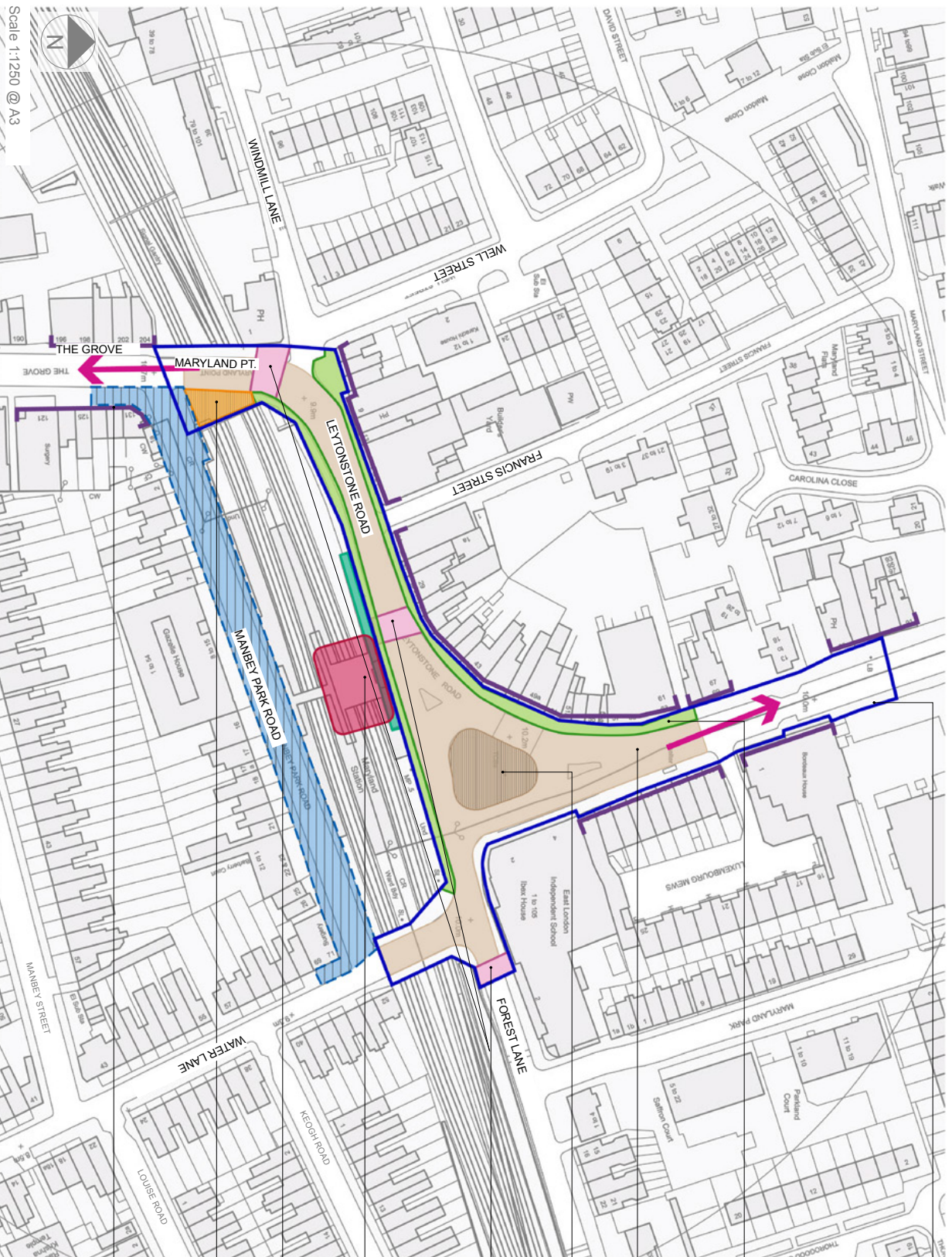


3.5A SPATIAL STRATEGY - OPPORTUNITIES



Scale 1:1250 @ A3

PLACEMAKING ZONE
 Upgrade public realm to define **Maryland Station Character Area** (Furniture, Planting, Lighting, Signage)

