

4.5A SPATIAL STRATEGY - OPPORTUNITIES

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Consider signage strategy and ped-cycle links to Wanstead Park Overground Station

PLACEMAKING ZONE

Upgrade public realm to define **Forest Gate Station Character Area** (Furniture, Planting, Lighting, Signage)

Remove clutter and consider scope for widening pedestrian footways

Reconfigure vehicle access and consider cycle access

Reconfigure traffic island and consider public realm consolidation

Consider cycle parking provision and improved pedestrian access

Consider enhancement of architectural and heritage features

Consider public realm enhancements to provide step-free access to ticket hall and create positive station gateway

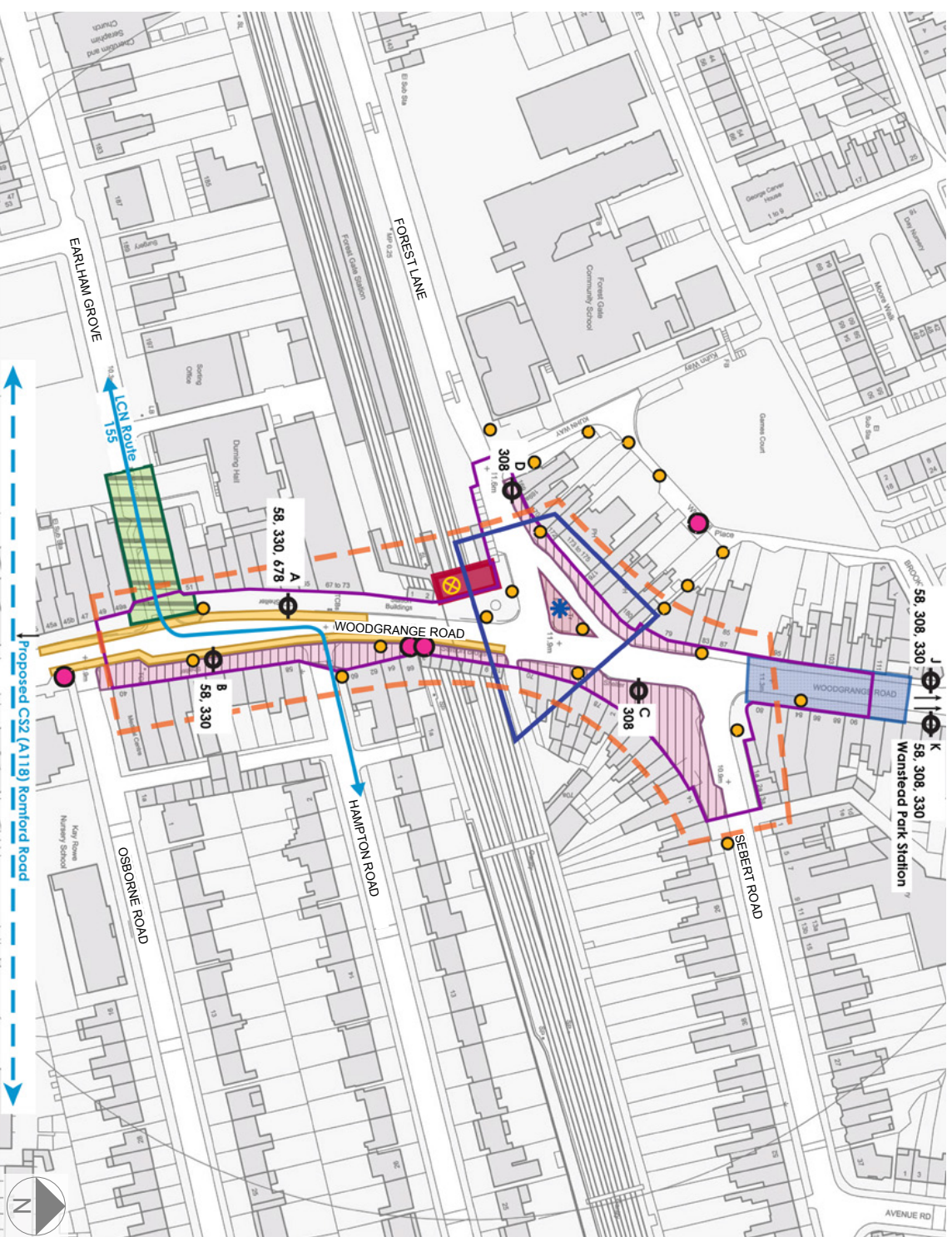
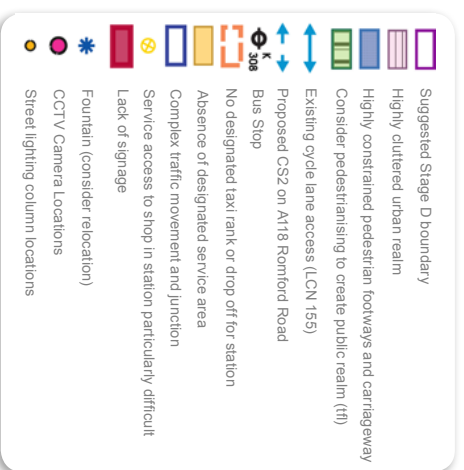
Reconfigure existing private hire facility and consider provision for 2 taxi ranks and loading bays on west kerbline of Woodgrange Road

