Appendices

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Appendix A

PERS audit

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Transport Research Laboratory
Creating the future of transport

CLIENT PROJECT REPORT 1730

Parkhurst Road, Islington - PERS audit report

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Disclaimer

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Contents

1 Introduction

1.1 Background

Transport Research Laboratory (TRL) was commissioned by Transport Planning Practice Ltd to carry out a PERS audit within the London Borough of Islington in October 2013. The PERS audit will accompany a planning application for the redevelopment of land at 65-69 Parkhurst Road.

The existing site is currently used as a Territorial Army (T.A) centre. The site access is provided at the south of the site from Parkhurst Road (A503). The site is surrounded by residential properties which include the rear of properties along Moriaty Close, the rear of properties along Parkhurst Road, and the McCall House/Tufnell Park and Holbrooke Court housing estates.

It is proposed that part of the site will be retained by the T.A to provide a new Cadet Centre, and the remainder of the site will be redeveloped to provide approximately 150 residential properties with limited associated car parking. The GLA has requested that a full PERS audit of the surrounding area is undertaken to accompany the planning application.

1.2 Objectives

The objectives for the assessment are as follows:

- Undertake a comprehensive on-site audit of all pedestrian and environment components within the study area.
- Prepare a summary report which presents the findings of the audit and assesses the baseline situation.

1.3 Document purpose

The purpose of this document is to report the key findings from the PERS study and to provide a baseline of how pedestrians are currently provided for within the study area, focusing on the areas and components identified by the audit as being critical for the safe and efficient movement of all types of pedestrians. This report highlights the key issues and the potential areas for improvement.

1.4 Document outline

This document is structured as follows.

- **Chapter 2** – Sets out the approach of PERS
- **Chapter 3** – Describes the audit area
- **Chapter 4** - Outlines the key findings of the PERS audit
- **Chapter 5** – Provides a summary of findings and makes recommendations.

2 Approach

2.1 PERS Audit methodology

PERS is a street audit methodology, combining on-street assessments conducted by trained auditors with a software data analysis and graphical tool for presenting results. The PERS methodology provides a holistic and cost-effective way for reviewing all types of pedestrian space and identifying where improvements are most needed. A PERS review is based upon the following two key principles:

- That the quality of the pedestrian environment may be evaluated according to the degree to which it meets pedestrians' needs; and
- That in evaluating the degree to which pedestrians' needs are met by the environment, the objective should be to satisfy as many people as possible, with the 'standard' pedestrian being considered to be towards the vulnerable end of the spectrum such as pedestrians with mobility problems or sensory impairments.

PERS recognises the needs of pedestrians in both undertaking a journey on foot and as people using spaces in the public realm for leisure and non-transport based activities. PERS auditors consider the extent to which the environment under consideration provides easy, convenient and pleasant conditions for all users. The overall aim in applying PERS is to seek to provide an optimal pedestrian environment for all users.

More specifically, a PERS audit identifies various components that make up the pedestrian environment, which include:

- *Links* – sections of footways and paths;
- *Crossings* – both those formally provided and along points where people are seen to cross informally;
- *Routes* - A way that links a trip origin and a trip destination, for example from a public transport interchange to a tourist attraction;
- *Public Transport Waiting Areas* (PTWA's)– such as bus stops and taxi ranks;
- *Interchange Spaces* – outdoor spaces where pedestrians move between different transport modes.

Auditors assess and grade components within the pedestrian environment within each component type based on a standardised, evidence-based methodology. During the audit, the components are individually scored against a range of parameters. The scores for each parameter can be weighted and aggregated to give an overall RAG (Red, Amber, Green) rating for the component. Additionally, comments and photographs of the components are recorded for inclusion within the report.

2.2 Parameter weightings

The PERS parameter weightings were developed on the basis of extensive research and as such are designed to best reflect pedestrian priorities within the streetscape environment. However, the methodology allows for the weighting factors applied to each parameter to be adjusted to allow for a more targeted assessment, in order to place emphasis on specific elements that are of relevance to a particular study or type of pedestrian environment. Default weightings have been used in the analysis of the PERS audit data collected on site.

3 Audit area

The site is surrounded by residential properties which include the rear of properties along Moriaty Close to the west, the rear of properties along Parkhurst Road to the south, and the McCall House/Tufnell Park and Holbrooke Court housing estates to the north and south. The site access is provided at the south of the site from Parkhurst Road (A503).

The PERS study area covers all the links and crossings within the following specified area:

- Parkhurst Road (between Williamson Street and Holloway Road)
- Holloway Road (between the Parkhurst Road/Seven Sisters junction and Hercules Street)
- Tufnell Park Road (between Holloway Road and McCall House)
- Holbrooke Court.

The PERS study area also includes the interchange at and the route towards Holloway Road Underground Station, nine bus stops (four located along Holloway Road, two located along Parkhurst Road, one located along Tufnell Park Road, one located along Seven Sisters Road and one located along Tollington Road) as well as routes towards off-site play provision.

The site has a PTAL rating of 6a which means that it is well located in respect of public transport services. The audit area comprises mostly residential accommodation, with nearby shops, offices, cafés, restaurants and public houses. The audit was carried out on Tuesday 29th October 2013.

3.1 Proposed site and trip generation

The PERS audit was undertaken with consideration of the proposed redevelopment. The proposals comprise providing approximately 150 residential properties with limited associated car parking.

The latest trip generation figures[1] suggest that the proposed residential properties will generate approximately 73 pedestrian trips during the AM peak period (28 trips by Underground, 5 trips by train, 27 trips by bus and 13 trips on foot) and 67 pedestrian trips during the PM peak period (25 trips by Underground, 5 trips by train, 25 trips by bus and 12 trips on foot).

[1] 'Additional residential trips by mode of travel' provided by Transport Planning Practice on 28th November 2013

4 Key findings

4.1 PERS assessment

This section outlines the key findings of the PERS assessment for each component type, focusing on the main issues and areas of opportunity for improving provision for pedestrians within the streetscape environment.

The component types audited for the PERS study were:

- 12 Links
- 23 Crossings
- One Interchange
- Nine Public Transport Waiting Areas (PTWA's)
- Three Routes

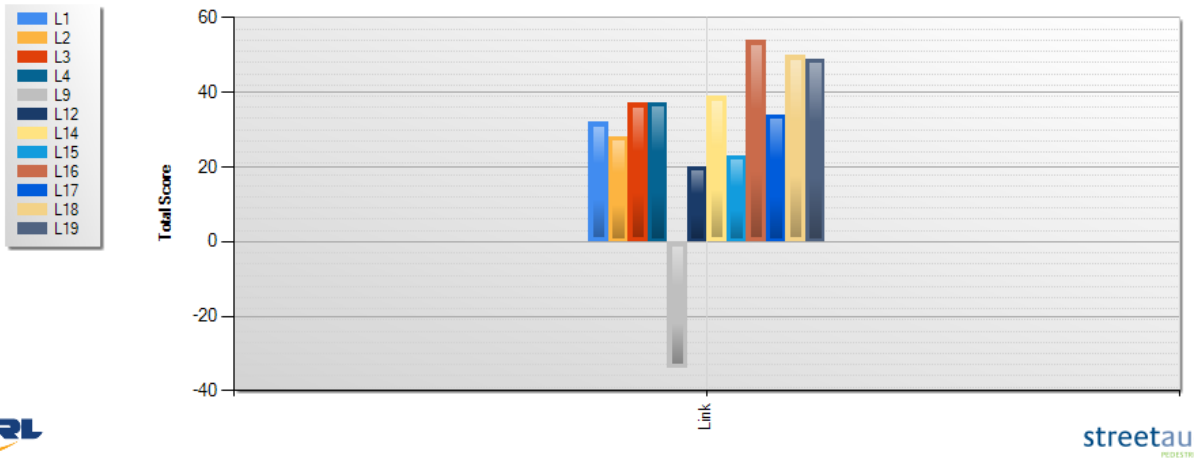
For each component audited, the following information is provided:

1. Total score information for audited features
2. Summary of the RAG ratings for all parameters
3. Summary of the key issues in the area.

4.2 Links

A total of 19 links were originally identified to be audited as part of the PERS study. However, Links 6, 7, 10 and 11 were not audited because they were inaccessible (private gated access within Holbrooke Court). Link 8 was not audited because there is no footway provision along Link 8. Link 5 was merged with Link 9 because one pedestrian route was identified through Holbrooke Court, and Link 13 was merged with Link 15 because the footway was identified as being consistent. Therefore, a total of 12 links were audited on site. Figure 1 shows the total scores for the 12 links which were audited.

Figure 1: Total Scores for Audited Links



As shown, the total weighted scores for the links ranged from +54 (Link 16) which was along the western side of Holloway Road to the north of Tufnell Park Road to -34 (Link 9) which was along Holbrooke Court.

Link 9 (Holbrooke Court) was the only link which scored negative results overall. It scored particularly low scores for **effective width, obstructions, permeability, personal security, quality of environment and maintenance.** The link is currently narrow with a lack of dropped kerbs and substandard in places, and has obstructions at its northern and southern end. It is poorly maintained and feels rather unsafe due to the low lighting levels and lack of CCTV. Whilst very low pedestrian and traffic flows were observed on site, the link could be improved to better provide for pedestrians particularly if it is expected to be used more heavily as a result of the proposals.

Figure 2 provides a comparative breakdown of the parameter scores for each link.

