

Appendix F PERS Audit Report



Agar Grove

PERS Audit Report

On behalf of **The London Borough of Camden**



Project Ref: 28732/002 | Rev: A | Date: December 2013

Office Address: 16 Brewhouse Yard, Clerkenwell, London EC1V 4LJ
T: +44 (0)207 566 8600 E: london@peterbrett.com



Document Control Sheet

Project Name: Agar Grove Estate

Project Ref: 28732/002

Report Title: PERS audit report

Doc Ref: A

Date: December 2013

	Name	Position	Signature	Date
Prepared by:	Ashleigh Hall	Graduate Transport Planner	<i>Ashleigh Hall</i>	July 2013
Reviewed by:	Manu Dwivedi	Principal Transport Planner	<i>Manu Dwivedi</i>	July 2013
Approved by:	Robert Parker	Director, Transport Planning	<i>Robert Parker</i>	July 2013
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
-	July 2013	Draft for TA inclusion	AH	MD	RP
A	December 2013	Final	AH	MD	RP

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1 Introduction

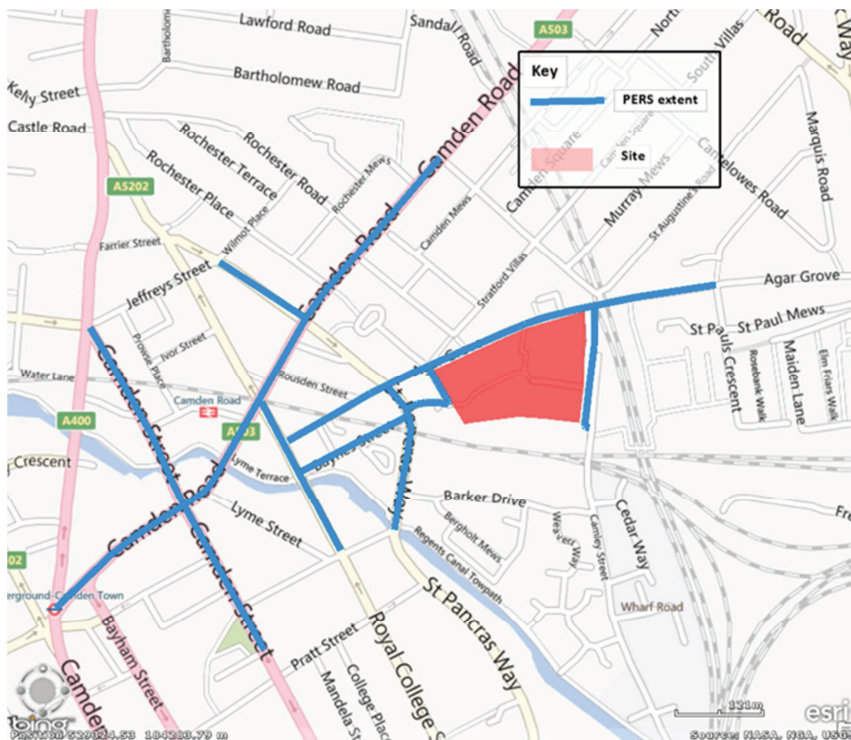
1.1 Context

- 1.1.1 As part of the redevelopment of the Agar Grove Estate, Peter Brett Associates LLP (PBA) has been commissioned by the London Borough of Camden (LBC) to undertake a Pedestrian Environment Review System (PERS) audit around the site. The purpose of the audit is to better understand the site in a wider pedestrian context.
- 1.1.2 Pedestrian links to the main trip generators have been assessed, as have crossing points and public transport waiting areas.
- 1.1.3 The audit was undertaken on Wednesday 24th July during daylight hours, the weather conditions were bright and sunny.

1.2 Preparation of audit

- 1.2.1 In preparation for the audit, key facilities and trip generators within walking distance of the site were assessed. Facilities identified included Camden Town Station and shopping/service facilities, Camden Road Station and independent shops and café/public house facilities and Barclays Cycle Hire Docking Stations.
- 1.2.2 The extent of the audit was then drawn up as shown in Figure 1.1; this was agreed with LBC through the Scoping Note issued on xx.

Figure 1.1: PERS Audit Extent



- 1.2.3 Once this extent had been agreed with LBC, the individual links, crossings and public transport waiting areas were identified through a desktop audit.

- 1.2.4 When considering which public transport waiting areas to assess, it was noted that northbound and southbound bus services were easily accessible from Agar Grove using both the Murray Street and Agar Estate bus stops.
- 1.2.5 On site, it was observed that some people leaving the Agar Grove estate from the eastern access road used the Murray Street bus stops on Agar Grove. Those leaving the estate to the western pedestrian accesses and the access onto Agar Place generally used the Agar Estate bus stops. Therefore, all four bus stops were assessed as Public Transport Waiting areas.
- 1.2.6 There are many other bus stops near to the site however there are no other bus stops which are likely to be heavily used by residents of the estate. Since the other bus stops are in excess of five minutes' walk from the site their attractiveness would still be limited to residents by the walking distance, regardless of any improvements to the waiting area.
- 1.2.7 There are three crossing points within 200 meters of the site, on Agar Grove. To the east of the site, there is a pelican crossing near St Paul's Crescent; outside of the vehicular access to the site there is a zebra crossing and at the intersection of Agar Grove and St Pancras Way there is a pelican crossing. These crossing points are likely to be used regularly by all residents due to their proximity to the site. Therefore it was decided that they would be audited.
- 1.2.8 The pedestrian links as shown in the audit extent were divided up into individual links for assessment. To ensure a robust assessment links were divided where there was a change in the conditions, including if there was variation between the different sides of the carriageway. In total the audit area was divided up into 23 links.

1.3 Method

- 1.3.1 A PERS assessment assesses the quality of an environment in terms of how it meets the needs of a pedestrian, with the 'standard' pedestrian defined by TRL as '*towards the vulnerable end of the spectrum*'.
- 1.3.2 The PERS audit was conducted using software called PERS Streetaudit v1.1.0.8. This software has been devised by the Transport Research Laboratory (TRL) for Transport for London (TfL).
- 1.3.3 This software provided the audit forms for the site visit; the results were then fed back into the programme after the site visit. The output from this programme then provided the results for analysis.
- 1.3.4 All links, crossings and public transport waiting areas were assessed by review parameters as detailed in Table 1.1.
- 1.3.5 Each of these parameters is made up of a number of sub-factors which are given an individual score on a scale of -3 (very poor) to +3 (very good). A score of 0 represents an average score, whilst N/A indicates that this particular factor was not assessed or not present. The reviewer uses these sub-factor scores to assign an overall score for each review parameter, again scaled from -3 (very poor) to +3 (very good).
- 1.3.6 The scores for all parameters are entered into the TRL Streetaudit programme which weights all the parameters and assigns them a Red, Amber or Green band (RAG band). Each link, crossing, public transport waiting area and interchange then has a RAG band assigned for each parameter assessed. Green represents good or very good provision. Amber represents average provision, with potentially some features that give cause for concern. Red represents a facility or aspect that presents significant cause for concern.

