LBR 2.71

SEVEN KINGS

URBAN INTEGRATION STUDY

JUNE 2014

MOVING LONDON FORWARD

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Land and Property

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Contents

1

INTRODUCTION

Background

Crossrail is a major new cross-London rail link project which has been developed to serve London and the southeast of England. Crossrail will support and maintain the status of London as a ‘World City’ by providing a world class transport system.

The Crossrail ‘experience’ will go beyond a reliable and punctual train journey and high quality station design. Future Crossrail passengers will also judge the success of the railway by their experience of using the spaces outside the stations as they arrive and leave. CRL, together with its key stakeholders, therefore intends to set high standards for the immediate surroundings of the stations in terms of the design and functionality of the transport interchange and the urban realm. For the areas outside the stations to be successful they will need to be planned and implemented by a number of public bodies. Funding may also come from a variety of sources.

To reflect this need for a joint commitment, in October 2010 Crossrail and all its major partners (all the Crossrail local authorities, Transport for London, Department for Transport and Network Rail) agreed, through the Crossrail Planning Forum, A Memorandum of Understanding (MoU) for the Urban Realm and Transport Interchange at Crossrail Stations . The MoU recognised that Crossrail’s funding for improving areas outside stations is limited and therefore that funding over a wider area would need to be provided from other sources. It included the principle of joint working to agree designs for improvement schemes and delivery mechanisms.

This study has been drawn up with the MoU as background and in accordance with its principles.

The primary purpose of this study is to develop the design of the urban realm for the Seven Kings station area to RIBA Stage C, which has been drawn up in partnership with TfL, and the London Borough of Redbridge. Further development of the design and supporting material to RIBA Stage D and beyond will be taken forward at a later date.

In order to promote the integration of the station with the area it serves and to enhance the journey experience it is important that the urban realm design recognises the key issues and opportunities in the wider surroundings but allows for the highway network to function effectively. To this end, a wider design has been developed, identifying a wide set of improvements that go beyond the immediate station area.

Crossrail and Network Rail are also progressing the design for improvements to the station building and infrastructure which will be required for operation.

The urban realm design process has involved additional stakeholders, including Network Rail, in order to produce an integrated design.

This study is a key step towards provision of improvements around the station. The project team comprised of representatives of the following organisations:

-Crossrail

-LB Redbridge

-Transport for London

- Network Rail

Project Brief & Scope

The brief for Seven Kings’ Urban Integration Study has been developed with the London Borough of Redbridge.

Redbridge recognise the importance of Seven Kings as a key local centre along the Crossrail Corridor, with the potential to relieve the capacity at Ilford as an alternative station serving the growing eastern end of Ilford. The arrival of Crossrail presents a number of significant opportunities, including an upgrade of the public realm around the station and through the town centre, developing a focus for the area, enhancing accessibility and reflecting the important role as a Crossrail station. These principles are already established in Redbridge’s Crossrail Corridor Area Action Plan (adopted September 2011) and the Council’s Local Implementation Plan (2011-14).

As part of the Mayor’s Great Spaces initiative the Seven Kings Revival report and feasibility study was prepared by muf Architecture and Martin Stockley Associates on behalf of the Council and Design for London. The report developed a number of options for public realm and junction improvements, including the provision of a new public space outside the station. The proposals achieved the objectives identified above with an exciting scheme which better linked the town centre together. However, the supporting traffic modelling suggested that the impact of closing the service road directly outside the station entrance (which is a critical element to achieve the objectives and provide a larger public space outside the station) would have an adverse impact on traffic flow through the area (particularly buses).

Since this report was concluded Redbridge have implemented a signalisation of the junction outside the station as per the Colin Buchanan scheme (identified in the SK Revival report) which changes the baseline figures in undertaking the modelling. It was considered important to allow this scheme to ‘bed in’ before reassessing the potential for the scheme, which has now taken place.

The Council would like Crossrail to progress this scheme further through the Urban Integration Study process, using the following options.

Option 1 - To identify detailed public realm improvements as per the current (CB Scheme) scheme as implemented.

Option 2 - To identify potential public realm improvements with the inclusion of a new public square (closure of service road) which develop further the proposals identified in the Seven Kings Revival Study. (As it stands the modelling suggests that this option exceeds acceptable levels, however it remains a longer term aspiration for the Council).

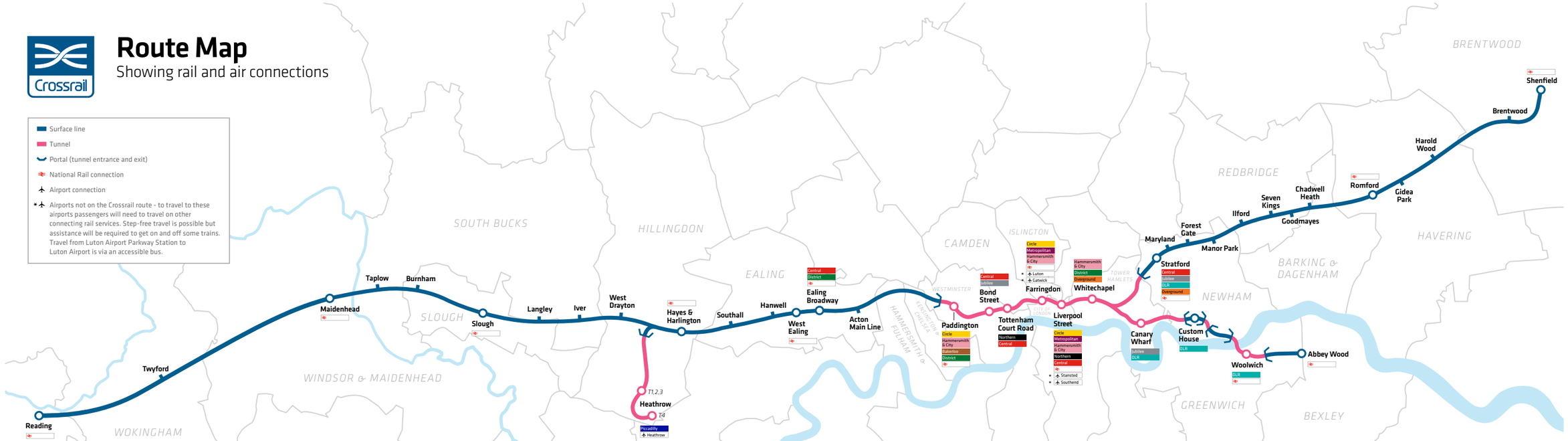
The Urban Integration Study will bring together Crossrail, the London Borough of Redbridge, TfL, Network Rail and other stakeholders.

It should be noted that all options for the main station junction shown in this report have not been tested in terms of traffic modelling and will require more detailed study to assess their feasibilty in traffic capacity terms, particularly option 2 and 3.

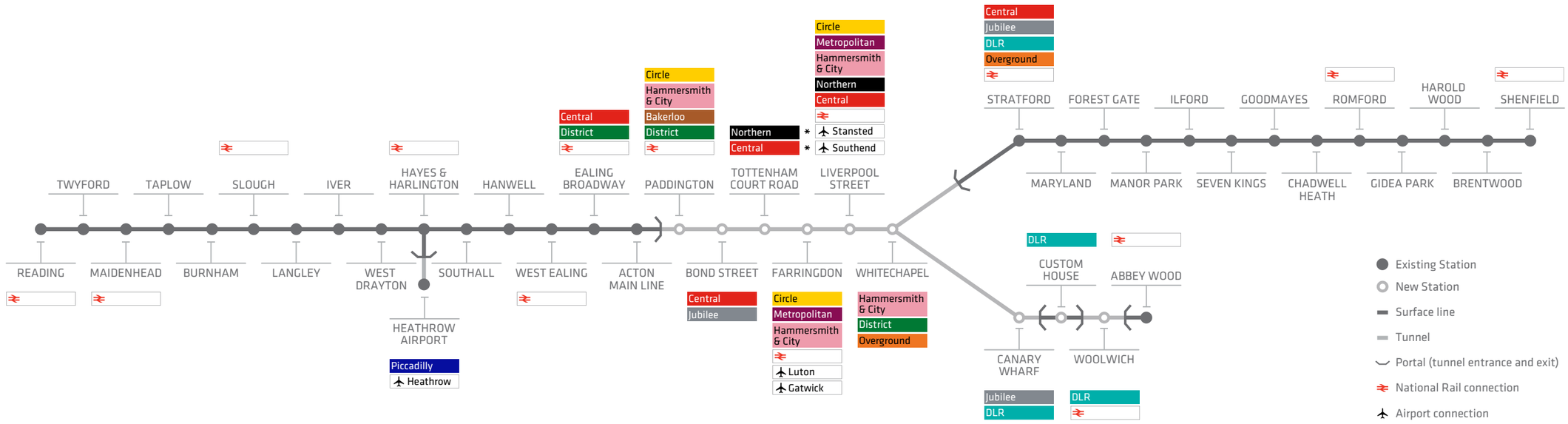
Route Map

Showing rail and air connections

- Surface line
- Tunnel
- Portal (tunnel entrance and exit)
- National Rail connection
- Airport connection
- * Airports not on the Crossrail route - to travel to these airports passengers will need to travel on other connecting rail services. Step-free travel is possible but assistance will be required to get on and off some trains. Travel from Luton Airport Parkway Station to Luton Airport is via an accessible bus.



Regional Map



Crossrail Route & Connections

Study Area

The area under consideration can be seen in the plan opposite.

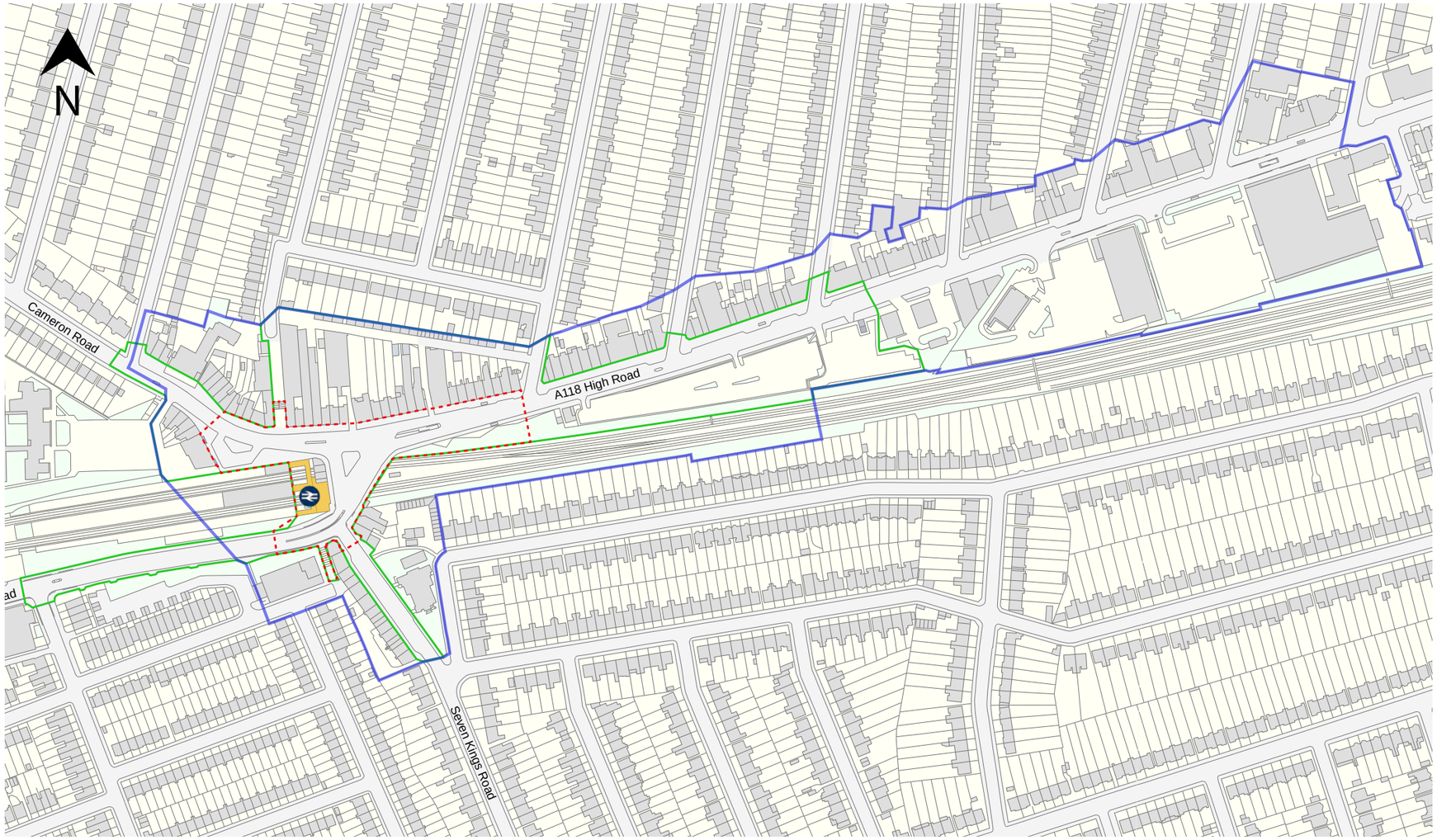
The study area is primarily focused on the area immediately around Seven Kings station including the main High Road and Cameron Road junction as well as the main commercial part of High Road to the east of the station. The study area has been defined and agreed with LBR.

The study is made up from 3 main areas;

1. The Local Area – this is designated within the Crossrail Corridor Area Action Plan,

2. Study Area – The main study area boundary is shown in green and stretches eastwards from the Cameron Road and Elgin Road junction adjacent to the Canon Palmer High School to just past the junction of Chester Road and High Road, directly opposite the petrol filling station beside the lorry park. It also includes Farley Drive that runs between Cameron Road to the large residential area to the north of the High Road and encompasses Telegraph Mews, that runs behind the three storey frontage onto the main High Road and Cameron Road junction.

3. Core Area of Impact – This area is quite tightly drawn around the station and junction and will be the main focus area for the study's design proposals. It encompasses the main High Road and Cameron Road junction, the short stay car parking area located on Cameron Road adjacent to the Joker Public House, the junction of Cameron Road and Farley Drive, the junction with Seven Kings Road and High Road, the small stepped pedestrian access route that runs between Salisbury Road and High Road and short sections of the High Road that approach the junction from the east and west.



Site Boundaries & Study Areas

Core Area of Impact
Study Area
Local Area

Crossrail at Seven Kings

Crossrail proposals for Seven Kings station include improved cycle facilities on Cameron Road, installation/upgrade of passenger information displays, lighting, signage, platform furniture and security.

There will be provision of new help points, customer information screens and CCTV and re-opening and refurbishment of the existing toilets. There will be no platform extension as Crossrail plan to use Selective Door Opening to allow 10 car trains to safely operate at the station.

Seven Kings was identified as a priority during DfT's consultation on "Railways for All" but was not allocated 'Access for All' funding for access improvements.

Crossrail proposes to operate 12 trains per hour (TPH) in each direction with Liverpool Street accessible in 20 minutes, Tottenham Court Road in 26 minutes and Heathrow in 54 minutes.

Passenger Forecasts

Scenario	Entry	Exit	Total (2-Way)	Increase
2001 observed	800	100	900	-
2026 without Crossrail	1160	200	1360	460 (51%)
2026 Crossrail	1880	370	2250	890 (65%)

Demand Forecasts - am peak period (7-10am) - taken from the updated transport assessment

Modal Splits

Mode	Revised 2026 Passenger Numbers	Modal Split (%)
Bus	113	5%
Park & Ride	338	15%
Taxi	90	4%
Kiss & Ride	360	16%
Cycle	45	2%
Walk	1305	58%
Total	**2250**	**100%**

Main entrance of Seven Kings Station (High Road and Cameron Road Junction) .

Secondary entrance of Seven Kings Station in Cameron Road.

2

POLICY CONTEXT

London-Wide Plans

The London Plan : Spatial Development Strategy for Greater London (July 2011)

The London Plan is the Mayor's Spatial Development Strategy for London that sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. It provides the regional planning policy context for all London Boroughs, including Redbridge.

I

n order to accommodate planned increases in housing and employment across London in the future, the London Plan identifies a number of areas for large-scale developments, either as Opportunity Areas or Areas of Intensification.

Areas of Intensification are mostly in places where once dominant economic activity has largely or entirely disappeared – former large industrial sites and much of what was once the London Docks, for example.

Opportunity Areas mostly sit in 'corridors' that run out from central London through inner and outer regions and beyond the city boundaries.

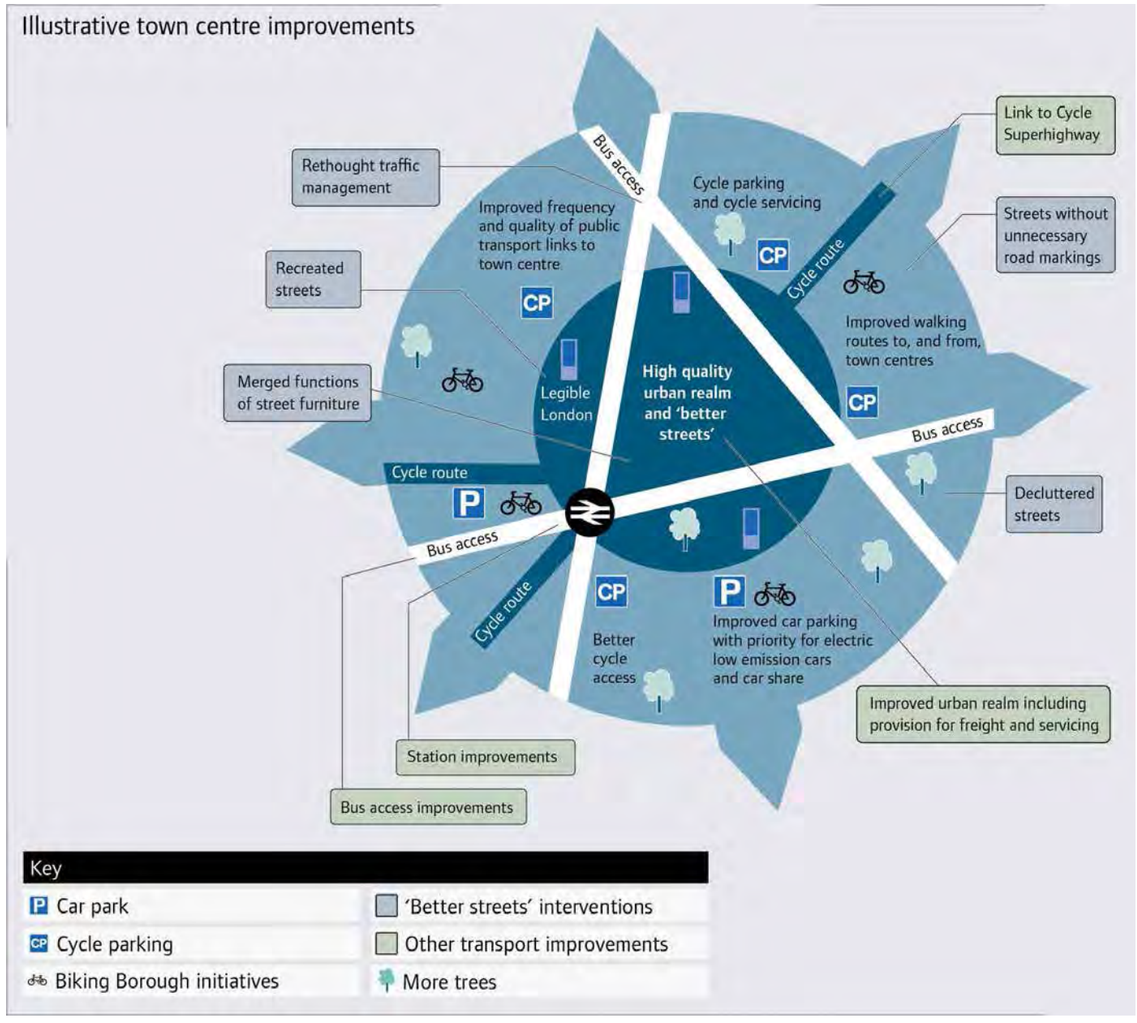
The London Plan together with the Redbridge Local Development Framework (LDF) forms the statutory Development Plan for the Borough.

Mayors Transport Strategy

The Mayor's Transport Strategy (MTS) has been developed to create a world class transport system for London and sets out priorities for improving transport across the capital. It sets out six goals for Boroughs in planning and delivering transport improvements:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving safety and security for all Londoners
- Improving transport for all Londoners
- Reducing transport's contribution to climate change and improving resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

The strategy highlights the importance of Outer London town centres and their ability to relieve the inner city's pressure of increasing population and employment.

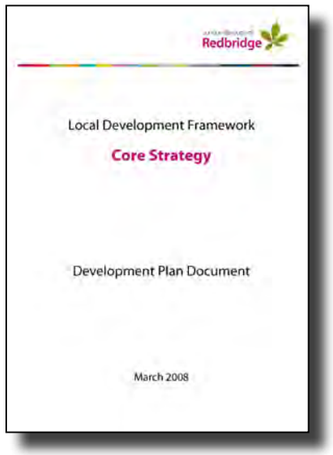


The Mayor's Transport Strategy suggests potential measures to improve Outer London town centres as shown on the diagram above:

Borough-Wide Plans

Local Development Framework Core Strategy

The Core Strategy Development Plan Document sets out the Council's overall spatial vision and planning objectives for Redbridge and the Strategic Policies required to deliver that Vision over at least the next 10 years. It also sets out broad locations for delivering housing and other strategic development needs such as employment, retail, leisure, community, essential public services and transport development.



The Core Strategy takes account of national and regional issues, as well as the strategies of all organisations (including the Council's Corporate Aims and Vision) where there were implications for the development and use of land (e.g. the Community Strategy and Local Implementation Plan).

The Local Development Documents must be in "general conformity" with the Spatial Development Strategy for London which is the 'London Plan'. It provides the regional context for the planning of all London Boroughs, including Redbridge.

Council's Vision

The Council's adopted Vision is, "Our ambition is for Redbridge to be a better place to live", which reflects the wide range of Council responsibilities and is based on the premise of accountable local government. In pursuit of this Vision, the Council also adopted six key aims:

- Redbridge: A safer place to live.
- Redbridge: A cleaner, greener place to live.
- Redbridge: A better place to learn.
- Redbridge: A better place for care.
- Redbridge: A better place for business.
- Redbridge: A better place to live together.

There are a number of London Plan policies with direct, strategic implications for the Core Strategy and the Urban Integration Study at Seven Kings which relate to the borough's network of town centres and their strategic importance in London's growth and development as well as integrating transport and development to reduce reliance of the car and identify opportunities for intensified development and regeneration that new public transport schemes can support.

The Core Strategy identifies a number of key planning and issues and challenges facing Redbridge, one of these is 'Improving Transport'. In response Redbridge developed a series of major transport corridors across the borough including an east-west corridor along the original Roman Road, now known as High Road and the main railway line in the south of the Borough. This provided the stimulus for extensive growth of this part of the Borough at the turn of the last century focussed upon the centres of Ilford, Seven Kings, Goodmayes and Chadwell Heath. It is acknowledged that there are a well-established network of town centres located along the transport corridors and which provide commercial and community services to local residents.

Strategic Objectives

In order to achieve their spatial vision, a number of strategic objectives are identified to guide future planning and development of the borough. Whilst all the strategic objectives are relevant the following have been selected due to their particular relevance to the Urban Integration study at Seven Kings.

- Managed Change - Development will be focused towards the hierarchy of town centres – in our case this includes the local centres of Woodford Broadway/Snakes Lane, Woodford Bridge, Manford Way, Seven Kings, Goodmayes, Ilford Lane and Newbury Park which will provide a local level of retailing, community facilities and social meeting places.
- Green Environment - To provide for the long-term protection and improvement of the quality of the Borough's natural environment.
- High Quality Design - To protect and enhance places of special character and ensure that new buildings and structures and the spaces around them achieve a high quality and standard of sustainable design, and do not adversely impact on the amenity of neighbouring residents or the appearance of the public realm.
- Safe and Healthy Places - To ensure that new buildings and the spaces around them are designed and serviced such that they are clean and all people can move safely and comfortably in and around them, at all times of the day and night.
- Ease of Access - Promotes more sustainable patterns of travel behaviour and encourage greater levels of cycling and walking in order to promote business, reduce congestion and its negative consequences and improve access for all to services, facilities and jobs.

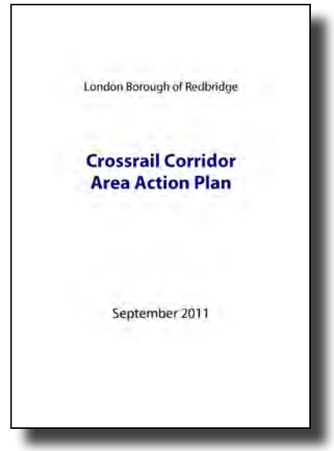
The strategic objectives are supported by a complementary set of strategic policies that all new development should comply with.

The Council is in the process of reviewing its Core Strategy (in future to be known as the Redbridge Local Plan 2015-2030). Between 7 January and 22 February 2013 it conducted public consultation on the Core Strategy Review Preferred Options Report (POR). The report set out the Council's thinking about the main planning issues facing Redbridge and the general direction of policies it was proposing to adopt. The overriding concern of the document was to show how the borough could develop in a sustainable manner, providing the homes and community facilities needed by a rapidly growing population, while preserving what is good about the Redbridge environment and the quality of life its residents enjoy

Crossrail Corridor Area Action Plan

Is an area-specific planning framework to guide future change and regeneration along the Crossrail Corridor to help shape the type of place that the area will become and sets out 'what, when, where and how' particular development proposals will come forward.

The AAP identifies a number of opportunity sites for future development and includes a set of 14 Corridor-



Wide Policies for determining all future planning applications within the area. The Plan also identifies five Character Areas along the corridor - East of Ilford, Seven Kings Local Centre, Goodmayes Local Centre, Grove and Chadwell Heath.

Each of these areas has its own set of characteristics and the plan identifies key urban design issues, such as streetscape, conditions of buildings, quality of public spaces, land uses and activities and the accompanying plans illustrate the location of key sites, landmark buildings and proposed public realm improvements.