Figure 2: Parameter Scores for each Link

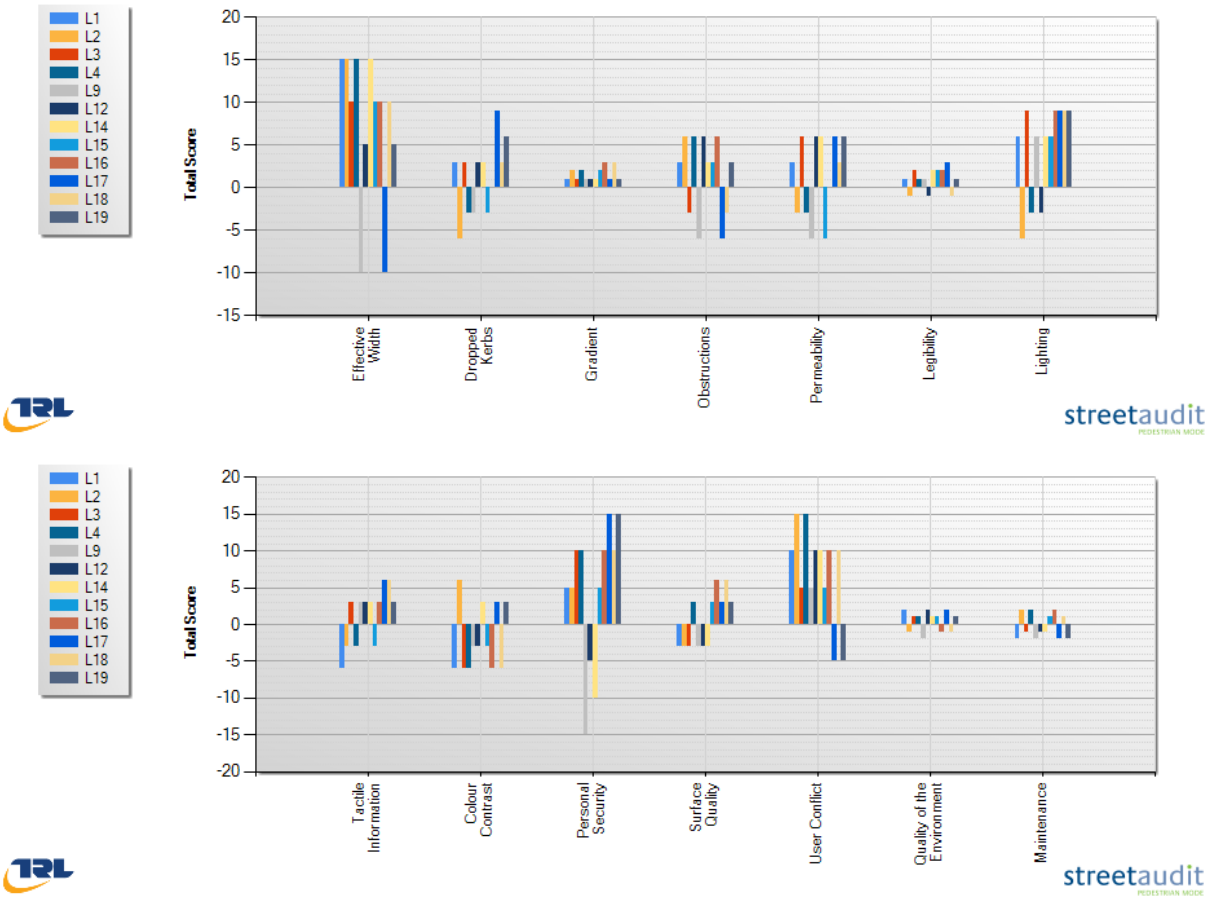


Table 1 below shows the ratings given to each of the studied parameters for Links.

Table 1: Component RAG Ratings for Links

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Effective Width	2	2	8
Dropped Kerbs	1	8	2
Gradient	0	7	5

Obstructions	2	6	4
Permeability	2	4	5
Legibility	0	7	5
Lighting	0	7	5
Tactile Information	1	9	2
Colour Contrast	5	6	1
Personal Security	2	4	6
Surface Quality	0	10	2
User Conflict	0	5	7
Quality of the Environment	1	8	3
Maintenance	4	5	3
TOTAL	**20**	**88**	**58**

As shown, the large majority of parameters were rated amber or green which indicates that on the whole the link provision is fairly adequate. In total, 20 parameters received a red rating with Colour Contrast, Maintenance, Obstructions, Effective Width, Permeability and Personal Security being the worst scoring. These are discussed as follows.

- There was a lack of **colour contrast** or tonal contrast along certain links with no differentiation between tactile paving and surrounding paving. Colour contrast aids in the navigation, orientation and protection of hazards for partially sighted pedestrians. An obstruction will therefore represent a hazard rather than an inconvenience.

- **Maintenance** and cleanliness was considered to be low in some areas. This is mostly due to litter, seasonal foliage and gum stains.

- In some locations the footway was narrowed due to the presence of **obstructions** such as A-boards and telephone boxes which are badly positioned. Narrow footways are more likely to become congested at peak times. In most cases there are no tactile warnings provided when encountering an obstruction which has the potential to cause harm, particularly to vulnerable users.

- The **effective width** of footways was substandard or non-existent along some links. This raises safety issues since pedestrians are forced to walk in the carriageway.
- The **permeability** along some links received low scores due to a lack of crossing points and a lack of dropped kerbs. A number of crossing points with suitable dropped kerbs are often required to provide safe entry and exit to and along the link.
- **Personal security** was considered to be low along some links, with a lack of CCTV, poor lighting levels and a perceived sense of crime. This can raise safety concerns for pedestrians using the footway.

4.2.1 Link Quick Wins

Table 2 below details all the 'quick wins' that could be easily and cost effectively applied to the assessed links to improve their ratings.

Table 2: Link Quick Wins

L1	Parkhurst Road A503 (Williamson St-Site Access) Northern side	Enhanced street cleaning along the link Resurface footway along sections with ponding Clear foliage and overhanging branches on footways and paths Install new dropped kerbs at side/access roads that are flush and aligned Install new tactile paving at side/access roads - correct colour and layout
L2	Parkhurst Road A503 (Parkhurst Rd-Site Access) Southern side	Enhanced street cleaning along the link Resurface footway along sections with ponding Resurface footway along sections with trip hazards Clear foliage and overhanging branches on footways and paths
L3	Parkhurst Road A503 (Site Access-Seven Sisters Road) Northern side	Resurface footway along sections with ponding Resurface footway along sections with trip hazards A-board and goods-on-footway enforcement to reduce obstructions Clear foliage and overhanging branches on footways and paths
L4	Parkhurst Road A503 (Site Access—Seven Sisters Road)	Remove litter and gum stains from the link Resurface footway along sections with ponding

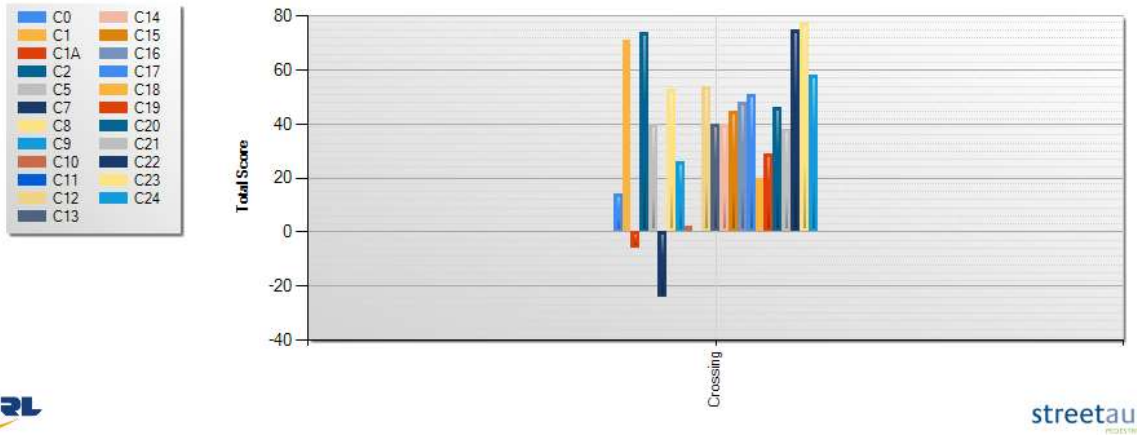
	Southern side	
L9	Holbrooke Court (Tufnell Park Rd-Parkhurst Road)	Enhanced street cleaning along the link Remove graffiti from infrastructure along the link Install new dropped kerbs at side/access roads that are flush and aligned
L12	Tufnell Park Road (Private Car Park-McCall House) Northern side	Resurface footway along sections with trip hazards Clear foliage and overhanging branches on footways and paths
L14	Tufnell Park Road (Private Car Park-Odeon) Northern side	Remove litter and gum stains from the link Remove graffiti from infrastructure along the link
L15	Tufnell Park Road (McCall House-Holloway Road) Southern side	Remove litter and gum stains from the link Resurface footway along sections with trip hazards Install new tactile paving at side/access roads - correct colour and layout
L16	Holloway Road (Odeon-Bus Stop F) Western side	Remove litter and gum stains from the link Resurface footway along sections with trip hazards A-board and goods-on-footway enforcement to reduce obstructions
L17	Holloway Road (Hercules Street-Seven Sisters Road) Eastern side	Enhanced street cleaning along the link Remove graffiti from infrastructure along the link Remove fly-tipped refuse from link A-board and goods-on-footway enforcement to reduce obstructions
L18	Holloway Road (Tufnell Park Road-Parkhurst Road) Western side	Remove litter and gum stains from the link A-board and goods-on-footway enforcement to reduce obstructions
L19	Seven Sisters Road (Holloway Road-Bus Stop H) Northern side	Enhanced street cleaning along the link Clear foliage and overhanging branches on footways and paths Improve existing tactile paving at side/access roads - correct colour and layout

4.3 Crossings

A total of 24 crossings were originally identified to be audited as part of the PERS study. Two crossings (Crossing 0) across Moriaty Close and (Crossing 1A) across the site access were added to the audit list because they were considered as important ones to be included. Crossings 3 and 4 were not audited because there is no footway / crossing provision along the western side of Holbrooke Court and Crossing 6 was not audited because it was an access to an individual property. Therefore, a total of 23 crossings were audited on site and these ranged from informal / uncontrolled crossings to signalised crossings across main junctions.

Figure 3 provides the overall total weighted scores for each of the crossings.

Figure 3: Total Scores for Audited Crossings



As shown, the total weighted scores for the crossings ranged from +78 (Crossing 23) which was crossing Hercules Place on the northern side of Seven Sisters Road to a score of -24 (Crossing 7) which was a footway crossover at the entrance to a private car park on the northern side of Tufnell Park Road. The two crossings which scored negative results overall are discussed below:

- Crossing 1A (Footway crossover at the site access on the northern side of Parkhurst Road) scored -6 overall. It scored particularly low scores for **legibility, legibility for sensory impaired people, surface quality and maintenance.** The crossing currently has an uneven surface which results in ponding and a collection of leaf litter and there is a lack of tactile information present. As a result of the proposals, the existing site access (Crossing 1A) is being retained as the main pedestrian, cycle and vehicular access into the site. It is understood that this access will remain in roughly the same position but will be 'shared surface' to encourage low vehicle speeds. The proposals are therefore expected to improve the existing crossing provision that was observed on site.

- Crossing 7 (Footway crossover at the entrance to a private car park on the northern side of Tufnell Park Road) scored -24 overall. It scored particularly low scores for **deviation from the desire line, legibility, dropped kerbs, obstructions, surface quality and maintenance.** The dropped kerbs on either side of the crossing were not aligned and there were black bollards which caused deviation from the pedestrian desire line and caused an obstruction to cross. The road surface was of poor quality and there was a lack of tactile information. Whilst the private car park is expected to generate very low traffic flows, the crossing could be improved to better provide for pedestrians. Due to its location on the northern side of Tufnell Park Road, the proposed development is not expected to affect the existing usage of this crossing.