- 1.3.7 The programme then brings together all parameters assessed and assigns each link, crossing or public transport waiting area an overall score. This overall score again informs a RAG band. As before; Green represents good or very good provision; Amber represents average provision with potentially some features that give cause for concern; and Red represents a facility or aspect that presents significant cause for concern.

Table 1.1: PERS Review Parameters

Links	Crossings	PT waiting areas
Effective width	Crossing provision	Information to the waiting area
Dropped kerbs	Deviation from desire line	Infrastructure to the waiting area
Gradient	Performance	Boarding public transport
Obstructions	Capacity	Information at the waiting area
Permeability	Delay	Safety perceptions
Legibility	Legibility	Security measures
Tactile information	Legibility for sensory impaired people	Quality of the environment
Colour contrast	Dropped kerbs	Maintenance and cleanliness
Personal security	Gradient	Waiting area comfort
Surface quality	Obstructions	
User conflict	Surface quality	
Quality of Environment	Maintenance	
Maintenance		

Note: Lighting was excluded as a review parameter due to the timing of this audit

- 1.3.8 Some photographs from the site visit are included at the end of each review chapter.

1.4 Summary

- 1.4.1 This report will present the findings of the Agar Grove PERS audit which took place on 24th July 2013. The audit included four public transport waiting areas, three crossings and 23 links.
- 1.4.2 The software was undertaken using the Streetaudit software and in line with the guidance given in the PERS handbook.

2 Links

2.1 Introduction

2.1.1 As discussed in the introduction 23 links were audited as part of this PERS audit. This section summarises the findings of the audit and the results.

2.2 Method

2.2.1 A desktop study identified the extent of the links to be audited and divided links according to changes in conditions. All links were audited during the site visit. Movements on and around the links were observed and then audit forms were completed. Photographs were taken to provide further detail to the report.

2.2.2 A site visit was arranged for a Wednesday to ensure it did not coincide with refuse collection day. Auditing the site on the day refuse was collected could prove a disadvantage to the roads with later collection times.

2.3 Results

2.3.1 None of the links audited were found to be unacceptable. Four were of an acceptable standard, rated as 'Amber', and 19 were of a good standard, rated as 'Green'.

2.3.2 The results are presented in Table 2.1, ordered by overall score. There is a detailed breakdown of results by individual review parameters given in Appendix B.

Table 2.1: Results of Links Audited, Ordered by Ascending Total Score

ID	Link	Description	Overall Total Score	RAAG band
L14	Baynes Street		-14	A
L9	Agar Place Northbound		4	A
L12	St Pancras Way B	Northbound between Agar Grove and Barker Drive	9	A
L11	St Pancras Way A	Southbound between Agar Grove and Barker Drive	19	A
L5	Agar Grove D	between zebra crossing at site boundary and Agar Grove estate bus stops	53	G
L23	St Pancras Way D	between Camden Road and Willmot Place	54	G
L4	Agar/Camley cycle and pedestrian link	Cycle and pedestrian path between Agar Grove and Camley Street	59	G
L13	Randolph Street	between St Pancras Way and Royal College Street	68	G
L2	Agar Grove B	Westbound between railway and site	70	G
L7	Agar Grove F	between St Pancras Way and Agar Place	83	G
L10	Wrotham Road		84	G
L19	Camden Road A	between Kentish Town Road and Camden Street	88	G
L21	Camden Street C	between Royal College Street and St Pancras Way	89	G
L20	Camden Road B	between Camden Street and Royal College Street	96	G
L17	Camden Street A	between Georgiana Street and Camden Road	100	G
L8	Agar Place Southbound		101	G
L1	Agar Grove A	between St Paul's Cres and Railway	103	G
L3	Agar Grove C	Westbound between railway and site	104	G
L15	Royal College Street A	between Camden Road and Canal	106	G
L6	Agar Grove E	between Estate bus stops and Agar Place	118	G
L22	Camden Road D	between St Pancras Way and Murray Street	124	G
L16	Royal College Street B	between Canal and Georgiana Street	128	G
L18	Camden Street B	between Camden Road and Kentish Town Road	135	G

Baynes Street

- 2.3.3 As shown in Table 2.1, the link which scored the lowest overall total score was Baynes Street. Though scoring overall as *'Amber'* and therefore acceptable, the detailed PERS outputs in Appendix B show that Baynes Street was classed as *'Red'* in seven of the 13 review parameters. These parameters were: effective width; obstructions; permeability; legibility; personal security; quality of the environment; and maintenance.
- 2.3.4 Baynes Street is well connected to St Pancras Way with a good quality and at-grade tactile crossing at the intersection. From St Pancras Way, Baynes Street routes west under the railway towards Royal College Street. The route is lined with blank facades and private access gates; there is little sense of place or informal surveillance.
- 2.3.5 Both sides of the narrow pavements are lined with parked cars which reduce crossing opportunities and sightlines. In addition to this the many private crossovers were steep, and made the gradient of the footway uneven and the link difficult to pass for the mobility impaired or those pushing wheelchairs or pushchairs. This is shown in Figure 2.1.

- 2.3.6 The link was littered with fly tipping towards to the eastern end on the audit day, as shown in Figure 2.2.
- 2.3.7 Foliage improved the quality of the environment and made the link more attractive towards the western end, with an attractive link to the Grand Union Canal.