Consider potential development benefits of Site to the public realm

Potential improvements to shop fronts and building frontages (To inform future studies)

4.5B SPATIAL STRATEGY - ISSUES AND CONSTRAINTS

- **Pedestrian Access:** Rationalise pedestrian and vehicular movement at junction of Woodgrange Road and Forest Lane to increase permeability and connectivity
- **Accessibility:** Integrate accessibility in the public realm
- **Cycle Access:** No existing cycle lanes in the vicinity of the station. Requirement to replace / reinstate and improve cycling infrastructure
- **Cycle parking:** Required cycle parking: 15-30 spaces
- **Bus Network:** Bus journeys are expected to increase between Forest Gate and Green Street (to the south east of the study area). This may result in increased passenger activity at the bus stops surrounding the station
- **Taxi ranks:** No designated taxi ranks in the vicinity of the station
- **Service Access:** No formal freight and servicing facilities on Woodgrange Road. No dedicated service bay for retail unit in the station
- **Signage:** Legible London scheme to be implemented for signage from Wanstead Park Station to Forest Gate Station to Romford Road



4.5C SPATIAL STRATEGY - OPPORTUNITIES FOR STAGE C AREA

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1. **Brooking Road - Whitehall Place - Kuhn Way**
 - Improve pedestrian access by re-surfacing footway and create safe pedestrian environment by effective use lighting and surveillance systems
 - Consider relocating loading and servicing access for retail units to Brooking Road and Whitehall Place
2. **Public realm along Lister Health Centre**
 - Consider re-surfacing pedestrian footway and reorganising parking facility in relation to Bus Stop J to improve pedestrian convenience and accessibility
 - Remove clutter from public realm and introduce planting and seating to enhance the public realm
3. **Wanstead Park Overground Station**
 - Consider enhancement of station approach by resurfacing pedestrian footway, providing seating, planting and feature lighting for the rail bridge
 - Improve visibility of the station by providing signage in line with signage strategy for Crossrail and Stage D study area
4. **Forest Lane (east)**
 - Consider tree planting to unify public realm along Forest lane to connect Forest Gate and Maryland station areas
 - Consider wall along railway boundary for public art or material enhancement
5. **Earlham Grove**
 - Opportunity to integrate cycle priority in line with Stage D area in tandem with introduction of 20 mph speed restriction and complementary quiet routes
 - Consider decluttering public realm by removing bollards and traffic island adjacent to southern footway
 - Consider resurfacing public realm with materials complementary to the proposed materials for Stage D study area
6. **Woodgrange Road (south)**
 - Declutter public realm by removing bollards, railings and posts
 - Consider resurfacing public realm with materials complementary to the proposed materials for Stage D study area
7. **Sprowston Road**
 - Consider a new integrated cycle priority route along Sprowston Road, connecting proposed CS2 route on Romford Road with LNC Route 155



- SOFT LANDSCAPE INTERVENTIONS
- UPGRADING STREETSCAPE
- EXISTING TRAFFIC CALMING
- ↔ ENHANCED CYCLE ROUTE
- ↔ PROPOSED TRAFFIC CALMING
- ✱ VISUAL LANDMARKS

4.5D SPATIAL STRATEGY - MOVING FORWARD

STATION ENTRANCE AREA:

- Enhance Forest Gate station entrance plaza on Woodgrange Road by significantly improving pedestrian access at the junction with Forest Lane and Sebert road through footway widening, reconfiguration of the carriageway, reducing dominance of vehicles in the area and decluttering the public realm around Forest Gate Station.
- Improve the transport interchange ability by rationalising bus stop locations, providing effective cycle parking and access routes, introducing taxi and pick-up / drop-off facilities and enhanced pedestrian access to Warstead Park Overground Station and connecting all these nodes to create a new public transport hub.
- Integrate way-finding with public transport interchange facilities and along routes between Forest Gate Station-Warstead Park Overground Station, Woodgrange Road and Romford Road.

WOODGRANGE ROAD:

- Create a new public space as an improved setting for the Woodgrange Road Market with good quality materials, planting and seating along the suitable locations that will benefit the existing local retail establishments and residential buildings and create a new focal space in the station area.
- Enhance the physical quality and appearance of the approach routes to Forest Gate Station with new good-quality robust materials that create a consistent public realm with the station entrance area.
- Introduce tree planting to enhance the public realm and create a human scale.

STATION APPROACH ROUTES:

- Enhance approach routes to Forest Gate Station by improved pedestrian access and visibility, improved surfacing, enhanced/new planting along the routes, rationalised parking and coordinated signage and way-finding strategy (Earlham Grove, Claremont Road, Osborne Road, Hampton Road, Sebert Road, Brookling Road and Kuhn Way).
- Improve connections with adjacent streets along Earham Grove by enhanced planting and improved surface materials.

KEY PUBLIC OPEN SPACES:

- Develop new public open spaces along the station approach routes by enhancing existing mature trees, defining pedestrian access with good quality materials and introducing seating