Figure 4 sets out a series of bar charts which show the parameter scores for each crossing.

Figure 4: Parameter Scores for each Crossing

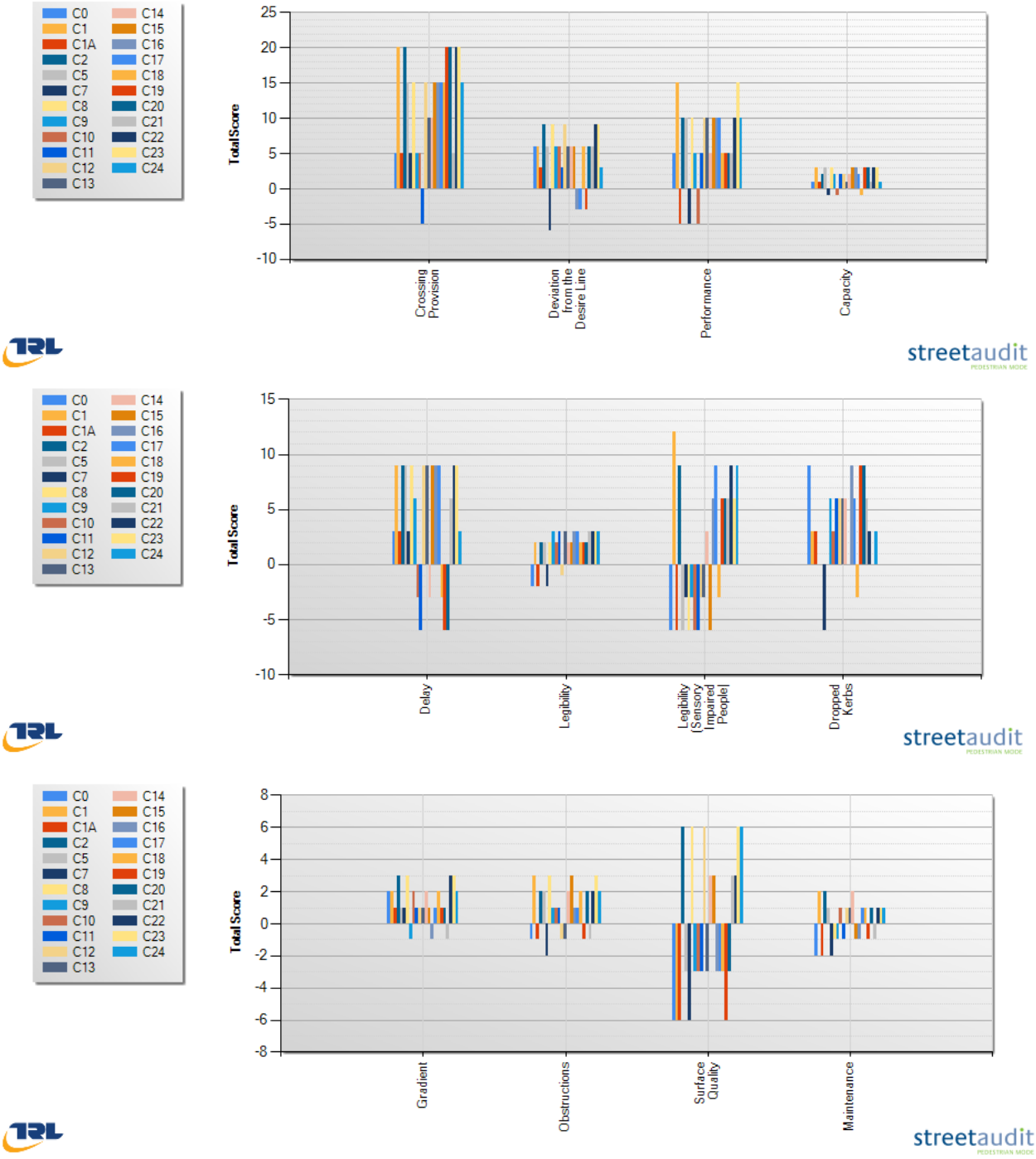


Table 3 shows the Red, Amber, Green ratings for each parameter for the crossings studied.

Table 3: Component RAG Ratings for Crossings

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Crossing Provision	0	7	16
Deviation from the Desire Line	1	6	16

Performance	0	11	12
Capacity	0	8	15
Delay	3	7	13
Legibility	3	1	19
Legibility (Sensory Impaired People)	7	6	10
Dropped Kerbs	1	6	11
Gradient	0	13	10
Obstructions	1	11	11
Surface Quality	5	13	5
Maintenance	3	17	3
TOTAL	**25**	**105**	**141**

As the table shows, the majority of the crossing parameters were rated as green or amber which indicates that on the whole the crossing provision is adequate. The worst scoring parameters overall included Legibility (Sensory Impaired People), Surface Quality, Delay, Legibility and Maintenance. These parameters are discussed as follows.

- The **legibility for sensory impaired people** in the form of tactile paving is non-existent in places, and at some signalised crossings there is no push button, no audible information and no rotating cones.

- The **surface quality** is poor in places with trip and slip hazards and uneven and cracked surfaces being reported. Inconsistent surface materials are used in some areas which varied in quality, and at some crossings there were poor reinstatements and areas of ponding which represented a trip or slip hazard.

- There was a considerable amount of **delay** at some of the crossings, particularly at staggered crossings, when the waiting time to cross seemed to be quite long. At times, this encouraged pedestrians to cross the road before the green man signal which raises safety concerns.

- The **legibility** at crossings was scored negatively at some locations where there was a lack of delineation and driver stop

line, and it was not obvious where to cross. Coloured surfacing and markings should be used where appropriate to delineate a safe crossing.

- **Maintenance** and cleanliness is considered to be low in some areas. This is mostly due to leaf litter, littering and a poor state of repair. Increased street cleaning would improve the upkeep of the pedestrian environment.

4.3.1 Crossing Quick Wins

Table 4 below details all the 'quick wins' that could be easily and cost effectively applied to the assessed crossings to improve their ratings.

Table 4: Crossing Quick Wins

ID	Facility Name	Recommendation
C0	Moriaty Close - Uncontrolled	Clear foliage and overhanging branches at crossing Clear blocked drains/gutters to reduce ponding Highlight crossing area and markings Resurface crossing area at sections with ponding Install new tactile paving - correct colour and layout
C1	Parkhurst Road adjacent to Site Access (Signal Controlled)	Clear foliage and overhanging branches at crossing Resurface crossing area at sections with ponding Resurface crossing on carriageway with trip hazards Resurface crossing waiting areas with remove trip hazards
C1A	Site Access crossing – Uncontrolled	Clear foliage and overhanging branches at crossing Highlight crossing area and markings Resurface crossing area at sections with ponding Improve existing dropped kerbs so that they are flush and aligned Install new tactile paving - correct colour and layout
C2	Warlters Road – Uncontrolled	Remove litter and gum stains from the crossing Clear foliage and overhanging branches at crossing
C5	Holbrooke Court – Uncontrolled (northern end)	Remove litter and gum stains from the crossing Resurface crossing on carriageway with trip hazards Resurface crossing waiting areas with remove trip hazards Improve existing dropped kerbs so that they are flush and aligned Install new tactile paving - correct colour and layout
C7	Tufnell Park Road / Entrance into a Private Car Park – Uncontrolled, Northern side	Clear foliage and overhanging branches at crossing Highlight crossing area and markings Resurface crossing on carriageway with trip hazards Improve existing dropped kerbs so that they are flush and aligned

ID	Facility Name	Recommendation
		Install new dropped kerbs that are flush and aligned Install new tactile paving - correct colour and layout
C8	McCall House – Uncontrolled	Clear foliage and overhanging branches at crossing Install new tactile paving - correct colour and layout
C9	Tufnell Park Road outside Odeon (Signal Controlled)	Remove litter and gum stains from the crossing Repair rotating cone on pedestrian crossing signals Replace control button at crossing signals Repair Wait illumination bulb in control box Highlight crossing area and markings Resurface crossing on carriageway with trip hazards
C10	Holloway Road by Bowman's Place (Signal Controlled) Western side	Remove litter and gum stains from the crossing Repair rotating cone on pedestrian crossing signals Replace control button at crossing signals Repair Wait illumination bulb in control box Highlight crossing area and markings Resurface crossing on carriageway with trip hazards
C11	Holloway Road by Bowman's Place (Signal Controlled) Eastern side	Remove litter and gum stains from the crossing Repair rotating cone on pedestrian crossing signals Replace control button at crossing signals Repair Wait illumination bulb in control box Highlight crossing area and markings Resurface crossing on carriageway with trip hazards Install new tactile paving - correct colour and layout
C12	Bowman's Place – Uncontrolled	Improve existing dropped kerbs so that they are flush and aligned Improve existing tactile paving so that it has correct colour and layout
C13	Tufnell Park Road (Signal Crossing) Central area	Remove litter and gum stains from the crossing Repair rotating cone on pedestrian crossing signals Replace control button at crossing signals Repair Wait illumination bulb in control box Highlight crossing area and markings Resurface crossing on carriageway with trip hazards
C14	Tufnell Park Road (Signal Controlled) Southern side	Remove litter and gum stains from the crossing Repair Wait illumination bulb in control box Repair rotating cone on pedestrian crossing signals Replace control button at crossing signals
C15	Tufnell Park Road / Entrance into a Private Car Park – Uncontrolled, Southern side	Remove litter and gum stains from the crossing Resurface crossing on carriageway with trip hazards Improve existing dropped kerbs so that they are flush and aligned Install new tactile paving - correct colour and layout
C16	Holloway Road / A503 Junction (Signal Controlled) North-west crossing	Remove litter and gum stains from the crossing Clear foliage and overhanging branches at crossing
C18	Seven Sisters Rd (Signal Controlled) Western end	Remove litter and gum stains from the crossing Resurface crossing waiting areas with remove trip hazards Improve existing dropped kerbs so that they are flush and aligned Improve existing tactile paving so that it has correct colour and layout
C19	Holloway Road / A503 Junction (Signal	Remove litter and gum stains from the crossing Clear foliage and overhanging branches at crossing

ID	Facility Name	Recommendation
	Controlled) South-east crossing	Resurface crossing on carriageway with trip hazards Resurface crossing waiting areas with remove trip hazards
C20	Holloway Road / A503 Junction (Signal Controlled) South-west crossing	Highlight crossing area and markings Resurface crossing on carriageway with trip hazards Resurface crossing waiting areas with remove trip hazards
C21	Parkhurst Road – Uncontrolled, Eastern end	Clear foliage and overhanging branches at crossing Repair Wait illumination bulb in control box Resurface crossing area at sections with ponding
C22	Bowman's Mews – Uncontrolled, Western side	Remove litter and gum stains from the crossing Resurface crossing on carriageway with trip hazards
C23	Bowman's Mews – Uncontrolled, Eastern side	Remove litter and gum stains from the crossing Resurface crossing waiting areas with remove trip hazards Improve existing tactile paving so that it has correct colour and layout
C24	Seven Sisters Road (Signal Controlled) opposite Bowman's Mews	Remove litter and gum stains from the crossing Repair rotating cone on pedestrian crossing signals

In addition to the stated quick wins, the signalised crossings at the Tufnell Park Road / Holloway Road junction (C9, C10, C11, C13 and C14) were missing wait boxes/push buttons, rotating cones and audible information. The provision of these would improve the crossings for those who are partially sighted or who have hearing difficulties.