St Pancras Way

- 2.3.8 The footways to the northbound and southbound carriageways of St Pancras Way between Agar Grove and Georgiana Street also scored as 'Amber'. The footway alongside the contraflow cycle lane had a lower score than that alongside the southbound carriageway.
- 2.3.9 The link alongside the contraflow cycle lane had a narrow pavement south of the railway bridge. It was further narrowed by trees and obstacles, whilst tree routes made the pavement uneven. The link was heavily littered on the audit day.
- 2.3.10 Under the railway bridge, there was the opportunity for concealment as the paved area extended back to the bridge from the fence which restricted the width to the south. This area could provide concealment for a group of people in an area which did not appear to be particularly well lit after dark. This is shown in Figure 2.3.
- 2.3.11 The contraflow cycle lane separated cyclists from pedestrians, with breaks in the raised kerbs marking it in. However these breaks were not aligned with dropped kerbs on the footways on either side of the carriageway, restricting pedestrian crossing capabilities. The cycle lane provided some colour contrast, though it may benefit from some resurfacing to enhance the colour contrast. This is shown in Figure 2.4.
- 2.3.12 The footway to the southern carriageway required maintenance in places. There were cracked and uneven paving slabs, overhanging foliage, and under the railway there was refuse on the pavements around the bins.
- 2.3.13 Where this link meets Wrotham Road, there was good quality tactile information and dropped kerbs.
- 2.3.14 The footway was narrow towards the north of the link, and the gradient uneven due to a private crossover. Some cracked and uneven paving slabs here also presented a trip hazard.
- 2.3.15 St Pancras Way lacked a crossing point on its southern arm at the intersection with Agar Grove and Randolph Street. Signalised crossing facilities were provided on all other arms of the junction, yet this arm lacked dropped kerbs. This is shown in Figure 2.5.

Agar Place

- 2.3.16 The footway to the northbound carriageway of Agar Place was the fourth link which scored as 'Amber'. Agar Place is shown in Figure 2.6, as shown the pavement to the northbound carriageway is extremely narrow. During the audit no persons were observed to use this link, preferring to either walk in the road or cross to the footway on the opposite side of the carriageway.
- 2.3.17 This link did not appear to be passable by a person in a wheelchair or with a pushchair due to its restricted width. The link provided access to some houses and a garage, though there were few suitable crossing points or dropped kerbs provisions to reach these from the footway on the opposite side of the carriageway.
- 2.3.18 A high quality tactile crossing point was provided where Agar Place met Agar Grove.

Site Wide Summary

- 2.3.19 The remainder of the links audit were classed as 'Green,' and therefore representative of good provision.
- 2.3.20 Across the audit area there was generally good provision of tactile information, colour contrast and surface quality. The quality of the environment was also generally of a high standard across the audit area.
- 2.3.21 The presence of obstructions was highlighted by the audit as problematic on some links, often around bus stops or retail areas. Obstacles could be better aligned, if shop and café owners were to consider the positioning of A-boards and seating in terms of the wider pedestrian area. The bus stops already appeared to be positioned as practically as possible.
- 2.3.22 The audit found levels of personal security to generally be good across the site. This is with the exception of Baynes Street and St Pancras Way around the railway bridge, and the Camley Street cycle and pedestrian link.
- 2.3.23 It is unsurprising that the levels of personal security were found to be lower under the railway bridges. The environment was dark and there were opportunities for concealment.
- 2.3.24 Sightlines on the pedestrian and cycle link to Camley Street link did not extend for the length of the link. In addition to this the link lacks exit points; once a pedestrian has entered it they must walk the full length or turn back. The link meets Camley Street at an industrial estate; this industrial estate was mostly garages and had low levels of personal security with little in the way of surveillance and activity outside of business hours and poor levels of lighting.
- 2.3.25 The pedestrian and cycle link itself was however of a high quality and provided a vital link to the Agar Grove Estate from the south. This is shown in Figure 2.7. The link could be improved if it were linked directly to the Agar Grove Estate, opening up the link more and making it feel safer.
- 2.3.26 Legibility could be improved in the more residential parts of the audit area, though generally the main trip generators were well signed. Legible London signage was found on Camden Road and around Camden Station, though some of the further out residential streets may benefit from improved signage, this could work to encourage residents to walk or cycle to key trip generators such as Camden Town rather than take public transport or drive.

2.4 Summary

- 2.4.1 This PERS assessment found the links around the Agar Grove site to all be of an acceptable or good standard.
- 2.4.2 The links which scored as 'Amber' (average) rather than 'Green' (good) were Baynes Street, St Pancras Way (south of Agar Grove/ Randolph Street) and Agar Place (footway to the northbound carriageway).
- 2.4.3 Baynes Street provides an efficient link to the Agar Grove Estate from the west. However it was dominated by private gates, blank facades and parked cars, with crossovers making the gradient of the pavement difficult to navigate. The overhead railway made the pavements feel unsafe and provided opportunities for concealment.
- 2.4.4 St Pancras Way lacked pedestrian crossing facilities and required maintenance and cleaning to remove litter and fly-tipped rubbish.
- 2.4.5 Agar Place lacked a suitable footway to the northbound carriageway; however it did have adequate facilities on the opposite side of the carriageway.

- 2.4.6 Particularly good levels of signage were found around Camden Town, and provision of dropped kerbs and tactile information was of a high standard across the audit area. Quality of both the environment and materials was also generally high.
- 2.4.7 Overall, links audited did not present any significant areas for concern. Whilst there is possible room for improvements, no work is immediately required to bring the links up to an acceptable standard. Possible areas for improvement include the consideration of a link to the Agar Grove Estate from the middle of the pedestrian and cycle link to Camley Street and a review of pedestrian crossing provision at the intersection of St Pancras Way, Agar Grove and Randolph Street.



Figure 2.1: Baynes Street, Looking West from St Pancras Way, Showing Narrow Pavement and Parked Cars.



Figure 2.2: Baynes Street, Looking West from St Pancras Way, Showing Fly tipping under the Railway Bridge.