The AAP forms part of the Council's LDF, a portfolio of planning documents, which delivers the spatial development strategy for Redbridge.

The document also sets out key design principles for each of the character areas. For Seven Kings the key focus is improving the Station environs by creating a high quality setting for the station and providing greater pedestrian priority around the station area by introducing new crossing points that correspond with desire lines. There is also an emphasis on decluttering the area by relocating private hire vehicles and mini cabs away from the front of the station to Cameron Road and creating a dedicated drop off point here. Cycle parking should be retained to the front of the station but with an aspiration to provide more secure parking in Cameron Road.

There is also a focus on improving the wider public realm by improving shop forecourts and introducing new signage and street trees in appropriate locations.

Electric Parade has also been identified within the CCAAP as an area for enhancement in order to improve pedestrain connections with the wider local centre but also in order to help support usage of exising and proposed community facilities.

Local Implementation Plan

The LIP is Redbridge's replacement transport plan for the next 20 years and contains the Borough's proposals for meeting the MTS for London. The proposals cover a range of transport related issues including travel mode choice, economic development, spatial planning, air quality, and crime prevention. As stated above, the MTS sets six goals which boroughs must address as part of their spending plans.

In order to address the challenges these goals pose, Redbridge has identified six high level objectives that set out the Borough's strategic delivery of these outcomes over the period of the LIP and beyond:-

• Promote Sustainable Travel

• Reduce Carbon Emissions

• Improve and Enhance the Local Economy, Enterprise and the Environment

• Optimise Highway Efficiency

• Reduce Crime, Fear of Crime and Improve Road Safety

• Improve Streetscape

Objective 1: Promote Sustainable Travel

The Borough's interventions will focus on bus interchange at national rail and underground stations and the bus and walking connections between the stations and local amenities, employment sites and open spaces.

The Council will work with partners to deliver complementary measures to ensure as far as practicable, that sustainable accessibility enhancements are in place before the arrival of Crossrail. The Crossrail stations will be reviewed with stakeholders to develop urban integration proposals for the surrounding urban environment around stations.

These complementary measures relate to pedestrian and cycling interchange arrangements and improvements to the publicly accessible space outside stations (including drop off and taxi arrangements, servicing and cleansing arrangements). CCTV and lighting enhancements to support the main commuter routes to the stations will also be considered through the LIP period.

As recommended in the Sub Regional Transport Plan (SRTP), on street parking controls next to stations will be kept under review to balance the likelihood of increased rail heading (due to Crossrail) whilst maintaining access to local retail outlets and residential areas. The Council's Parking Strategy is under review to address these issues and developments associated with the several Council and TfL owned car parks along the Crossrail corridor and throughout the Borough.

Objective 2: Reduce carbon emissions

The Borough supports a reduction in its carbon footprint through multi-agency partnership with other public sector organisations in Redbridge.

The Borough will provide safe and attractive walking and cycling infrastructure on and through its identified Corridors and Neighbourhoods to provide the facilities required at the start and end of local journeys to make these modes more attractive to use.

Objective 3: Improve and enhance local economy, enterprise and the environment

The Borough supports local businesses and job creation through a variety of regeneration packages and private sector partnerships, such as the Ilford Business Improvement District and this objective also supports the 'Better Streets initiatives'.

Objective 4: Optimise highway efficiency

The Borough supports the Mayor's aspiration for smoothing traffic flow by tackling congestion and the causes of congestion by provision of high quality alternatives to private car use. This is particularly relevant on the corridors between employment centres, amenities and housing growth areas.

- Major Roads - The Borough will work with TfL on improvements to the Transport for London Road Network, particularly where it impacts the Borough's Strategic and Principal Road Networks. Multi modal solutions including a reprioritisation of junction timing for buses and pedestrians will be investigated at all major junctions so a balance is restored to both local route priority and sustainable transport modes.

- Neighbourhood Congestion - Where major roads become local high streets the Borough will seek to strike a balance between the sense of place and the demands of the roads as a transport link.

Objective 5: Reduce crime, fear of crime and improve road safety

Of particular relevance is targeting investment on town centres and neighbourhoods where neighbourhoods where crime and the fear of crime are most acute and where road safety problems are clustered on prime retail areas.

Redbridge plan to carry out safety audits on new transport infrastructure schemes. Major schemes will attract additional stage 1 and 4 audits to identify before and after impacts through on-site expert analysis.

Objective 6: Improve Streetscape

The Borough will target High Streets and shopping parades with standard interventions including improved footway lighting, informal crossings, guardrail removal, shared space where feasible, and a reduced materials palette that de-clutters the urban environment and

provides users with recognisable visual triggers in town centres, centre approaches and inter-centre linkages.

The Borough will support pedestrian infrastructure where footfall is highest to encourage the local economy and empower the local community. By investing in pedestrian infrastructure to promote increased footfall in town centres key routes will be made fully accessible to allow mobility-impaired users full access to shops and services.

In an effort to foster a sense of place Redbridge is targeting major roads where they become local high streets and will seek a better balance between place making and the needs of through traffic. They will introduce crossing points and wider footways where practicable.

Other Relevant Work

Improving the High Road

The London Borough of Redbridge and Design for London commissioned an urban design and public realm study to examine the opportunities for maximising the potential for delivering high quality development and open space along the stretch of High Road which forms the Crossrail corridor that includes the stations Ilford, Seven Kings, Goodmayes and Chadwell Heath.

The Study formed part of the evidence base for the Crossrail Corridor Area Action Plan adopted by LB Redbridge in September 2011. The overall objective of the study was to develop guidelines that help to shape the High Road as a destination and provide a vision for it as a coherent and vibrant street.

Revival Site Report

muf architecture/art with Martin Stockley Associates were commissioned by the London Borough of Redbridge and Design for London to undertake a review of the existing proposed junction improvements immediately outside Seven Kings railway station and to propose further public realm improvements.

The improvements included the creation of a station forecourt which had been identified by preceding urban design initiatives for the wider area, most notably, Improving the High Road Urban Design Study and the Crossrail Corridor Area Action Plan (see above). The revival site proposals were part of the Mayor's Great Spaces Initiative and at the time it was hoped they would be implemented subsequent to the signalisation of the junction is 2011/12. The junction works removed the existing roundabout, signalised the junction and provided advanced stop lines and improved cycleways for cyclists.

The revival study looked at options for the layout of the junction that when implemented would allow the creation of a new public space and focal point for Seven Kings and would offer the greater benefits to pedestrian movement and public space provision.

The preferred option proposals involved the closure of the existing slip road at the font of the station and the re-routing of the traffic around an enlarged landscaped space to the station frontage. It also involved an adjusted junction layout from 'sweeping' layout to 'T' junction form with straight across crossings (including increase in width of crossing on High Road south and reductions in lane width. The study also proposed an optional additional crossing point over the new T-Junction.

The report acknowledges that the proposals for the closure of the slip road would have a significant impact on capacity of the junction and but also has a substantial benefits on pedestrian accessibility outside the station.

3

AREA CONTEXT

Historical Development

Relatively little is known about the historical development of Seven Kings however, what is known is that the earliest known recorded use of the name Seven Kings is as Sevekyngg or Sevekyngges in approximately 1285 AD, and derives from the Saxon term meaning ‘settlement of the family or followers of a man called ‘Seofoca’ or seofeca’s people.

Historically Seven Kings has never formed a parish or its own division. It was part of the Ilford parish within the county of Essex, which later became an Urban District in 1894. In 1965 the Ilford parish and municipal borough were abolished by the London Government Act 1963, and the area of Essex including Seven Kings has since formed part of Greater London.

Seven Kings grew up adjacent to the ancient Roman road between London and Colchester (High Road) and rapidly developed during the 19th Century with the construction of the Great Eastern Main Line railway. Between the years 1891 and 1911 the population of Ilford had grown rapidly from 10, 913 to 78,188.

The principal developer in the area around this time was Archibald Cameron Corbett who worked with a local contractor Robert Stroud. Corbett first began work on the Grange estate, located north of Ilford station, in 1894. This was then followed by the Downshall (Seven Kings) and Mayfield (Goodmayes) estates in 1898 which lay respectively west and east of Seven Kings Water, about a mile east of the old village. Corbett operated on a large scale, with speed and vigour, selling his houses at cost, and ‘looking for his profit to ground-rents’.

Demand for the properties was stimulated through the promotion of the redevelopment of Ilford station and the building of new stations at Seven Kings and Goodmayes, which opened on the 1st of March 1899 and 18th of February 1901 respectively. The extent of the development can be seen on the map via the maps opposite.

The Baptists were the first denomination to open a church at Seven Kings. Following the rapid increase in housing in 1898 the minister of High Road, Ilford, James Parker, persuaded the Reverend John Chadwick to begin work on the Downshall (Seven Kings) estate. In 1899 a temporary church on Cameron Road was opened. The project received financial support from Corbett who provided the site for the hall. Later the new permanent church opened on Seven Kings Road in 1913, with 167 members.

In 1965 the Alford parish and municipal borough were abolished by the London Government Act 1963, and the area has since formed part of Greater London.

Ilford Municipal Borough Crest

Ermine, an oak tree eradicated and fructed proper, surrounded by Seven crowns, or, in base waves proper

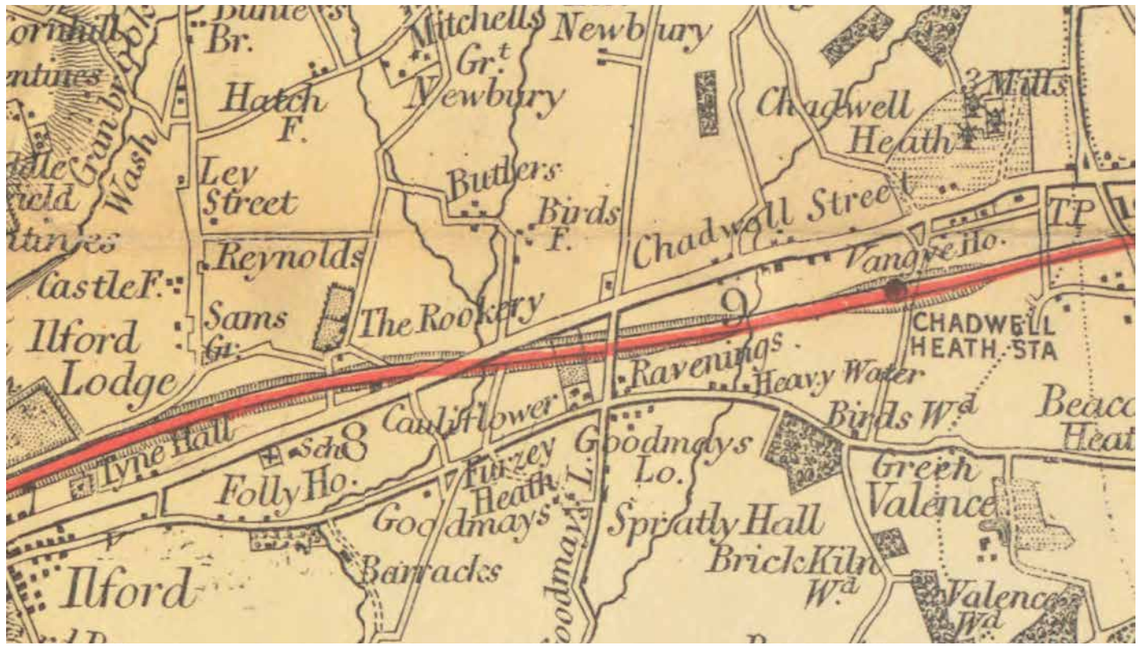
The seven crowns refers to the district of Seven Kings. This was reputed to be the meeting place for the Kings of the Heptarchy or seven kingdoms of Anglo-Saxon England.

Ilford Municipal Borough Crest

Seven Kings United Methodist Church, 1805

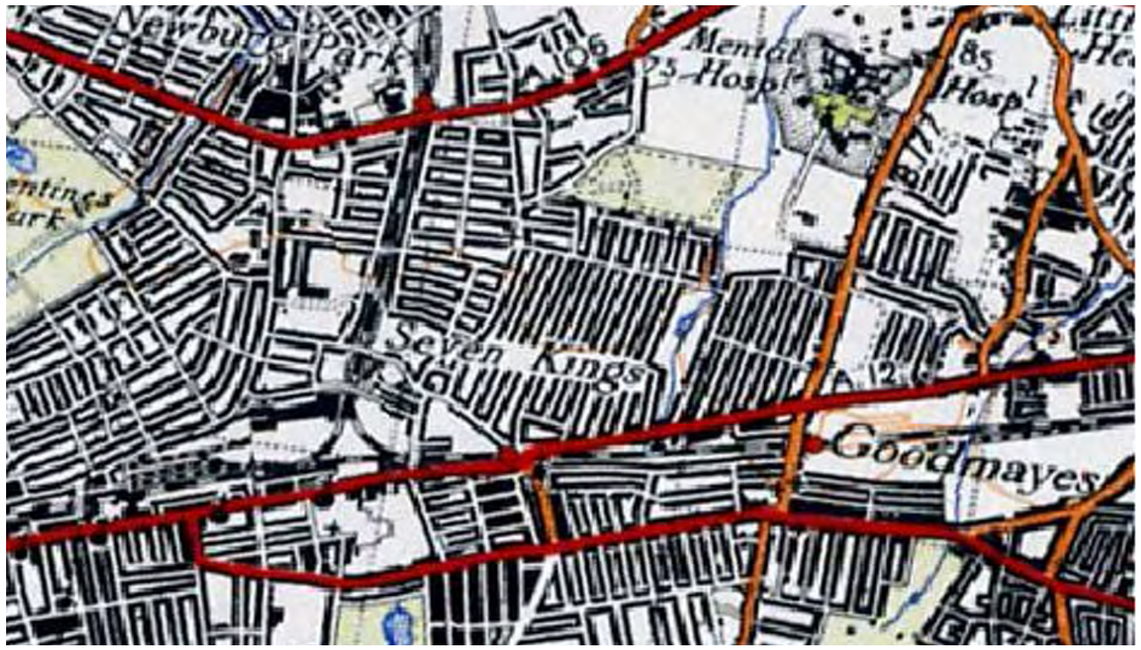
Seven Kings Station 1909

Seven Kings, 1805



Seven Kings, 1894

Seven Kings, 1935



Seven Kings, 1945

Wider Context

Seven Kings is located in the London Borough of Redbridge which is an Outer London Borough formed from the old local authorities of Wanstead, Woodford and Ilford. Redbridge is so named because of the old “red bridge” that connected them.

The Borough encompasses over 5,600 hectares of North-East London and has one of the best living environments in London. About one third lies within green-belt and the Borough has 16 conservation areas, 129 listed buildings which covers over 200 individual buildings and a variety of statutory designated heritage assets. In total there are 1,200 acres of forest and 600 acres of green space and parks.

Redbridge has one Metropolitan Centre; Ilford, which is recognised as a major shopping and development centre for North-East London. It is also designated as an Opportunity Area in the Mayor’s London Plan. Seven Kings is considered a suburb of Ilford. The borough is one of the most ethnically diverse authorities in London having seen an increase in population of 19,000 or 8%, since 1991, the 7th highest increase in London. As of 2008 Redbridge had 263,800 residents and the area continues to increase in population size.

The borough benefits from high levels of accessibility with very good rail, underground and road links with central London, the Docklands, Essex and East Anglia. Access to London’s Airports is also good, especially London City and Stansted, although accessibility via public transport to Stansted is very poor. Redbridge also has good links via road to Kent and the Channel ports (via the Dartford Crossing).

Tidal commuter patterns to and from Docklands and the City of London by car are prevalent on the strategic road network. Encouragement of transport mode shift to sustainable transport options requires targeted improvements, particularly to Crossrail stations and the Borough will be working with TfL jointly on this matter to deliver effective solutions across both Highway networks.

Area Character

Urban form, grain and scale

As already mentioned elsewhere, Seven Kings has largely developed around part of the ancient Roman road between London and Colchester, also known as High Road, which acts as the main artery through the area and links the town centres of Ilford and Romford. The Great Eastern railway line runs parallel to the High Road through Seven Kings until it starts to diverge between Seven Kings and Goodmayes to the east.

A large highway intersection has developed where the High Road crosses the railway line and switches from the south of the tracks to the north. The railway station sits on the west side of this junction which dominates the town centre and is a critical node within the local area, whilst at the same time acting as the main gateway to Seven Kings.

Despite the strong commercial character of the High Road Seven Kings is very much a suburban location. Long residential streets of late Victorian and early Edwardian housing, built after the railway arrived in the late 19th Century, extend to the north and south of the High Road and rail corridor. The housing stock is good with a wide range of housing types of terraces, semis and detached properties that make it a popular and attractive place to live.

An obvious observation regarding the character Seven Kings local centre is the general lack of amenity space for people to meet, rest or simply 'hang out' and there is no obvious focal point to the town centre.

The open space that does exist is poor defined and of low quality with relatively large areas given over to on and off street short stay car parking (see Cameron Road). There is also a noticeable absence of tree planting and other green elements within the urban realm generally that are relatively infrequent, feeling inceidental and lacking coherence.

The railway line and High Road form a major physical barrier to movement between the significant residential areas north and south. This has strongly influenced the structure and shape of Seven Kings, resulting in a town centre with a strong linear form where the majority of the area's commercial activity is concentrated and poor north-south connectivity.

The High Road itself is a diverse and vibrant location with an active street life and significant potential for improvement despite some of the problems it suffers. The most obvious issue is the high level of traffic that passes along the High Road and the detrimental impact it has on amenity and the pedestrian experience.

According to the AAP Seven Kings has the lowest proportion of Class A1 shops of any town centre in Redbridge as well as a high concentration of hot food takeaways and car show rooms and car repair garages which, according to the Council, undermine local amenity and pose environmental challenges in terms of litter, parking and noise.

To the east of the main junction, the High Road has a noticeable one-sided character on the north and south side of the road. The northern edge provides a continuous frontage through the centre of Seven Kings and gives the High Road its strong commercial character. A three-storey tall Victorian parade encloses the main High Road and Cameron Road junction to the north. As the road gradually falls away eastwards from the main station junction the buildings on the north side also step down to two-storey Victorian buildings set back from the main road with single storey retail units at ground floor extending out from the main buildings which provide the main shopping street frontage.

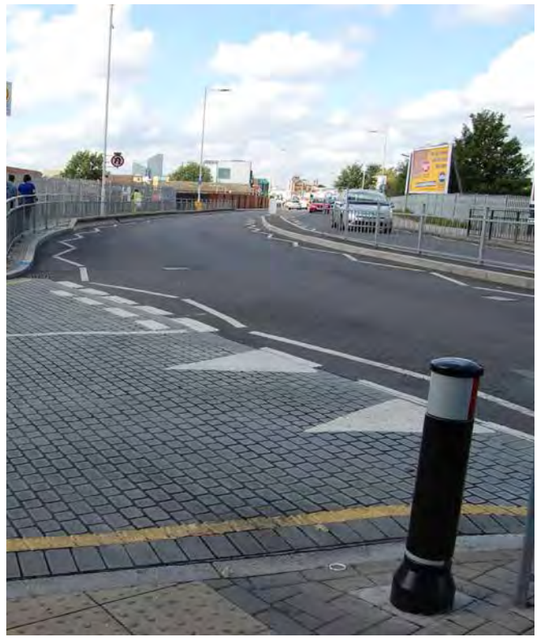
In contrast, the south side has a more fragmented land use but similar types of uses with a number of tyre repair shops as well as a drive-thru take way restaurant, a petrol station and large big box retail units many of which are set back from the road and results in an inconsistent edge to the street scene. Adjacent to these sites is a large underutilised car park site owned by the Council that is earmarked in the LDF and APP for large mix- use development that could help to rebalance the built form and activity within the town centre.

To the west of station the immediate section of High Road lacks any active ground floor frontage on either side. The elevated nature of the road, due to the railway cutting, means that on the north side is a railway embankment with a rather bland but imposing galvanised palisade fence and a number of large advertisement hoardings providing the boundary edge to this side of the road. A long featureless brick wall, behind which extends a large residential area, and another galvanised palisade fence provides the main boundary treatment on the south side.

Residential hinterland.

Shop front on the High Road.

Tyre repair shop on the High Road.



View west along the High Road.

Green Space

There are no substantive areas of green space within the study area itself apart from the churchyard space around the Methodist Church in Seven Kings Road that is unfortunately closed off to the general public, as well as the grass embankment area to the rear of the Health Centre on Salisbury Rd which is inaccessible.

The only other noticeable greened areas within the study area are those that constitute the railway embankment on the north and south side of the High Road to the west and east of the station, respectively.

In terms of tree planting there are a number of London Plane trees adjacent to the short stay car park area in Cameron Road and a number also located in Farley Drive. The boundary edge to the car park/lorry park on the High Road also features tree and shrub planting that is rather patchy and of low quality.

In the wider area there are a number of significant green areas;

- The Wards Road South – Benton Road West Allotments that are located 650m (by foot) to the west of the station.
- The Westwood recreational ground on Westwood Road, 800m to the north east of the station.
- Seven Kings Park located to 1.6km to the north-east of the station on the eastern side of Aldborough Road South.
- Cricklefield Stadium which is 900m to the south-west of the station on Green Lane.
- South Park on South Park Road which is 900m to the south-west of the station.
- Valentines Park which is 2.1km to the north-west of Seven Kings Station.

The study area is within an area of open space deficiency as identified in the Redbridge Open Space Assessment 2012 (LBR).

Land Use

Seven Kings is primarily a suburb of Ilford with a large number of long residential streets to both the north and south of High Road which is the commercial centre of Seven Kings.

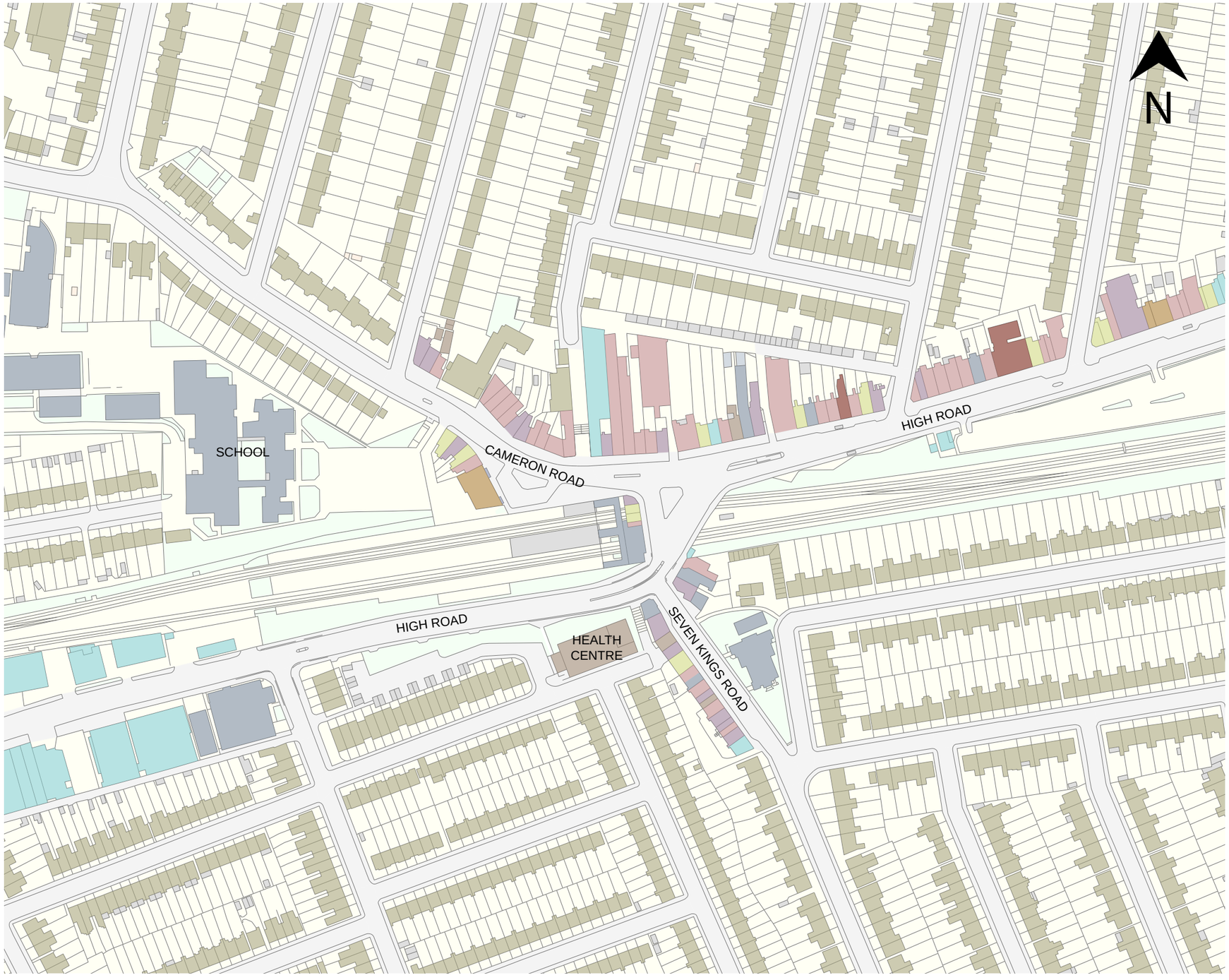
The main ground floor uses along the north side of the High Road are a mixture of retail types with either commercial or residential uses above. On the southern side there are number of tyre repair shops,, a drive-thru take way restaurant, a petrol station and a number of large big box retail units which are set back from the road. Adjacent to these is a large under utilised surface car park site owned by the Council and identified as a key opportunity site with the CCAAP.

To the west of the Railway station along Cameron Road there is a continuation of the retail offer which runs along the north side of Cameron Road west towards the junction of Elgin Road.

Directly opposite the junction of Elgin Road is Canon Palmer Catholic Academy High School with 1200+ students.

Directly south of the station is another modest parade of shops along Kings Road called Electric Parade and to the west of this is a health centre set back from High Road and backing onto Salisbury Road.

As indicated elsewhere in the report there is very little green open space or public space provision within the study area.