4.4 Interchange

Holloway Road Underground Station was audited as an Interchange. The total weighted score for the Interchange was +26 and the breakdown of the score by the various parameters is shown in Figure 5.

Figure 5: Parameter scores for Interchange

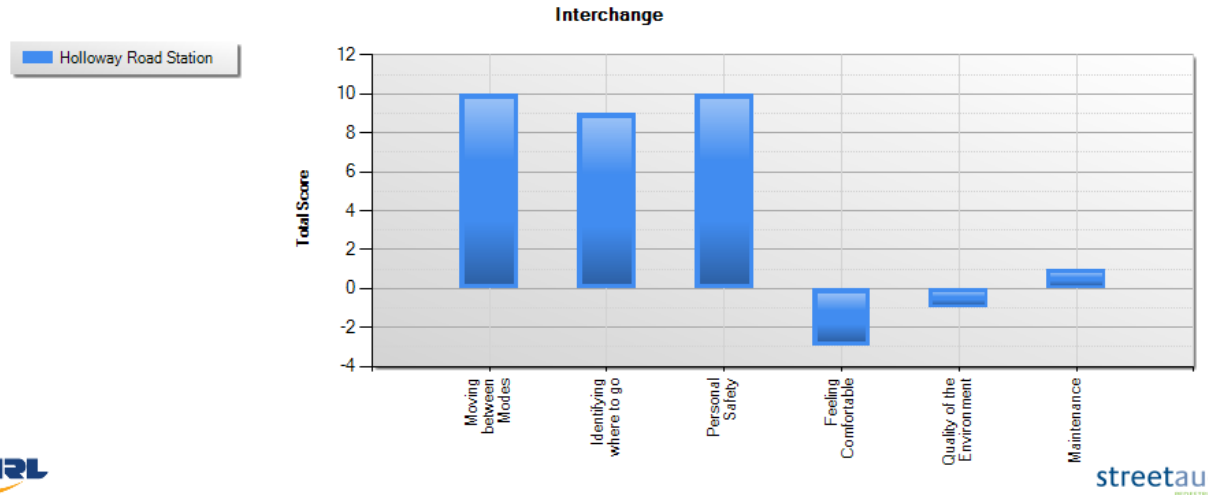


Table 5 shows the ratings given to each of the studied parameters for the Interchange.

Table 5: Component RAG Ratings for Interchange

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Moving between Modes	0	0	1
Identifying where to go	0	0	1
Personal Safety	0	0	1
Feeling Comfortable	0	1	0
Quality of the Environment	0	1	0
Maintenance	0	1	0
TOTAL	**0**	**3**	**3**

The table shows that three parameters scored amber ratings and three parameters scored green ratings, which indicates that the interchange is generally quite satisfactory.

- The interchange could have scored more highly if there was a larger waiting area and if more seating was provided either within or outside the station. The removal of the advertising boards outside the adjacent shops could improve the quality of the interchange environment.

4.4.1 Interchange Quick Wins

Table 6 details the 'quick win' that could be easily and cost effectively applied to the assessed Interchange to improve its ratings.

Table 6: Interchange Quick Win

ID	Facility Name	Recommendations
I1	Holloway Road Underground Station	Enhanced street cleaning in the space.

4.5 Public Transport Waiting Areas (PTWA's)

Nine bus stops were identified to be audited within the study area because they each serve at least one different bus route. All nine bus stops are within a 640m walking distance from the site (specified as the maximum walking distance to a bus stop within PTAL assessments). Table 7 outlines the bus routes which are easily accessible from the site, along with their closest bus stop.

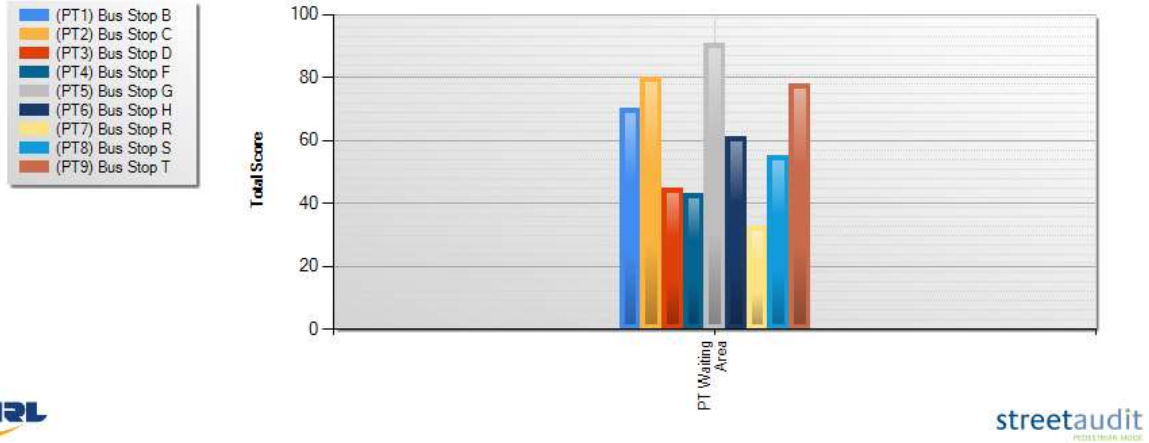
Table 7: Bus Routes accessible from the site

Bus route	Closest Bus Stop to site (approximate distance)
4 – Towards Archway	D (400m)
4 – Towards Waterloo	G (270m)
17 – Towards Archway	B (100m)
17 – Towards London Bridge	G (270m)
29 – Towards Trafalgar Square	R (575m)
29 – Towards Wood Green	C (140m)
43 – Towards Friern Barnet	F (415m)
43 – Towards London Bridge	G (270m)
91 – Towards Crouch End	B (100m)
91 – Towards Trafalgar Square	R (575m)
153 – Towards Finsbury Park	H (365m)
153 – Towards Moorgate	S (570m)
253 – Towards Euston	R (575m)
253 – Towards Hackney Central	C (140m)
254 – Towards Aldgate	C (140m)
259 – Towards Edmonton Green	C (140m)
259 – Towards King's Cross	R (575m)
263 – Towards Barnet Hospital	B (100m)
271 – Towards Highgate Village	F (415m)
271 – Towards Moorgate	G (270m)
393 – Towards Chalk Farm	T (560m)
393 – Towards Clapton	B (100m)

Bus stops B and C are located within close proximity to the site on the northern side of Parkhurst Road. Bus stops F, G, S and T are all located along Holloway Road. Bus stop H is located on the northern side of Seven Sisters Road, and Bus stop D is located on the southern side of Tufnell Park Road.

Figure 6 provides the overall total weighted scores for each of the public transport waiting areas.

Figure 6: Total Scores for Audited PTWA's



The total weighted scores for the PTWA's ranged from +91 (Bus Stop G) to +33 (Bus Stop R) and the breakdown of scores by parameters is shown in Figure 7.

Figure 7: Parameter scores for Public Transport Waiting Areas

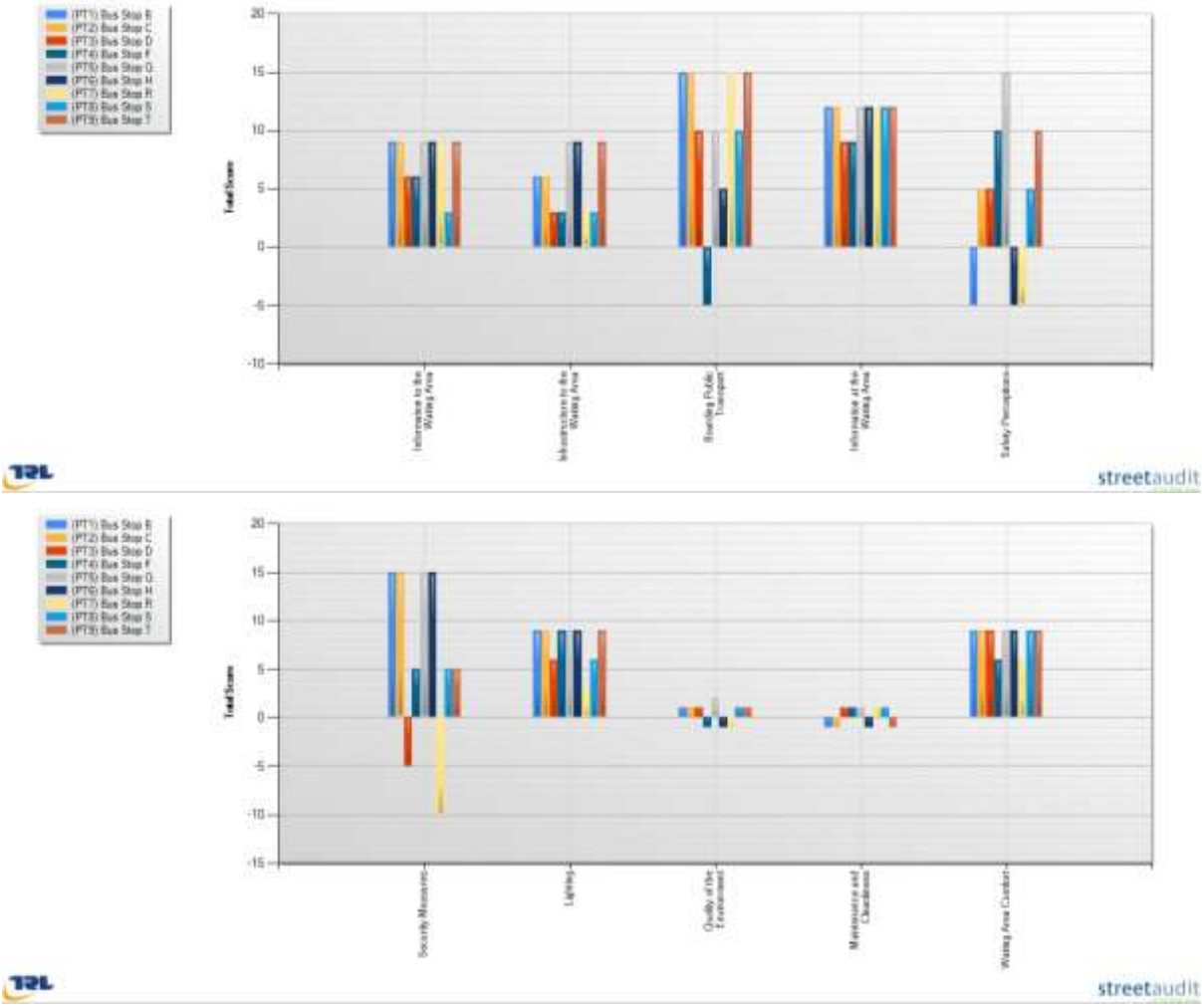


Table 8 shows the ratings given to each of the studied parameters for the public transport waiting areas.