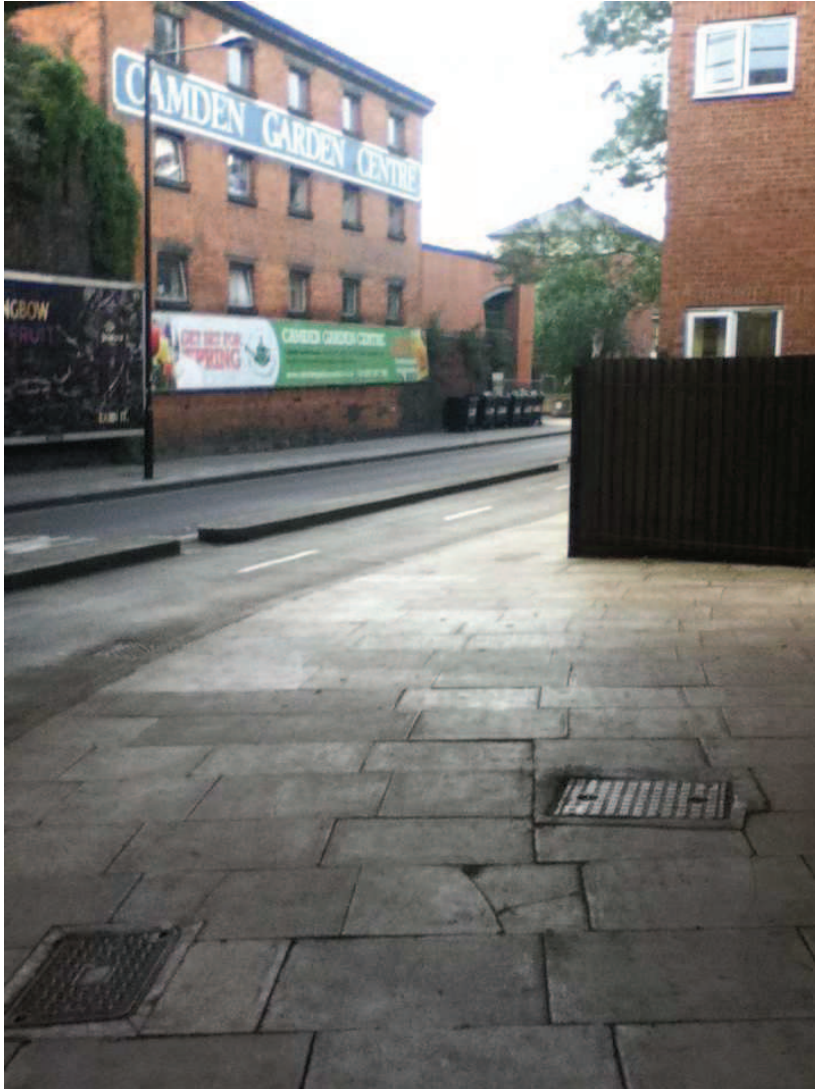


Figure 2.3: St Pancras Way Looking South from Baynes Street, Showing Place for Concealment under Railway Bridge.

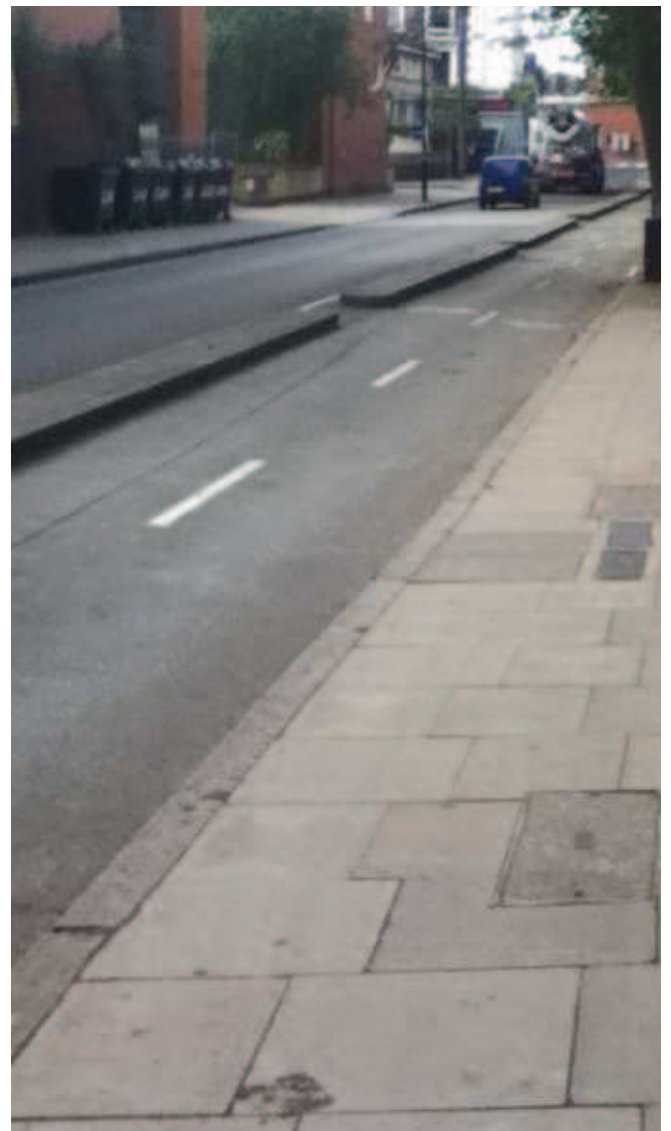


Figure 2.4: St Pancras Way Looking South, Showing Separated Contraflow Cycle Lane.



Figure 2.5: St Pancras Way Looking North Across Agar Grove, Showing the Cycle Facility and Lack of Pedestrian Crossing Facilities on Southern Arm of Crossing.

