entry width to a single lane at Carlyle Road (which is one-way inbound), a new build out is proposed. This creates a larger area for pedestrians on the crossing approach and also protects the parking bays on the north side of Carlyle Road.

Loading Bays on Station Road

- As a result of comments received, an effort has been made to incorporate short term loading bays to support local traders and businesses into the final scheme. Additional loading bays have therefore been proposed to the south of Carlyle Road.