Table 8: Component RAG Ratings for the PTWA's

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Information to the Waiting Area	0	1	8
Infrastructure to the Waiting Area	0	4	5
Boarding Public Transport	0	2	7
Information at the Waiting Area	0	0	9
Safety Perceptions	0	6	3
Security Measures	1	4	4
Lighting	0	1	8
Quality of the Environment	0	8	1
Maintenance and Cleanliness	0	9	0
Waiting Area Comfort	0	0	9
TOTAL	**1**	**35**	**54**

The table shows that 35 parameters scored amber ratings and 54 parameters scored green ratings, indicating that the public transport waiting area provision is good. The only parameter which scored negatively was security measures.

- Bus Stop R scored poorly on security measures because there was no evident CCTV within the vicinity of the bus stop and there was little opportunity to report incidents, being located next a relatively busy road.

4.5.1 Public Transport Waiting Area Quick Wins

Table 9 details the 'quick wins' that could be easily and cost effectively applied to the assessed public transport waiting areas to improve their ratings.

Table 9: PTWA's Quick Wins

ID	Facility Name	Recommendations
PT1	Bus Stop B - Parkhurst Road (A503)	Remove graffiti from infrastructure at waiting area Clear foliage and branches at waiting area
PT2	Bus Stop C - Parkhurst Road (A503)	Clear foliage and branches at waiting area A-board and goods-on-footway enforcement to reduce obstructions
PT3	Bus Stop D - Tufnell Park Road	Clear foliage and branches at waiting area
PT5	Bus Stop G - Holloway Road	Clear foliage and branches at waiting area Remove graffiti from infrastructure at waiting area
PT6	Bus Stop H - Seven Sisters Road	Enhanced street cleaning around the waiting area Remove graffiti from infrastructure at waiting area Clear foliage and branches at waiting area
PT7	Bus Stop R - Tollington Road	Enhanced street cleaning around the waiting area Remove graffiti from infrastructure at waiting area

ID	Facility Name	Recommendations
PT8	Bus Stop S - Holloway Road	Enhanced street cleaning around the waiting area Clear foliage and branches at waiting area
PT9	Bus Stop T - Holloway Road	Enhanced street cleaning around the waiting area Clear foliage and branches at waiting area

4.6 Routes

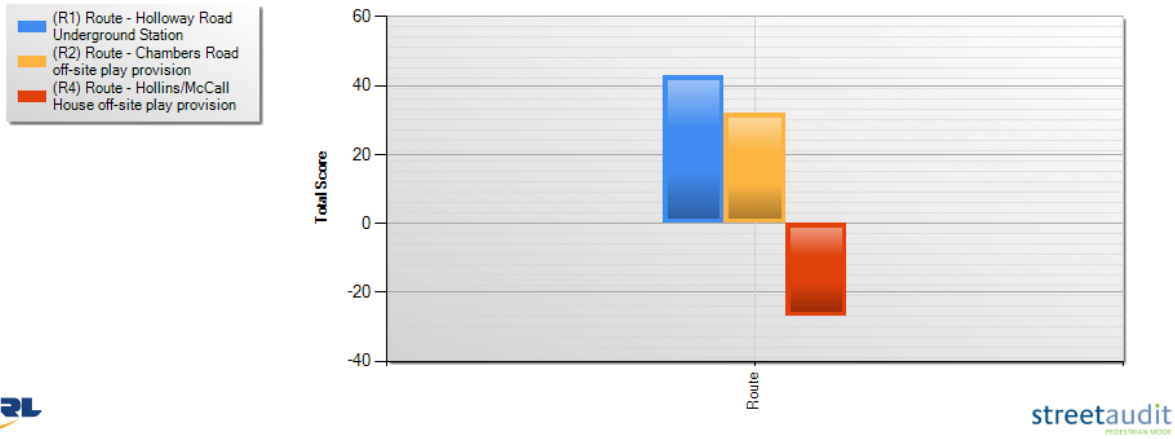
Four routes were initially identified to be audited, as follows:

- R1 – The route from the site to/from Holloway Road Underground Station
- R2 – The route from the site to/from Chambers Road off-site play provision
- R3 - The route from the site to/from Holbrooke Court off-site play provision
- R4 - The route from the site to/from Hollins/McCall House off-site play provision

Route 3 was unable to be audited on site because the access into Holbrooke Court is gated. However, it is understood that as part of the proposals a potential pedestrian connection from the site to Holbrooke Court is being considered.

Figure 8 provides the overall total weighted scores for the three routes which were audited.

Figure 8: Total Scores for Audited Routes



As shown, the total weighted scores for the Routes ranged from +43 (Route 1) to -27 (Route 3) and the breakdown of the score by parameters is shown in Figure 9.

Figure 9: Parameter scores for Routes

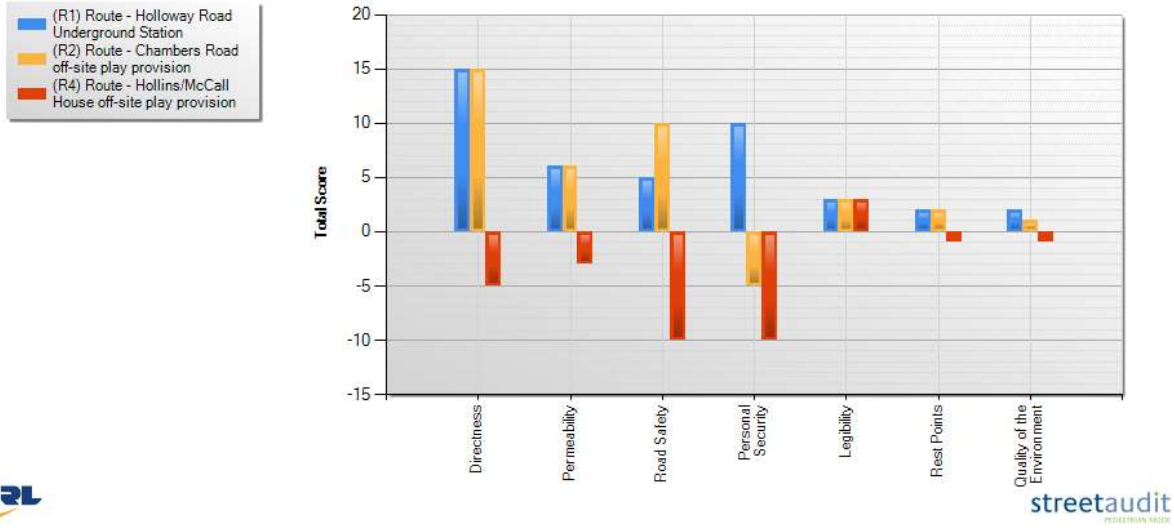


Table 10 shows the ratings given to each of the studied parameters for the routes.

Table 10: Component RAG Ratings for the Routes

Parameters	Overall Weighted RAG		
	Red	Amber	Green
Directness	0	1	2
Permeability	0	1	2
Road safety	1	1	1
Personal security	1	1	1
Legibility	0	3	0
Rest points	0	1	2
Quality of the environment	0	2	1
TOTAL	**2**	**10**	**9**

The table shows that 10 parameters scored amber ratings, 9 parameters scored green ratings and 2 parameters scored red ratings. The results indicate that Routes 1 and 2 scored relatively well, however Route 4 in particular could be improved.

- Route 4 received red RAG ratings for **road safety** and **personal security**. This is because there is no footway alongside McCall House which means that pedestrians are forced to walk through the car park. There are speed humps within the car park which cause a barrier to pedestrians and the area feels rather unsafe due to insufficient lighting and a lack of formal surveillance.

4.6.1 Route Quick Wins

Table 11 details the 'quick wins' that could be easily and cost effectively applied to the assessed routes to improve their ratings.

Table 11: Routes - Quick Wins

ID	Facility Name	Recommendations
R1	Route to/from Holloway Road Underground Station	Clear foliage and overhanging branches along route Enhanced street cleaning along the route Remove litter and gum stains from the route
R2	Route to/from Chambers Road off-site play provision	Clear foliage and overhanging branches along route
R4	Route to/from Hollins/McCall House off-site play provision	Clear foliage and overhanging branches along route Enhanced street cleaning along the route

5 Conclusion and Recommendations

The PERS study has established a baseline of existing pedestrian provision within the study area and suggested a number of 'quick wins' to enable the local area to score more highly. The study has identified some key themes that should be addressed to improve the safety, legibility and comfort of the street environment for all pedestrians. These are outlined as follows, along with some recommendations.

Legibility

Legibility for sensory impaired pedestrians is poor in some areas, with a number of crossings failing to provide correct tactile provision or colour contrast. It is recommended that tactile provision is installed or improved where required so that the legibility within the area is improved.

The signalised crossings at the Tufnell Park Road / Holloway Road junction have been identified as needing improvement. Holloway Road is quite heavily trafficked and the crossings across it could be improved by providing wait boxes/push buttons, rotating cones and audible information to help those with partial sight or hearing difficulties to cross the road.

Colour contrast

The lack of colour or tonal contrast was identified along a number of links, with no differentiation between the tactile paving and the surrounding paving. It is recommended that colour contrast is provided to aid in the navigation, orientation and protection of hazards particularly for partially sighted pedestrians.

Footway surface quality

As part of the proposals, it is recommended that the quality of the footways surrounding the proposed development is upgraded to address surface quality issues. A smooth and clean footway surface should be provided and potential slip and trip hazards should be removed where possible.

Delay

The signal timings at the Tufnell Park Road / Holloway Road junction and the Seven Sisters / Parkhurst Road / Holloway Road junction could be considered further to try and lessen the delay to the pedestrian stages at these junctions. It was observed on site that

sometimes pedestrians have to wait a considerable amount of time to cross the road, which encourages people to cross before the green man signal. Further investigation of the signal timings at these junctions could help them to better cope with potential increased pedestrian flows.