Consider scope for widening pedestrian footways

Reconfigure vehicle access and consider cycle access

Reconfigure traffic island and consider public realm consolidation

Improve pedestrian crossing and access

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

Consider cycle parking provision and improved pedestrian access

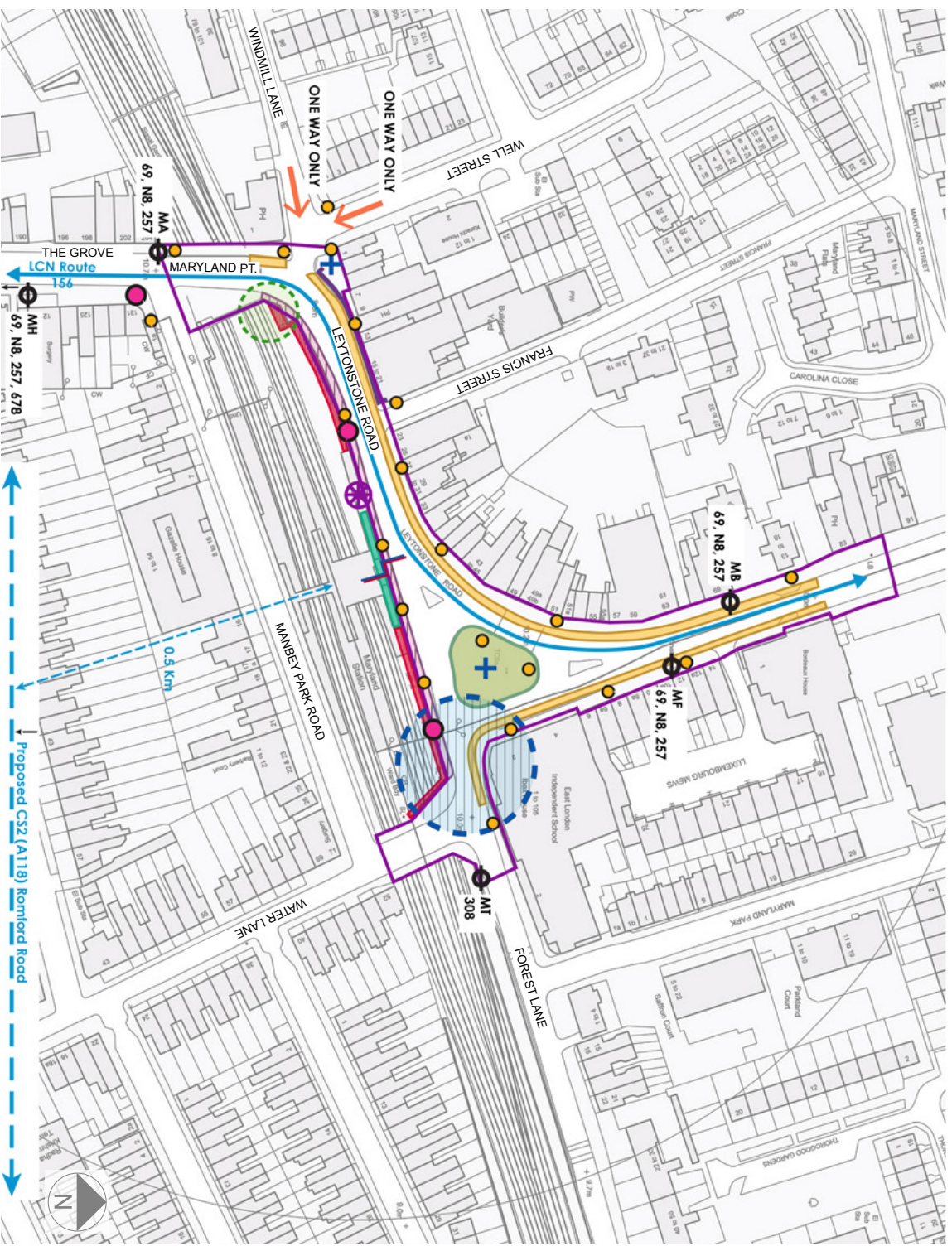
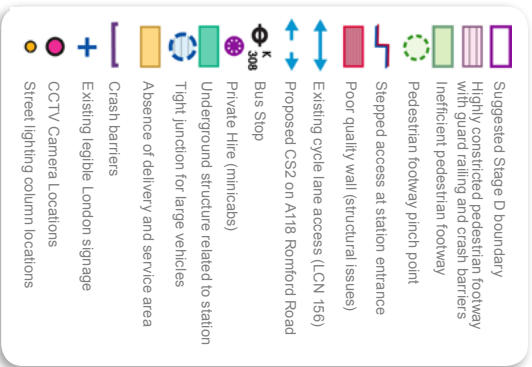
Consider enhancement of space by provision of kiosk / public art / seating / planting