Development Proposals

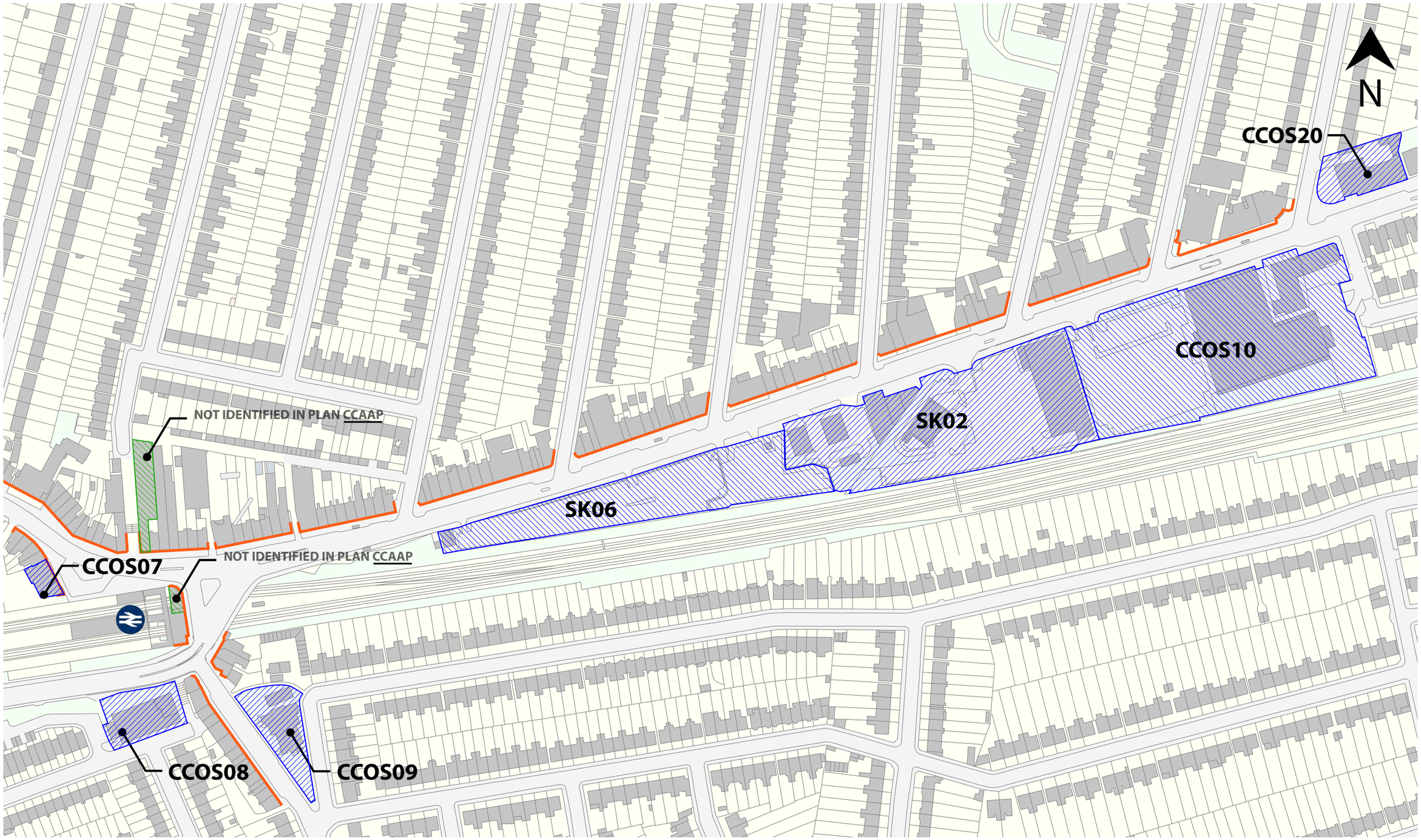
Seven Kings contains several significant development sites that have been identified within the Area Action Plan and are deemed to be important for the regeneration of the Crossrail Corridor.

The Council feel that the redevelopment of these sites will be driven by the arrival of Crossrail in 2019 which will improve their economic vitality and viability and provide wider community benefits.

To improve the vitality of Seven King the preferred approach for these sites is one of mixed use. Redbridge will be seeking active ground floor uses such as retail with appropriate uses, such as residential on the upper floors.

Although not specifically identified in the CCAAP as an opportunity site 14 Cameron Road should be considered a site of redevelopment potential. There is an planning application currently under consideration for the redevelopment of 14 Cameron Road to provide 38 dwellings, two commercial units and communal roof terraces. (ref: 0951/13)

Development Site	Image	Area (ha)	Current Use	Preferred Use	Higher Density Appropriate	Notes
CCOS07 The Joker Public House, Cameron Road		0.8	Public House	Mixed-use; residential, retail Possible landmark location.	Yes	Planning permission granted in Jan 2013 for demolition and the erection of 4 / 5 storey building to provide 19 flats and 2 comercial units. LBR are courrently considering a application for a 95 bed hotel on this site. (Ref: 3399/13)
CCOS08 Seven Kings Health Centre, 1 Salisbury Road		0.13	Health Centre	Mixed-use; healthcare, community, residential	Yes	Potential Residential Capacity – 13
CCOS09 Seven Kings Methodist Church and Hall, Balmoral Gardens		0.15	Church and Church Hall	Mixed use; community, residential	Yes	Potential Residential Capacity – 15 Possible landmark location.
CCOS10 706 - 720 (Homebase) High Road		1.04	Retail	Mixed-use; residential, retail	Yes	Potential Residential Capacity – 91
CCOS20 Telephone Exchange, Corner of Kingswood Road and High Road		0.14	Office / Nursery	Mixed-use; business, reisdential, healthcare	No	Potential Residential Capacity – 14
SK02 674-700 High Road		1.06	Commercial / Restaurant	Mixed-use; retail, community, business, healthcare, residential, primary school	Yes	Potential Residential Capacity – 186
SK06 Seven Kings Car Park & Lorry Park, High Road		0.62	Car Park	Mixed-use; retail, community, business, healthcare, residential, primary school	Yes	Potential Residential Capacity – 109 LBR have produced a planning brief for the Seven Kings Lorry Park and Car Park site.


N
CCOS20
CCOS10
SK02
SK06
NOT IDENTIFIED IN PLAN CCAAP
CCOS07
NOT IDENTIFIED IN PLAN CCAAP
CCOS08
CCOS09

Rail Station

Seven Kings station is a six bay, single storey Victorian building located on the main junction that merges Cameron Road with High Road. It occupies a prominent location at the heart of Seven Kings town centre. Despite being of modest proportions the architecture is well resolved and is a local landmark, indeed the building has been locally listed.

The station was opened on 1 March 1899 by the Great Eastern Railway on their Main Line which opened sixty years earlier.

The station sits on the west side of the road bridge where High Road crosses north-south over the railway line. The station has two entrances.

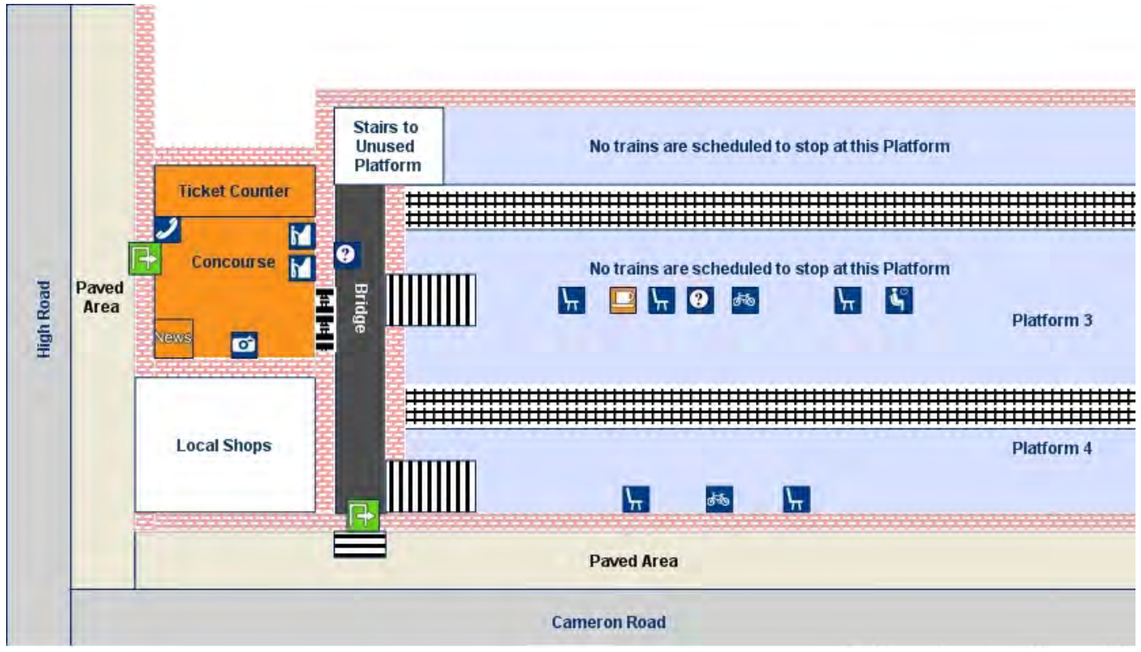
The first is the main entrance which opens out onto a narrow footway bordered by a left turn slip road that is used by vehicles turning left off High Road onto Cameron Road and less so by vehicles turning right back onto the High Rd after either dropping off people at station or attempting to jump traffic queue. The slip road also accommodates disabled parking and loading facilities during prescribed hours. An island reserve separates the slip road from the High Road and accommodates a public seating area, cycle parking and various signage and lighting columns.

The second entrance is opens onto a footway bordered by Cameron Road.

The station is in Travel Card Zone 4.

The typical off-peak service is of six trains per hour to London Liverpool Street, and six to Shenfield.

The services are currently operated by Greater Anglia.



Crime Data

Study Area

Analysis has been carried out of recent criminal activity using Police.uk covering the report's defined study area (see page 5). This includes all crime reported in the study area both related to the station and in the surrounding area. The figures show that between May 2013 and October 2013 a total of 120 crimes were recorded by the Metropolitan Police.

Over 40% of the crimes recorded were classified as other theft. A breakdown of the crimes recorded within the study area can be found in the table opposite.

Study Area Crime Figures May 2013 - October 2013	
Category	**Total Crimes**
Anit-Social Behaviour	1
Bicycle Theft	0
Burglary	2
Criminal Damage & Arson	12
Drugs	6
Other Crime	3
Other Theft	52
Possession of Weapons	1
Public Order	4
Robbery	10
Shoplifting	0
Theft from the Person	3
Vehicle Crime	3
Violence and Sexual Offences	23
Total	**120**

Seven Kings Station

The British Transport Police provide further statistics of crimes related directly to Seven Kings Station. For every 100,000 passengers (between November 2012 and October 2013) there have been 0.82 crimes and acts of anti-social behavior recorded. This is a decrease of 56% from the previous years total of 1.87 crimes and acts of anti-social behavior per 100,000 passengers. The crime figures directly related to Seven Kings station are relatively low.

Seven Kings Station Crime Figures November 2012 - October 2013	
Category	**Total Crimes**
Anit-Social Behavior	4
Bicycle Theft	0
Burglary	0
Criminal Damage & Arson	0
Drugs	0
Other Crime	0
Other Theft	0
Possession of Weapons	0
Public Order	0
Robbery	1
Shoplifting	0
Theft from the Person	1
Vehilce Crime	0
Violence and Sexual Offences	1

4

VISUAL ANALYSIS

Street Design

The overall impression one gets when walking around Seven Kings is of a vibrant place with plenty of people moving about and lots of street activity. However, this activity occurs against the back drop of a traffic dominated environment with high volumes of motorised vehicles passing through the area throughout the day with higher levels of traffic and congestion during the peak hour periods.

The general quality of the street environment is mixed. It is evident that in recent years there have been footway improvements along the High Road and Cameron Road with a uniform and consistent material throughout the study area. Despite this investment in highway improvements the general feeling is of an unwelcoming public realm which at times feels intimidating and unsafe. There are numerous poorly maintained buildings, shop fronts and forecourts on the north side that contribute to an overall sense of neglect, lack of investment and decline in the local area.

The main High Road and Cameron Road junction dominates the Seven Kings local centre with its large sweeping radii and narrow footways. There is an obvious in-balance between space given over to vehicles and pedestrians.

There are almost no defined public spaces within the study area for simple social activity to happen such as meeting with friends, sitting down or resting.

There is a proliferation of uncoordinated and unnecessary street furniture which creates a visually cluttered street scene that can also impedes pedestrian movement in places.

There is a great deal of guard railing and some rationalisation of the street furniture could help reduce the extent of the clutter in the area. There are a number of areas where street clutter has a significant impact upon the operation of the footway - particularly the northern side of the High Road from the main High Road and Cameron Road junction moving east towards Goodmayes.

Seven Kings suffers from a noticeable absence of green elements and tree planting which results in a rather hard and bleak urban street environment. Along the High Road to both the east and west of the station a number of large advertisement hoardings are sited along the railway embankments which have a detrimental impact on the quality of the street scene and local amenity.

In terms of seating there are four benches (one broken) randomly positioned on the traffic island immediately outside the station. These are seldom used which is perhaps due to their rather inhospitable location. Apart from these seats there is very little formal seating in the vicinity of the station. The nearest available seating is located approximately 100m to the west of the station which is located in a small pedestrian lay-by adjacent to an expanse of brick wall along the southern edge of the High Road.

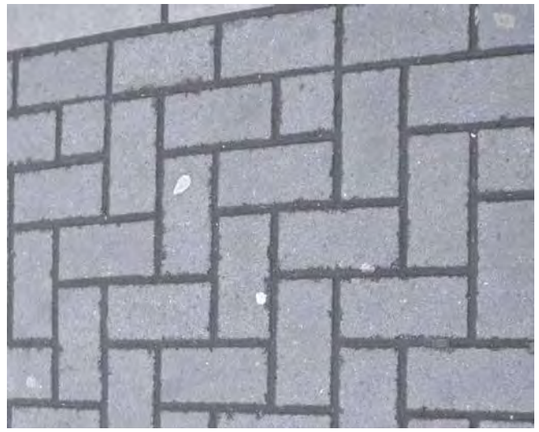
Key Points

1. Traffic dominated environment
2. Unwelcoming public realm which at times feels intimidating and unsafe.
3. Poorly maintained buildings, shops and forecourts.
4. Obvious in-balance between space given over to vehicles and pedestrians.
5. There is a proliferation of uncoordinated and unnecessary street furniture.
6. Noticeable absence of green elements.
7. Large advertisement hoardings have a detrimental impact on the quality of the street scene and local amenity.
8. Very little formal seating in the vicinity of the station.

Footway Materials

The footway areas within the study area are generally uniform with the use of 400mm x 400mm grey pre-cast concrete paving slabs with smaller ancillary paving to the kerb edge in red pre cast concrete sets. The footways are generally in a very good state across the study area and appear to be well maintained.

Perhaps the single biggest issue for the footways in Seven Kings is the interface with the numerous private forecourts along High Road and Cameron Road. Many of these are in a poor state of repair which has a negative impact on the overall quality and feel of the streetscape whilst also detracting from the good quality surfaces already installed on the public highway.

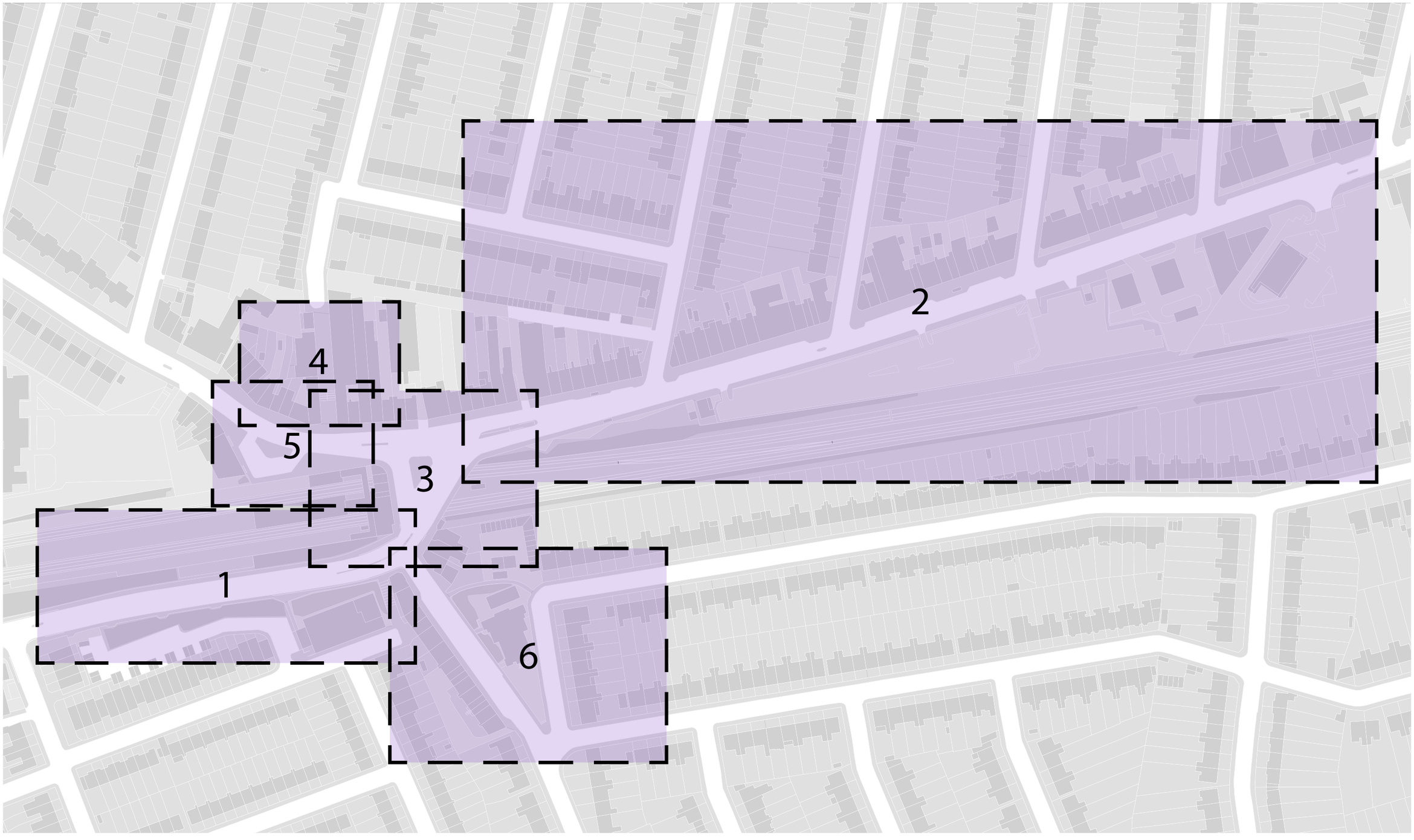


Areas of Focus

In order to record and capture some of the public realm issues at Seven Kings the study area has been divided up into six distinct ‘areas of focus’ which are laid out in the following pages.

These are;

1. High Road (west)
2. High Road (east)
3. Station Junction
4. Farley Drive
5. Cameron Road
6. Seven Kings Road


2
4
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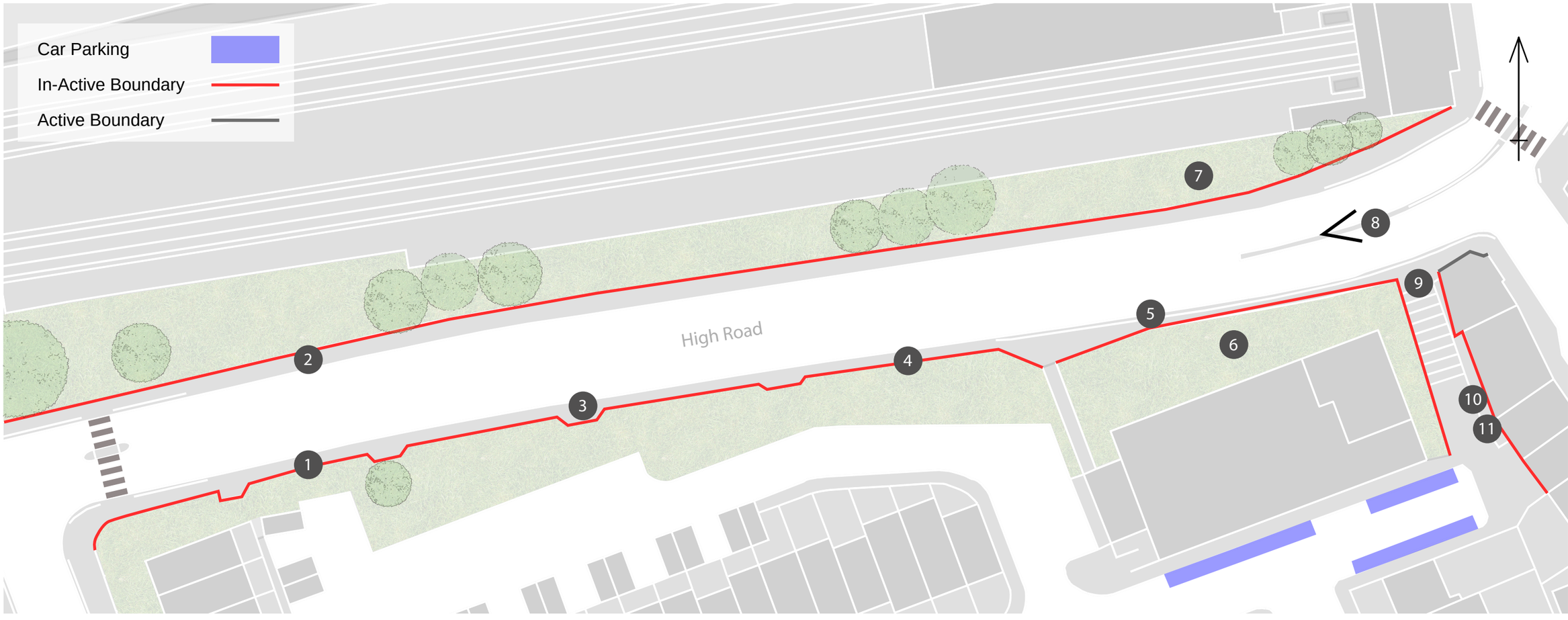
3
1
6

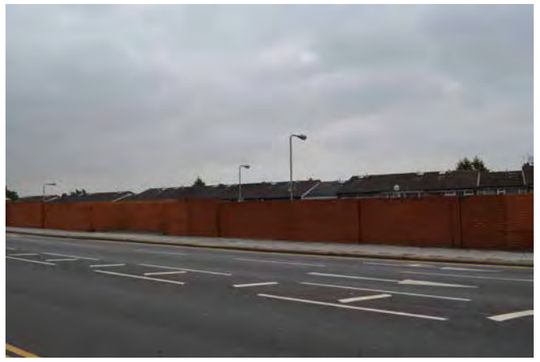
High Road (West)

The section of High Road running west of Seven Kings station towards Ilford lacks any active ground floor frontage on either side. The elevated nature of the road means that on the north side is a railway embankment with a galvanised palisade fence boundary treatment with large advertisement hoardings behind.

A long featureless brick wall, behind which extends a large residential area, and another galvanised palisade fence provides the main boundary treatment on the south side. The Seven Kings Health Centre is located on the south side. It is set quite far back from the street and has a large blank featureless façade fronting onto the High Road.

Just west of the station junction on the south side of the High Road is a set of steps which form an important pedestrian route that connects Salisbury Road and the large residential area that extends south from the High Road and is popular.





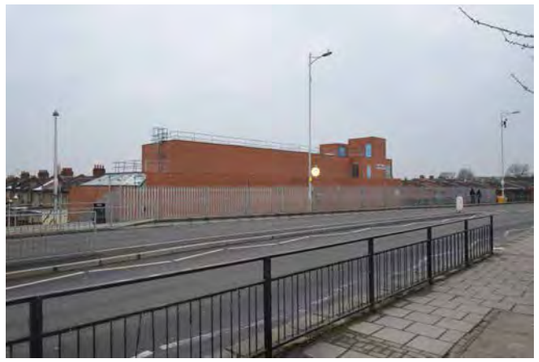
1 - Running along the southern edge of the High Road is a relatively well-maintained but blank, brick wall.

2 - Running along the northern edge of the High Road is a metal, palisade fence. Beyond the fence is a strip of vegetation and the railway tracks.

3 - The brick wall encompasses four resting places but only one has a bench.

4. A futher image of the brick wall lining the southern edge of the High Road

5 - At the run-up to the station junction there is an abundance of guard railing.



6 - The perimeter of the Seven Kings Health Centre is formed by a metal palisade fence.

7 - The northern edge of the High Road is punctuated by a number of advertisement hoardings.

11 - Futher image of the back of house on Salisbury Road.

8 - The edges of the High Road are of poor quality, dominated by metal palisade fencing, advertisment hoadings and guard railing.

9 - An important through route to residential areas connects the High Road with Salisbury Road. The stairs are finished in a high quality granite.