Maintenance

A number of links and crossings were observed on site to be littered by seasonal foliage, with ponding occurring in some places. It is recommended that increased street cleaning takes place to clear the footways of litter and seasonal foliage. It should however be noted that the day before the audit was undertaken there were some adverse stormy weather conditions, which might explain the levels of seasonal foliage that were observed to be littering the footways.

Overall, a number of improvements could be implemented to provide a better pedestrian realm environment that should help to encourage walking. In addition to the 'quick wins', the key themes identified above should also be considered to address potential safety and capacity concerns to ensure the new development does not have an adverse effect.

Appendix A – Component Codes

Component Code	Audited Feature
Links	
L1	Parkhurst Road A503 (Williamson St-Site Access) Northern side
L2	Parkhurst Road A503 (Parkhurst Rd-Site Access) Southern side
L3	Parkhurst Road A503 (Site Access-Seven Sisters Road) Northern side
L4	Parkhurst Road A503 (Site Access—Seven Sisters Road) Southern side
L9	Holbrooke Court (Tufnell Park Rd-Parkhurst Road)
L12	Tufnell Park Road (Private Car Park-McCall House) Northern side
L14	Tufnell Park Road (Private Car Park-Odeon) Northern side
L15	Tufnell Park Road (McCall House-Holloway Road) Southern side
L16	Holloway Road (Odeon-Bus Stop F) Western side
L17	Holloway Road (Hercules Street-Seven Sisters Road) Eastern side
L18	Holloway Road (Tufnell Park Road-Parkhurst Road) Western side
L19	Seven Sisters Road (Holloway Road-Bus Stop H) Northern side
Crossings	
C0	Moriaty Close - Uncontrolled
C1	Parkhurst Road adjacent to Site Access (Signal Controlled)
C1A	Site Access crossing – Uncontrolled
C2	Warlters Road – Uncontrolled
C5	Holbrooke Court – Uncontrolled (northern end)
C7	Tufnell Park Road / Entrance into a Private Car Park – Uncontrolled, Northern side
C8	McCall House – Uncontrolled
C9	Tufnell Park Road outside Odeon (Signal Controlled)
C10	Holloway Road by Bowman's Place (Signal Controlled) Western side
C11	Holloway Road by Bowman's Place (Signal Controlled) Eastern side
C12	Bowman's Place – Uncontrolled
C13	Tufnell Park Road (Signal Crossing) Central area
C14	Tufnell Park Road (Signal Controlled) Southern side
C15	Tufnell Park Road / Entrance into a Private Car Park – Uncontrolled, Southern side
C16	Holloway Road / A503 Junction (Signal Controlled) North-west crossing
C17	Holloway Road / A503 Junction (Signal Controlled) North-east crossing
C18	Seven Sisters Rd (Signal Controlled) Western end

C19	Holloway Road / A503 Junction (Signal Controlled) South-east crossing
C20	Holloway Road / A503 Junction (Signal Controlled) South-west crossing
C21	Parkhurst Road – Uncontrolled, Eastern end
C22	Bowman's Mews – Uncontrolled, Western side
C23	Bowman's Mews – Uncontrolled, Eastern side
C24	Seven Sisters Road (Signal Controlled) opposite Bowman's Mews
Interchange	
I1	Holloway Road Underground Station
Routes	
R1	Route to/from Holloway Road Underground Station
R2	Route to/from Chambers Road off-site play provision
R4	Route to/from Hollins/McCall House off-site play provision
Public Transport Waiting Areas	
PT1	Bus Stop B - Parkhurst Road (A503)
PT2	Bus Stop C - Parkhurst Road (A503)
PT3	Bus Stop D - Tufnell Park Road
PT4	Bus Stop F - Holloway Road
PT5	Bus Stop G - Holloway Road
PT6	Bus Stop H - Seven Sisters Road
PT7	Bus Stop R - Tollington Road
PT8	Bus Stop S - Holloway Road
PT9	Bus Stop T - Holloway Road

Appendix B

TRAVL output

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Merryweather Place	Merryweather Place Greenwich High Road	SE10 8EW	03/11/2011
Putney Wharf (Private units)	Putney Wharf	SW15 2JX	08/09/2005
St George Wharf (Aff & Priv)	Wandsworth Rd	SW18 2LR	25/04/2006

Number of sites considered **3**

Counts By Mode:

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	3	0.03857	0.05510	0.09366	0.0	0.0	0.0
07:30-08:00	3	0.04959	0.17080	0.22039	0.0	0.0	0.0
08:00-08:30	3	0.07163	0.22039	0.29201	0.0	0.0	0.0
08:30-09:00	3	0.08127	0.19972	0.28099	0.0	0.0	0.0
09:00-09:30	3	0.08264	0.10606	0.18871	0.0	0.0	0.0
09:30-10:00	3	0.07025	0.09091	0.16116	0.0	0.0	0.0
10:00-10:30	3	0.06336	0.06474	0.12810	0.0	0.0	0.0
10:30-11:00	3	0.05510	0.05785	0.11295	0.0	0.0	0.0
11:00-11:30	3	0.05510	0.06061	0.11570	0.0	0.0	0.0
11:30-12:00	3	0.05785	0.09091	0.14876	0.0	0.0	0.0
12:00-12:30	3	0.06198	0.05785	0.11983	0.0	0.0	0.0
12:30-13:00	3	0.08815	0.06061	0.14876	0.0	0.0	0.0
13:00-13:30	3	0.07025	0.06749	0.13774	0.0	0.0	0.0
13:30-14:00	3	0.09504	0.07713	0.17218	0.0	0.0	0.0
14:00-14:30	3	0.06612	0.06474	0.13085	0.0	0.0	0.0
14:30-15:00	3	0.05510	0.07300	0.12810	0.0	0.0	0.0
15:00-15:30	3	0.08264	0.08127	0.16391	0.0	0.0	0.0
15:30-16:00	3	0.09366	0.06474	0.15840	0.0	0.0	0.0
16:00-16:30	3	0.09229	0.07300	0.16529	0.0	0.0	0.0
16:30-17:00	3	0.09366	0.05785	0.15152	0.0	0.0	0.0
17:00-17:30	3	0.08402	0.09504	0.17906	0.0	0.0	0.0
17:30-18:00	3	0.12121	0.10468	0.22590	0.0	0.0	0.0
18:00-18:30	3	0.17631	0.08540	0.26171	0.0	0.0	0.0
18:30-19:00	3	0.15152	0.11019	0.26171	0.0	0.0	0.0
19:00-19:30	3	0.14876	0.11295	0.26171	0.0	0.0	0.0
19:30-20:00	3	0.11846	0.08678	0.20523	0.0	0.0	0.0
20:00-20:30	3	0.12259	0.06061	0.18320	0.0	0.0	0.0
20:30-21:00	3	0.12397	0.05372	0.17769	0.0	0.0	0.0
21:00-21:30	3	0.06198	0.01791	0.07989	0.0	0.0	0.0
21:30-22:00	3	0.06061	0.02204	0.08264	0.0	0.0	0.0
22:00-22:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **All Modes**

In	**18:00-18:30**	**0.18**
Out	**08:00-08:30**	**0.22**
Total	**08:00-08:30**	**0.29**

Appendix C

Waste storage calculation

TPP
transport planning practice

Parkhurst Gardens, 65-69 Parkhurst Road, London, N7

Residential waste storage requirements

Draft

Introduction

1. This note sets out the waste storage requirements for the proposed residential development at Parkhurst Gardens, 65-69 Parkhurst Road, London, N7. Table 1 shows the proposed development mix on which the storage requirements have been calculated.

Table 1 - Residential unit mix

Tenure	1 Bed	2 Bed	3 bed	4 bed
Open Market	61	47	12	0
Shared Ownership	4	3	1	0
Social Rent	2	2	7	11
Total	67	52	20	11

Relevant policy and guidance

2. The site is located within the London Borough of Islington (LBI) and is therefore subject to LBI's Recycling and Refuse Storage Requirements (June 2013) and British Standard BS 5906 (2005) Waste management in buildings - Code of practice.

British Standards guidance

3. The British Standard 5906 (2005) gives the weekly waste storage requirements for a domestic dwelling as 30 litres plus 70 litres per bedroom. This is a lower requirement than LBI and will therefore be met.

LBI's Recycling and Refuse Storage Requirements (June 2013)

4. LBI's document provides the following guidance with regard to residential development.

- Sufficient storage must be available to contain all the refuse and recycling produced over a minimum of eight days.
- Where they are to be fitted, kitchen units in new properties should incorporate segregated recycling and refuse bins. They should feature a minimum of three compartments (for recyclables, kitchen waste and refuse).
- Storage areas for residential dwellings should be sited so that the occupiers are not required to carry waste more than 30 metres.
- All provision must be designed to be accessible for disabled persons, as far as possible.

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- **Waste collection operatives should not be required to transport a wheeled waste container more than 10 metres.**
- **The route to the nearest vehicular access should be free of steps or kerbs, be rendered with a smooth continuous finish, be level (not exceed 1:14) and have a minimum width of 2 metres.**

5. The following table sets out LBI's current storage guidance acknowledging that individual developments will have their own specific requirements.

Table 1 – Extract from LBI Recycling and Refuse Storage Requirements (June 2013)

Size of unit	Total storage capacity required for Refuse and Recycling
One bedroom	200 litres (0.2 m^3)
Two bedroom or more	A further 140 litres (0.14m^3)for each additional bedroom
Recycling - At least 50 % of total storage capacity (calculated using the table above) must be allocated for recycling.	

6. Based on this guidance, the following storage would be required:

		Hab. rooms	no. units	LBI 2013 (m^3)
Open market	1 bed	2	61	12.2
	2bed	3	20	6.8
	2bed	3	27	9.18
	3 bed	4	12	5.76
	4 bed	6	0	0
			120	33.94
Social Rent	1 bed	2	0	0
	2bed	3	2	0.68
	2bed	3	2	0.68
	3 bed	4	7	3.36
	4 bed	6	11	6.82
			22	11.54
Shared Ownership	1 bed	2	4	0.8
	2bed	3	3	1.02
	2bed	3	1	0.34
	3 bed	4	0	0
	4 bed	6	0	0
			8	2.16
		Total	150	47.64
			No. of Eurobins 1,280lt (1.28m^3)	38

Waste Storage requirements

7. Twenty three 1,280lt Eurobins are currently proposed to be located in two bin stores on site which would provide adequate capacity. This provision meets LBI's 2008 guidance. Additional 1,280 litre Eurobins, up to 15, will be stored at basement level and trolleyed to the required bin store by the caretaker as required. Full bins will then be trolleyed to the basement until collection day. This level of provision meets the guidance set out in LBI's Recycling and Refuse Storage Requirements (2013).