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

3.5B SPATIAL STRATEGY - ISSUES AND CONSTRAINTS

MARYLAND

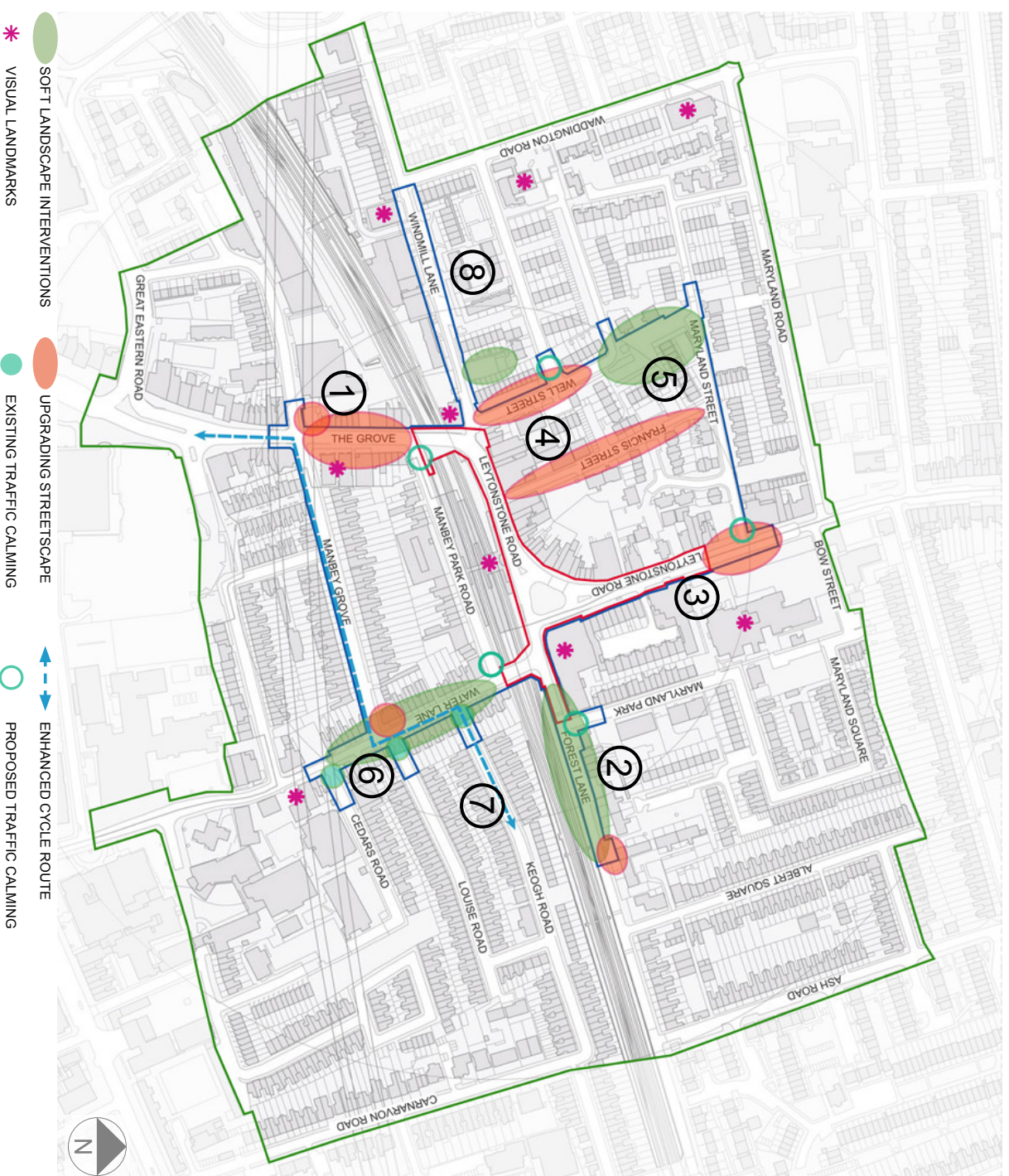
- **Pedestrian Access:** Overall movement complicated and inefficient; Vehicle dominated street to be overcome
- **Level difference:** Access to the station is stepped and difficult to navigate; road geometry and level difference between carriageway and footway to be addressed
- **Cycle Access:** No existing cycling facilities in the vicinity of Maryland Station
- **Cycle parking:** Current provision - 2 Sheffield Stands inside station with no cycle parking on street; Required Cycle parking: 30-40 spaces
- **Taxi ranks:** No provision in the vicinity of the station
- **Vehicle Access:** Long queues at Windmill Lane for left and right turn at Maryland Point
- **Structural issues:** Presence of below ground structures on southern footway related to station structure; structural condition of the railway wall at street railway is poor
- **Signage:** Insufficient signage in the station area
- **Lighting:** Survey of the study area required