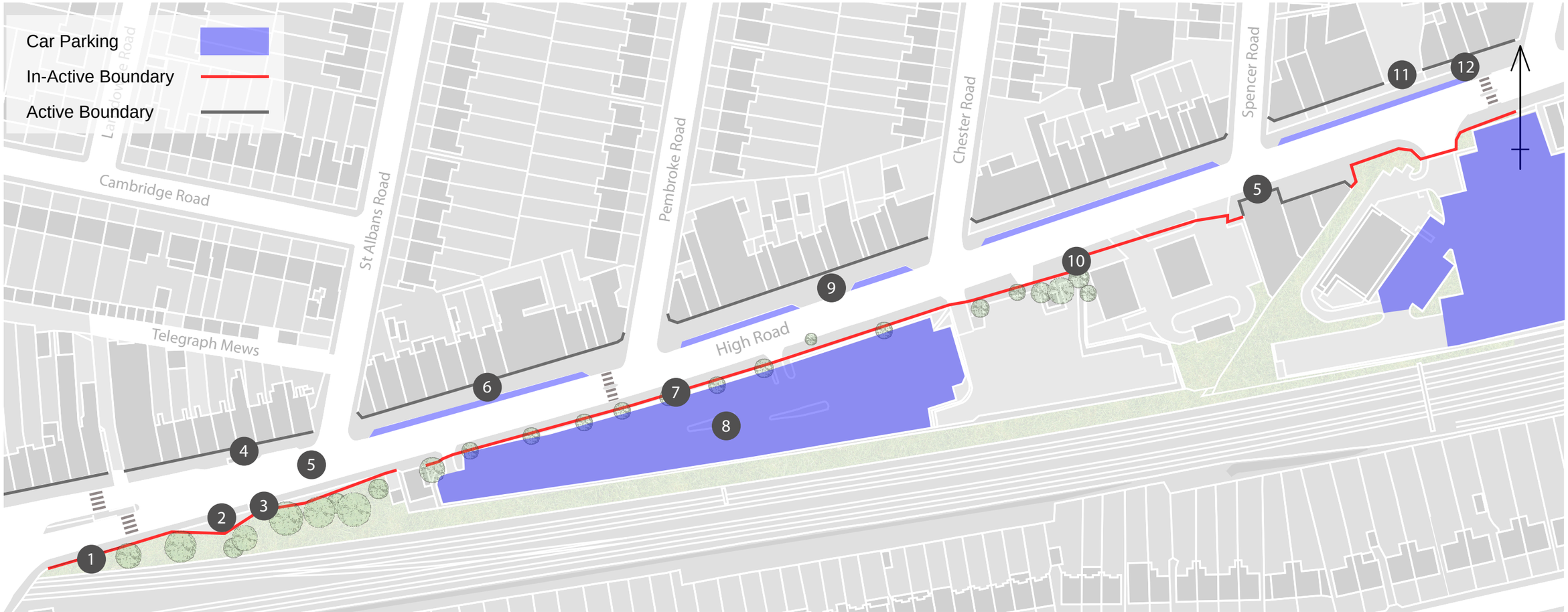
10 - The back house at the end of Salisbury Road is particularly un- kempt and un-attractive.

High Road (East)

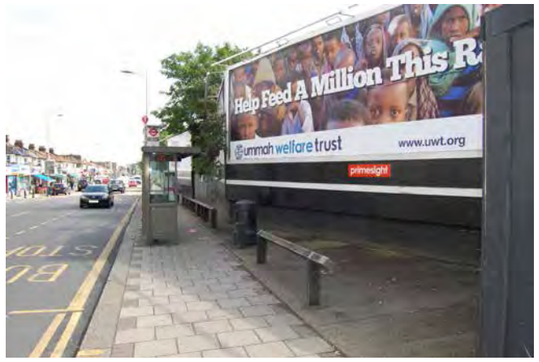
The High Road to the east of the station is predominantly commercial in character although the building form on the south side is more fragmented and inconsistent than the north side. There is a noticeable lack of trees or other planting which results in quite a hard feeling urban environment.

There is significant parking provision along this section of the High Road with the large council owned car park on the south side and kerb side parking and loading on the north side.

Crossing opportunities across High Road are few and far between with no formal pedestrian crossing points between the north and south sides apart from the one associated with the main High Road - Cameron Road junction.



1 - A black, boarded wall forms an inactive boundary to part of the High Road



2 - Unutilsed spaces formed off the pedestrian footway.

3 - Some of the High Road's edges are dominated by advertisement hoardings.

4 - A number of the shop forecourts form positive interactions with the pedestrian footway.

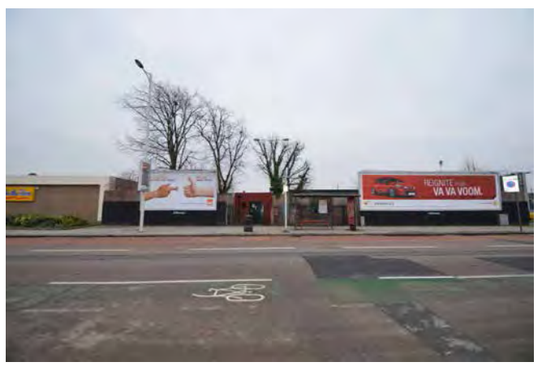
5 - There is a lack of high quality planting particularly on the north side of the High Road.

6 - Example of well maintained and ordered shop forecourts on the High Road.

7 - The station car park forms a weak edge to southern side of the High Road.

8 - Car park and cycling parking is under-utilised.

9 - Example of street clutter and un-coordinated street furniture.



10 - Further advertisement hoardings on the southern edge of the High Road.

11 - The eastern end of the study area is typified by a number of structures that have been modified into car showrooms and mechanic's garages.

12 - A futher example of street clutter and un-coordinated street furniture.

Station Junction

Large traffic dominated intersection where High Road (A118) crosses north - south over the railway line. The High Road forms part of London's Strategic Route Network accomodating large east west movement. It is a very busy junction managed by LB Redbridge however any proposed changes to the route will require the input of Transport for London.

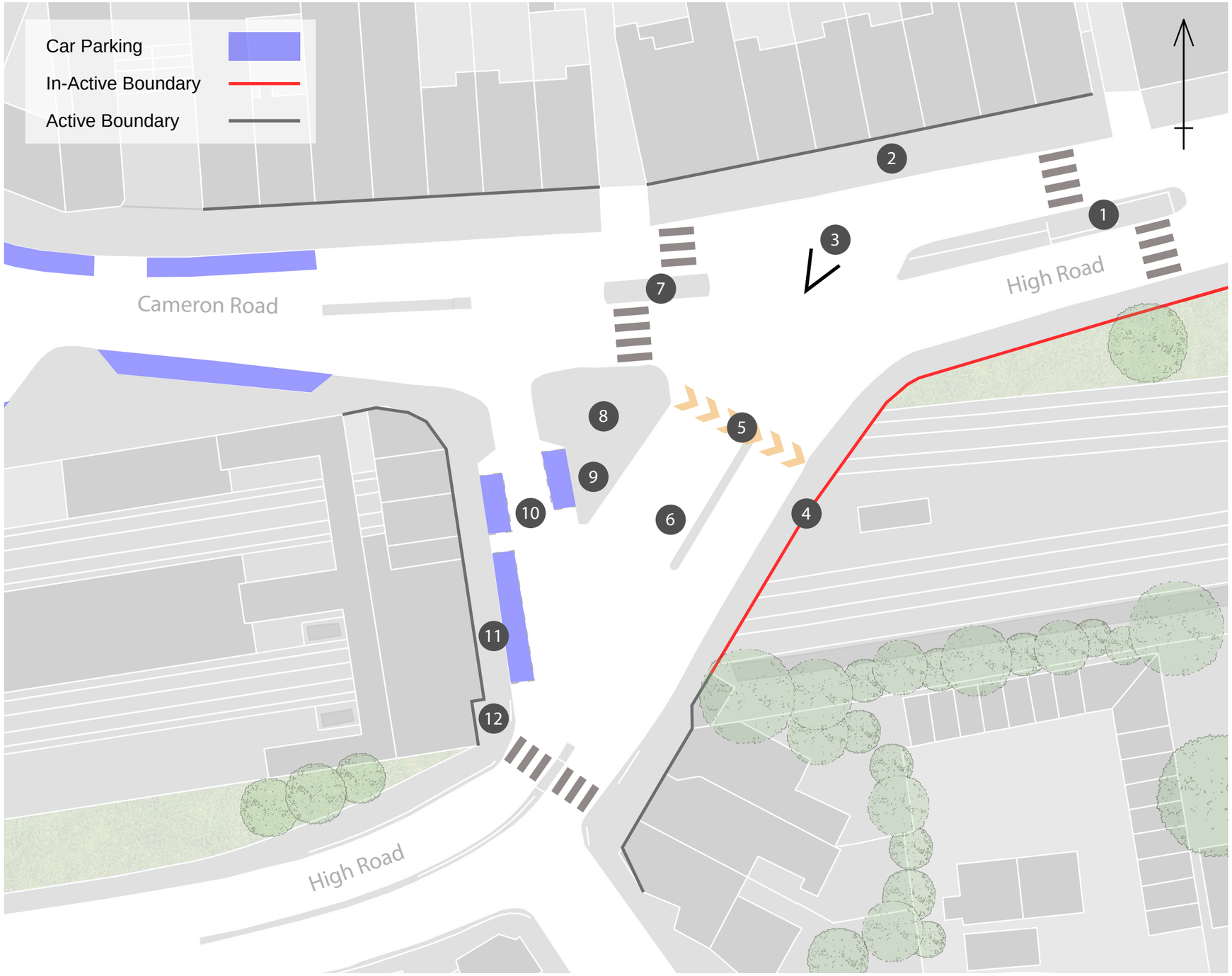
Although occupying a prominent position in the local area, the station itself feels isolated from its immediate surroundings as it is landlocked on all sides by a number of roads which can feel difficult to cross. The formal pedestrian crossing arrangements are indirect and don't always correspond with desire lines.

Positioned immediately outside the main station entrance is a filter lane or 'slip-road' that is regularly used by vehicles turning left off High Road on to Cameron Road. It also provides disabled parking and loading facilities during prescribed hours however, these are seldom used as intended with mini cabs and private cars regularly waiting or dropping off here and avoid the short-stay, Pay and Display off-street parking positioned on Cameron Road. Both areas are used as informal 'kiss and ride' drop-off positions for the station or the surrounding shops and services.

The junction has a number of formal and informal crossing points which assist pedestrians navigate this three arm intersection. There is a signalised crossing over High Road to the south of the station that facilitates pedestrians getting to and from Seven Kings Road and the large residential areas to the south.

A signalised staggered crossing is also positioned over Cameron Road linking the parade of shops on the High Road to the station island. There is also a signalised staggered crossing positioned over High Road on the Eastern arm of the junction

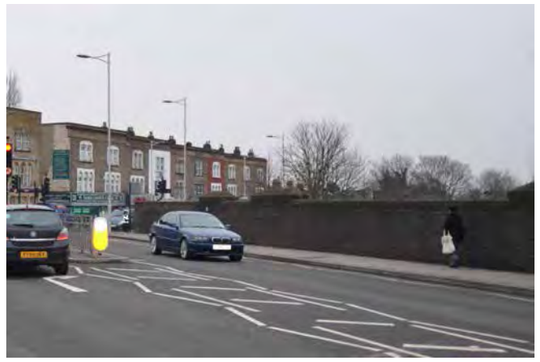
There is no formal crossing facility from the station island over High Road to the east and during certain times of the day there is an uncatered for desire line that is used by people who negotiate through moving traffic to the east side of the junction and further on to the bus stop which is located on the south side of High Road. ***(See No.5 plan and image on opposite page)*** It is likely that this particular desire line will be strengthend further when the lorry/car park is redeveloped as encouraged by the CCAAP and the absence of a formal crossing here may become more of an issue.



1 - Current crossing point at eastern side of the junction. Beyond the crossing and on the southern edge of the High Road is blank, inactive, brick wall.

2 - Poor shop forecourt connections to pedestrian footway. Additionally there is an excess of un-aestheticaly pleasing street clutter.

3 - View of imposing scale of the junction.



4. A blank brick, parapet wall creates an inactive edge on the junctions eastern side.

5 - At peak pedestrian times there are numerous informal crossings of the junction.

6 - Cars and other motorised vehicles dominate the junction area.

7 - Existing crossing from north side of junction. Image highlights issue of street clutter that interrupts the visual connection with the front of the station.

8 - Small under-used space at the centre of the junction that is severed from the station area by a left-turn slip lane.

9 - Island space feels univiting and inhospitable due to its layout and suffers from street clutter and un-coordi-nated signage

10 - Generous slip road from High Rd onto Cameron Rd with disabled parking and loading.

11 - Seven Kings Station - main entrance .

12 - Large refuse bins located at front of station and on the pedestrian footway. Detract from the visual amenity of the area. .

Farley Drive

Farley Drive is small pedestrian route that runs between Cameron Road and Cambridge Road. It provides one of the key links from the large residential area to the north of Seven Kings centre to the railway station and High Road. There is a significant level difference of approximately 2-3 metres between Cameron Road and Farley Drive with a large flight of concrete steps close to where the two routes meet. Bollards located at the northern end restrict vehicle access.

There is little animation at ground level on either side of the route. Enclosing the route on the eastern side is a tall commercial property (approx. 5-6 storeys high) with a rather imposing blank façade that extends the whole length of the pedestrian route. On the western side is residential accommodation in the form of flats with a single ground floor communal entrance, accessed directly from the street.

1 - Large residential area to the north of Farley Drive.

2 - Large areas of paving in poor state of repair at the northern end of Farley Drive that has been the result of turning vehicles .

3 - Both sides of Farley Drive are characterised by inactive frontages, particularly on its eastern boundary.

4 - Refuse bins are un-sightly and give impression of Farley Drive as a ‘back of house’ service route instead of an important pedestrian link.

5 - Despite accomodation of the western edge of Farley Drive, the space struggles with a lack of perceived ownership.

6 - Inappropriate planting species for narrow passageway like Farley Drive.

7 - A further example of the blank elevations dominating Farley Drive’s boundaries.

8 - It is evident from the ponding that the drainage could be improved. The broken paving and litter suggest a space that is neglected and unloved.

9 - The level difference and steps to Cameron Road prevents inclusivity and creates a disconnection with the activity of High Road and isolated feel to the space.

10 - Retail on the corner of Cameron Road and Farley Drive has futher potential to interact with the urban realm.

11 - View onto Cameron Road from Farley Drive

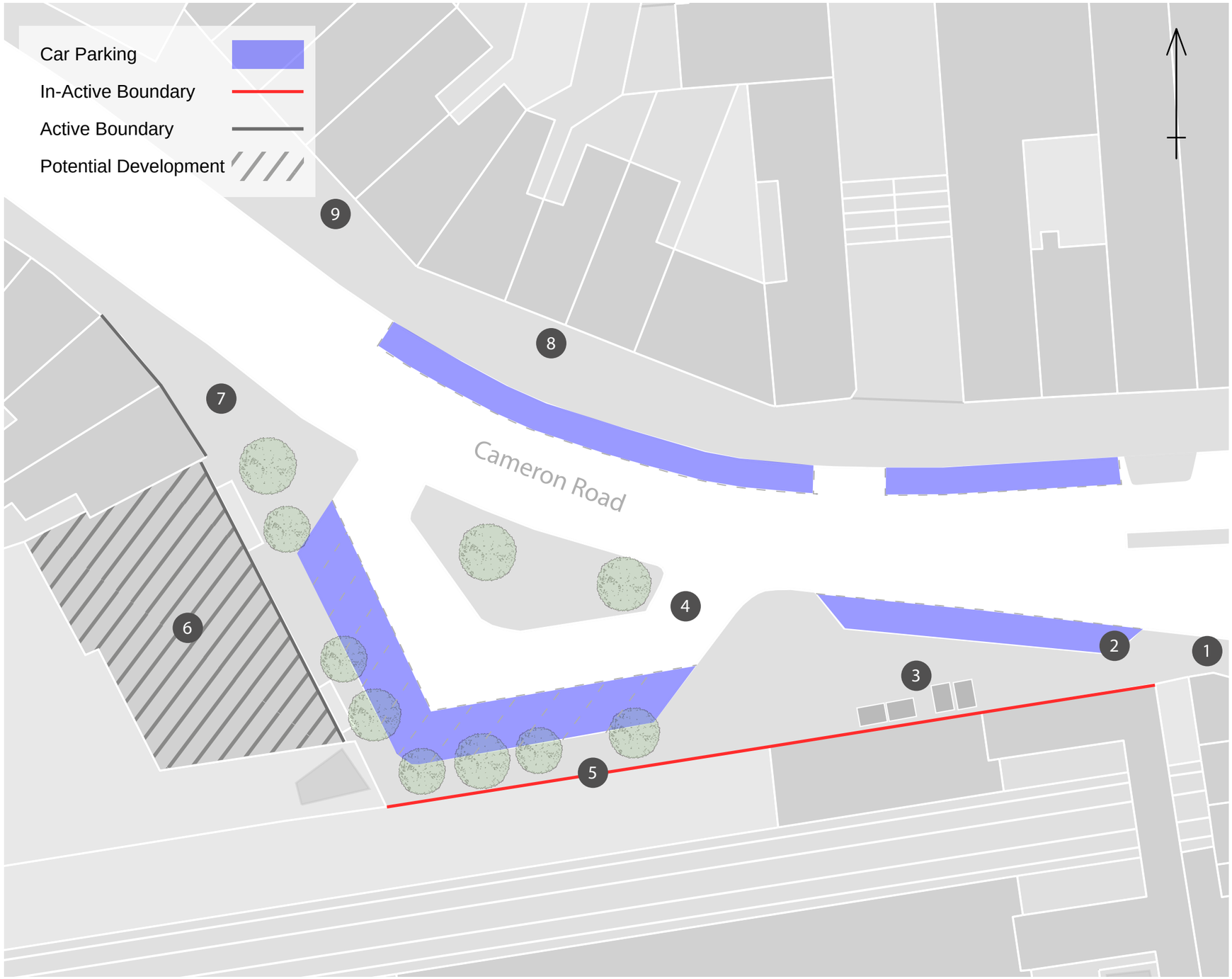
12 - This ugly building extends back to define the eastern side of Farley Drive and its redevelopment offers the potential to animate the route.

Cameron Road

Cameron Road is located to the north edge of the main station building and forms the north-western arm of the main junction with High Road. The character of the street, as it approaches the High Road, is predominantly retail in character with ground floor retail on the north and south side of the road, very similar to the retail offer along High Road. The character however changes very quickly the further west one travels with a large residential area extending to the north and west of the station. There is also a large catholic high school located immediately after the parade of shops on the south side.

There is a significant quantity of parking provision in this relatively small section of street. On the south side of Cameron Road is a large off-street pay and display parking area with approximately 15 parking spaces, enclosed on the south side by the embankment wall of the railway cutting that run through this area and on the western side by a pub (now closed) .

On the north side there is also an area of on-street parking which can accommodate approximately 9-10 car parking spaces or vehicles servicing the shops located on this side of the street.



1 - Secondary station entrance in Cameron Road.

2 - Un-coordinated street furniture.

3 - On street recycling, at times over filled has negative impact on the street scene. .

4. Poorly utilised space, currently used for short stay car parking.

5 - A blank, brick wall forms the southern edge of the area. The wall is currently in a poor state of repair.

6 - Planning permission has been granted for the redevelopment of the Joker Pub. The development will provide retail at ground floor with residential above.

7 - There is in general a deficiency of public space in the area and the are ahs the potential to act as a breathing space for the area.

8 - Poor retail forecourt connections to pavement.

9 - Illegal parking on footway forecourts.

View west along Cameron Road showing inhospitable and inactive edge to the south of Cameron Road.

View west along Cameron Road

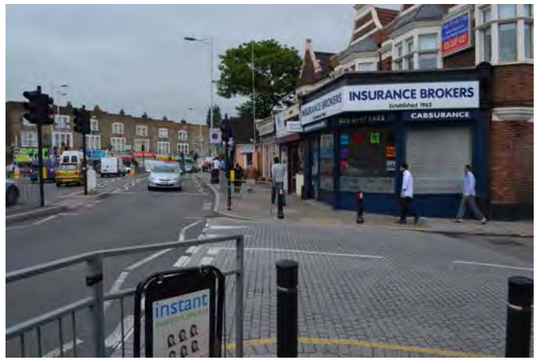
View of the under utilised car parking area in Cameron Road

Seven Kings Road

Seven Kings Road is a local access road that runs south from the High Road and Cameron Road junction to the large residential area to the south and south east. Seven Kings Methodist Church sits on the eastern side of the street. There is a public footpath running along the northern boundary of the church, to Balmoral Gardens, and is an extremely popular route for commuters using the train station during the peak hours.

On the west side is Electric Parade, a local parade of shops that is a positive townscape group of buildings.

There is business and resident permit holder parking on the east side of Seven Kings Road and pay and display parking on the west side outside the shopping parade.



1 - Informal crossing at junction with High Road.

2 - Road side parking on the western side of Seven Kings Road.

3 - Poorly maintained paving.

4 - Important through route between residential areas to the south east and Seven Kings Road. Station users from the south east will predominantly use this route.

5 - The northern edge of the through route is poorly maintained, with the gap between timber fence and mesh fence collecting rubbish and leaves.

6 - Poor shop forecourt connections to pavement and avoidable, un-sightly clutter.

7 - In front of Seven Kings Methodist Church the ground level falls away. Grass was unkempt and fenced off.

8 - Seven Kings Methodist Church is one of the most aesthetically pleasing and notable buildings in the study area.

9 - Road side parking on the eastern side of Seven Kings Road.

10 - A local knife amnesty, drop box is located on the boundary of Seven Kings Methodist Church.

11 - Seven Kings Methodist Church's garden is locked to the public and under maintained. Forms positive green edge to Seven Kings Road.

12 - View south from Seven Kings Methodist Church towards residential area along Seven Kings Road. beyond are further retail areas on Green Lane

5

MOVEMENT ANALYSIS

Walking

Connectivity

Walking in Seven Kings could be greatly improved by addressing the obvious imbalance between priority and the amount of space given over to motorised vehicles and people generally. The Seven Kings local centre that stretches out along the High Road is dominated by motorised traffic and at various times of the day congested, resulting in the walking experience being quite an unpleasant one.

The railway line is an obvious barrier to good north-south connectivity in the area with the High Road and Cameron Road junction being the only crossing point over the railway line between Aldborough Road to the west of the station and Goodmayes Road to the east. This means the junction is a critical node within the local area that both pedestrians and vehicles pass through when moving around the area. Seven Kings station sits on the western side of the junction, where the High Road crosses the railway line and switches from the south side to the north side of the tracks. The route of the road across the tracks not only means that the junction is the main north-south link over the tracks but the location of the station also results in it being the main arrival point and gateway to Seven Kings. Consequently the junction has to accommodate passengers accessing and egressing the station.

During the morning three hour peak, the vast majority (89%) entering and leaving the station as a whole arrive on foot (58%) or by car (combined park and ride or kiss and ride) (31%). The table below illustrates the full modal split (taken from the survey data undertaken from the Updated Transport Assessment.

Mode	Revised 2016 Passenger Numbers	Modal Split (%)
Bus	82	5%
Park & Ride	246	15%
Taxi	66	4%
Kiss & Ride	262	16%
Cycle	33	2%
Walk	951	58%
Total	**1640**	**-**

The station forecourt area is accessed via a number of routes that either form or converge on the main junction. As already outlined above, large residential areas extend both to the north and south of the High Road which results in large numbers of rail passengers arriving at the station from the key routes from those areas – Seven Kings Road and Sailsbury Road to the south and Farley Drive, Cameron Road and St Albans Road to the north.

Depending on the direction that pedestrians arrive and depart from the station the vast majority will have to cross a road at some point with a significant proportion having to cross two. There is a pedestrian crossing facility on the north side of the junction over to the small traffic island and pedestrian crossing on the south side of the junction directly onto the footway adjacent to the station building. There is a noticeable absence of a crossing facility on the south-eastern arm of the junction which is used quite heavily at particular times of the day.

Wayfinding

Way finding in the area generally is poor with little or no signage located directly outside the station to help visitors to the Seven Kings orientate themselves to the main areas of interest in the local area. The only signs observed on arrival at the station (on a number visits) were for the bottle bank and toilets.

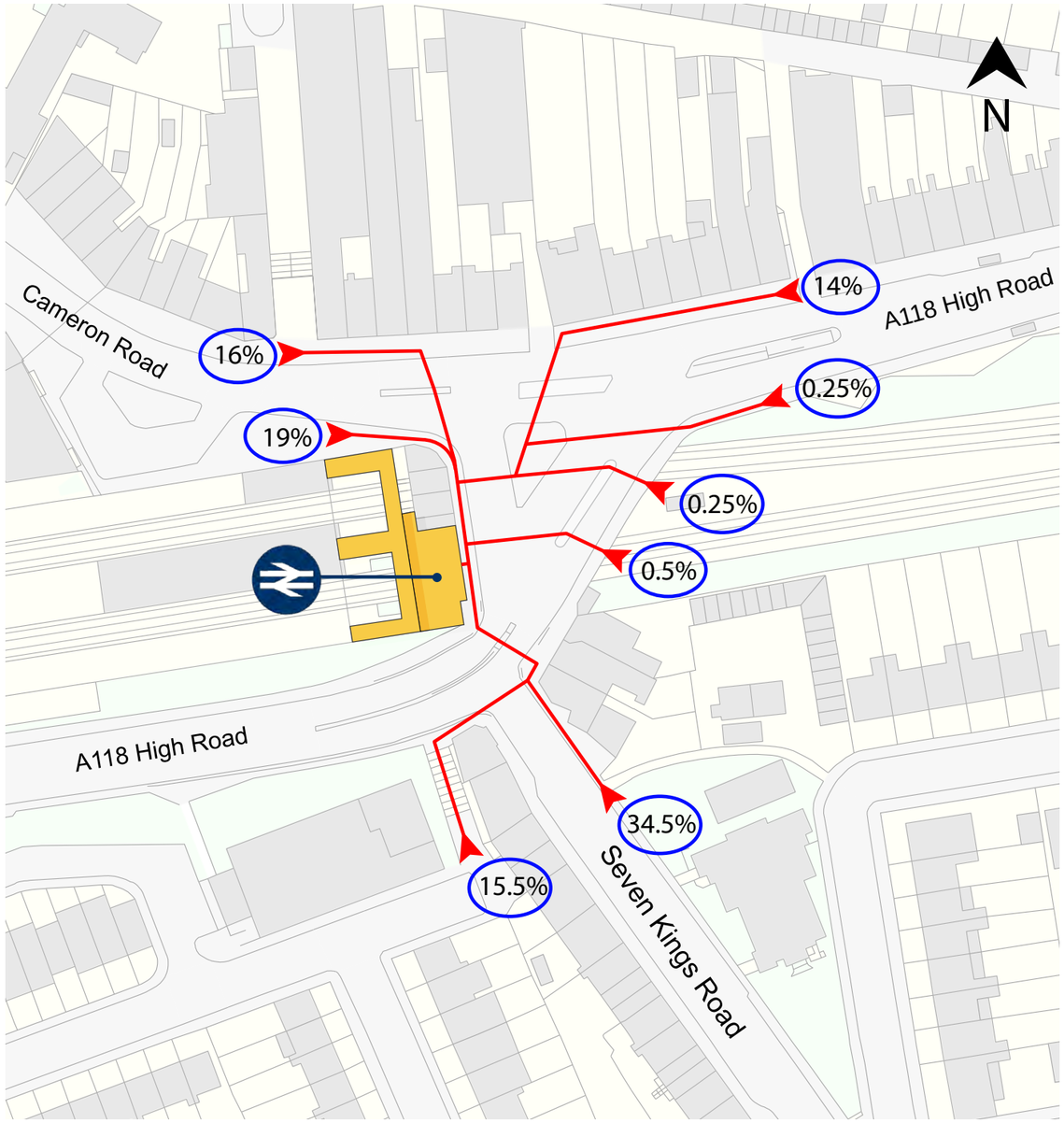
Pedestrian Flows

As outlined in Chapter 1, it is forecast that approximately 58% of all passengers using the station in the morning peak 3 hours will walk to the station from the wider area. However, it is safe to assume that almost all passengers will eventually arrive at the station on foot whether they get off the bus on the High Road, get dropped off nearby by a loved one or taxi most people are likely to complete their journey to the station entrance on foot.

The information provided in the Updated Transport Assessment, carried out by Network Rail in 2012, has been supplemented by pedestrian counts which were carried out in March 2013 between 7-10am. The counts were undertaken in order to understand how people arrived at the station, from which direction and to identify whether there were more people coming from one direction than another. Pedestrian movements were observed coming from Cameron Road, High Road east, High Road west and Seven Kings Road.

Key Findings

- Equal spilt between people arriving at the station arrive from the north and south
- Of the 50% they arrived at the station from the south 34.5% came via Seven Kings Road with 15.5 % arriving via Sailsbury Road.
- Of the 50% arriving from the north 35% came from the north-west (Cameron Road or Farley Road) with 15% arriving from the east – High Road.
- 99% of all those observed tended to use the formal or the informal crossing points provided to cross Cameron Road or High Road.
- 1% crossed the High Road from the southern footway where no crossing facility exists onto the small station island area to reach the station entrance. Note: the 1% movement was observed during the 3 hour peak period in the morning however, on subsequent site visits considerable numbers of school children were observed in the afternoon attempting to cross at the same location (see image 5 on Page 36).
- Whilst only 1% of pedestrians cross the junction to the station from the south-east this figure is likely to increase in the future as the CCAAP anticipates high density development on the lorry/car park land.



Pedestrian Counts

Entry and exit counts were initially undertaken in 2001 during peak AM hours. The table below includes current usage estimated on the basis of the 2001 survey and uplifted to reflect the growth trend occurred in recent years.

Evidence of an increase in passenger numbers at Seven Kings can be found in the Office for Rail Regulation's annual station data. Figures rose from approx. 1.25m passengers in 2001 to just under 1.9m in 2011. The O.R.R. data is based on ticket sales and can't be easily converted into morning peak data, but the figures evidently show a significant increase in passenger usage since 2001.

Additionally the table includes passenger forecasts for 2026 (after the arrival of Crossrail).

	Entry	Exit	Total	Increase
2001	800	100	900	-
2011 (estimated)	1.192	149	1,341	49%
2026 (forecast)	1,880	370	2,250	68%

Footways & Comfort Levels

An analysis of pedestrian comfort levels around Seven Kings station is shown in this section. The main purpose is to assess crowding levels on the footways within the immediate transport interchange zone. The findings will be used to inform the design proposals and identify possible pinch points or footways that lack the requisite capacity.

In 2010 TfL published guidance to calculate footway comfort levels. Comfort levels are obtained through a static calculation on the basis of pavement widths and any street furniture restricting the free flow of people.

Pedestrian counts were undertaken at specific points within the study area during the peak hour periods on a normal week day. For the purposes of the exercise the pavements in the vicinity of the station were divided up into relatively homogeneous sections to assess comfort levels in each of these zones.

The passenger forecast date from the table on the previous page (AM Peak 2026) has been used to test future comfort levels.

Key Findings

- The majority of footways within the study area will be not over-crowded and will provide a high level of comfort for the pedestrians using them.
- However, there are footway areas that show 'acceptable' but 'at risk' levels of pedestrian comfort. These are located immediately outside the station entrance on the footway adjacent to the station slip road. See plan opposite. Although the current PCL is 'acceptable/at risk' in this location it is felt that with the anticipated increase in passengers due to the improved services at Seven Kings this footway is likely to become uncomfortable or even unacceptable for pedestrians in future years, particularly during the peak hours.
- There are two locations within the study area that show 'unacceptable' levels of pedestrian comfort. These are on the northern side of the main junction in areas where the presence of large pieces of street furniture (signal control box or telephone box) or excessive street furniture are affecting the amount of footway available.

Key Movements

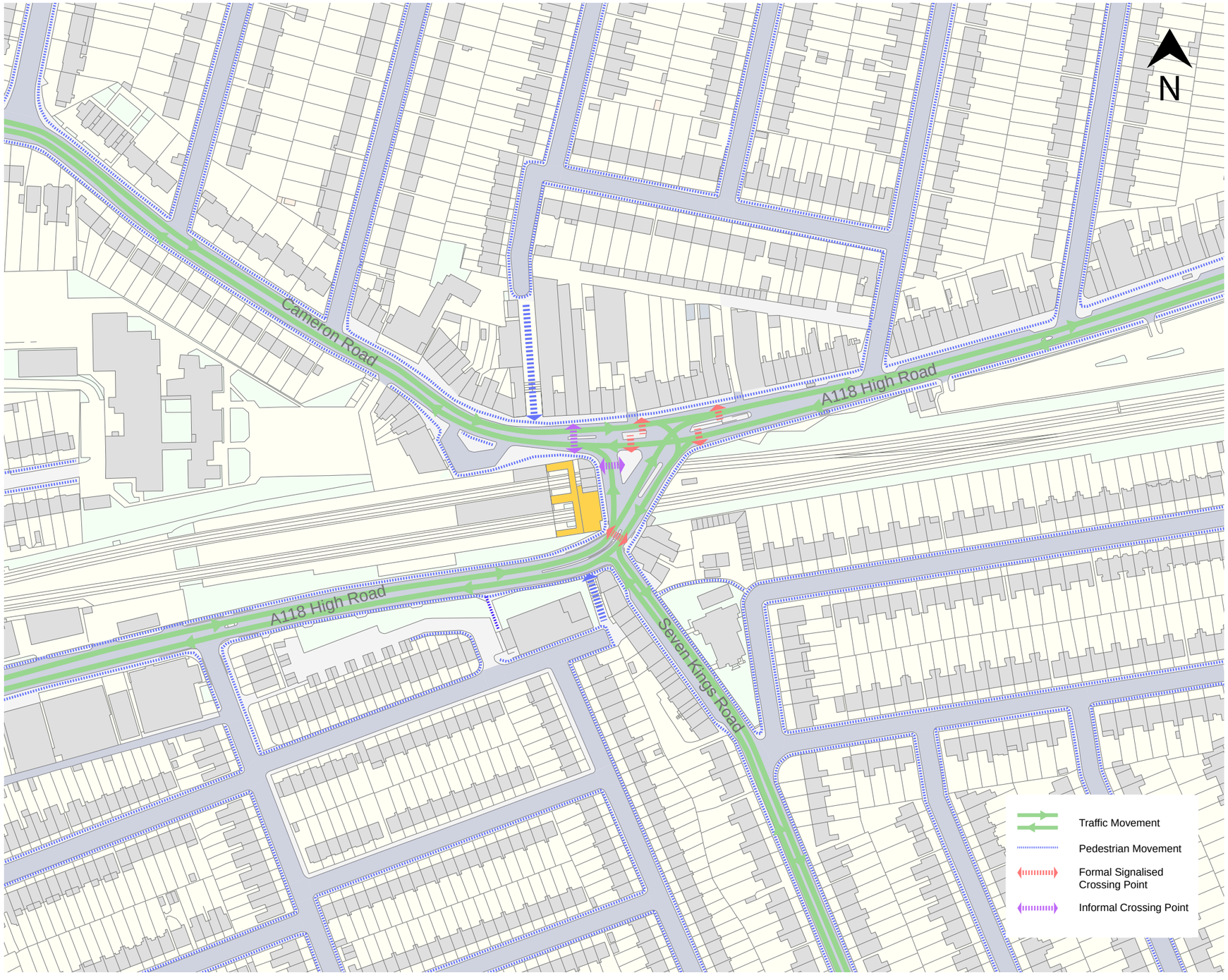
In terms of road hierarchy, the A118 High Road is the main arterial road in the area and the only A road within the immediate study area.

The station opens out on to the main junction of A118 High Road and Cameron Road which is the key junction within the local area.

The A118 is a busy east-west route through Ilford into London and forms part of the Strategic Road Network. It is also part of the former Roman road between London and Colchester.

Cameron Road is a local distributor road and forms part of a well used and direct connection to the A12 Eastern Avenue.

All the other roads in the nearby vicinity are considered local access roads befitting their largely (but not exclusively) residential nature.



Parking

The existing parking levels in the Seven Kings local centre are generally high. In additon to the formal provision described below the southern ends of the side roads north of the High Road have the ability to accomodate supplementary parking for businesses in the High Road

Station Junction

At the station there are two disabled parking spaces located in the station slip road with a maximum stay of 4 hours.

High Road

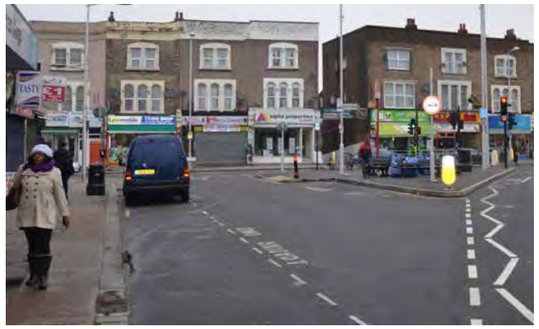
The majority of parking on High Rd is located to the east of the main station junction with none located along on the western stretch of High Road towards Aldborough Road. The Seven Kings Car/Lorry Park provides 170 spaces. To the north there is space for approx. 71 metered parking spaces. As with Seven Kings Rd spaces are not individually marked out so the quantum expressed has been calculated by measuring the overall length of the bays and dividing this by the standard parking space length dimension of 4.8m. About half the total amount of on-street parking along this stretch of High Road is included in the Seven Kings (SKA) CPZ. It is likely that a comprehensive parking study would be required as part of any proposals for the redevelopment of the Car/Lorry Park site.

Cameron Road

In Cameron Road there are approximately 24 car parking spaces within a very small area. There are 3-4 short stay spaces located adjacent to the secondary station entrance with a further 12 short stay metered spaces in a dedicated parking area adjacent to the Joker Public house. There are a further 9 short stay metered spaces on the north side outside the parade of shops. This area of Cameron Road is also included in the Seven Kings (SKA) CPZ.

Seven Kings Road

In Seven Kings Road there are approximately 12-13 'Business and Resident' permit holders only spaces on the eastern side of the street and a further 14-15 spaces on the western side of the street directly outside Electric Parade. Spaces are not individually marked out so the quantum expressed above has been calculated using the method described above for High Road. This section of Seven Kings Road is also included in the Seven Kings (SKB) CPZ.



Taxis

There are currently no taxi ranks located in close proximity to the station. There is one Private Hire Vehicle (PHV) office located directly opposite the station on the south side of the High Road and Cameron Road junction. There is also no dedicated area near the station for taxi and private hire vehicles to drop off or pick up people using Seven Kings station.

However, observations from numerous site visits showed that this is something that regularly takes place in the station slip road throughout the day. The close proximity of the PHV office means that vehicles are often illegally parked in the parking facilities reserved for loading and disabled drivers by waiting minicab drivers.

The area is also used by the general public attempting to avoid the short-stay, Pay & Display off-street parking positioned on Cameron Road and Seven Kings Road. The space is also used as informal 'kiss and ride' drop-off space.

With the forecast increases in patronage at Seven Kings it is likely taxi and private hire usage will consequently increase. This will potentially increase the level of vehicular traffic in the area and potentially exacerbate the traffic congestion that occurs outside the station entrance as vehicles drop off customers at the station.

TfL have recommended that, if possible, a formal drop off facility be located in close proximity to the station, perhaps on the western side of High Road. The facility should take account of pedestrian and vehicular flows and servicing and should not impact negatively on these activities. If space is tight a multi-use facility could be provided that could be used for pick up by taxi, private hire and kiss and ride vehicles.

.

Set down/pick-up

There is no dedicated set down or pick up area for Seven Kings Station although this does currently happen in both the slip road directly in front of the station which can often obstruct other vehicles turning left into Cameron Road or drivers wishing to use the disabled spaces located here. This is particularly noticeable at peak travel times.

The parking areas to the northwest of the station on Cameron Road are also used for kiss and ride activity by station users.

Servicing

Servicing surveys or studies were not carried out as part of this work however, from observation on numerous site visits it is evident that a significant amount of servicing occurs on-street, utilising the short stay parking spaces in Cameron Road, High Road and Seven Kings Road (Electric Parade). The station itself is serviced from a loading bay located in the slip road directly outside the station entrance.

Cycling (Route and Parking)

As part of TfL's transport input work for this study a cycling assessment of Seven Kings Station was undertaken.

The surrounding area has reasonable cycling infrastructure. London Cycle Network Route 160 passes east-to-west directly outside the station along High Road and is the main cycle route through the area.

Several signed cycle routes run adjacent to the station entrance in all directions providing Seven Kings with a wide catchment area. There are also other local cycle routes that provide quiet routes suited to less experienced cyclists. There are also numerous quieter residential streets to the north and south of the station

CYCLE PARKING

As a 'biking borough', Redbridge has made a commitment to increasing levels of cycling in their area with funding from TfL to 2014. This will be considered in the recommendations for cycle parking at this station.

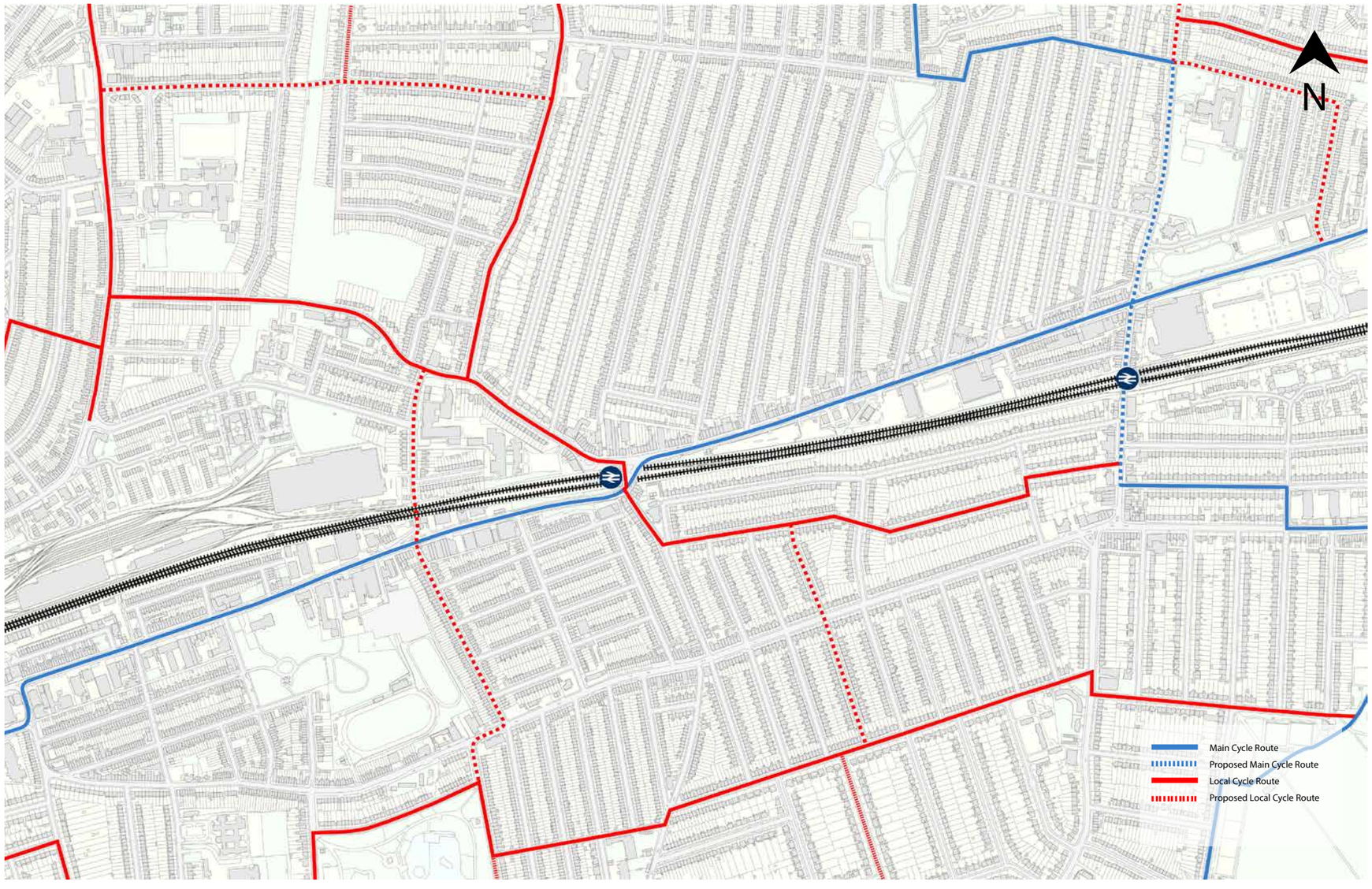
Seven Kings Station is in category E, a Local Interchange. The current TfL Standards recommend that one parking space is provided per 200 entrants per day.

Cycle parking is provided at the front of the station with 3no. Sheffield stands located on the island space and there are also 5 stands on platform 1.

Further afield, there is considerable cycle parking provision. To the east of the station there are a number of Sheffield stands on the north side of the High Road located by the junctions of the various side roads. There are also approximately 40+ stands located in the car/lorry park site on the south side. During the various study site visits undertaken by CRL to the area the stands on both the High Road and in the lorry park have been completely unoccupied.

During TfL's own assessment, the occupancy rate of the cycle parking spaces at Seven Kings observed was 0% per cent (or 5% utilisation if parking provided was used instead of informal parking). The survey took place during typically good conditions for cycling with mild temperatures, clear skies and little chance of precipitation. Given the survey also took place on a week day between the peak travel periods (10am – 4pm) the figures recorded give an accurate representation of current demand, albeit a snapshot taken on just one day. The lack of usage of spaces at present may be due to many factors but the inconvenience of carrying a bicycle down stairs to platform level is likely to be a considerable deterrent to use.

Even with the increased demand up to 2026 as a result of Crossrail, Seven Kings station provides an adequate level of cycle parking according to the TfL standards. Should cycle parking capacity be based on the current borough mode split, 25 spaces would be required. Given the Mayoral aspirations for increasing cycling across London and the borough's status as a Biking Borough TfL suggest that some consideration should be given to improving cycle parking at the station. New cycle parking facilities should therefore be introduced at street level which would provide a more convenient facility than currently provided, if sufficient space is available. TfL identified Cameron Road as a suitable on-street location to accommodate additional cycle parking as it is in close proximity to the station entrance and local high street with high levels of natural surveillance.



Buses

Bus service provision in Seven Kings is limited. Route 86 runs 10 buses per hour between Romford and Stratford and is the only bus service that directly serves Seven Kings station. In comparison to Chadwell Heath and Goodmayes which both have at least 5 bus services that run either directly outside or in the local vicinity of the stations. The areas to the north and south are not directly linked to the station by bus but are well connected to Ilford and Goodmayes stations, which are well-connected.

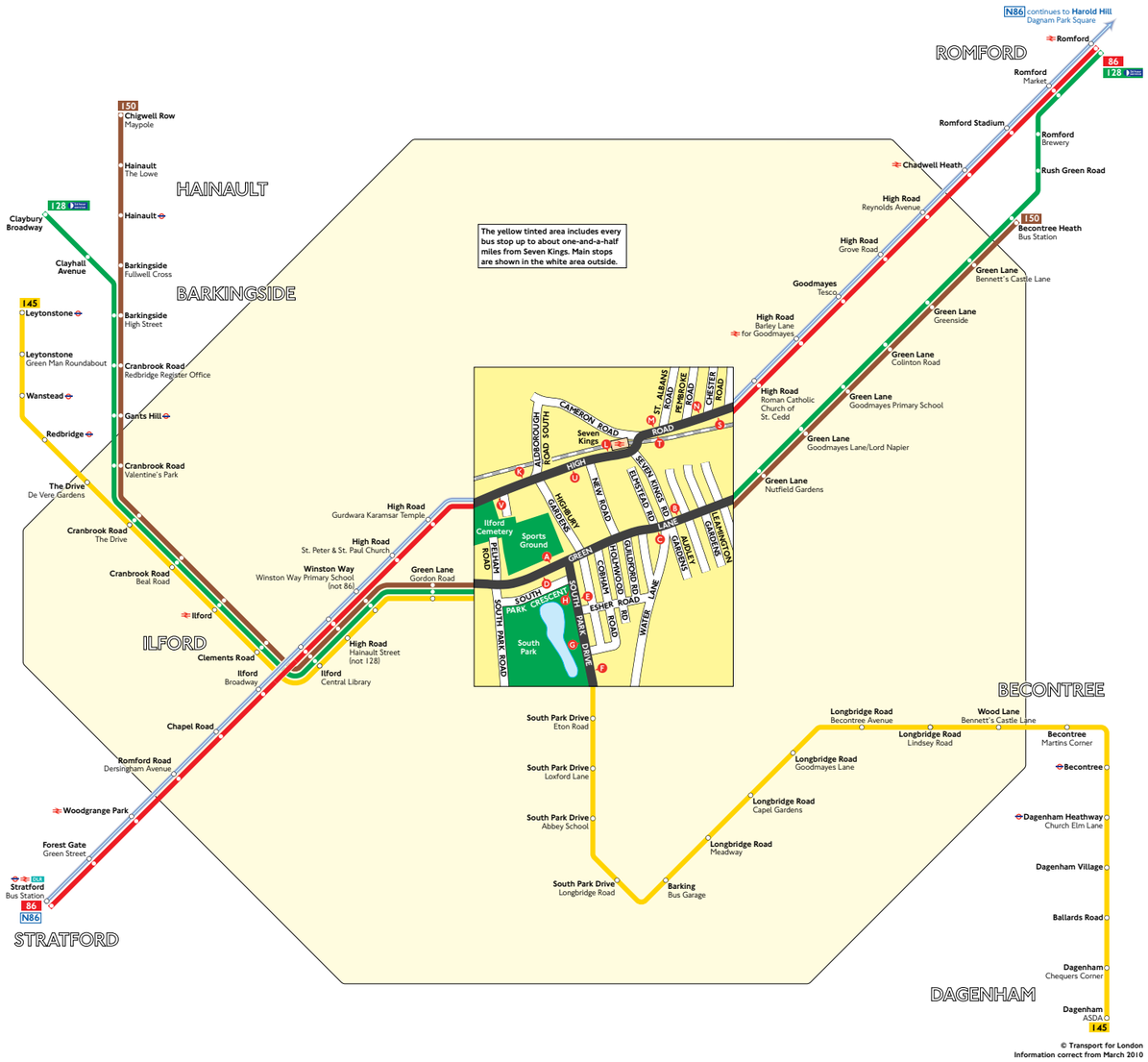
Route 86 (10 bph) has an eastbound stop on the High Road 130 metres west of the station and a westbound stop 130 metres east of the station requiring the use of the pedestrian crossing adjacent to the station.

In terms of future demand TfL have undertaken an initial review of the impacts of Crossrail on bus demand. The review is based on forecast demand changes by corridor at each station. Forecasts may change and no detailed planning has taken place at this stage so this is purely an indicator of the scale of change.

the intial review shows that us there will be a decrease in demand into Seven Kings. Only route 86 directly serves this station and a decrease in demand is forecast, greater than at Chadwell Heath and Goodmayes, likely to be due to its proximity to Ilford station, which will have a higher frequency train service and because the 86 route essentially follows the rail line.

TfL have indicated that the current bus interchange to the station is poor as it requires pedestrians to cross roads adjacent the station. They acknowledge that it's unlikely the stops could be relocated nearer the station without significant changes to the junction and/ or station forecourt.

Buses from Seven Kings



Key

- 86 Day buses in black
- N86 Night buses in blue
- Connections with Underground
- Connections with National Rail
- DLR Connections with Docklands Light Railway

Red discs show the bus stop you need for your chosen bus service. The disc (A) appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

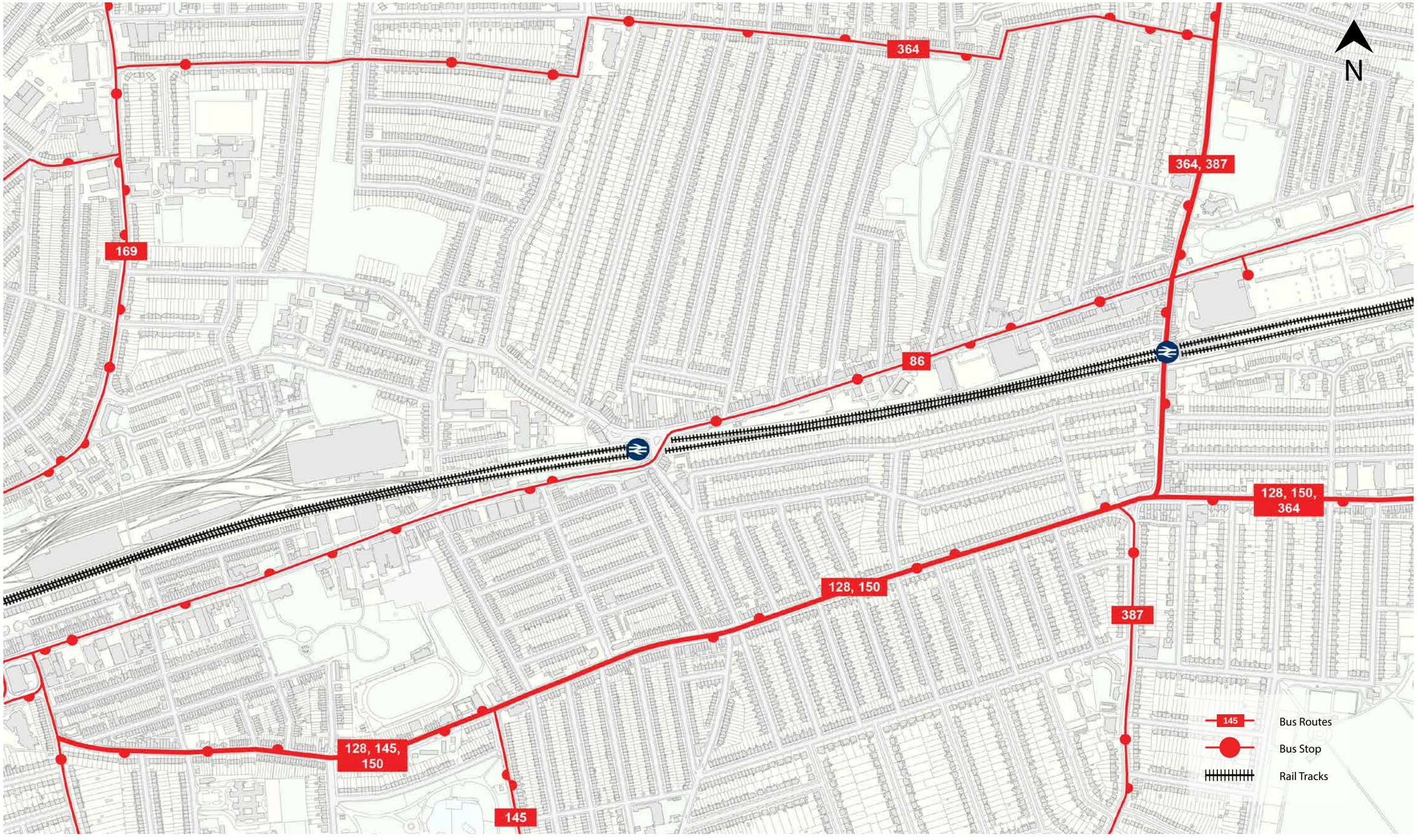
Route finder

Day buses including 24-hour routes

Bus route	Towards	Bus stops
86	Romford	K L M N
	Stratford	S T U V
128 (24 hour service)	Claybury Broadway	C D
	Romford	A B
145	Dagenham	A E F
	Leytonstone	D G H
150	Becontree Heath	A B
	Chigwell Row	C D

Night buses

Bus route	Towards	Bus stops
N86	Harold Hill	K L M N
	Stratford	S T U V


N
364
364, 387
169
86
128, 150, 364
128, 150
387
128, 145, 150
145
145
Bus Routes
Bus Stop
Rail Tracks

Road Safety

According to data provided by TfL there were 10 recorded accidents in the local area in the last 36 months. The majority of the accidents were ‘slight’ with two ‘serious’.

In all but one of the incidents the accidents appear to be caused by driver, rider or pedestrian error rather than the road condition.

The information shows that most accidents occur on or in the vicinity of the junction of High Road and Cameron Road with the remainder in various locations within the study area including the junction of St Albans Road and High Road and a number in Cameron Road. Three of the accidents involved cars colliding with pedestrians. Neither of the serious accidents occurred at the junction. The first of the serious accidents was located on Cameron Road, 75m west of the junction, the second serious accidents occured at the junction of St Albans Road and High Road.

Further details on the individual accidents highlighted can be found in the appendix (p. 90 - 98).

6

DESIGN STRATEGY

Essential Qualities of Station Environments

1 - A posititve experience with a strong sense of arrival and departure.

2 - Easy and legible interchange to other transport modes.

3 - Places to sit, socialise and wait.

4 - An area to set down and pick up passengers.

5 - Trees to moderate the worst extremes of weather and add character.

6 - Space to pause and ‘get your bearings’

7 - Somewhere to lock up a bike for both short and long stay that is overlooked

8 - Disabled parking spaces close to entrance.

9 - A map and local area information.

10 - A free drink of water

Design Brief + Drivers

The base line studies have generated the following design drivers. Where feasible and appropriate these have all been taken into consideration when developing the design proposals

Historical Development

- Respect prevailing pattern of development, character and form of Seven Kings and High Road
- Protect and enhance the historic townscape environment

Urban Form + Character

- Exploit the natural assets of the site

Land Use + Planned New Developments

- Maximise pedestrian movement space

Policy + Planning

- Maximise benefits of Crossrail
- Increase accessibility and ease of movement - enhance north-south connections across High Road
- Improving access to public transport
- Support function of commercial centre and improve retail offer
- Improve quality of public realm and streetscape – legibility and connectivity
- Public art
- Increase biodiversity
- Stimulate appropriate development and regenerate the area
- Improve cycling facilities at station
- Improve the public realm of Electric Parade
- Create new public open space – Lorry park

Seven Kings Existing Plan

Traffic Movement + Links

- Preserve all existing movements and flows

Cycling Facilities + Route

- Provide the appropriate number of parking spaces in close proximity to the station + secure storage

Trees + Natural Habitat

- Retain as many existing trees as is practical
- Increase planting in area

Visual + Spatial Analysis

- Respect and frame views of the station building when approaching along main routes

Bus Services + Accessibility

- Retain bus service efficiency + improve access to bus stops + locate bus stops closer to the station if possible.

Taxi Facilities + Drop Off / Pick Up

- Relocate private hire vehicles from front of station and investigate vehicle drop-off point feasibility

Physical + Political Context

- Develop proposals that are acceptable to the local authority and can be promoted by them to the local community

Pedestrian Environment + Movement

- Enhance station environs + create new, high quality open space as focal point at the heart of Seven Kings and setting for station.
- Improve pedestrian priority around station to strengthen visual and physical connections to the surrounding uses
- New pedestrian crossing points to correspond to desire lines;
- Improve way-finding

Micro Climate + Sunlight

- Provide shade and wind baffles

Seven Kings Key Proposal Plan

Masterplan

Key Design Concepts

Seven Kings is a local centre 'High Street' providing a range of shops and services to the surrounding local community. It is mixed use with flats above most shops and long residential streets running north and south of the High Road. The area feels vibrant with plenty of street life but is unfortunately dominated by motorised traffic that at times becomes congested, impacting negatively on the overall walking experience.

The arrival of Crossrail and the resultant accessibility improvements it brings will means the perception and fortunes of Seven Kings will undoubtedly improve as it becomes a more desirable place to live with faster and more direct connections to the City, the West End and Heathrow. The realisation of the significant development opportunities on offer in the Seven Kings area should help to reinforce this perception and help to contribute to the successful regeneration of the local centre

The key design concept is therefore to improve both the Station and wider High Road environment by raising the quality, design and legibility of the public realm in Seven Kings by addressing some of the obvious imbalances between vehicles and people.

The core design proposals centre on the High Road and Cameron Road junction and adjacent station forecourt area which form the critical movement node and convergence point in the local area. Modifications to the junction layout are proposed to prioritise pedestrian movement and access to the station and create a friendlier and more welcoming arrival space and gateway to Seven Kings. Three options have been developed for the junction and forecourt area.

A new landscaped area is proposed in Cameron Road to help address the conspicuous lack of public space in the local area. This will help to increase opportunities for social interaction or somewhere to pause and relax away from the hustle and bustle of the main commercial area.

The areas directly outside the main shopping parades along High Road and Cameron Road will be improved to help support and encourage the commercial activity that are so important to the future viability and vitality of Seven Kings as a place where people want to visit and use regularly.

Visual clutter will be reduced by the removal of redundant or unnecessary street furniture which in turn will increase usable footway space for the anticipated increases in people visiting and moving around the area.

Materials are proposed that will complement the historic character of the area and notable townscape and shopping parades frontages on High Road and Seven Kings Station

North Clybourn, Chicago : Example of refurbished station and urban realm (similar scale to Seven Kings)

North Clybourn previously fronted onto a slip road that served as off-street bus transfer and drop off point

Footways

Private forecourt areas in front of the buildings exist in various sizes and should be paved in the same material as the adjacent adopted footway to create a wider, more consistent and coherent street scene and reinforce and improve pedestrian routes to and from the station. The boundary could be marked with brass or stainless steel studs. The council could work closely with the landowners in order to implement the scheme across private land.

Footways should be paved in large element slabs with square edges and narrow sand or mortar filled joints. If possible York stone slabs should be used and laid in 600 mm wide with random lengths. Colours vary dramatically between quarries and the final choice should be made from samples. The recommended Scoutmoor has a palette of blue brown and buff brown colours. If York stone is used, 300 mm wide units can be used on vehicle cross over sections.

Should York stone not be feasible a suitable alternatives should be considered that are high-quality, long-lasting and easy to maintain.

Example of continuous footway surfaces to the front of retail units

Carriageways

Granite setts should be used to surface the carriageway of the slip lane in front of the station if this is the option chosen. Small element stone setts must be used typically 100 mm wide but up to 300 mm long. In other areas standard asphalt wearing courses should be used but a surface dressing (stone chippings or anti-skid to colour match the footways) should also be considered. These treatments will need to extend to all areas if there is concern about the maintenance of stone blocks on the carriageway

Example of granite sett carriageway surfaces

Example of granite sett carriageway surfaces

Kerbs

New fine picked silver grey granite kerbs 300 mm wide are recommended throughout. These will need a 125 mm up stand at bus stops but in all other areas can be detailed with a chamfered edge 50 mm over 200 mm (x degrees) to allow easy access for the mobility impaired and vehicles accessing loading and parking bays.

Side Road Entry Treatments

Every side road junction should benefit from a raised entry treatment to ensure high quality step free access across junctions and maintain pedestrian priority along principal routes

Footway Crossovers

Where vehicles need to cross the footway to access remote parking areas the standard footway slabs need to be changed to withstand vehicle loadings. These should always match the footway as closely as possible.

Accommodating Drop Off + Pick-Up - Loading + Servicing

On the north side of the station in Cameron Road, space has been created that could be used for a range of station related activity including drop off and pick up, general short stay parking, disabled parking and servicing and loading.

On street ‘parking areas’ have been designed to make the best use of the space for all users and the allocation of parking and loading is not set in stone.

These can be surfaced in any predominantly dark coloured (to reduce the impact of oil drips) small element paving. Granite setts 200 x 100 mm are ideal. New setts should be laid in a random three-colour mix of mid and dark greys. All should be laid stretcher bond perpendicular to the kerb to match the slab bond.

The designs are flexible so that the allocation of the space can be revisited during the next design development stage if necessary.

Planting Strategy

The concept is to increase the level of tree planting in the study area generally whilst retaining the best specimens that already exist. Trees have been proposed in a number of locations to try and change the character of Seven Kings, help soften and humanise the often hard streetscape, help delineate and define different vehicle and pedestrian areas and mitigate climate extremes by creating shade and baffling wind. It is recommended that new trees be planted as semi-mature specimens with an approx. 3m clear stem to avoid causing visual obstructions.

The location of new tree planting will need to be subject of further survey work.

Seating Strategy

Seating opportunities will be increased to address the current deficiency. Seating should be placed in appropriate places across the public realm to provide resting places (at the very least) for the mobility impaired and the elderly. Additional seating opportunities should also be provided where station-waiting activity is likely to happen and in locations where other social interactions are encouraged (Cameron Road) and outside shops and cafés.

Distinctive seating like those shown below can help to reinforce an areas character.

Potential seating type

Potential seating type

Drinking + Bottle Fill Fountains

A drinking fountain with a bottle fill tap is proposed close to the station entrance. The drinking fountain (below) by Santa + Cole is easy to use and can be accessed by wheelchair users and also allows for bottle fill.

Example of drinking fountain

Wayfinding

Wayfinding should be immediately available to customers on exiting the station, as well as to all other users of the public space. The introduction of Legible London is proposed across the study area. The working assumption is that signage will be located at major junctions and outside the new station building, reinforced by finger posts at key intervals to provide orientation and reassurance and will need to coordinate with provision of Legible London signage introduced elsewhere.

More detail of exact provision and locations should the focus of future design development work.

Legible London sign

Traffic Signs + Lines Strategy

These should be kept to the legally enforceable minimum to minimise visual clutter until a proven need for more is demonstrated. The general presumption should be against the installation of any sign and marking which is not required by statute. Additional signs and markings can be added when the scheme is in operation if a proven need arises to convey essential information only.

Signs and markings will need to comply with TfL's guidance and where installed they should be in accordance with the current edition of the Traffic Signs Regulations and General Directions. In addition, the following aspirations should be considered:

- The least number should be used
- The smallest and simplest format should be used
- Signs should be located on buildings, railings walls, existing columns and posts
- Subtle and co-ordinated colours and designs should be used
- Signs should only be illuminated if required by statute
- Backing boards should not be used unless there is a proven need
- Give way signs should not be provided unless there is a proven need
- Supplementary worded road marking should not be used unless there is a proven need
- Hatching of ghost islands should not be used
- Yellow box hatching should not be used until a proven need arises
- Zig-Zag markings should be limited to two unless a proven visibility issue requires more
- Zig-Zag markings should not extend across side roads or into junctions.

Drainage Strategy

Where possible, existing drainage systems be utilised to discharge surface water runoff from carriageways and footways. The technical feasibility of SUD's systems should be explored in the public spaces where there is sufficient space to combine these with planting. Permeable paving may be considered in on-street parking areas.

On-Street Parking

Wherever feasible, kerb sides have been given over to parking or loading activity. In most instances these have been detailed into footways in parallel or perpendicular arrangements so they can double as usable footway when they are not being used for parking.

Taxis + Private Hire

It is likely that the private hire company located directly opposite the station will continue to operate as they currently do now. Whilst no formal 'rank' or dedicated space for PHVs only can be provided in Seven Kings Road there is the potential and space to add two additional space to the existing combined business and resident parking bays provided on the east side of Seven Kings Road close to the junction with High Road that could also be used by PHVs.

There is little or no demand at present, however it is acknowledged that the arrival of Crossrail may change this status and future demand. and the urban realm work presents an opportunity to include some provision for black cabs.

It is therefore proposed that the extended layby area created in Cameorn Road is utilised to include a small rank for 2 black cabs.

An additional set down and pick up facilities with a 5 -10 minute maximum stay is also proposed adjacent to the taxi rank.

Footway Crossovers

Where vehicles need to cross the footway to access remote parking areas the standard footway slabs need to be changed to withstand vehicle loadings. These should always match the footway as closely as possible.

Example of vehicle crossover

Example of vehicle crossover

Cycling

As a ‘biking borough’, Redbridge has made a commitment to increasing levels of cycling in their area with funding from TfL to 2014. London Cycle Network Route 160 passes east-to-west directly outside the station along High Road and is the main cycle route through the area. The proposals are to ensure that conditions for cyclists are improved in the study area.

The existing cycle lanes and advanced stop lines on all approaches to the junction are retained. The increase in footway space in the junction generally and space in Cameron Road means that the quantity of cycle parking in the vicinity of the station entrances can be increased significantly should demand dictate. It will also be more visible.

Precedent image of Sheffield bicycle stands.

Ealing Broadway cycle hub

Ealing Broadway cycle hub

Lighting Strategy

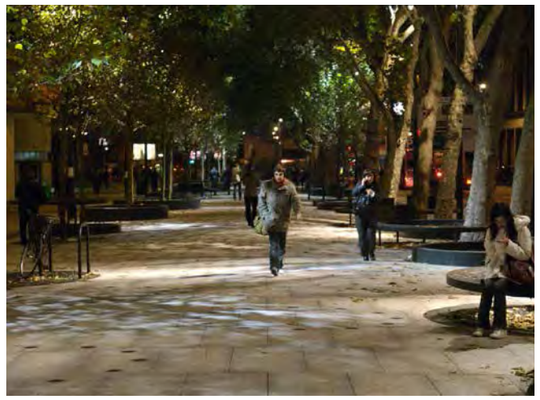
Lighting is an important consideration in the design of the urban realm at Seven Kings and offers a great opportunity to upgrade the quality of the street lighting and change the character and ambience of the different areas within the overall study area. For example the existing station building could be imaginatively but sensitively illuminated highlighting its key features - the classical façade and its dramatic roof - enhancing its status as a local landmark and terminating specific vistas along Seven Kings Road and the High Road (both east and west).

Street lighting can improve road safety, reduce anti-social behaviour and discourage crime and vandalism, make people feel secure and encouraging more walking and cycling. Lighting will be important to turning these spaces into positive well-used routes and public spaces. A low energy LED system is recommended. In addition, spot lights to illuminate feature trees could be incorporated into the area to add drama and excitement.

As the UIS work is only up to Stage C the design of street lighting has not been dealt with in any great detail however, some general principles should be adhered too.

- Lighting should be planned as an integral part of the street design and public space layout, including any planting
- Lighting proposals should be appropriate to the prevailing context
- The height of street lighting units should be appropriate to the scale of the street
- Lighting should illuminate the footway and carriageway
- The location of columns should be considered carefully so as not to impinge on usable footway space
- Consideration should be given to attaching lighting units to buildings to reduce street clutter and obstructions on the highway

North Clayton, Chicago, illuminated at night to create local landmark



Promenade lighting at Old Street : example of artistic lighting of public realm.

West Hampstead Station : example of treatment of railway embankment wall.

Station Junction

The design approach for the High Road and Cameron Road junction is to modify the layout in order to rebalance the space given over the vehicles and pedestrians and to create a larger station forecourt and arrival space.

As already highlighted in the report introduction the following options for the main station junction have not been tested in terms of traffic modelling and will require more detailed study to assess their feasibilty in traffic capacity terms, particularly options 2 and 3.

Option 1 - 'Do Little'

1. Remove existing parking and loading from station slip road and consolidate in Cameron Road.

2. Reduce carriageway width and extend footway directly outside station. Raise carriageway level and resurface in robust natural stone material (granite). *Possible timed closure of slip road to create pedestrian only area during prescribed hours.*

3. Remove guard railing on junction approaches.

4. Widen pedestrian crossing on south-east arm of junction.

5. Remove clutter from traffic island area and introduce focal feature, potentially with integrated seating.

6. New 'Legible London' monolith and station information to provide local area way-finding information.

7. Provide cycle lanes and advanced stop lines on junction approaches where feasible.

8. Water bottle refill/drinking fountain.

9. Refresh and de-clutter station building and sensitively illuminate of building at night. Remove station refuse bins from station forecourt.

10. Resurface all surrounding footways.

Holbein Place level crossing to front of Sloane Square underground station. Single granite sett surface.

Option 2 - ‘Medium Intervention’

Option 2 is a variant of option 1. The approach lanes from the south have been reduced from 2 to 1, as to allow more space to be created on the island.

North Clybourn Station, Chicago, at night

Staggered pedestrian crossing, without railings

Cherry Blossom Tree

North Clybourn Station, Chicago

Option 3 - ‘Maximum Intervention’

1. Remove existing parking and loading from station slip road and consolidate in Cameron Road.

2. Close station slip road to facilitate creation of enlarged and landscaped station forecourt/public space with focal feature, potentially with integrated seating, cycle parking and new lighting.

3. Re-align junction layout to allow left turning vehicles into Cameron Rd from High Rd.

4. Remove guard railing on junction approaches.

5. Widen pedestrian crossing on south-east arm of junction.

6. New ‘Legible London’ monolith and station information to provide local area way-finding information.

7. Provide cycle lanes and advanced stop lines all on junction approaches.

8. Water bottle refill/drinking fountain.

9. Refresh and de-clutter station building and sensitively illuminate building at night. Remove station refuse bins from station forecourt.

10. Resurface all surrounding footways in natural stone material or other.

Visualisation of station forecourt - Option 3

Cameron Road

Option 1

It is proposed to create a small triangular landscaped public space by reclaiming the space currently given over to short-stay parking.

The space is surfaced with self-binding gravel and defined with existing and proposed trees in a perimeter footpath. Self-binding gravel is a semi-permeable flexible material that can take vehicle loadings but is equally suitable for pedestrians. It is particularly suitable for informal play being softer than concrete pro stone paving but harder wearing than grass so it is relatively low on maintenance. New seats are arranged around the perimeter of the space underneath the trees and along the wall, as well as at the base of 3 new trees planted in the north-west corner. The rest of the space is big enough to host small events such as markets for example and so has been left relatively uncluttered to encourage such activities.

1. Rationalise existing short stay parking and re-provide in kerb side parking area

2. Disabled Parking (2no. Spaces)

3. Taxi Rank (2 Spaces)

4. Kiss & Ride facility (5-10mins max stay)

5. General parking with scope to extend layby area to the west

6. Informal and flexible space with tree planting and seating **Note:** Tree Locations are notional. It is intended that existing trees are retained and supplemented with appropriate new planting

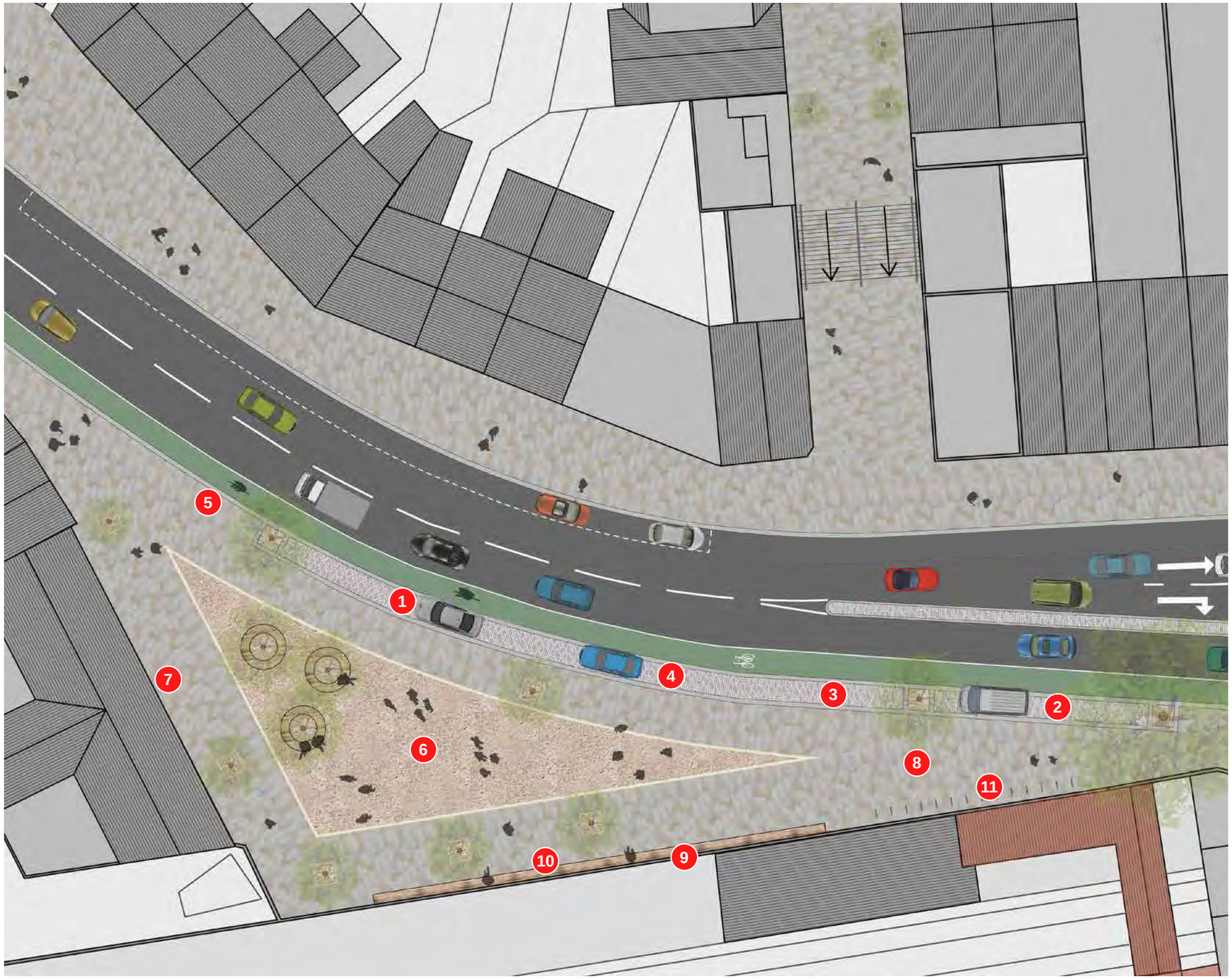
7. Encourage spill out of ground floor uses from adjacent redevelopment site (1 Cameron Road).

8. Repave surrounding footway and forecourt areas

9. Enhance embankment wall. Options include cleaning and repair, re-cladding or public art

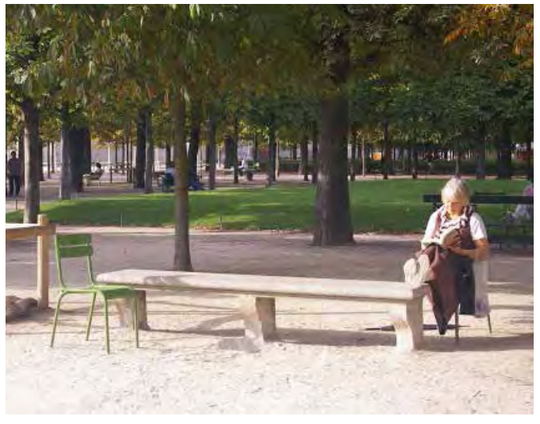
10. New seats with backs and arms rests

11. Remove bins and provide new cycle parking adjacent to secondary entrance.



Temporary / Visiting Market

Recreational facilities at Tuleries Gardens, Paris



Public seating at Tuileries Gardens, Paris

Shaded seating at Tuileries Gardens, Paris.

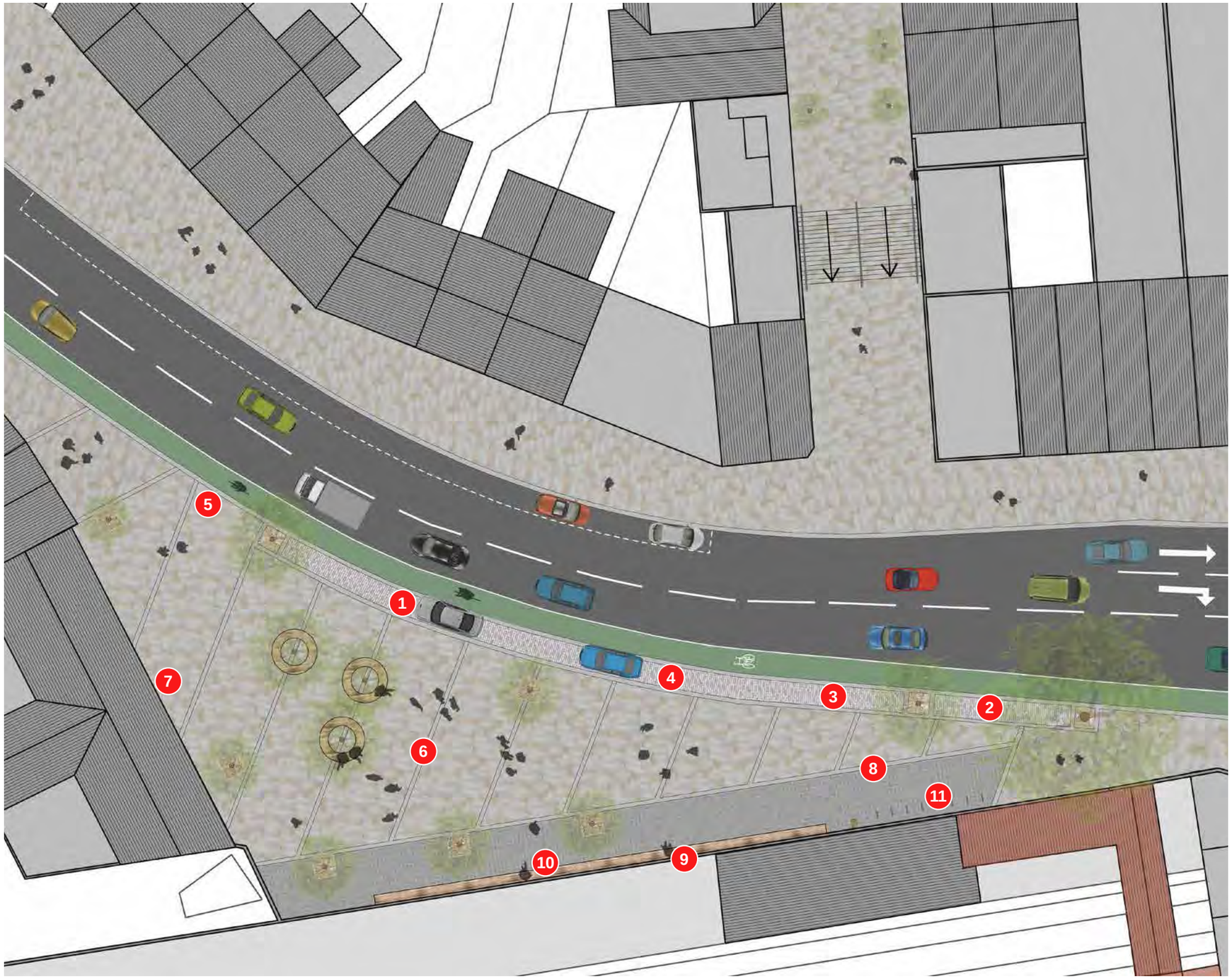
Cameron Road

Option 2

As with Option 1, it is proposed to create a small triangular landscaped public space in this section of Cameron Road by reclaiming back some of the space given over to short stay car parking. In contrast to the self-binding gravel proposed in option (Option 1) the surface treatment in Option 2 is more conventional with a natural stone or something similar proposed in the main footway area. with feature banding.

Depending on the level of additional tree planting introduced into the space the space could be big enough to host small events such as markets for example and so has been left relatively uncluttered to encourage such activities.

1. Rationalise existing short stay parking and re-provide in kerb side parking area
2. Disabled Parking (2no. Spaces)
3. Taxi Rank (2 Spaces)
4. Kiss & Ride facility (5-10mins max stay)
5. General parking with scope to extend layby area to the west should demand
6. Informal and flexible space with tree planting and seating (Retain best specimens of existing trees).
7. Encourage spill out of ground floor uses from adjacent redevelopment site (1 Cameron Road).
8. Repave surrounding footway and forecourt areas to provide consistent treatment.
9. Enhance embankment wall. Options include cleaning and repair, re-cladding or public art
10. New seats with backs and arms rests
11. Remove recycling bins and provide new cycle parking adjacent to secondary entrance.



Farley Drive

1. Repaving of upper and lower footway areas.

2. Relocation of refuse bins away from pedestrian route.

3. Improve drainage provision - potential for a centrally located linear gully.

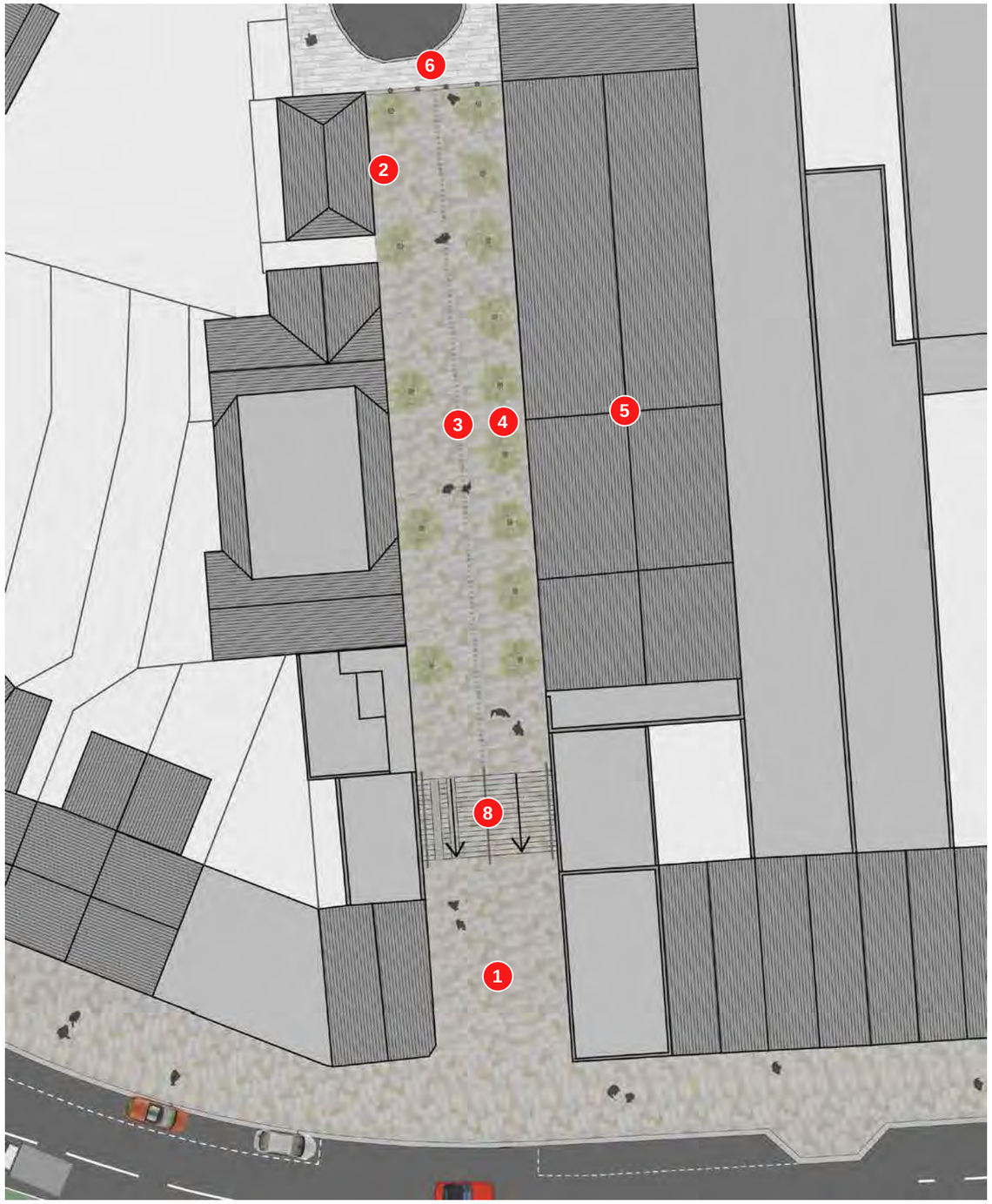
4. Retention of existing trees.

5. Potential to work with adjacent occupiers to explore opportunities to improve the inactive blank elevations at ground level that interface with the street.

6. Replacement of bollards at the northern end of Farley Drive.

7. Two options should be considered for improving lighting along Farley Drive. Firstly the scheme could introduce building mounted lighting, which could be supplemented with lower-level, pathway lighting located at building entrances. Alternatively an arrangement of central columns could be utilised.

8. Cycle and buggy ramp incorporated into existing steps.



High Road (East)

1. Potential for shop front improvement initiative. Particularly those located on and near to the junction with Cameron Road.

2. Improvements to shop forecourts, through repairing and repaving.

3. Increase tree planting along the High Road to soften what is currently a hard urban landscape.

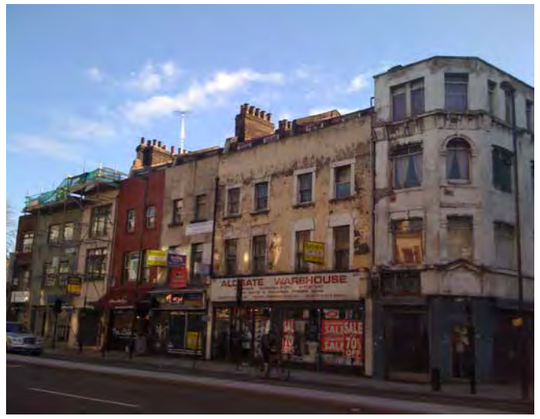
4. De-cluttering and rationalisation of unnecessary street furniture on the northern side.

5. Remove advertising hoardings and fencing on southern side. Further introduction of planting (potentially through a green wall) and provide new seating opportunities.

6. Ensure junction treatments on northern side of the High Road respond to pedestrian desire lines.

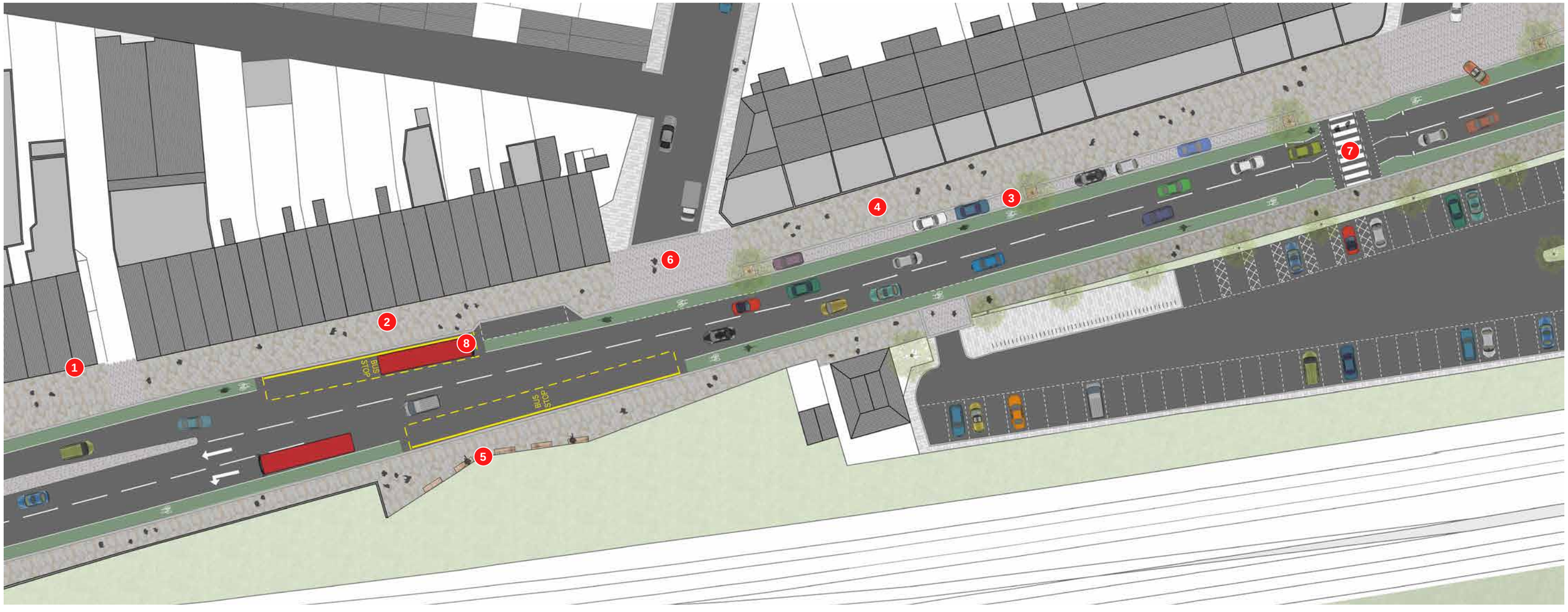
7. Increase north-south crossing opportunities across High Road, with the creation of a new crossing point near the High Road's junction with Pembroke Road.

The exact location of the addtional crossing facilities across High Road should be influenced by scale and form of future development of lorry/car park.



High Street, Whitchapel renovations - before

High Street, Whitchapel renovations - after



Staggered pedestrian crossing, with no railings

Raised Zebra Crossing at The Cut, London

Example of public art

Crossrail installed green wall around worksite at Finsbury Green, City of London

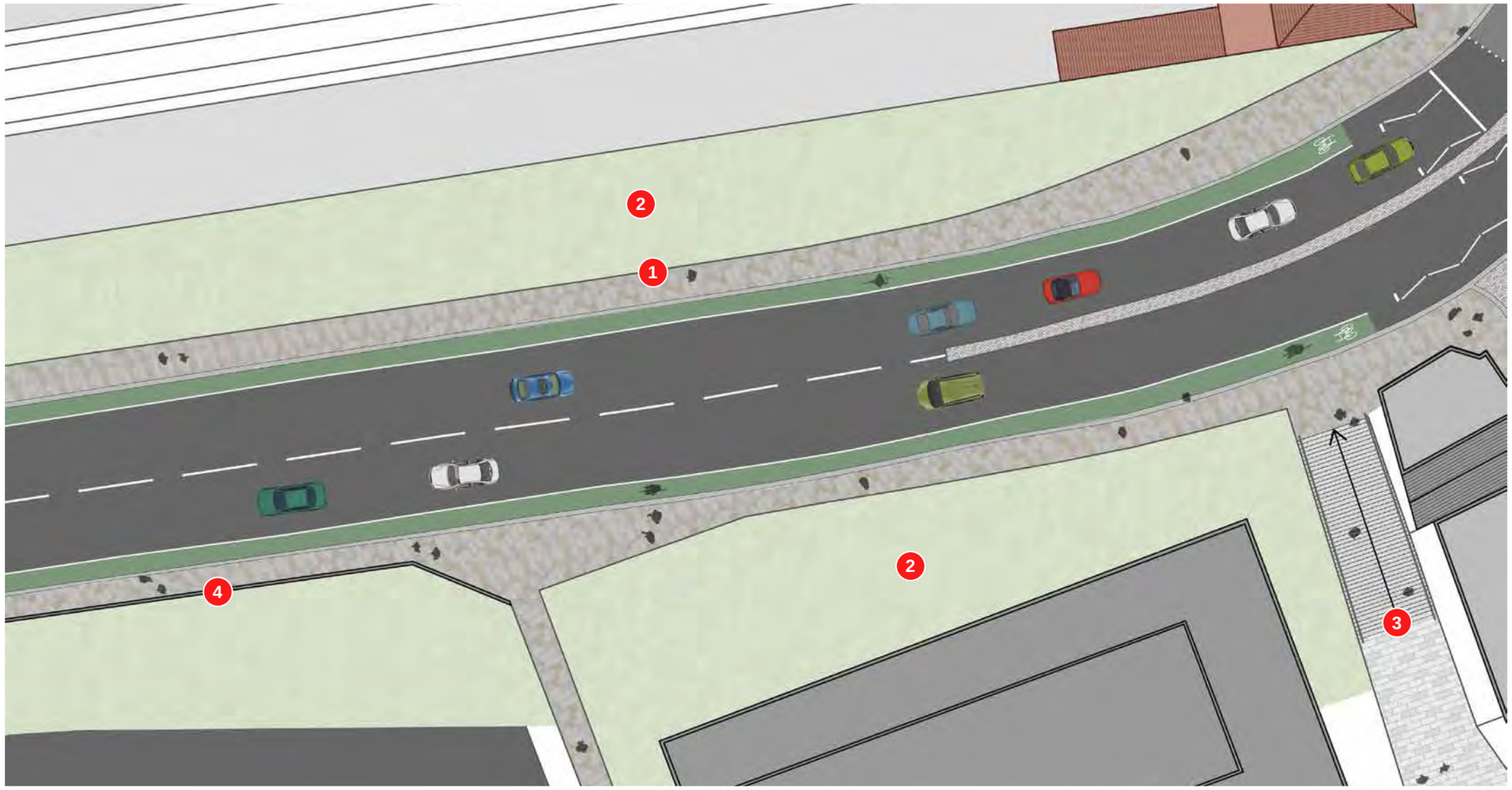
High Road (West)

1. Painting of the galvanised fences along the railway boundary and on the boundary of the Seven Kings Health Centre.

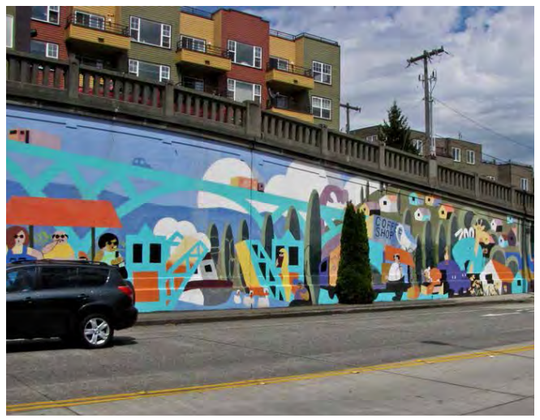
2. Meanwhile planting within boundaries with railway line and Seven Kings Health Centre to soften edges

3. Tidying up pedestrian route from Salisbury Road, through painting galvanised fence on western boundary and working with occupiers of adjacent buildings to improve appearance of rear of shops

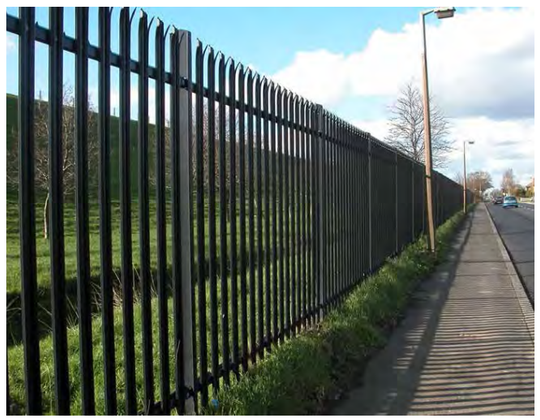
4. Consider treatment of the stretch of blank wall on the southern side of road. There is potential for public art by local artist or school project to enliven the surface. Furthermore there is potential for introduction of additional public seating.



Road side tree planting



Mural to brighten up blank wall



Painted palisade fencing, to lessen impact

Seven Kings Road

1. Explore with church the scope to open up existing churchyard garden area during prescribed hours to provide much needed public space amenity in the local area

2. Potential to work with owner of private forecourt to improve forecourts – repaired/repaved

3. Potential location for increased resident and business permit parking bay provision which may assist PHVs

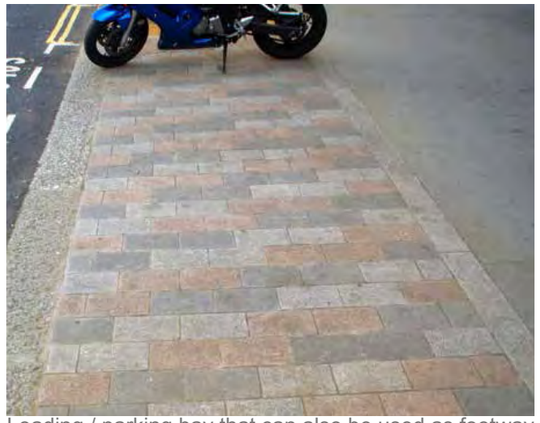
4. Increase tree planting along Seven Kings Road to soften what is currently a hard urban landscape.

5. Break up long line of continuous parking with tree planting and lessen impact of parking on street scene.

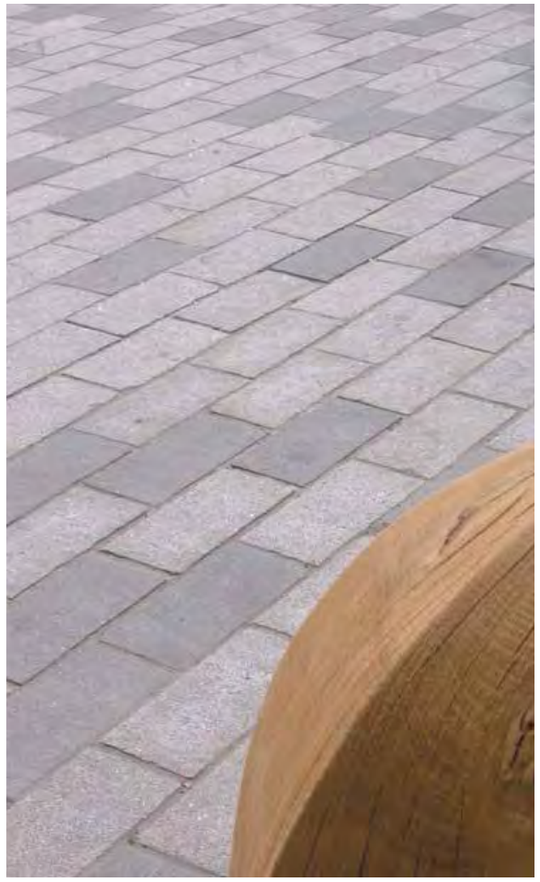
6. General rationalisation and update of existing street furniture including the lighting

7. Upgrade the Seven Kings Road - Balmoral Gardens link by improving existing boundaries and introducing a new lighting scheme.

8. Flush surface treatment to facilitate informal pedestrian crossing with reducing space available for car parking



Loading / parking bay that can also be used as footway



Granite setts surface for raised crossing table

7

IMPLEMENTATION & COSTS

Cost & Implementation

The proposals laid out in this report cover a range of public realm interventions and improvements across the study area. The following costing exercise provides indicative costs of the works that will be undertaken. As the proposals have only been developed up to RIBA Stage C further comprehensive costings will have to be undertaken as the project progresses.

The high-level cost estimates use recent urban realm schemes as precedents, to calculate an as built cost based upon a cost per square metre basis. The precedent schemes have selected to closely match the proposed work that will be undertaken within the study area.

It is worth noting that individual scheme costs are likely to vary to some degree, dependent upon final option selected given that 3 scheme options have been described in the preceding pages.

For pedestrianised areas, such as on Cameron Road and the station forecourt, the following precedents were adopted. Both precedents use high quality footway materials. For calculations the precedents' average cost of £379.50 was utilised.

General Gordon Square, Woolwich
£394 per square metre.

Venn Street, Clapham
£365 per square metre.

For standard street layout areas the following precedents have been adopted. The examples use medium to high quality footway materials and asphalt carriageways. For calculations the precedents' average cost of £359 was utilised.

Station Road, Harrow
£465 per square metre.

Camden High Street
£253 per square metre.

Accumulative Estimate Cost

To undertake a core scheme of improvements (including the station junction and Cameron Road) the estimated cost is £1.8m. The core areas are highlighted in red on the plan below.

Improvements for the wider scheme (highlighted in blue) have been estimated at £2.26m. To undertake all the interventions recommended in this report an estimated cost of £4.06m has been reached.

Core Area

Station Junction
Junction realignment and creation of high quality station forecourt -£1.26m

Cameron Road
Creation of new public space and general footway improvements - £0.52m

Legible London
Wayfinding to be implemented across scheme - £0.02m

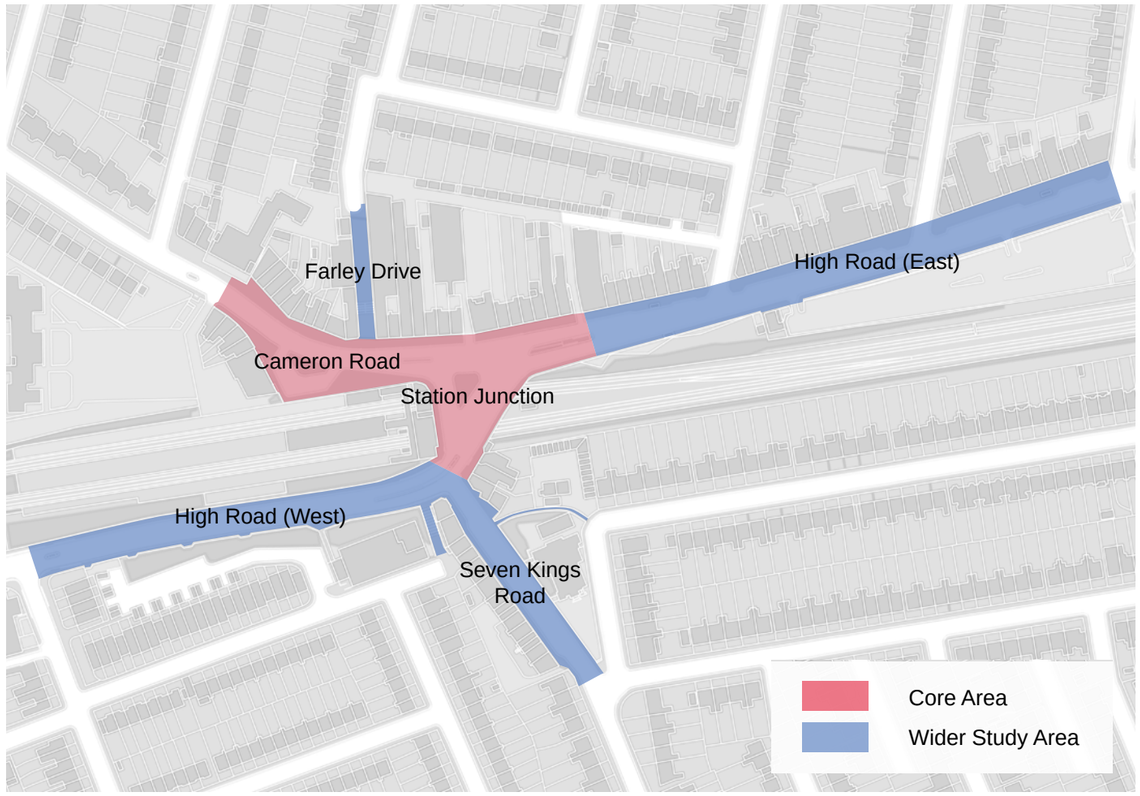
Wider Scheme

High Road (West)
General improvements to footways, boundaries and Salisbury Road stairs - £0.82m

High Road (East)
General footway improvements, increased planting and de-cluttering. Introduction of new pedestrian crossing points - £0.98m

Electric Parade
Integration of parking bays, increased planting and improvements to link to Balmoral Gardens - £0.28m

Farley Drive
Re-paving along entire length and improvements to both lighting and stairs. - £0.18m



CDM

As part of the design process for Seven Kings Crossrail has followed its Construction Design Management (CDM) procedure.

Hyder Consulting have been appointed as the external CDM Co-ordinator for this design study and in co-operation with Crossrail they have produced the required CDM documentation. In particular, two final output documents have been issued, the Risk register and the Pre-Construction Information Pack.

Risk Register

This includes mainly CDM risks, relating to the construction of the proposed improvements. Design risks have also been highlighted. A copy of the risk register can be found in the Appendix.

Pre-Construction Information Pack

The Pre-Construction Information document includes all the CDM related information collated during the course of the study and it has been issued separately. This information will be handed over to the local authority responsible for the detail design and implementation of the proposals. The local authority will be responsible for managing CDM at the next stage of design

CONCLUSIONS

Summary

The study proposes a number of urban realm interventions that will not only help invigorate Seven Kings immediate station environs but also promotes improvements across a wider area. At the heart of the proposals are five key aspirations;

1. Maximise benefits of Crossrail whilst supporting the function and regeneration of the local centre

2. Enhance current station environs and interchange facilities and create new, high quality setting for Seven Kings station

3. Create better balance between pedestrians and vehicles and increase public space

4. Improve quality, design and legibility of the public realm

5. Increase planting and in the local centre

The proposals have been prepared to RIBA Stage C standard. The individual interventions can be separated into two categories; those located in the core station environs and those that improve the wider study area. This separation should not be seen as downgrading the significance of schemes in the wider area. Whilst elements of the scheme have been designed to work robustly upon partial implementation, the greatest value of the scheme will be obtained with its complete enactment.

Core Scheme Elements

The following proposals are directly linked to the immediate station environs.

'Station Gateway' – High Road + Cameron Road Junction + Station Forecourt

The key proposals are for the creation of a 'Station Gateway' area that encompasses the main High Road and Cameron Road Junction and existing station forecourt. Three options have been developed that are a variation on one another but all proposed modifications to the junction layout to prioritise pedestrian movement by tightening up carriageway approaches to and through the junction and increasing the footway space. The existing parking and loading provision has been relocated from the station slip road in all three options and the additional space re-landscaped to a friendlier and more welcoming arrival space and gateway to Seven Kings with new planting, seating, area signage and cycle parking.

Cameron Road

The main proposals for Cameron Road involve the reorganisation of the current car parking arrangements to allow for the creation of a new attractive public space that will provide a quieter and more restful space away from the hustle and bustle of the High Road. The best of the existing planting will be retained and supplemented with new trees, arranged to define the space and create a feeling of informality. A range of seating opportunities will be provided around the perimeter of the space underneath the trees and along the station embankment wall. The space will be flexible enough to host small events such as markets or games such as table tennis and has been left relatively uncluttered to encourage such activities.

Wider Scheme Elements

High Road – East + West

The design approach for High Road is relatively light touch. The footways are in a good state across the study area and appear to be relatively recently installed however, the interface with the private forecourts along High Road and impacts negatively on the overall quality and feel of the streetscape and the good quality surfaces on the public highway. LBR should work with shop owners and occupiers to agree a programme for upgrading the forecourts. Tree planting along the High Road will be increased to help green and soften this rather hard streetscape. On the south side it is proposed to replace the timber hoarding boundary and advertisement hoardings with something more attractive and initial ideas include a 'living wall' or an art intervention. Seating is also proposed in the area that steps back away from the main footway area.

LBR could also potentially work with building owners to develop a historic building restoration scheme and shop front initiative to improve the façades and frontage directly around the junction, similar to the initiatives on Whitechapel High Street or perhaps through the GLA's 'Outer London Fund'

To the west the proposals are aimed at improving boundary treatments to lessen the impact of the long stretches of grey palisade fencing and blank brick walls It is proposed to replace the advertisement hoardings from the railway embankment with tree planting and paint the galvanised fence black to reduce its effect on the streetscape. The blank wall on the south side could also be treated to help enliven the surface and provide some animation at street level. Potential ideas could be a public art project with a local artist or school or community project.

Farley Road

The main proposals for this important link, to and from the station, aim to improve the appearance and safety of the route and help address some of the anti-social behaviour issues that it suffers. Resurfaced footways with better drainage and lighting should help make the route feel more attractive to people and encourage increased use of the space improving natural surveillance.

Seven Kings Road (Electric Parade)

The proposals for Seven Kings Road (Electric Parade) include new street tree planting to help break up the long line of continuous parking and lessen impact of parking on street scene and the general rationalisation and updating of street furniture including the lighting provision. LBR should work with shop owners and occupiers to agree a programme to upgrade the private forecourt areas.

Highway Issues

At the start of the Urban Integration Study process LBR asked Crossrail to identify detailed public realm improvements for two scenarios that had been previously developed as part of earlier highway improvement studies – the Colin Buchanan Scheme (existing signalised junction with station filter lane) and the muf Architecture and Martin Stockley Associates scheme (closure of filter lane and provision of new public square).

The UIS has generated a number of urban realm interventions within the agreed study aimed at improving the station environs and the wider town centre environment to help promote the regeneration of this important local centre. The core proposals centre round the key High Road and Cameron Road junction and three options have been developed in line with the original brief.

The benefits of the proposals are covered in the main body of the report and in our view Option 3 offers the greatest amount of benefits in terms of balancing the needs of all the different highway users as well as delivering significant public realm enhancements and place making improvements to the wider Seven Kings area. However, the design proposals presented in the report are conceptual proposals and have not been subjected to any rigorous modelling or investigative work other than the vehicle traffic work that was carried out by CRL's term contractor in producing the general arrangement drawings.

Throughout the development proposals for Seven Kings LBR's Highway Team have been involved and in general terms are in broad agreement with the approach as set out in the proposals report. However, they have also expressed concerns about the feasibility of implementing layout changes involving the closure of the slip road in front of the station because of the significant adverse highway capacity and traffic flow implications. LBR have been clear from that to develop the scheme beyond the conceptual stage the proposed options would need further work in the form of detailed modelling and traffic survey data collection to test the options and assess the impact the designs on junction and network capacity.

Next Steps

Once the proposals set out in this design report have been agreed and the report signed off by the various stakeholders it is recommended that the proposals should form the template for future improvements in the Seven Kings area, however and whenever they can be implemented. Future streetscape improvements, development discussions or similar should be delivered in the context of these proposals. Put another way, works to improve the area should not be implemented that conflict with the proposals in this report.

The period between the completion of this report, and the introduction of the Crossrail services should be utilised to seek funds towards the delivery of the proposed urban realm improvements.

It is estimated that the overall cost of the main masterplan scheme amounts to approximately £4.05m. The core scheme should be prioritised for the opening of Crossrail and has an estimated cost of £1.8m.

Network Rail and Crossrail do not have funds set aside to deliver urban realm works at Seven Kings. At the time of writing, no specific funds have been identified as dedicated to the implementation of the urban realm proposals at Seven Kings. However, transport Assessments carried out by Network Rail for Crossrail may also generate a financial contribution for mitigation of any significant impacts identified.

Transport for London has announced £28.5m of funding to help with the delivery of urban realm improvements outside Crossrail stations across the whole of London. This is known as the Crossrail Complementary Measures Fund (CCM) and we anticipate that the core scheme improvements as set out in this report will become the focus of a Redbridge led bid to the CCM funding stream.

We’re aware that the area may potentially be subject to development proposals in future years that may have associated developer contributions in the form of S106 or CIL. It is hoped that monies from those developments might be brought to bear. The Local Authority may also choose to make this study a matter of material interest for future planning applications in the vicinity, allowing them to utilise S106 funding for the delivery of the proposals.

It is envisaged that a number of funding sources will be required to deliver the entire set of improvements described in this report. All parties should work collaboratively to identify additional funding sources to deliver the remainder of the improvements.

Should sufficient funding be secured the entire set of proposals can be delivered. If funding is limited, decisions will need to be made regarding prioritisation, focusing initially on the public transport interchange at the front entrance of the station. These issues should be the focus of ongoing discussion between all the relevant parties, as part of a wider implementation strategy in the future.

APPENDIX

Estimate Costs

Intervention	Sub-intervention	£ per m²	Area	Cost
1 - Station Junction	Forecourt	£379.50	603	£228,839
	Junction	£359	2882	£1,034,638
	Total			£1,263,477
2 - Cameron Road	Pedestrian Space	£379.50	1054	£399,993
	Northern Footway	£253	476	£120,428
	Total			£520,421
3 - Farley Drive	Total	£379.50	474	£179,883
4 - High Road (West)	Southern Footway	£253	1195	£302,335
	Northern Footway	£253	1916	£484,748
	Salisbury Walk Stairs	£253	114	£28,842
	Total			£815,925
5 - High Road (East)*	Southern Footway	£253	1159	£293,227
	Northern Footway	£253	1916	£484,748
	Floating Bus Stops	£359	248	£89,032
	Pedestrian Crossing Points	£359	322	£115,598
	Total			£982,605
6 - Electric Parade	Eastern Footway	£253	270	£68,310
	Alley to Balmoral Gardens	£253	82	£20,746
	Western Footway + Parking	£359	397	£142,523
	Pedestrian Crossing Points	£359	143	£51,337
	Total			£282,916
7 - Legible London	Total	Nominal		£20,000
Core Scheme	Interventions 1, 2 & 7			£1,803,898
Wider Improvements	Interventions 3, 4, 5 & 6			£2,261,329
Total				£4,065,227

Costs Key

Type 1	Pedestrian Areas	£379.50
Type 2	Standard Road Layout	£359
Type	Footway	£253

* From station junction to eastern boundary of car park

Accident Report

Date: 24 JAN 2013 16:04 Interpreted Listing

Page: 1 of 1 (summary)

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
001 GIS AREA B14 Seven Kings Station (P)	36 MTS TO SEP-2012	18

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

1 0109JI40586 THU 22/10/09 19:00 DARK HIGH RD J/W ST ALBANS RD 14 LINK 32-699 545590 / 187150
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 WAS NOT LOOKING NAD HIT V1 HEAD ON

CASUALTY	001 (001)	(51 Yrs - F IG8)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEGATIVE	(51 Yrs - F IG8)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST		JCT MID
VEHICLE	002 (001)	CAR BT - NEGATIVE	(18 Yrs - M IG8)	GOING AHEAD OTHER	W TO E FRONT HIT FIRST		JCT MID

V002 A 510 (DISTRACTION OUTSIDE VEHICLE)
V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)

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2 0109JI40597 SUN 25/10/09 20:25 DARK NFL - HIGH ROAD J/W ST ALBANS ROAD. 14 LINK 32-699 545600 / 187150
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
PED. CROSSING ROAD IS HIT BY V1. V1 FTS.

CASUALTY	001 (001)	(3 Yrs - M CM15)	SLIGHT	PEDESTRIAN	CROSSING ROAD (NOT ON XING)	S BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	GOING AHEAD OTHER	W TO E FRONT HIT FIRST		JCT CLEARED

C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

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3 0109JI40631 TUE 03/11/09 11:00 LIGHT HIGH ROAD J/W CAMERON ROAD. 14 NODE 699 545500 / 187120
POLICE - OVER COU ROAD-DRY WEATHER-FINE ROUNDABOUT MINI GIVE WAY/UNCONT PELICAN OR SIMILAR
V1 WAITING TO TURN LEFT IS HIT IN REAR BY V2. V2 FTS.

CASUALTY	001 (001)	(36 Yrs - M IG3)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(36 Yrs - M IG3)	WAITING TO TURN LEFT	E TO S BACK HIT FIRST	COMM TO/FROM WORK	JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - M UNKN)	TURNING LEFT	E TO S FRONT HIT FIRST		JCT APP

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 B 509 (DISTRACTION IN VEHICLE)

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

4 0110JI40450 SAT 17/07/10 00:45 DARK HIGH ROAD 54M NE J/W SEVEN KINGS ROAD 14 LINK 7-699 545420 / 187050

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 PULLED OUT FROM BEING PARKED INTO PATH OF PASSING V2

CASUALTY	001 (001)	(20 Yrs - M RM6)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (002)	(22 Yrs - M IG1)	SLIGHT	DRIVER/RIDER		
CASUALTY	003 (002)	(23 Yrs - M E12)	SLIGHT	PASSENGER	BACK SEAT	
CASUALTY	004 (002)	(25 Yrs - F E16)	SLIGHT	PASSENGER	FRONT SEAT	
CASUALTY	005 (002)	(53 Yrs - M E12)	SLIGHT	PASSENGER	BACK SEAT	
VEHICLE	001 (002)	CAR BT - NEGATIVE	(20 Yrs - M RM6)	MOVING OFF	SW TO NE O/S HIT FIRST	
VEHICLE	002 (001)	CAR BT - NEGATIVE	(22 Yrs - M IG1)	GOING AHEAD OTHER	SW TO NE N/S HIT FIRST	

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

5 0110JI40621 TUE 28/09/10 08:12 LIGHT ST ALBANS ROAD J/W HIGH ROAD 14 LINK 32-699 545590 / 187150

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 WAITING TO JOIN MAJOR ROAD, MOVED OFF, COLLIDED V2 WESTBOUND ALREADY ON MAJOR ROAD

CASUALTY	001 (002)	(24 Yrs - F E5)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(38 Yrs - M IG8)	MOVING OFF	N TO S O/S HIT FIRST	JCT MID
VEHICLE	002 (001)	M/C 50-125CC BT - NOT PROVD (MEDCL REASONS)	(24 Yrs - F E5)	GOING AHEAD OTHER	W TO E FRONT HIT FIRST	JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY) V001 B 402 (JUNCTION RESTART)

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

6 0110JI40630 SAT 02/10/10 17:44 DARK NFL: HIGH ROAD 50M E J/W CAMERON ROAD 14 LINK 32-699 545470 / 187120
POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V1 [LT DOUBLE DECKER] STATIONARY AT BUS STOP; CAS1 DRINK TAKEN FALLS DOWNSTAIRS - [PASSR DRINK TAKEN (C001)]

CASUALTY	001 (001)	(? Yrs - M IG3)	SLIGHT	PASSENGER	STANDING ON PSV		
VEHICLE	001 (000)	BUS/COACH BT - NOT REQUESTED	(42 Yrs - M RM3)	GOING AHEAD HELD UP	W TO E DID NOT IMPACT	JNY PART OF WORK BUS LANE	

C001 A 999 (OTHER FACTOR)

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7 0110JI40845 MON 29/11/10 14:30 LIGHT NFL: CAMERON ROAD 90M NW J/W HIGH ROAD 14 LINK 3-699 545390 / 187130
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V2 BEGAN U-TURN AND COLLIDED WITH V1

CASUALTY	001 (001)	(42 Yrs - F RM6)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(42 Yrs - F RM6)	GOING AHEAD OTHER	NW TO SE N/S HIT FIRST	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - M 1)	U-TURNING	NW TO NW FRONT HIT FIRST	

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

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8 0110JI40838 FRI 10/12/10 17:45 DARK HIGH ROAD J/W CAMERON ROAD 14 NODE 699 545470 / 187120
POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 BRAKED AT JUNC TO ENABLE TRAFFIC AHEAD TO FLOW AND WAS SHUNTED BY V2

CASUALTY	001 (001)	(44 Yrs - M E13)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	GDS =< 3.5T BT - DRV NOT CONTACTED	(44 Yrs - M E13)	GOING AHEAD HELD UP	E TO W BACK HIT FIRST	JNY PART OF WORK	JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - M IG3)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST		JCT MID

V002 A 602 (CARELESS/RECKLESS/IN A HURRY) V002 A 308 (FOLLOWING TOO CLOSE)

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

9 0111JI40036 THU 03/02/11 07:55 LIGHT HIGH ROAD 30M. SOUTH OF J/W CAMERON ROAD. 14 LINK 32-699 545470 / 187090
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M ZEBRA
PED. CROSSING ROAD IS HIT BY V1. V1 FTS.

CASUALTY	001	(001)	(26 Yrs - F IG3)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	E BOUND	FROM DRIVERS N/SIDE
VEHICLE	001	(000)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)		GOING AHEAD OTHER	S TO N N/S HIT FIRST	

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V001 A 108 (ROAD LAYOUT (EG BEND, HILL, NARROW CARRIAGEWAY))

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10 0111TA00448 WED 02/03/11 09:20 LIGHT SEVEN KINGS ROAD J/W CAMERON ROAD 14 NODE 699 545500 / 187110
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY MINI AUTO SIG NO XING FACILITY IN 50M
V1, V2 BOTH BORE TO LEFT LEAVINBG ATS AND COLLIDED O/S TO N/S, RUNNING TOGETHER

CASUALTY	001	(002)	(33 Yrs - M CM3)	SLIGHT	DRIVER/RIDER			
VEHICLE	001	(002)	CAR BT - NOT REQUESTED	(60 Yrs - M IG5)		GOING AHEAD LEFT BEND	S TO SW N/S HIT FIRST	COMM TO/FROM WORK JCT MID
VEHICLE	002	(001)	PEDAL CYCLE BT - NOT APPLICABLE	(33 Yrs - M CM3)		GOING AHEAD LEFT BEND	E TO SW O/S HIT FIRST	COMM TO/FROM WORK JCT MID

V001 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL) V001 B 403 (POOR TURN OR MANOEUVRE)

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11 0111JI40160 MON 28/03/11 10:20 LIGHT NFL: CAMERON ROAD 61M W J/W HIGH ROAD 14 LINK 3-699 545410 / 187130
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M
V1 BELIEVED V2 WAS WAITING BUT V2 REVERSED INTO V1

CASUALTY	001	(001)	(66 Yrs - M IG6)	SLIGHT	PASSENGER	FRONT SEAT		
VEHICLE	001	(002)	CAR BT - NOT REQUESTED	(19 Yrs - M NW2)		GOING AHEAD HELD UP	E TO W BACK HIT FIRST	JNY PART OF WORK
VEHICLE	002	(001)	CAR BT - DRV NOT CONTACTED	(? Yrs - F 1)		REVERSING	E TO W BACK HIT FIRST	

V002 B 602 (CARELESS/RECKLESS/IN A HURRY) V002 B 405 (FAILED TO LOOK PROPERLY)

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

12 0111JI40395 TUE 21/06/11 12:16 LIGHT HIGH ROAD 40M NE OF J/W CAMERON ROAD 14 LINK 32-699 545520 / 187130
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PELICAN OR SIMILAR
PED CROSSED CROSSING ACROSS TRAFFIC INTO PATH OF V1 WHO WAS ON OFFSIDE OF TRAFFIC

CASUALTY	001	(001)	(76 Yrs - F UNKN)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	N BOUND	FROM DRIVERS N/SIDE MSK
VEHICLE	001	(000)	CAR BT - NEGATIVE	(46 Yrs - M IG6)		GOING AHEAD OTHER	NE TO SW FRONT HIT FIRST	

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A 802 (FAILED TO LOOK PROPERLY)
C001 A 808 (CARELESS/RECKLESS/IN A HURRY)
V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))

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13 0111JI40455 SUN 10/07/11 15:15 LIGHT CAMERON ROAD J/W HIGH ROAD 14 NODE 699 545440 / 187120
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M
V2 BEING PERSUED HAS COLLIDED WITH THE REAR OF V4. V2 CONTINUED AND COLLIDED WITH REAR OF V1. V1 WAS THEN FORCED INTO V3

CASUALTY	001	(001)	(36 Yrs - F CM23)	SLIGHT	DRIVER/RIDER			
VEHICLE	001	(002)	CAR BT - DRV NOT CONTACTED	(36 Yrs - F CM23)		GOING AHEAD OTHER	W TO E O/S HIT FIRST	JCT APP
VEHICLE	002	(004)	CAR BT - DRV NOT CONTACTED	(34 Yrs - M IG3)		GOING AHEAD OTHER	W TO E FRONT HIT FIRST	JCT APP
VEHICLE	003	(001)	CAR BT - DRV NOT CONTACTED	(22 Yrs - F E6)		GOING AHEAD OTHER	W TO E FRONT HIT FIRST	JCT APP
VEHICLE	004	(002)	CAR BT - DRV NOT CONTACTED	(52 Yrs - F IG7)		GOING AHEAD OTHER	W TO E BACK HIT FIRST	JCT APP

V002 A 902 (VEHICLE IN COURSE OF CRIME)
V002 B 306 (EXCEEDING SPEED LIMIT)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 601 (AGGRESSIVE DRIVING)

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

14 0111JI40535 THU 11/08/11 16:06 LIGHT HIGH RD J/W SEVEN KINGS RD 14 NODE 699 545470 / 187050

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PARKED V2 OPENED DOOR AND HIT PASSING V1

CASUALTY	001 (001)	(25 Yrs - M UNKN)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(25 Yrs - M UNKN)	OVERTAKE STAT VEH O/S HIT OPEN DOOR	S TO N FRONT HIT FIRST	JCT APP	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - M UNKN)	PARKED	P TO P O/S HIT FIRST	JCT APP	

V002 B 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY) V002 A 405 (FAILED TO LOOK PROPERLY)

15 0111JI40749 FRI 18/11/11 09:28 LIGHT HIGH ROAD J/W CAMERON ROAD 14 NODE 699 545500 / 187120

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1, V2 WAITED AT RED ATS AND WERE SHUNTED BY V4; V4 THEN COLLIDED WITH V3

CASUALTY	001 (001)	(41 Yrs - F RM18)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(49 Yrs - M RM10)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEGATIVE	(41 Yrs - F RM18)	GOING AHEAD HELD UP	E TO W BACK HIT FIRST	JCT MID	
VEHICLE	002 (003)	CAR BT - NEGATIVE	(49 Yrs - M RM10)	GOING AHEAD HELD UP	E TO W FRONT HIT FIRST	JCT MID	
VEHICLE	003 (004)	CAR BT - NEGATIVE	(43 Yrs - M IG3)	SLOWING OR STOPPING	E TO W FRONT HIT FIRST	JCT MID	
VEHICLE	004 (003)	CAR BT - DRV NOT CONTACTED	(? Yrs - U 1)	GOING AHEAD OTHER	W TO E FRONT HIT FIRST	JCT MID	

V004 B 405 (FAILED TO LOOK PROPERLY) V004 B 410 (LOSS OF CONTROL)

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

16 0112TA00104 TUE 24/01/12 17:30 DARK CAMDEN ROAD 35M NW OF J/W HIGH ROAD 14 LINK 3-699 545440 / 187120

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 COLLIDED WITH REAR OF STAT V2

CASUALTY 001 (002) (29 Yrs - F UNKN) SLIGHT DRIVER/RIDER

CASUALTY 002 (002) (34 Yrs - F UNKN) SLIGHT PASSENGER FRONT SEAT

VEHICLE 001 (002) CAR (58 Yrs - F IG11) GOING AHEAD OTHER NW TO SE
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (29 Yrs - F UNKN) GOING AHEAD HELD UP NW TO SE JNY PART OF WORK
BT - NEGATIVE BACK HIT FIRST

V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 308 (FOLLOWING TOO CLOSE)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

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17 0112TA00614 SUN 29/07/12 10:09 LIGHT CAMERON ROAD 67M SE OF ELGIN ROAD 14 LINK 3-699 545390 / 187130

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

V1 TURNED LEFT AND COLLIDED WITH PED CROSSING IN ROAD

CASUALTY 001 (001) (34 Yrs - M IG3) SERIOUS PEDESTRIAN CROSSING ROAD (NOT ON XING) NE BOUND FROM DRIVERS N/SIDE

VEHICLE 001 (000) CAR (21 Yrs - M SS7) TURNING LEFT SW TO NW
BT - NEGATIVE FRONT HIT FIRST

V001 A 403 (POOR TURN OR MANOEUVRE)
V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
C001 A 802 (FAILED TO LOOK PROPERLY)

XIANGJ LAAU - Accident Analysis System RACCM28INTL

B14 Seven Kings Station 36 months collision data to end Sep 2012 (provisional)

001 GIS AREA B14 Seven Kings Station (P) 36 MTS TO SEP-2012 SORTED BY DATE

18 0112JI40484 THU 02/08/12 11:45 LIGHT HIGH ROAD J/W ST ALBANS ROAD 14 LINK 32-699 545590 / 187150

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

F.T.S V2 FAILED TO GIVEWAY AND HIT THE N/S OF PASSING V1

CASUALTY 001 (001) (30 Yrs - F E12) SLIGHT DRIVER/RIDER

CASUALTY 002 (001) (32 Yrs - F RM11) SLIGHT PASSENGER BACK SEAT

VEHICLE 001 (000) CAR (30 Yrs - F E12) GOING AHEAD OTHER W TO E JCT MID
BT - DRV NOT CONTACTED N/S HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - F) TURNING RIGHT N TO W JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

End of Accidents for 001 GIS AREA B14 Seven Kings Station (P)

End of Report

Urban Integration Team
Land and Property

Crossrail Ltd
25 Canada Square
Canary Wharf
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E14 5LQ

MOVING LONDON FORWARD