8. With regard to recycling it is proposed to provide for 50% of the refuse storage to be for recyclables. Therefore 11 of the 1,280 litre Eurobins will be provided for recyclables. LBI currently collects paper, cardboard, metal tins and cans, glass bottles and jars, household plastic packaging, and cartons co-mingled.

Central waste stores

9. Waste will be stored in two refuse stores located in Blocks C and E. Block C will contain 15 1,280 litre Eurobins including provision for recyclables. Block E will accommodate 8 no. 1,280 litre Eurobins including provision for recyclables. Additional storage for up to 15 bins is provided in the basement, and will be manoeuvred to the bin stores by the caretaker, when required.

10. Figure 1 illustrates the typical dimensions of the relevant waste container likely to be used in the waste storage areas.

Note: sizes will vary depending on design and supplier. Dimensions (mm)

Capacity (litres)	Width	Depth	Height
1100	1270	1000	1380
1280	1280	1000	1445

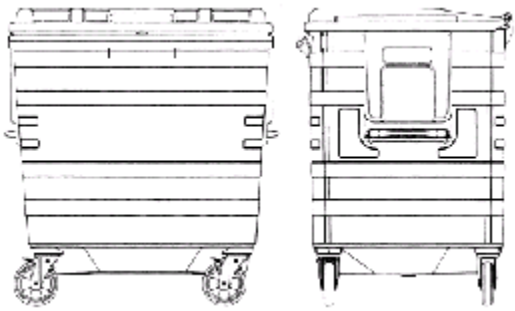

Figure 1 Typical Eurobin dimensions

11. Figure 2 below shows the layout of the two refuse storage rooms and Figure 3 shows their location within the site.

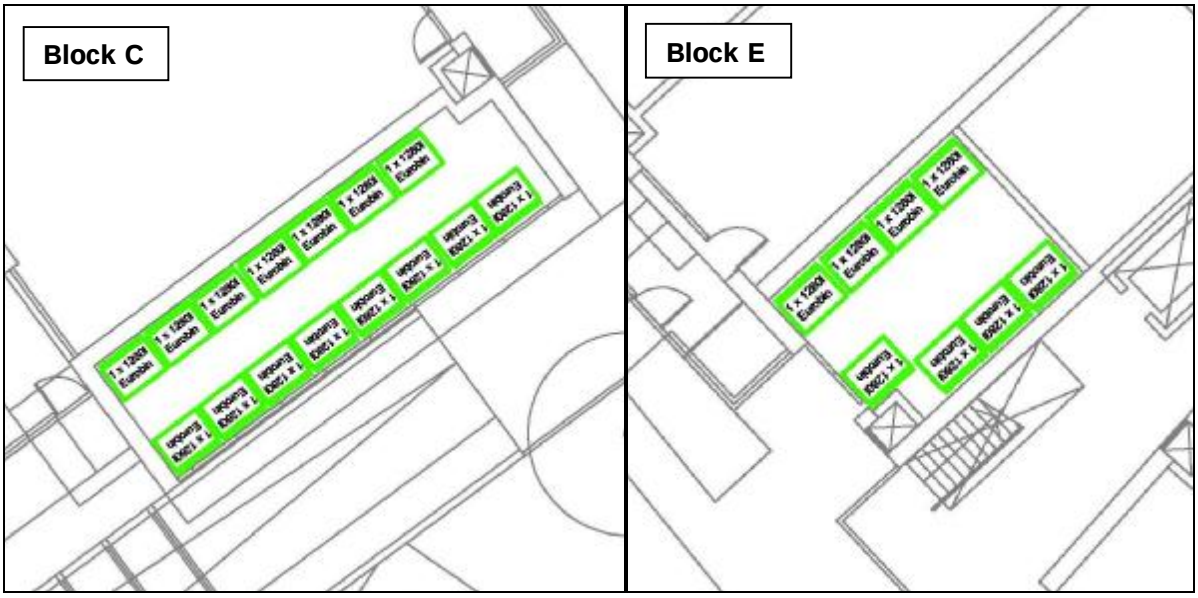

Figure 2 refuse storage layout

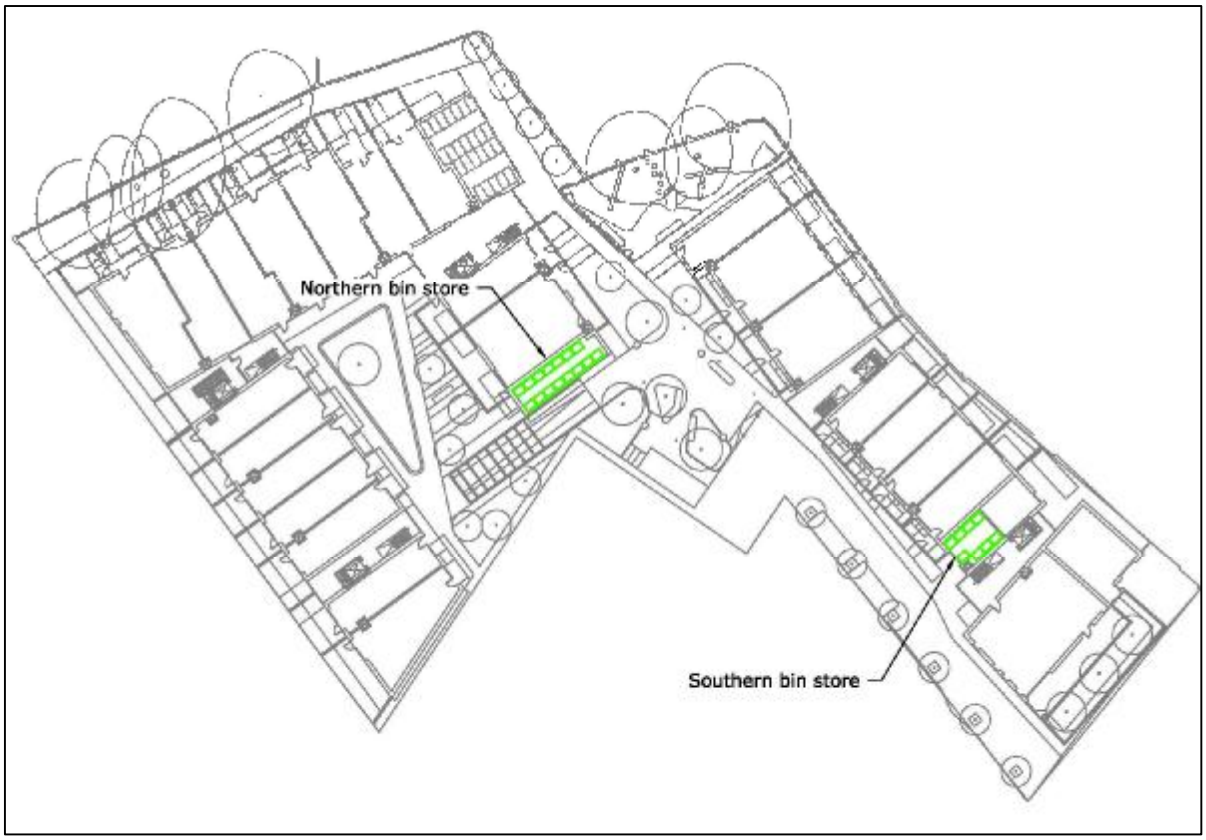

Figure 3 Location of refuse storage areas

Internal waste storage (within units)

12. The scheme is designed to meet the Code for Sustainable Homes (CSH) level 4. There are credits available for providing adequate recycling storage as follows:

- A minimum of three internal bins
- A minimum total storage capacity of 60 litres, and
- No individual bin smaller than 15 litres.

13. Bins will be sized to meet these requirements. Storage will be provided to meet the CSH requirement but not so great as to take up a large area within units, or make disposal from units unmanageable. Waste segregation will be encouraged within units. There are a number of segregated waste storage containers for residential dwellings that will meet these requirements. Examples are shown in Figure 4.

Figure 4 internal segregated waste storage

Waste strategy

14. Residents will segregate their waste at source and store it within the bins provided within their units. When a bin becomes full, residents will take that bag to the refuse store and deposit it in the appropriate Eurobin, ready for collection.

15. The waste rooms are appropriately located within the development, ensuring that depositing and segregating waste is convenient for residents. Waste will be collected from the refuse stores on a weekly basis. The caretaker will be responsible for ensuring a good level of housekeeping is maintained within the waste storage areas.

Appendix D

Stage One
Road Safety Audit

TPP
transport planning practice

PARKHURST GARDENS,
65-69 PARKHURST ROAD, LONDON

ACCESS ARRANGEMENTS SERVING DEVELOPMENT

STAGE 1
ROAD SAFETY AUDIT REPORT

REQUESTED BY:
TRANSPORT PLANNING PRACTICE

NOVEMBER 2013

RKS
Associates

Project:	Parkhurst Gardens, 65-69 Parkhurst Road, London
Client:	Transport Planning Practice
Document:	Stage 1 Road Safety Audit
RKS Associates Ref:	VRP370-01
Issue date:	29th November 2013
Status:	Final
Authorised by:	VP/MB

RKS Associates

11 Falconer Road
Bushey
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WD23 3AQ

CONTENTS

Appendices

1 INTRODUCTION

1.1 RKS Associates Limited has been commissioned by Transport Planning Practice to undertake a Stage 1 Road Safety Audit (RSA) for the highway works associated with a proposed mixed-use development at Parkhurst Gardens, 65-69 Parkhurst Road, London Borough of Islington.

1.2 This Stage 1 RSA examines the highway works associated with the redevelopment of the site. It is understood that the proposals include the demolition of existing buildings and erection of new residential buildings to deliver 150 units. The proposals include retention of part of the site for a new TA centre, which has been approved under a separate planning permission.

1.3 The scheme proposals seek to retain the existing access onto Parkhurst Road which is a three lane one-way carriageway that is street lit with wide pedestrian footways on either side. The lane configuration at the existing site access comprise of a bus lane (nearside) with the remaining lanes open to general traffic. The carriageway is subject to a 30mph speed limit, there are good pedestrian facilities within the vicinity of the site that include wide footways and a traffic signal controlled pedestrian crossing to the northeast of the site access.

1.4 Transport Planning Practice has supplied the following information upon which this Stage 1 RSA is based:

- TPP Drawing 30614/AC/023 – Swept path analysis of refuse vehicle entering and exit the site on to Parkhurst Road;
- TPP Drawing 30614/AC/024 – Swept path analysis of transit van entering the site while estate car waits to exit;
- TPP Drawing 30614/AC/025 – Swept path analysis of refuse vehicle turning within site;
- TPP Drawing 30614/AC/026 – Swept path analysis of estate car parking in the proposed disabled bays;
- Allford Hall Monaghan Morris Drawing 13033 Parkhurst Gardens SK0074 – Ground Floor Plan; and
- Area Landscape Architects Drawing 167-10 Rev C – Landscape Layout.