3.5C SPATIAL STRATEGY - OPPORTUNITIES FOR STAGE C AREA

3

1. **The Grove**
 - Widen pedestrian footway along the western shopfronts
 - Opportunity to integrate cycle priority in line with Stage D area in tandem with introduction of 20 mph speed restriction
 - Improve public realm at junction of The Grove and Grove Crescent Road by enhanced materials and planting
 - Shopfront enhancements (future studies)
2. **Forest Lane (west)**
 - Consider tree planting to unify public realm along Forest lane to connect Maryland and Forest Gate station areas
 - Consider wall along railway boundary for public art or material enhancement
 - Improve public realm to create space by Bus stop MN and local shops
3. **Leytonstone Road (north)**
 - Remove bollards along both sides of pavement and declutter public realm
 - Consider reconfiguration of pedestrian footway and parking to improve pedestrian convenience and accessibility
 - Opportunity to creatively enhance compound wall to school (eastern footway)
4. **Well Street - David Street & Francis Street**
 - Realigned carriageway to allow on-street car parking, enhance pedestrian access surfacing and planting.
5. **Maldon Close (Link between Well Street and Maryland Street)**
 - Consider new spatial arrangement by removing railing, creating new edges to planting, enhancing existing mature trees and provide seating to create a new open space amenity and well-defined pedestrian access with good quality materials. A small amount of parking is provided along Maryland Street.
6. **Water Lane**
 - Reconfiguration of kerb line and enhanced planting to define entries to residential streets at Keogh Road, Louise Road, Cedars Road and Manbey Grove.
7. **Keogh Road**
 - Clarify role within cycle network
8. **Windmill Lane**
 - Reconfiguration of existing carriageway, contra-flow cycle lane and parking to allow wider pedestrian footway, parallel parking, integrated cycle lane and enhanced planting.
 - Realigned kerb line at junction with Maryland Point for improved pedestrian flows.



3.5D SPATIAL STRATEGY - MOVING FORWARD

STATION ENTRANCE AREA:

- Create a new station entrance plaza on Leytonstone Road by significantly improving pedestrian access through footway widening, reconfiguration of the carriageway, reducing dominance of vehicles in the area, removal of the existing roundabout and decluttering the public realm around Maryland 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 connecting all these modes to create a new public transport hub.
- Integrate way-finding with public transport interchange facilities and along routes to and from Maryland Station, particularly on Leytonstone Road.

LEYTONSTONE ROAD:

- Create a new public open space with good quality materials, planting and seating along the station entrance plaza 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 Maryland 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 Maryland Station by improved pedestrian access and visibility, improved surfacing, enhanced/ new planting along the routes, rationalised parking and coordinated signage and way-finding strategy (The Grove, Windmill Lane, Well Street, Francis Street, Forest Lane, Water Lane and Manbey Park road).
- Improve connections with adjacent streets along Water Lane 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