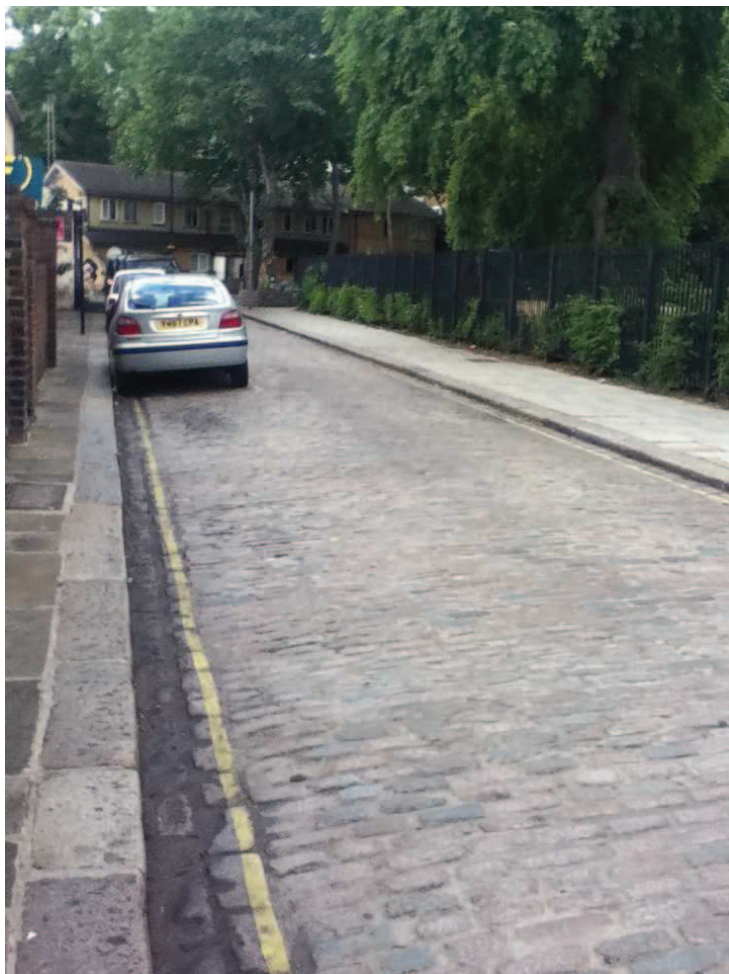
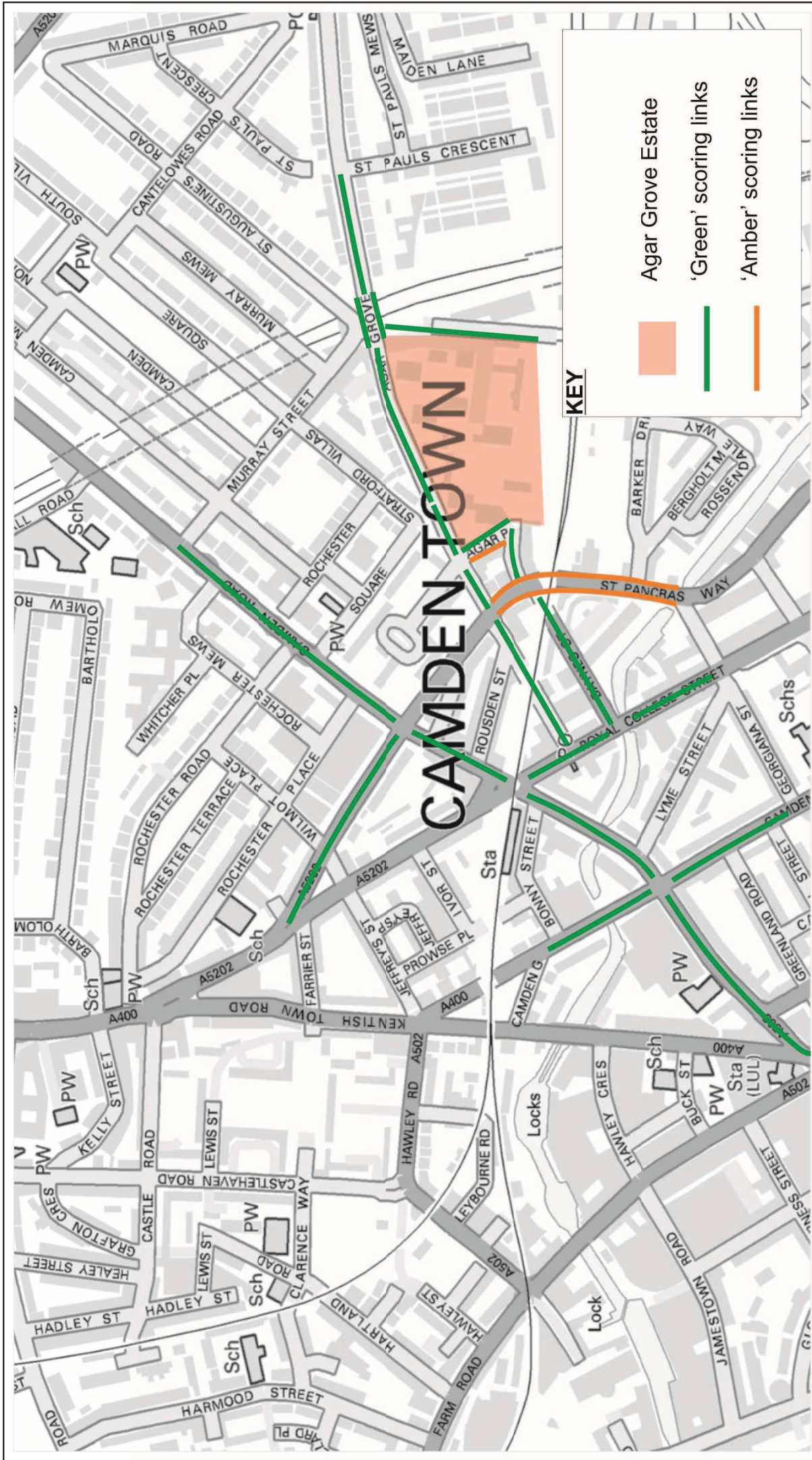


Figure 2.7: Agar Place Looking North, Showing Narrow Aavement and Lack of Crossing Facilities



Figure 2.6: Camley Street Pedestrian and Cycle lane, Looking North from Camley Street. This Picture Shows the Enclosed Nature of the Link and Delineation Between Pedestrians and Cyclists.



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FIGURE 2.8

Map showing the score of each link audited in PERS audit

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3 Crossings

3.1 Introduction

3.1.1 As discussed in the introduction, three crossings were audited as part of this PERS audit. This section summarises the findings of the audit and the results.

3.2 Method

3.2.1 Three crossings, all on Agar Grove, were audited as part of the site visit. A desktop study did not identify accident clusters around any of the crossings.

3.2.2 Movements at the crossings were observed and then the audit forms were completed. No major issues were identified with any of the crossing points.

3.3 Results

3.3.1 Of the crossings audited, one was found to be of an acceptable standard and two were of a good standard. No crossing facility was highlighted with a 'Red' band indicating cause for concern.

3.3.2 The results are presented in Table 3.1 whilst there is a detailed breakdown of results by individual review parameters given in Appendix B.

Table 3.1: Results of Crossings Audited, Ordered by Ascending Total Score

ID	Crossing	Overall Total Score	RAG
C2	Pelican crossing at intersection of Agar Grove and St Pancras Way	20	A
C3	Pelican crossing on Agar Grove nr. St Pauls Crescent	86	G
C1	Zebra crossing nr. site entrance/Murray Street on Agar Grove	96	G

3.3.3 The highest scoring crossing was the zebra crossing located on Agar Grove to the west of the main vehicular access into the estate, Murray Street. This crossing scored as 'Green', representing good provision, on all review parameters.

3.3.4 The crossing is an at-grade zebra crossing, located immediately west of the intersection of Agar Grove and Murray Street, adjacent to the Agar Grove Estate vehicular entrance. The crossing point was observed to be well used by residents of the Agar Grove estate, particularly to access to the small Co-op shop on the corner of Agar Grove and Murray Street.

3.3.5 The approaches to the zebra crossing were characterised by traffic calming measures. Vehicle speeds were restricted to 20mph on this section of carriageway.

3.3.6 The review found the crossing had good quality tactile information and colour contrast, though some of the road markings would benefit from re-painting. This is shown in Figure 3.1.

- 3.3.7 The zebra crossing appeared to be relatively easy to access for those less mobile, though it was noted that the waiting area on the westbound carriageway was narrower than that on the eastbound carriageway. Whilst there would be enough capacity for a person pushing a wheelchair or pushchair; if they were to need to wait for any length of time they may start to cause an obstruction, particularly since there is lamppost with a wide base adjacent to the crossing. Due to the nature of the crossing, waiting times were however minimal.
- 3.3.8 The second highest scoring crossing was also given a 'Green' rating, representing good provision. This crossing is the signalised Pelican crossing on Agar Grove, east of the intersection with St Paul's Crescent. Again, this crossing was rated as 'Green' on all review parameters assessed.
- 3.3.9 Around the crossing there were some obstacles on the approaches to the crossing, with pedestrian barriers and trees limiting the effective width. There were also some residential bins left on the pavement.
- 3.3.10 In general the crossing itself was of a high quality, with good quality tactile paving and adequate waiting areas. Although the crossing was signalised, traffic flows were not heavy and traffic was generally obeying the 20mph speed limit. During the audit no audible information could be heard from the crossing, though this may have been due to surrounding noise.
- 3.3.11 The final crossing audited was that at the intersection of St Pancras Way, Agar Grove and Randolph Street. This crossing achieved an 'Amber' rating, indicating that it is of an acceptable standard.
- 3.3.12 This crossing did not provide pedestrian crossing facilities on all arms. The southern arm of St Pancras Way had no provision, not even providing dropped kerbs. This led to pedestrians crossing the road informally when they didn't have clear sightlines to all arms of the junction.
- 3.3.13 The other three arms of this junction did provide good quality crossing facilities, with good colour contrast and tactile provision. Part of this crossing is shown in Figure 3.2.

3.4 Summary

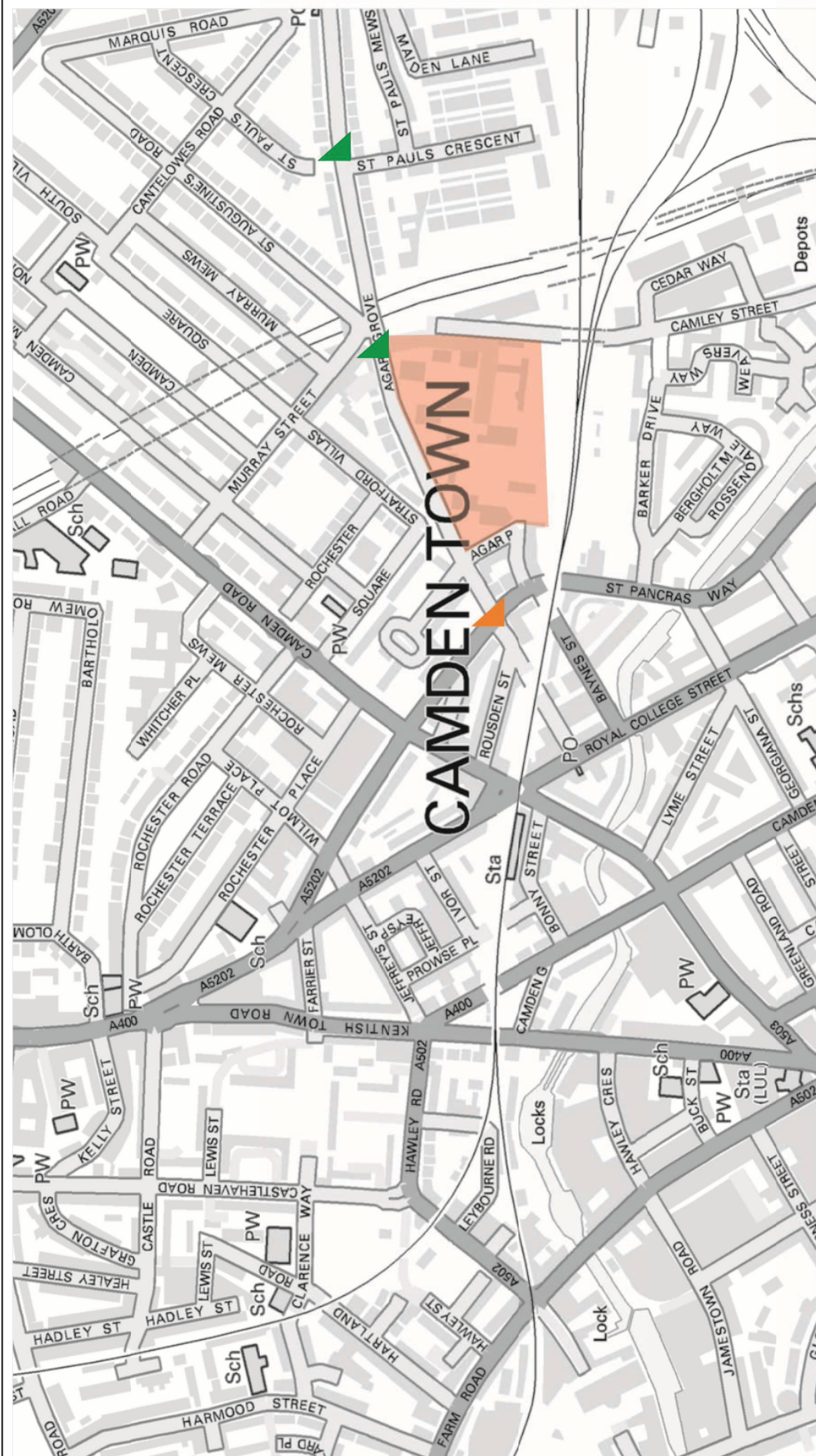
- 3.4.1 The audit has shown that all of the three crossing points around the site are of an acceptable or good standard.
- 3.4.2 However, the lack of pedestrian crossing facility on the southern arm of St Pancras Way could present some pedestrians with difficulty or inconvenience. Pedestrians must either step down into the road to cross without facility, or cross the other three arms, diverting from desire lines.
- 3.4.3 The two pedestrian crossings on Agar Grove were both of a very high standard and the zebra crossing in particular appeared to be well used by residents of the Agar Grove Estate.



Figure 3.2: Crossing point 1, Near to Intersection of Agar Grove and Murray Street and Taken from Estate Access



Figure 3.1: Crossing point 2, Looking from Randolph Street Towards Lack of Crossing Facilities on Southern Arm of St Pancras Way.



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FIGURE 3.3

Map showing the score of each crossing waiting area audited in PERS audit



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4 Public Transport Waiting Areas

4.1 Introduction

4.1.1 As discussed in the introduction, four public transport waiting areas were audited as part of this PERS audit. This section summarises the findings of the audit and the results.

4.2 Method

4.2.1 Four bus stops, all on Agar Grove, were audited as part of the site visit. A desktop study identified these as the bus stops which were mostly likely to be well used by residents of the site.

4.2.2 Movements to the bus stops and behaviour at the bus stops were observed and then the audit forms were completed whilst reviewing the bus stop itself. No major issues were identified with any of the bus waiting areas.

4.3 Results

4.3.1 All of the bus stops audited were found to be of a 'Green' standard, representing good provision.

4.3.2 The results are presented in Table 4.1 whilst there is a detailed breakdown of results by individual review parameters given in Appendix B.

Table 4.1: Results of Public Transport Waiting Areas Audited

ID	PT Waiting Area	Overall Total Score	RAG
PT4	Murray Street westbound	41	G
PT1	Agar Grove Estate eastbound	56	G
PT3	Murray St eastbound	56	G
PT2	Agar Grove Estate westbound	57	G

4.3.3 The highest scoring public transport waiting area was the westbound Agar Grove Estate bus stop. This is located outside of the small retail units on the Agar Grove Estate. This bus stop scored as 'Amber' for its provision of information at the waiting area, security measures, and maintenance and cleanliness review parameters. On all other review parameters this bus stop scored as green.

4.3.4 There was no map at the westbound Agar Grove Estate bus stop, though a timetable was provided. There was also some ponding observed to the west of the bus stop. To the west of the bus stops there was some attractive public space with seating and foliage.

4.3.5 Scoring only one mark less than the westbound Agar Grove Estate bus stops, were the Agar Grove Estate eastbound and the Murray Street westbound bus stops.

- 4.3.6 The Agar Grove Estate eastbound bus stop was ranked as *'Amber'* for information to the waiting area, information at the waiting area and security measures. On all other review parameters it received a *'Green'* ranking. This bus stop was located outside of the Agar Grove Estate retail units where there was a public payphone which accepted coins. However, there did not appear to be any surveillance here and the surrounding area was heavily littered.
- 4.3.7 Both of the Agar Estate bus stops had large waiting areas, built out onto the road extending from the pavement. Both had adequate seating facilities and informal surveillance from surrounding housing. Figure 4.1 shows the Agar Grove Estate bus stops.
- 4.3.8 Approximately 50 meters west of the Agar Grove Estate bus stops, an at-grade informal crossing point was provided.
- 4.3.9 The eastbound Murray Street bus stop scored as *'Red'* on its infrastructure to the waiting area review parameter and as *'Amber'* on the information at the waiting area and safety perceptions review parameters. This is shown in Figure 4.2.
- 4.3.10 The pavement was narrow and there was some unused land behind of the bus stop. There was little in the way of formal or informal surveillance at this bus stop; limited mainly to the informal surveillance of the houses to the east. There was publicised surveillance on the pedestrian link to the Malden Lane estate, yet this was in the distance on the opposite side of the road.
- 4.3.11 The Murray Street westbound bus stop scored as *'Amber'* on the information at the waiting area review parameter and as *'Red'* on the infrastructure to the waiting area and safety perceptions parameters. This is shown in Figure 4.3.
- 4.3.12 Signposts, bins and utility boxes caused obstruction on footway to the eastern side of the bus stop. Since the pavement was narrow, the bus shelter itself could also cause an obstruction during busy periods. Behind the bus stop lie the railway lines and the pedestrian link to the Malden Lane Estate, this link provided places for concealment from which the bus stop could be seen, however there was a sign publicising the presence of CCTV within the link.
- 4.3.13 Both of the Murray Street bus stops lacked dropped kerbs or crossing points. However, the Murray Street bus stops are approximately 70 meters east from both the raised zebra crossing on Agar Grove and the crossing points at Murray Street's intersection with Agar Grove.
- 4.3.14 Both waiting areas for the Murray Street bus stops lacked a local map though did provide timetable information.
- 4.3.15 None of the four bus stops audited provided real-time information or specialist local information. Formal surveillance was lacking at all of the bus stops audited, though there was a telephone which accepted coins provided near to the Agar Grove Estate bus stops.
- 4.3.16 It was observed that the buses serving the bus stops audited often had buttons for wheelchair users to press to request a ramp for boarding.

4.4 Summary

- 4.4.1 All of the bus stops audited were of a good standard.
- 4.4.2 However, none of the bus stops audited had live information, nor specialised sources of information. Provision of live information could encourage the use of public transport by residents.



Figure 4.1: Agar Grove Estate Bus Stops, Showing Built Out Waiting Areas and Provision of Shelter and Seating.

Figure 4.2: Murray Street Eastbound Bus Stop, Showing Lack of Dropped Kerbs and Facilities Provision.



Figure 4.3: Murray Street Westbound Bus Stop, Showing Narrow Pavement.



Date	14/08/2013
Scale	NTS
Drawn by	AH
Checked by	MD
Revision	-

FIGURE 4.4

Map showing the score of each public transport waiting area audited in PERS audit



Client



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5 Summary and Conclusions

5.1 Summary

- 5.1.1 This report has detailed the findings of a PERS audit undertaken for the redevelopment of the Agar Grove Estate.
- 5.1.2 In total 23 links, three crossings and four public transport waiting areas were audited. All of these were found to be of an acceptable or good standard, scoring as 'Amber' or 'Green'.
- 5.1.3 The audit of crossing points found that there was no requirement for any immediate works. A review is required though to assess the potential for providing some form of pedestrian crossing facilities on the southern arm St Pancras Way where it intersects with Agar Grove and Randolph Street. Currently there is no facility here and it is not clear why this is.
- 5.1.4 All public transport waiting areas reviewed were of a good standard, scoring as 'Green' and therefore not requiring immediate works. It was noted during the audit that none of the bus stops provided any real-time information through a live feed; this is something that should be considered in the future as it may encourage residents to use public transport.
- 5.1.5 The links were all of an acceptable or good standard, requiring no immediate works. The cycle and pedestrian link between Agar Grove and Camley Street was noted as having potential in the redevelopment of Agar Grove; if the link were to be accessible from within the state it would not only improve estate accessibility but also the level of safety on the link. It was also noted that St Pancras Way and Baynes Street would benefit from some light maintenance works and cleaning. Though Baynes Street did not score highly, Randolph Street provides an acceptable alternative route for residents without significantly extending walking distance.

5.2 Conclusions

- 5.2.1 Overall this PERS audit did not find any significant areas for concern that must be addressed to allow the redevelopment of the Agar Grove Estate to take place. The report has however highlighted some possible areas of consideration for long-term improvements.

Appendix A Detailed Results for Links

ID	Link	Description	Effective Width	Dropped Kerbs	Gradient	Obstructions	Permeability	Legibility	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Quality of the Environment	Maintenance	Overall Total Score	RAG band
L14	Baynes Street		-10	-3	-1	-6	-6	-2	6	6	-10	6	10	-2	-2	-14	A
L9	Agar Place Northbound		-15	-3	3	-6	-9	-2	9	12	10	9	10	3	3	4	A
L12	St Pancras Way B	Northbound between Agar Grove and Barker Drive	-10	9	1	-6	-3	-2	12	6	-15	-3	15	3	2	9	A
L11	St Pancras Way A	Southbound between Agar Grove and Barker Drive	5	-6	-1	-3	-6	-1	12	12	-10	-3	20	2	-2	19	A
L5	Agar Grove D	between zebra crossing at site boundary and Agar Grove estate bus stops	10	-3	3	-3	6	3	9	9	10	9	-5	3	2	53	G
L23	St Pancras Way D	between Camden Road and Willmot Place	-5	6	2	-6	6	-1	9	6	10	6	15	3	3	54	G
L4	Agar/Camley cycle and pedestrian link	Cycle and pedestrian path between Agar Grove and Camley Street	20	9	2	9	6	3	-6	-3	-10	9	20	2	-2	59	G
L13	Randolph Street	between St Pancras Way and Royal College Street	-5	12	3	-3	9	2	12	3	10	9	15	2	-1	68	G
L2	Agar Grove B	Westbound between railway and site	10	6	3	-3	6	2	9	6	15	6	5	2	3	70	G
L7	Agar Grove F	between St Pancras Way and Agar Place	10	9	4	6	-3	-1	9	9	10	9	15	3	3	83	G
L10	Wrotham Road		15	-6	3	9	6	1	6	12	15	6	10	3	4	84	G
L19	Camden Road A	between Kentish Town Road and Camden Street	10	12	3	-3	6	3	12	9	15	6	10	2	3	88	G
L21	Camden Street C	between Royal College Street and St Pancras Way	-5	9	3	6	6	2	12	12	15	9	15	2	3	89	G
L20	Camden Road B	between Camden Street and Royal College Street	15	9	-2	-3	6	3	6	12	20	9	15	3	3	96	G
L17	Camden Street A	between Georgiana Street and Camden Road	15	6	2	6	6	-1	12	9	15	9	15	3	3	100	G
L8	Agar Place Southbound		15	12	3	9	-3	-2	9	12	10	9	20	3	4	101	G

ID	Link	Description	Effective Width	Dropped Kerbs	Gradient	Obstructions	Permeability	Legibility	Tactile Information	Colour Contrast	Personal Security	Surface Quality	User Conflict	Quality of the Environment	Maintenance	Overall Total Score	RAG band
L1	Agar Grove A	between St Paul's Cres and Railway	10	12	3	6	6	3	12	12	15	6	15	2	1	103	G
L3	Agar Grove C	Westbound between railway and site	15	12	3	-3	9	2	12	6	15	12	15	2	4	104	G
L15	Royal College Street A	between Camden Road and Canal	15	9	3	9	9	3	9	9	15	9	15	2	-1	106	G
L6	Agar Grove E	between Estate bus stops and Agar Place	15	12	3	9	6	3	12	12	15	9	15	3	4	118	G
L22	Camden Road D	between St Pancras Way and Murray Street	20	9	3	9	12	2	12	12	10	9	20	3	3	124	G
L16	Royal College Street B	between Canal and Georgiana Street	20	9	3	12	9	2	12	12	15	12	15	3	4	128	G
L18	Camden Street B	between Camden Road and Kentish Town Road	20	12	4	9	12	3	12	12	15	9	20	3	4	135	G

Appendix B Detailed Results for Crossings

ID	Crossing	Crossing Provision	Deviation from the Desire Line	Performance	Capacity	Delay	Legibility	Legibility (Sensory Impaired People)	Dropped Kerbs	Gradient	Obstructions	Surface Quality	Maintenance	Overall Total Score	RAG
C2	Pelican crossing at intersection of Agar Grove and St Pancras Way	-5	-6	-5	3	9	-2	6	6	-1	3	9	3	20	A
C3	Pelican crossing on Agar Grove nr. St Pauls Crescent	20	6	10	4	9	4	9	9	2	2	9	2	86	G
C1	Zebra crossing nr. site entrance/Murray Street on Agar Grove	15	12	20	3	6	3	9	9	4	3	9	3	96	G

Appendix C Detailed Results for PT Waiting Areas

ID	PT Waiting Area	Information to the Waiting Area	Infrastructure to the Waiting Area	Boarding Public Transport	Information at the Waiting Area	Safety Perceptions	Security Measures	Lighting	Quality of the Environment	Maintenance and Cleanliness	Waiting Area Comfort	Overall Total Score	RAG
PT4	Murray Street westbound	6	-6	10	3	-10	15	9	3	2	9	41	G
PT1	Agar Grove Estate eastbound	-3	6	15	3	15	-5	9	2	2	12	56	G
PT3	Murray St eastbound	6	-6	10	3	5	15	9	3	2	9	56	G
PT2	Agar Grove Estate westbound	6	6	15	3	10	-5	9	2	-1	12	57	G