1.5 The Safety Audit Team consisted of Mr Vimal Patel and Mr Mark Barratt. The Audit was undertaken following examination of the submitted documents and a site visit on Thursday 28th November 2013, during which the weather was sunny and the road surface was dry.

1.6 The Stage 1 RSA has been undertaken in accordance with the relevant sections of HD19/03, part of the Design Manual for Roads and Bridges (DMRB) and in accordance with TfL Procedure SQA-0170. The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. Problems identified in this report are considered by the Audit Team to merit action in order to improve the safety of the scheme and to minimise accident risk for all users.

1.7 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in Appendix A where the reference numbers relate to the problems identified in this report.

1.8 The recommendations in this report are aimed at addressing the identified road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on final completion.

2 LOCAL ALIGNMENT

2.1 Problem:

Summary: No drainage details
Location: Within development

No details have been provided in respect of drainage and it is therefore not possible at this Stage 1 RSA to ascertain whether or not there will be any safety implications. The absence of proper drainage gullies may result in localised flooding that could increase in the risk of loss of control conflicts.

Recommendation:

Provide surface water drainage proposals at detailed design stage (for Stage 2 RSA).

3 JUNCTIONS

3.1 Problem:

Summary: Potential conflict with street furniture
Location: Within development

The swept path assessment for a refuse vehicle turning within the site indicates that a refuse vehicle will collide into proposed street furniture potentially injuring other road users.

Recommendation:

Ensure that street furniture within the development does not cause an obstruction for refuse vehicles attempting to turn.

3.2 Problem:

Summary: Increased risk of lighting column being struck by vehicles
Location: Site access with Parkhurst Road

The scheme proposals seek to retain and reuse the existing vehicle crossover to serve the future development. Vehicle swept path analysis indicate that vehicles can enter and exit the development safely, however an existing street lighting column located at the front of the footway, adjacent the vehicle crossover, is at greater risk of being struck by a vehicle exiting the development.

Recommendation:

The existing street lighting column located at the front of the footway adjacent to the vehicle crossover should be relocated to back of footway.

3.3 Problem:

Summary: Potential conflicts between traffic travelling along access road and disabled car parking bays
Location: Site access road serving development

The scheme proposals indicate that parallel disabled car parking bays are to be provided along the access road serving the development. Concern is expressed that the location of these bays may increase the risk of conflict between disabled users disembarking their vehicle and traffic travelling along the access road.

Recommendation:

Ensure that there is sufficient space between the parallel disabled parking bays and traffic travelling along the access road.

3.4 Problem:

Summary: Potential conflicts between traffic travelling along access road and trees
Location: Site access road serving development

The landscape layout drawing indicates that trees are to be planted along the south western side of the access road; consequently motorists who are unfamiliar with the layout may collide into the trees. In addition, overtime the tree canopies may restrict access for high sided vehicles entering the site.

Recommendation:

Ensure that any tree planting along the south western side of the access road does not restrict safe access for vehicles entering the site.

4 NON-MOTORISED USER PROVISION

4.1 Problem:

Summary: Potential risk of conflict between pedestrians and traffic along access road
Location: Access serving development

It is understood that the development access road is to be shared use, no details of surface finishes of the shared use facility have been provided at this stage. Concern is expressed that there is an increased risk of conflict between pedestrians stepping out onto the shared use whilst exiting the buildings and vehicles traveling along the access road.

Recommendation:

Contrasting surface finishes should be used to delineate the carriageway and footpath along the access road to mitigate the risk of pedestrians stepping into the path of traffic travelling along the access road.

4.2 Problem:

Summary: Potential conflict between pedestrians walking along Parkhurst Road and vehicles exiting the development.
Location: Site access with Parkhurst Road

The absence of dropped kerbs and tactile paving and contrasting surface may increase the risk of pedestrians with visual impairments stepping out onto the site access into the path of oncoming vehicles accessing the development.

Recommendation:

Provide dropped kerbs and tactile paving either side of the access, further measures to provide a contrasting surface treatment between the access road and pedestrian footpath should be provided.

5 ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

5.1 The Safety Audit Team raises no concerns/problems relating to road signs, carriageway markings and lighting.

6 AUDIT TEAM STATEMENT

6.1 We certify that this Road Safety Audit has been carried out in accordance with document HD 19/03 and TfL SQA-0170, its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel BEng (Hons)

Signed:

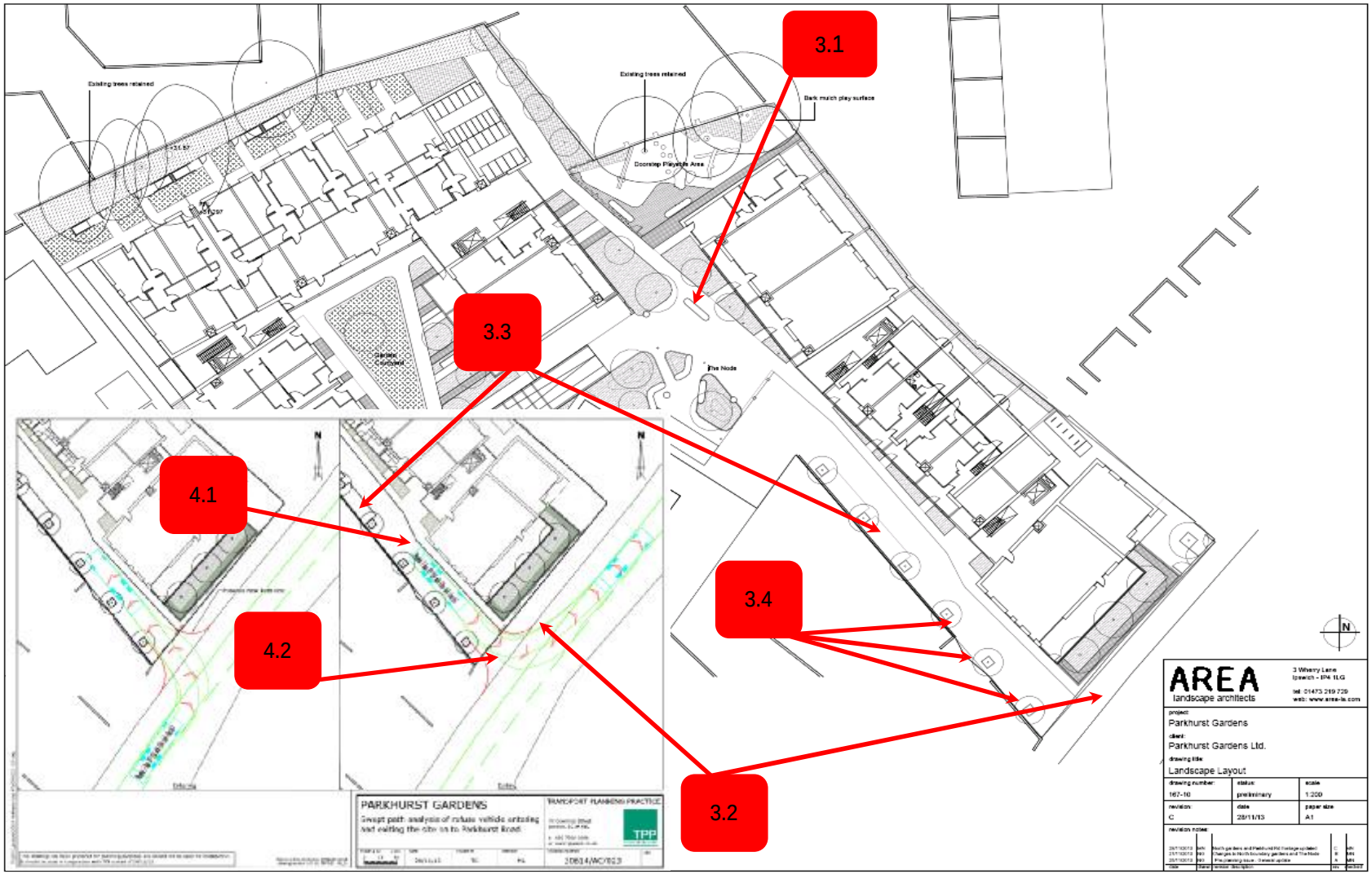
Date: 29th November 2013

Audit Team Member(s)
Mark Barrett
Road Safety Audit Consultant

Signed:

Date: 29th November 2013

Appendix A


3.1
3.2
3.3
3.4
4.1
4.2
Existing trees retained
Bark mulch play surface
Doorstep Play Area
The Node
PARKHURST GARDENS
TRANSPORT PLANNING PRACTICE
TPP
AREA
landscape architects
Parkhurst Gardens
Parkhurst Gardens Ltd.
Landscape Layout
167-10
preliminary
1:200
C
28/11/13
A1

Appendix B

Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Provide surface water drainage proposals at detailed design stage (for Stage 2 RSA).	Drainage proposals will be provided ahead of the Stage 2 RSA
3.1	Ensure that street furniture within the development does not cause an obstruction for refuse vehicles attempting to turn.	The street furniture has been relocated so that it does not cause an obstruction to manoeuvring vehicles.
3.2	Relocate existing street lighting column at the front of the footway adjacent to the vehicle crossover to back of footway away from the access.	The kerb radius of the crossover has been tightened up to avoid the lamp column, as per the existing situation. Because the bus lane on Parkhurst Road requires exiting vehicles to pull out into the middle lane they can avoid the column.
3.3	Ensure that there is sufficient space between the parallel disabled parking bays and traffic traveling along the access road	The bays are wide enough to accommodate the parked vehicle, although it is accepted that the occupants will need to exit the vehicle onto the access road. Due to the low vehicle numbers using the access road this was deemed acceptable.
3.4	Ensure that any tree planting along the south western side of the access road does not restrict safe access for vehicles entering the site.	The type of tree used is being reviewed in order to minimise the encroachment of the trees on the access route. The access with the highway has been tracked to ensure that two vehicles can pass.
4.1	Contrasting surface finishes should be used to delineate the carriageway and footpath along the access road to mitigate the risk of pedestrians stepping into the path of traffic travelling along the access road.	Accepted, and will be reviewed by the landscape architect during the detailed design stage.
4.2	Provide dropped kerbs and tactile paving either side of the access, further measures to provide a contrasting surface treatment between the access road and pedestrian footpath should be provided	Accepted, can be incorporated in the detailed design stage.

Designer's Statement:
I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

..... Date:
Designer

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

..... Date: