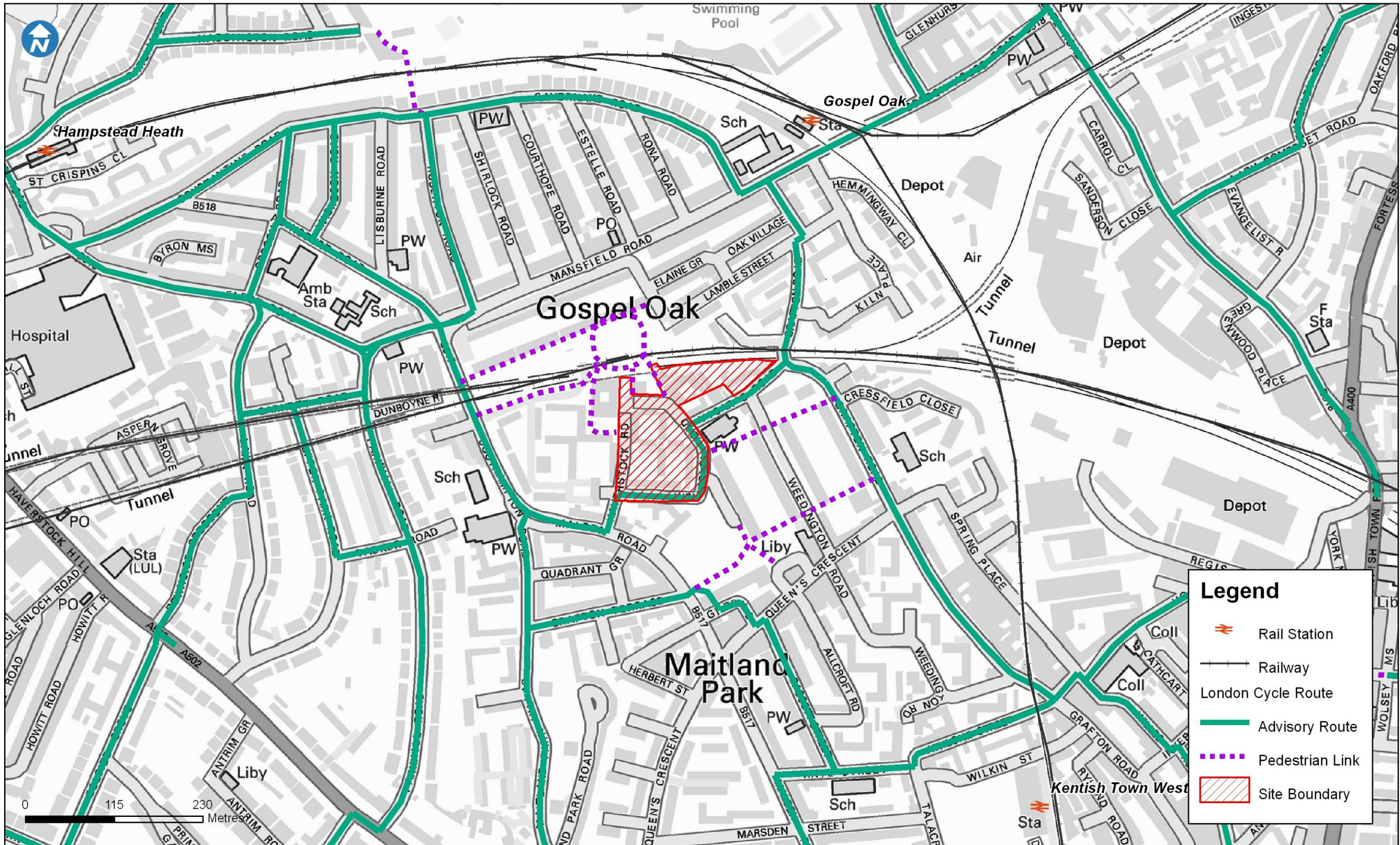


Client
London Borough of
Camden

Bacton Low Rise Redevelopment
Revised PERS Audit Extent

Date	12/09/2012
Scale	N.T.S
Drawn by	CM
Checked by	LH
Revision	C

FIGURE 3.3



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Client
London Borough of Camden

Contains Ordnance Survey data © Crown
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Bacton Low Rise Redevelopment

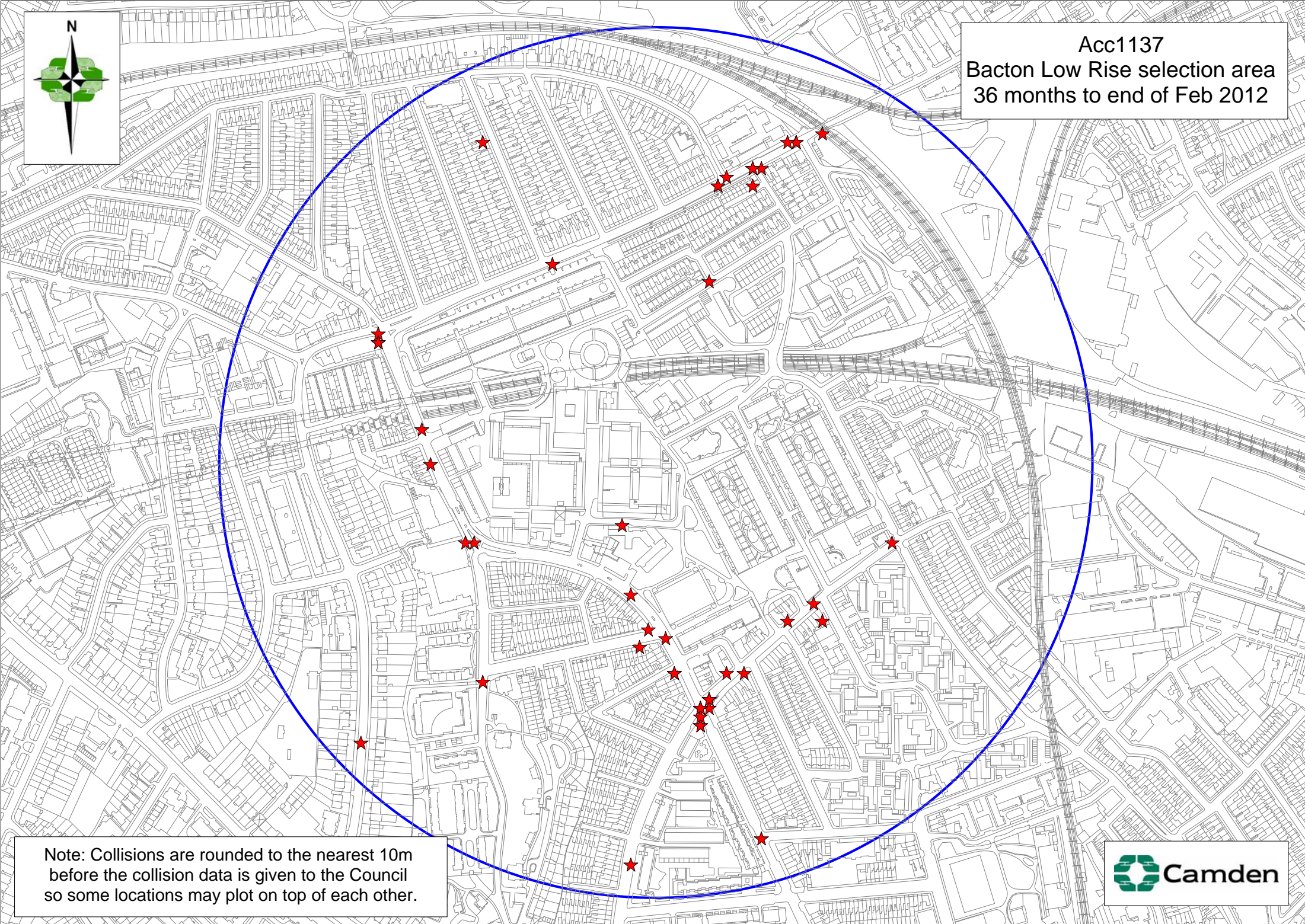
Existing Cycle Network

Date September 2012
Scale 1:5,000 @ A3
Drawn By SM
Checked By LH

Figure Number
Figure 3.4



Acc1137
Bacton Low Rise selection area
36 months to end of Feb 2012



Note: Collisions are rounded to the nearest 10m before the collision data is given to the Council so some locations may plot on top of each other.



Appendix B – PTAL Rating

Bacton Low Rise Redevelopment
Transport Assessment



PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20122111174804
Description 20122111174804
Run by user PTAL web application
Date and time 21/11/2012 17:48

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 528099, 185306

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	GOSPEL OAK STATION	C11	486.15	7.5	0.5	6.08	6.0	12.08	2.48	1.24
BUS	ST DOMINICS PRIORY	46	248.29	6.0	0.5	3.1	7.0	10.1	2.97	1.48
BUS	ST DOMINICS PRIORY	24	248.29	12.0	1.0	3.1	4.5	7.6	3.95	3.95
LT SAP Points Not Found										
NATIONAL_RAIL	GOSPEL OAK	RICHMOND to STRATFORD	515.33	4.0	1.0	6.44	8.25	14.69	2.04	2.04
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	515.33	4.0	0.5	6.44	8.25	14.69	2.04	1.02
NATIONAL_RAIL	GOSPEL OAK	CLAPHAM JUNCTION to STRATFORD	515.33	2.0	0.5	6.44	15.75	22.19	1.35	0.68

Total AI for this POI is 10.41.

PTAL Rating is 3.

Appendix C – PERS Audit Technical Note

Bacton Low Rise Redevelopment
Transport Assessment



Job Name: Bacton Estate, Camden

Job No.: 26572

Note No.: TN001

Date: 02.10.2012

Subject: Pedestrian Environment Review System (PERS) Audit

Prepared By: Ashleigh Hall

1 Introduction

- 1.1.1** This technical note has been produced by Peter Brett Associates LLP (PBA) on behalf of the London Borough of Camden (LBC) to support the Transport Assessment for the Bacton Estate redevelopment.
- 1.1.2** The redevelopment site is made up of two areas; these are the Bacton Low Rise (BLR) site and the District Housing Offices (DHO) site which comprises the DHO and 16 employment units on Vicar's Road.
- 1.1.3** This note presents the findings of a Pedestrian Environment Review System (PERS) audit which was conducted on the 19th September 2012 during daylight hours along a network of links which form the main pedestrian connections to the sites in question. A PERS assessment analyses the quality of an environment in terms of how it meets the needs of the pedestrians, with the 'standard' pedestrian defined by TRL as "*towards the vulnerable end of the spectrum*".
- 1.1.4** The PERS audit was undertaken at the request of Transport for London (TfL) and prior to commencing the audit the extent of the area which was to be included was scoped with TfL and LBC. Feedback from LBC requested the inclusion of a pedestrian link from Lismore Circus to Southampton Road. The scoping correspondence is provided at the end of this technical note.
- 1.1.5** Following a site visit to gather data, a PERS assessment was conducted using software called PERS Streetaudit v1.1.0.8. This was devised by the Transport Research Laboratory (TRL) for Transport for London (TfL).

2 Method

- 2.1.1** The survey included a total of 48 links, eight crossings, four public transport (PT) waiting areas and one PT interchange point.
- 2.1.2** Due to the high density of facilities and links it was decided that rather than including routes in the data collection, a desk-top analysis of key routes would be undertaken. This was achieved by identifying all likely destinations on a map and then choosing six 'key routes' from the site to the most likely destinations. This was then used to identify key links and gain an average score for each route based on links and crossings.

2.1.3 The assessment area is shown in Figure 1 which accompanies this technical note and can be found at the end of this document. The links, crossings, PT waiting areas and interchange point were assessed by review parameters as follows:

Table 2.1: PERS review parameters

Links	Crossings	PT waiting areas	Interchange
<ul style="list-style-type: none"> ▪ Effective width ▪ Dropped kerbs ▪ Gradient ▪ Obstructions ▪ Permeability ▪ Legibility ▪ Tactile information ▪ Colour contrast ▪ Personal security ▪ Surface quality ▪ User conflict ▪ Quality of Environment ▪ Maintenance 	<ul style="list-style-type: none"> ▪ Crossing provision ▪ Deviation from desire line ▪ Performance ▪ Capacity ▪ Delay ▪ Legibility ▪ Legibility for sensory impaired people ▪ Dropped kerbs ▪ Gradient ▪ Obstructions ▪ Surface quality ▪ Maintenance 	<ul style="list-style-type: none"> ▪ Information to the waiting area ▪ Infrastructure to the waiting area ▪ Boarding public transport ▪ Information at the waiting area ▪ Safety perceptions ▪ Security measures ▪ Quality of the environment ▪ Maintenance and cleanliness ▪ Waiting area comfort 	<ul style="list-style-type: none"> ▪ Moving between modes ▪ Identifying where to go ▪ Personal safety ▪ Feeling comfortable ▪ Quality of the environment ▪ Maintenance

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

2.1.4 Each of these parameters is made up of a number of subcategories 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 subcategory scores to assign an overall score for each review parameter, again scaled from -3 (very poor) to +3 (very good).

2.1.5 These review parameters are entered into the Streetaudit programme which assigns each link, crossing, PT waiting area or interchange point an overall score. This overall score informs a Red, Amber or Green (RAG) band. 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.

3 Results

3.1 Key Routes

3.1.1 As discussed previously, routes in the PERS assessment were assessed using a desk-top survey and six key routes that were likely to attract pedestrian trips from the site were considered. For example key route 1 assessed the quickest links from the site to Gospel Oak overground station and Gospel Oak Primary School. These key routes were assessed by selecting link and crossing data, as shown in Table 3.1. An average links and crossings score was formulated for each of the main routes to identify need for improvement.

3.1.2 Further descriptions of link locations can be found in Appendix A.

Table 3.1: Ranked overall link scores

Key Route	Links			Crossings		
	Number	Score	Average	Number	Score	Average
1. Site to Gospel Oak School and Overground Station	L34	-34	29 (AMBER)	C1	102	102 (GREEN)
	L36	61				
	L39	55				
	L42	-14				
	L45	62				
	L2	25				
	L1	46				
2. Site to midpoint of Estelle Road Bus Stops (including crossing for Eastbound services)	L33	-24	20 (AMBER)	C2	77	77 (GREEN)
	L11	11				
	L10	65				
	L43	37				
	L5	13				
3. Site to St Dominic's School, Church and Bus Stop	L34	-34	-47 (RED)	C5	91	91 (GREEN)
	L12	-84				
	L16	-22				

Key Route	Links			Crossings		
	Number	Score	Average	Number	Score	Average
4. Site to Grafton Terrace Bus Stop	L34	-34	13 (AMBER)	N/A	N/A	N/A
	L21	71				
	L20	-43				
	L19	58				
5. Site to Library / Shops on Queen's Crescent	L34	-34	-7 (AMBER)	N/A	N/A	N/A
	L35	62				
	L29	-48				
6. Site to Carlton Primary School	L34	-34	34 (AMBER)	C8	95	95 (GREEN)
	L35	62				
	L31	75				
Averages			7 (AMBER)			91 (GREEN)

3.1.3 As shown above all crossings on major routes are of a high standard and with the exception of one, the links form acceptable standards on each route.

3.1.4 The exception is found in route four and is caused by the poor quality of Haverstock Road. It is likely though that this road will see considerable improvement as a result of the site's regeneration. The other low scoring link in this key route was on western side of Malden Road, this was due to the number of obstructions from shops on the pathways which reduced the effective width and would have been difficult for a person of impaired mobility to navigate. However due to good crossing provision adjacent to St Dominic's School, it is possible for pedestrians to use the eastern side of Malden Road if greater levels of accessibility are needed.

3.2 Links

3.2.1 The links selected for the PERS audit all vary in terms of standard and quality. Table 3.2 provides a ranked list of all links audited and includes the overall score given to each link, location and the RAG band that the link lies in. A detailed description of the link locations is provided in Appendix A.

Table 3.2: Ranked overall link scores

Rank	ID	Link	Description	Score	RAG Index
1st	L4	Mansfield Road A (N)	Northern footpath from Gospel Oak Primary School to Estelle Rd	86	G
2nd	L18	Malden Road B (W)	Western footpath from Quadrant Grove to Queen's Crescent	86	G
3rd	L6	Mansfield Road B (N)	Northern footpath from Estelle Road to Fleet Road	77	G
4th	L31	Grafton Road A (W)	Western footpath from Vicar's Road to Queen's Crescent	75	G
5th	L21	Wellesley Road Pathway	Wellesley Road – Ashdown Crescent via Allcroft Road	71	G
6th	L10	Lismore Circus Pedestrian Path	Pedestrian path linking Lismore Circus with Haverstock Road, Wellesley Road and L9	65	G
7th	L35	Vicar's Road (S)	Wellesley Road – Grafton Road	62	G
7th	L45	Oak Village (W)	Western footpath from Lamble Street to Gordon House Road	62	G
9th	L15	Southampton Road B (E)	Eastern footpath from L9 to St Dominic's Primary School	61	G
9th	L36	Vicar's Road (N)	Wellesley Road – Grafton Road	61	G
11th	L19	Malden Road B (E)	Eastern footpath from Quadrant Grove to Queen's Crescent	58	G
12th	L17	Malden Road A (E)	Eastern footpath from St Dominic's Primary School to Quadrant Grove	56	G
13th	L39	Grafton Road B (W)	Western footpath from Mansfield Road to Vicar's Road	55	G
14th	L32	Grafton Road A (E)	Eastern footpath from Vicar's Road to Queen's Crescent	51	G
15th	L46	Oak Village (E)	Eastern footpath from Lamble Street to Gordon House Road	50	G
16th	L8	Southampton Road A (W)	Eastern footpath from Fleet Road to L9	49	G
17th	L2	Gordon House Road B (S)	Southern footpath from Gospel Oak Station to Gospel Oak Primary School	46	G

Rank	ID	Link	Description	Score	RAG Index
18th	L7	Southampton Road A (W)	Western footpath from Fleet Road to L9	43	G
19th	L14	Southampton Road B (W)	Western footpath from L9 to St Dominic's Primary School	41	A
20th	L43	Elaine Grove (W)	Western footpath from Lamble Street to Mansfield Road	37	A
20th	L47	Queen's Crescent B (S)	Southern footpath from Grafton Road to Spring Place	37	A
20th	L48	Queen's Crescent B (N)	Northern footpath from Grafton Road to Spring Place	37	A
23rd	L22	Pedestrian path (N) between Wellesley Road and Weedington Road	Northern pedestrian path that links Wellesley Road to Weedington Road through the western Weedington residential block	29	A
24th	L44	Elaine Grove (E)	Eastern footpath from Lamble Street to Mansfield Road	27	A
25th	L1	Gordon House Road A (N)	Northern footpath from Gospel Oak Station to Gospel Oak Primary School	25	A
26th	L40	Grafton Road B (E)	Eastern footpath from Mansfield Road to Vicar's Road	18	A
27th	L23	Footpath (S) between Wellesley Rd and Weedington Rd	Southern Pedestrian Path that links Allcroft Road (L21) to Weedington Road through the western Weedington residential block	16	A
28th	L5	Mansfield Road B (S)	Southern footpath from Estelle Road to Fleet Road	13	A
29th	L11	Pedestrian Path to the west of DHO building	Pedestrian path linking Gospel Oak DHO to Lismore Circus	11	A
30th	L9	Pedestrian path from Southampton Road to Elaine Grove	Pedestrian path linking Southampton Road to Elaine Grove via parade of shops on Lismore Circus	5	A
31st	L41	Lamble Street (S)	Southern footpath from Elaine Grove to Oak Village	-11	A

Rank	ID	Link	Description	Score	RAG Index
32nd	L27	Queen's Crescent A (N)	Northern footpath from Malden Road to Grafton Road	-13	A
32nd	L37	Barrington Close (S)	Southern footpath from Grafton Road – cul-de-sac	-13	A
34th	L42	Lamble Street (N)	Northern footpath from Elaine Grove to Oak Village	-14	A
35th	L25	Footpath (N) between Weedington Road and Grafton Road	Northern pedestrian path from Weedington Road to Grafton Road through the eastern Weedington residential block	-16	A
36th	L16	Malden Road A (W)	Western footpath from St Dominic's Primary School to Quadrant Grove	-22	A
37th	L33	Wellesley Road (Adjacent to BLR site boundary)	Malden Road – northern end of Haverstock Road	-24	A
38th	L34	Wellesley Road (Far side from BLR site boundary)	Malden Road – northern end of Haverstock Road	-34	A
39th	L28	Queen's Crescent A (S)	Southern footpath from Malden Road to Grafton Road	-37	A
40th	L13	Gospel Oaks Estate Road to the North of Wendling Residential Block	Private road linking Southampton Road to Lismore Circus	-38	A
41st	L20	Pedestrian Path to Grafton Terrace Bus Stop	Pedestrian path from Wellesley Road to Malden Road via Green Area. Branches in two at playing courts to the south of the site	-43	R
42nd	L29	Weedington Road (W)	Western footpath from Vicar's Road to Queen's Crescent	-48	R
43rd	L38	Barrington Close (N)	Northern footpath from Grafton Road – cul-de-sac	-50	R
44th	L3	Mansfield Road A (S)	Southern footpath from Gospel Oak Primary School to Estelle Rd	-65	R
45th	L30	Weedington Road (E)	Eastern footpath from Vicar's Road to Queen's Crescent	-67	R

Rank	ID	Link	Description	Score	RAG Index
46th	L26	Footpath (S) between Weedington Road and Grafton Road	Southern Pedestrian Path from Weedington Road to Grafton Road through the eastern Weedington residential block	-74	R
47th	L12	Haverstock Road	Wellesley Road – Lismore Circus	-84	R
48th	L24	Ashdown Crescent	Semi-circular road to North of Queen's Crescent, links to L21	-87	R

3.2.2 As shown by the above table, the links were diverse in their quality with overall scores ranging from -87 to +86. Overall only eight links were identified as 'Red', with 22 identified as 'Amber' and 18 as 'Green'. Of the links audited 83% were either average or better than average.

3.2.3 Those links identified as below average included three pedestrian paths. One of these paths was very close to the site and could be used to access Grafton Terrace bus stop. The link runs from Wellesley Road to Malden Road via the playing courts situated to the south-east of the southbound Grafton Terrace bus stop. As the link reaches the north-eastern corner of these courts it branches into two. The northern branch runs along the north of the courts and to Grafton Terrace bus stop. The southern branch runs parallel to the eastern and southern sides of the court. It is here that it meets Malden Road, at the junction to Grafton Terrace.

3.2.4 This link scored poorly overall with a steep gradient where both branches meet Malden Road and also barriers obstructing desire lines. On the southern branch there was a lack of legibility, low barriers and low levels of both personal security and surface quality (Photo 2.2.1). The northern branch was of a much better quality and compensated for the steep gradient with provision of seating, it would be a more direct route from the site to the bus stop so would be more likely to generate pedestrian trips than the southern branch.

3.2.5 The lowest scoring pedestrian path was L26; this could be used to link the site to Carlton Primary School (Photo 3.2.2). Link 26 connects Weedington Road and Grafton Road using a very narrow footpath with low levels of personal security. It lacks tactile paving at the crossing point on Weedington Road and has a steep gradient towards Grafton Road.



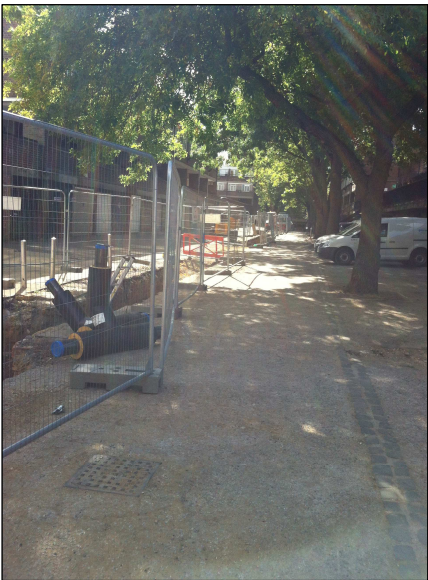
*Photo 3.2.1: L20
(Pathway to South of Courts)*



*Photo 3.2.2: L13 (Pathway linking
Weedington Road to Grafton Road)*

- 3.2.6** Of those remaining links scoring ‘Red’, many were in close proximity to the site. Ashdown Crescent is located off Queen’s Crescent, linking the road to the community centre and the youth advisory centre. This link obtained the lowest score of all the links studied, due in part to the lack of delineation between pedestrian space and road space and poor surface quality. This route also had poor levels of personal security and would have been very difficult for a disabled person to navigate. However the parts of the link which scored poorly are unlikely to be used as a main link from the site as residents wishing to go to the community centre or Queen’s Crescent will use the footpath link from Wellesley Road to the community centre and then continue along the western side of Ashdown Crescent on a separate pathway to reach Queen’s Crescent.
- 3.2.7** Haverstock Road did not obtain a significantly higher score than Ashdown Crescent. It should be noted that at the time of undertaking the site survey this area was undergoing gas pipe works which involved considerable road works (Photo 3.2.3). Haverstock Road effectively operates as a shared surface with no clear pedestrian path being defined. It was observed that the quality of the road surface was exceptionally poor with cracked paving and uneven sections. This link would be difficult for a mobility impaired person to navigate whilst the lack of tactile paving would also make the link challenging to visually impaired users. The on-going works reduced the effective width for pedestrian on Haverstock Road considerably creating a conflict of space between residents using garages, road users and pedestrians.

3.2.8 Weedington Road also obtained a scoring of ‘Red’ (Photo 3.2.4). The footpath on the east scored higher due to areas of footpath improvement and less footway parking provision at the southern end. Both links provided better access towards the south as footpaths were wider and there was less footway parking in place. Overall, parking on these links was obstructive and lack of tactile paving at crossing points was also noted.



*Photo 3.2.3: L12
(Haverstock Road)*



*Photo 3.2.4: L29/30
(Weedington Road)*

3.2.9 The footpath on the eastern side of Barrington Close also scored as ‘Red’, but the footpath on the west was deemed average with an ‘Amber’ rating. This was because the eastern side was littered with obstructions such as bins and large pieces of rubbish. Although the western side of the road links to a pathway onto Lismore Circus (which can be accessed from the site more directly using other links), the southbound side is a cul-de-sac so it is unlikely to be used from the site regularly.

3.2.10 The final link to obtain a ‘Red’ score was the southern side of Mansfield Road between Gospel Oak Primary School and Estelle Road. This walkway was divided into two parallel paths; one, an upper path which appeared to be for the use of residents in the adjacent accommodation (accessible only by steps at points); and below this alongside the road was a lower footpath which was very narrow and enclosed by parked cars and a grassed bank which separated the upper path from the lower path. This link would be challenging for those visually or mobility impaired and also could have had low levels of personal security at night-time. The link is part of a route that could be used from the site to access either Gospel Oak overground station or bus stops on Mansfield Road; but it is easily avoided by crossing the road at the Estelle Road zebra crossing or by taking an alternative route along Grafton Road.

3.2.11 When the review parameter scores were averaged across all links it showed that both colour contrast and legibility could be improved and were classified as ‘Red’. All links lacked colour contrast and many seemed placeless, especially at footpaths which often had reduced sightlines.

3.2.12 The average scores for each parameter can be seen in the table contained in Appendix A. The data in Appendix A also has been highlighted in such a way that it is possible to see where links received a particularly high or low score.

3.2.13 Overall it is promising that only 17% of links are classified as ‘Red’ and in need of attention. The links identified as ‘Red’ that are in a close proximity to the site have been discussed in this section of the note and as there are alternative routes available to residents, immediate attention to these links is not deemed critical.

3.3 Crossings

The crossings included in the PERS audit are all of a very high quality sitting within the ‘Green’ RAG band. A ranking from lowest to highest overall score is provided in Table 3.3. A breakdown of all results by review parameters is included in Appendix B.

Table 3.3: Ranked overall crossings scores

Rank	ID	Crossing	Overall Total Score	RAG Index
1st	C3	Mansfield Road Signalised Crossing	103	G
2nd	C1	Gospel Oak Puffin Crossing	102	G
3rd	C4	St Dominic's Zebra Crossing	97	G
4th	C7	Malden Road/Queen's Crescent Zebra Crossing	95	G
5th	C8	Grafton Road Zebra Crossing	95	G
6th	C5	Malden Road/ Haverstock Road Zebra Crossing	91	G
7th	C6	Malden Road/Grafton Terrace Zebra Crossing	91	G
8th	C2	Mansfield Road Zebra Crossing	77	G

3.3.1 As shown by the data above, all the crossings have very good provisions with little need for improvement.

3.3.2 Data in Appendix B is highlighted to show particularly high scoring and particularly low scoring parameters at each crossing. This data shows both crossing provision and performance were marked as very good in all cases. Although crossings scored very highly, it does seem that some could better suit the need of the sensory impaired. The Puffin Crossing at Gospel Oak overground station seemed to be lacking a working rotating cone on one side whilst the zebra crossing adjacent to St Dominic's School lacked a tactile surface on the refuge point. Where pedestrian refuges did exist at zebra crossings they would need to be bigger to accommodate a wheelchair user and the person pushing them.

3.4 Public Transport (PT) waiting areas

3.4.1 Four bus stops were studied during the PERS audit. These bus stops covered all the main routes within walking distance of the site.

3.4.2 The raw data from the PERS audit of PT transport data can be found in Appendix C. Table 3.4 ranks the overall scores and summarises RAG ratings for each PT waiting area.

Table 3.4: Ranked overall PT waiting areas scores

Rank	ID	PT Waiting Area	Overall Total Score	RAG index
1st	PT3	St Dominic's Priory Bus Stop (N)	63	G
2nd	PT1	Estelle Road Bus Stop (E)	16	A
3rd	PT4	Grafton Terrace Bus Stop (S)	10	A
4th	PT2	Estelle Road Bus Stop (W)	-19	A

3.4.3 All PT waiting areas were considered to be of either an acceptable or very good grade. The bus stop adjacent to St Dominic's School was graded the highest with a 'Green' RAG rating, scoring particularly highly for ease of boarding and perceptions of safety, but falling down on security measures.

3.4.4 The lowest scoring bus stop was Estelle Road westbound; upon visiting for the PERS assessment the live board displaying real-time information appeared to be broken and there was poor provision of infrastructure in a low quality environment. Sightlines were reduced by parked cars and advertising boards at the stop.

3.4.5 Again the data in Appendix C has been highlighted to show especially high scoring and especially low scoring parameters at each PT waiting area. This bus stop would benefit from a reduction in parked cars and repairs to the countdown information.

3.5 Interchange Space

One interchange space was studied in this PERS audit. This space was the interchange between Gospel Oak overground station and the Gospel Oak bus stop. The results of this are shown below in Table 3.5.

Table 3.5: Interchange Scores

Gospel Oak Interchange	
Review Parameter	Score
Moving between Modes	20
Identifying where to go	9
Personal Safety	10
Feeling Comfortable	-3
Quality of Environment	-3
Maintenance	2
Link Reviews	-5
Crossing Reviews	20
Public Trans. Waiting Area Reviews	-5
Overall Total Score	45
RAG Index	3 (GREEN)

Note: Red cells denote values of less than 0, green cells denote values of more than 10 (except in RAG index column)

- 3.5.1** The table shows that whilst the crossing and movement between modes scores highly; there is room for improvement in the waiting area of the bus stop, the quality of the environment and the comfort the interchange provides for the pedestrian. However the interchange as a whole scored highly with a RAG band of 'Green'.

4 Conclusions

- 4.1.1** This PERS audit has found that the area surrounding the development site has very good pedestrian facilities with regards to crossing provisions, PT waiting areas and interchanges. Whilst there are some improvements that can be made to these facilities they are all of an acceptable or very good standard.
- 4.1.2** Of the six key routes included in the PERS audit, one route obtained a low scoring and was identified as being of a poor quality. This route was from the site to St Dominic's Primary School, Church and bus stop. The route obtained a low score primarily because of the inclusion of Haverstock Road. However it is proposed that Haverstock Road will be improved as part of the development proposal which will address this issue. The western side of Malden Road was also included in this route and contributed to the low score due to obstructions on the footpath. However there is a good level of pedestrian crossing provision on Malden Road that gives pedestrians the opportunity to use the higher scoring eastern footpath which does not have the same level of obstructions in place.
- 4.1.3** The audit of links found that there is room for improvement, especially in terms of legibility and provisions for the visually or mobility impaired. No links studied displayed colour contrast to help the visually impaired and many had obstructions or needed maintenance.
- 4.1.4** Of the eight links which obtained a low score, three of these form key routes for the site. These links were Haverstock Road, Weedington Road and the pedestrian path from Wellesley Road to the Grafton bus stop. As previously mentioned, Haverstock Road will be upgraded as part of the development proposal.
- 4.1.5** The remaining two links, while they do form part of key routes, can be avoided as there are alternatives available. In the case of Weedington Road, Wellseley Road Pathway (L21) could be used to access Queen's Crescent and the northern branch of the pedestrian path from the site to Grafton bus stop, which was of a higher quality, could be used rather than the southern branch. The remaining links which received low scores were not identified as being along key routes for the site and in each case an alternative is available.
- 4.1.6** All eight pedestrian crossing points included in the PERS audit were noted to be of a high quality with scores ranging from 103 to 77.
- 4.1.7** Four public transport waiting areas were included in the audit and each of these received either an acceptable or very good score.
- 4.1.8** A review was undertaken of the public interchange area at Gospel Oak overground station and the area scored highly with a RAG band of 'Green'. However it was noted that there could be some improvements made to the waiting area of the bus stop, the quality of the environment and the comfort the interchange provides for the pedestrian.

- 4.1.9** Overall the area included in the PERS audit scored well and the links that did score poorly are avoidable due to good crossing provisions and a network of alternatives. A considerable improvement to the area will be the upgrade of Haverstock Road and the provision of a new east-west link on the Bacton Estate which will be undertaken as part of the development proposal.

Appendix A – Raw Data for Links from PERS Audit

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 Index
L1	Gordon House Road A (N)	Northern footpath from Gospel Oak Station to Gospel Oak Primary School	-10	9	3	-6	3	2	9	-9	15	-6	15	2	-2	25	2
L2	Gordon House Road B (S)	Southern footpath from Gospel Oak Station to Gospel Oak Primary School	-5	9	3	-3	6	2	6	-9	15	6	15	2	-1	46	3
L3	Mansfield Road A (S)	Southern footpath from Gospel Oak Primary School to Estelle Rd	-15	6	1	-3	-6	1	-9	-9	-15	-6	-5	-3	-2	-65	1
L4	Mansfield Road A (N)	Northern footpath from Gospel Oak Primary School to Estelle Rd	15	9	4	6	6	-1	9	-9	15	12	15	2	3	86	3
L5	Mansfield Road B (S)	Southern footpath from Estelle Road to Fleet Road	5	6	1	6	-3	2	-3	-9	-10	9	10	-2	1	13	2
L6	Mansfield Road B (N)	Northern footpath from Estelle Road to Fleet Road	10	6	4	6	6	-2	12	-9	15	9	15	2	3	77	3
L7	Southampton Road A (W)	Western footpath from Fleet Road to L9	5	9	3	-6	6	-3	9	-9	5	9	10	2	3	43	3
L8	Southampton Road A (E)	Eastern footpath from Fleet Road to L9	15	6	1	6	6	1	9	-9	-5	-6	20	2	3	49	3
L9	Pedestrian Path from Southampton Road to Elaine Grove	Pedestrian Path linking Southampton Road to Elaine Grove via parade of shops on Lismore Circus	10	12	-3	9	-3	-3	-9	-9	-5	-9	15	1	-1	5	2
L10	Lismore Circus Pedestrian Path	Pedestrian path linking Lismore Circus with Haverstock Road, Wellesley Road and L9	20	N/A	1	9	3	4	N/A	-9	5	12	15	2	3	65	3
L11	Pedestrian Path to the west of DHO building	Pedestrian path linking Gospel Oak DHO to Lismore Circus	-5	9	1	-3	3	3	-3	-9	-5	-3	15	2	3	11	2
L12	Haverstock Road	Wellesley Road – Lismore Circus	-15	N/A	-3	-6	-6	-3	-9	-9	-5	-9	-15	-2	-2	-84	1
L13	Gospel Oaks Estate Road to the North of Wendling Residential Block	Private road linking Southampton Road to Lismore Circus	-5	-9	-3	6	-3	-3	-9	-9	-10	-9	20	-2	-2	-38	2
L14	Southampton Road B (W)	Western footpath from L9 to St	-5	9	2	-6	-3	-1	9	-9	15	9	15	3	3	41	2

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 Index
		Dominic's Primary School															
L15	Southampton Road B (E)	Eastern footpath from L9 to St Dominic's Primary School	10	9	4	-3	6	-2	12	-9	15	9	5	2	3	61	3
L16	Malden Road A (W)	Western footpath from St Dominic's Primary School to Quadrant Grove	-10	9	2	-9	-3	-1	9	-9	-5	3	-5	-2	-1	-22	2
L17	Malden Road A (E)	Eastern footpath from St Dominic's Primary School to Quadrant Grove	10	9	2	3	3	-1	9	-9	5	9	15	-1	2	56	3
L18	Malden Road B (W)	Western footpath from Quadrant Grove to Queen's Crescent	15	12	-2	9	6	-2	12	-9	15	6	20	2	2	86	3
L19	Malden Road B (E)	Eastern footpath from Quadrant Grove to Queen's Crescent	20	9	-1	3	3	-2	6	-9	15	-6	15	3	2	58	3
L20	Pedestrian Path to Grafton Terrace Bus Stop	Pedestrian Path from Wellesley Road to Malden Road via Green Area. Branches in two at playing courts to the south of the site	-5	-3	-3	-3	-3	-2	-6	-9	-10	-6	5	-1	3	-43	1
L21	Wellesley Road Pathway	Wellesley Road – Ashdown Crescent via Allcroft Road	20	6	-2	-6	3	3	12	-9	15	12	10	3	4	71	3
L22	Pedestrian Path (N) between Wellesley Road and Weedington Road	Northern Pedestrian Path that links Wellesley Road to Weedington Road through the western Weedington residential block	10	-3	-2	12	9	-3	-9	-9	-5	9	20	1	-1	29	2
L23	Footpath (S) between Wellesley Road and Weedington Road	Southern Pedestrian Path that links Allcroft Road (L21) to Weedington Road through the western Weedington residential block	10	3	-1	-3	3	-1	-9	-9	-5	6	15	4	3	16	2
L24	Ashdown Crescent	Semi-circular road to North of Queen's Crescent, links to L21	-15	N/A	-1	-9	-6	-3	-9	-9	-15	-6	-10	-2	-2	-87	1
L25	Footpath (N) between Weedington Road and Grafton Road	Northern Pedestrian Path from Weedington Road to Grafton Road through the eastern	15	-6	-2	9	3	-2	-9	-9	-15	-6	5	2	-1	-16	2

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 Index
		Weedington residential block															
L26	Footpath (S) between Weedington Road and Grafton Road	Southern Pedestrian Path from Weedington Road to Grafton Road through the eastern Weedington residential block	-5	-6	-2	-6	-3	-3	-9	-9	-15	-6	-5	-3	-2	-74	1
L27	Queen's Crescent A (N)	Northern footpath from Malden Road to Grafton Road	10	6	3	-9	-9	-2	3	-9	-5	-6	10	-2	-3	-13	2
L28	Queen's Crescent A (S)	Southern footpath from Malden Road to Grafton Road	10	6	3	-9	-9	-3	3	-9	-10	-9	-5	-2	-3	-37	2
L29	Weedington Road (W)	Western footpath from Vicar's Road to Queen's Crescent	-10	3	2	-3	-6	-3	-9	-9	-5	-3	-10	2	3	-48	1
L30	Weedington Road (E)	Eastern footpath from Vicar's Road to Queen's Crescent	-15	3	1	-9	-6	-3	-9	-9	-5	-9	-10	2	2	-67	1
L31	Grafton Road A (W)	Western footpath from Vicar's Road to Queen's Crescent	15	12	1	9	3	-1	9	-9	15	6	15	-1	1	75	3
L32	Grafton Road A (E)	Eastern footpath from Vicar's Road to Queen's Crescent	5	9	4	-3	-3	-3	12	-9	15	9	10	2	3	51	3
L33	Wellesley Road (Adjacent to BLR site boundary)	Malden Road – northern end of Haverstock Road	5	6	1	-3	-3	2	-3	-9	-5	-6	-5	-2	-2	-24	2
L34	Wellesley Road (Far side from BLR site boundary)	Malden Road – northern end of Haverstock Road	5	-9	-1	-3	-3	-3	12	-9	-5	-9	-5	-2	-2	-34	2
L35	Vicar's Road (S)	Wellesley Road – Grafton Road	-5	9	3	9	6	-2	9	-9	10	6	10	2	2	62	3
L36	Vicar's Road (N)	Wellesley Road – Grafton Road	15	9	3	9	3	-3	-3	-9	10	3	20	2	2	61	3
L37	Barrington Close (S)	Southern footpath from Grafton Road – cul-de-sac	5	-9	4	9	-3	-2	-9	-9	-15	6	15	-3	-2	-13	2
L38	Barrington Close (N)	Northern footpath from Grafton Road – cul-de-sac	-5	-9	4	-9	-3	-2	-9	-9	-15	-3	15	-3	-2	-50	1
L39	Grafton Road B (W)	Western footpath from Mansfield Road to Vicar's Road	10	12	1	-3	9	-1	6	-9	10	6	10	2	2	55	3
L40	Grafton Road	Eastern footpath	-5	6	-1	-3	9	-1	6	-9	10	6	-5	3	2	18	2

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 Index
	B (E)	from Mansfield Road to Vicar's Road															
L41	Lamble Street (S)	Southern footpath from Elaine Grove to Oak Village	-5	-3	3	-3	-3	-2	-9	-9	-5	6	15	2	2	-11	2
L42	Lamble Street (N)	Northern footpath from Elaine Grove to Oak Village	-5	-3	3	-3	-3	-2	-9	-9	-5	3	15	2	2	-14	2
L43	Elaine Grove (W)	Western footpath from Lamble Street to Mansfield Road	-5	-9	3	6	6	4	3	-9	10	9	15	3	1	37	2
L44	Elaine Grove (E)	Eastern footpath from Lamble Street to Mansfield Road	-5	-9	3	6	3	3	3	-9	10	3	15	3	1	27	2
L45	Oak Village (W)	Western footpath from Lamble Street to Gordon House Road	10	3	3	6	6	-2	9	-9	15	6	10	3	2	62	3
L46	Oak Village (E)	Eastern footpath from Lamble Street to Gordon House Road	-5	6	3	6	6	-2	9	-9	15	6	10	3	2	50	3
L47	Queen's Crescent B (S)	Southern footpath from Grafton Road to Spring Place	15	6	3	6	9	-2	9	-9	-10	-6	20	-2	-2	37	2
L48	Queen's Crescent B (N)	Northern footpath from Grafton Road to Spring Place	15	6	3	6	9	-2	9	-9	-10	-6	20	-2	-2	37	2
Averages			3.1	3.8	1.2	0.5	1.1	-1.1	1.5	-9.0	1.0	1.3	9.1	0.6	0.7	14.0	2.2

Note: Red Cells denote values of less than 0, Green cells denote values of more than 10 (except in RAG index column)

Annex B – Raw data for Crossings from PERS Audit

ID	Crossing	Description	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 Index
C1	Gospel Oak Puffin Crossing	Mansfield Road, west of junction with Oak Village	20	3	20	4	12	4	6	12	4	3	12	2	102	3
C2	Mansfield Road Zebra	West of Mansfield Road / Estelle Road junction	15	9	15	4	9	3	-3	12	2	-1	9	3	77	3
C3	Mansfield Road Signalised Crossing	Mansfield Road arm at the Mansfield Road / Southampton Road / Fleet Road / Agincourt Road junction	20	9	20	3	9	4	9	9	3	4	9	4	103	3
C4	St Dominic's Zebra Crossing	Southampton Road, north of the Southampton Road / Malden Road junction	20	12	20	4	9	3	-6	12	3	4	12	4	97	3
C5	Malden Road/ Haverstock Road Zebra Crossing	Malden Road, east of the junction with Malden Road / Haverstock Road junction	20	12	20	3	9	4	-6	12	3	3	9	2	91	3
C6	Malden Road/ Grafton Terrace Zebra Crossing	Malden Road, north of the Malden Road / Grafton Terrace junction	20	12	15	3	9	4	-6	12	4	3	12	3	91	3
C7	Malden Road / Queen's Crescent Zebra Crossing	Malden Road, south of the Malden Road / Queen's Crescent junction	20	12	15	4	9	4	-3	12	4	3	12	3	95	3
C8	Grafton Road Zebra Crossing	Grafton Road, adjacent to Carlton Primary School	20	9	20	4	9	4	-6	12	4	4	12	3	95	3

Note: Red Cells denote values of less than 0, Green cells denote values of more than 10 (except in RAG index column)

Annex C- Raw data for Public Transport Waiting Areas from PERS Audit

ID	PT Waiting Area	Description	Information to the Waiting Area	Infrastructure to the Waiting Area	Boarding Public Transport	Information at the Waiting Area	Safety Perceptions	Security Measures	Quality of Environment	Maintenance and Cleanliness	Waiting Area Comfort	Overall Total Score	RAG index
PT1	Estelle Road Bus Stop (E)	Eastbound bus stop on Mansfield Road, at junction with Estelle Road	12	-6	-5	9	-5	10	-1	-1	3	16	2
PT2	Estelle Road Bus Stop (W)	Westbound bus stop on Mansfield Road, at junction with Estelle Road	-3	-6	-5	-6	-5	10	-2	1	-3	-19	2
PT3	St Dominic's Priory Bus Stop (N)	Malden Road/Southampton Road at St Dominic's Primary School	9	9	15	9	15	-5	2	3	6	63	3
PT4	Grafton Terrace Bus Stop (S)	Malden Road, to the north of Malden Road/Grafton Terrace junction	12	-3	-5	12	-10	-5	1	2	6	10	2

Laura Harney

From: Laura Harney
Sent: 12 September 2012 14:35
To: Zoe.Trower@camden.gov.uk
Cc: Jonathan.Markwell@camden.gov.uk; Jed.Young@camden.gov.uk; Julia.Farr@camden.gov.uk; Rachel.Godfrey@quod.com; Peter DeSouza; Robert Parker
Subject: Bacton Estate - PERS Audit
Attachments: PERS Audit - Rev A.pdf

Good afternoon Zoe,

I hope you are well. Please find attached a plan detailing the routes, links, crossing points and public transport waiting areas that we propose to include in the PERS audit for Bacton Estate.

We will be conducting the audit in line with the 'Pedestrian Environment Review System for London Review Handbook, May 2006'.

If you could review the attached at your earliest convenience and provide any feedback you have it would be much appreciated.

We believe we have identified the pedestrian routes that will service the site but please let me know if you believe there are additional routes that we should include.

We would hope to undertake the audit in the week commencing 17th September.

I have also provided this information to Patricia Cades-Potgieter, the TfL case officer for the Bacton Estate application for her review.

Kind regards

Laura Harney
Senior Engineer

For and on behalf of Peter Brett Associates LLP
We have now moved to:
16 Brewhouse Yard, Clerkenwell, London, EC1V 4LJ
t: 02075668624
e: lharney@peterbrett.com
w: www.peterbrett.com

Roger Tym & Partners and Baker Associates are now part of Peter Brett Associates LLP.

Laura Harney

From: Laura Harney
Sent: 12 September 2012 14:33
To: 'patriciacazes-potgieter@tfl.gov.uk'
Cc: Jed.Young@camden.gov.uk; Julia.Farr@camden.gov.uk; Rachel.Godfrey@quod.com; Peter DeSouza; Robert Parker
Subject: Bacton Estate - PERS Audit
Attachments: PERS Audit - Rev A.pdf

Good afternoon Patricia,

I hope you are well. I am working on the Transport Assessment for the regeneration of the Bacton Estate, Camden.

In response to the requirements outlined at the Greater London Authority pre-planning meeting for the scheme on August 3rd 2012 we will be undertaking a PERS audit in the vicinity of the site.

Please find attached a plan detailing the routes, links, crossing points and public transport waiting areas that we propose to include in the audit.

We will be conducting the audit in line with the 'Pedestrian Environment Review System for London Review Handbook, May 2006'.

If you could review the attached at your earliest convenience and provide any feedback you have it would be much appreciated. We would hope to undertake the audit in the week commencing 17th September.

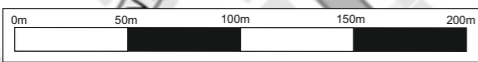
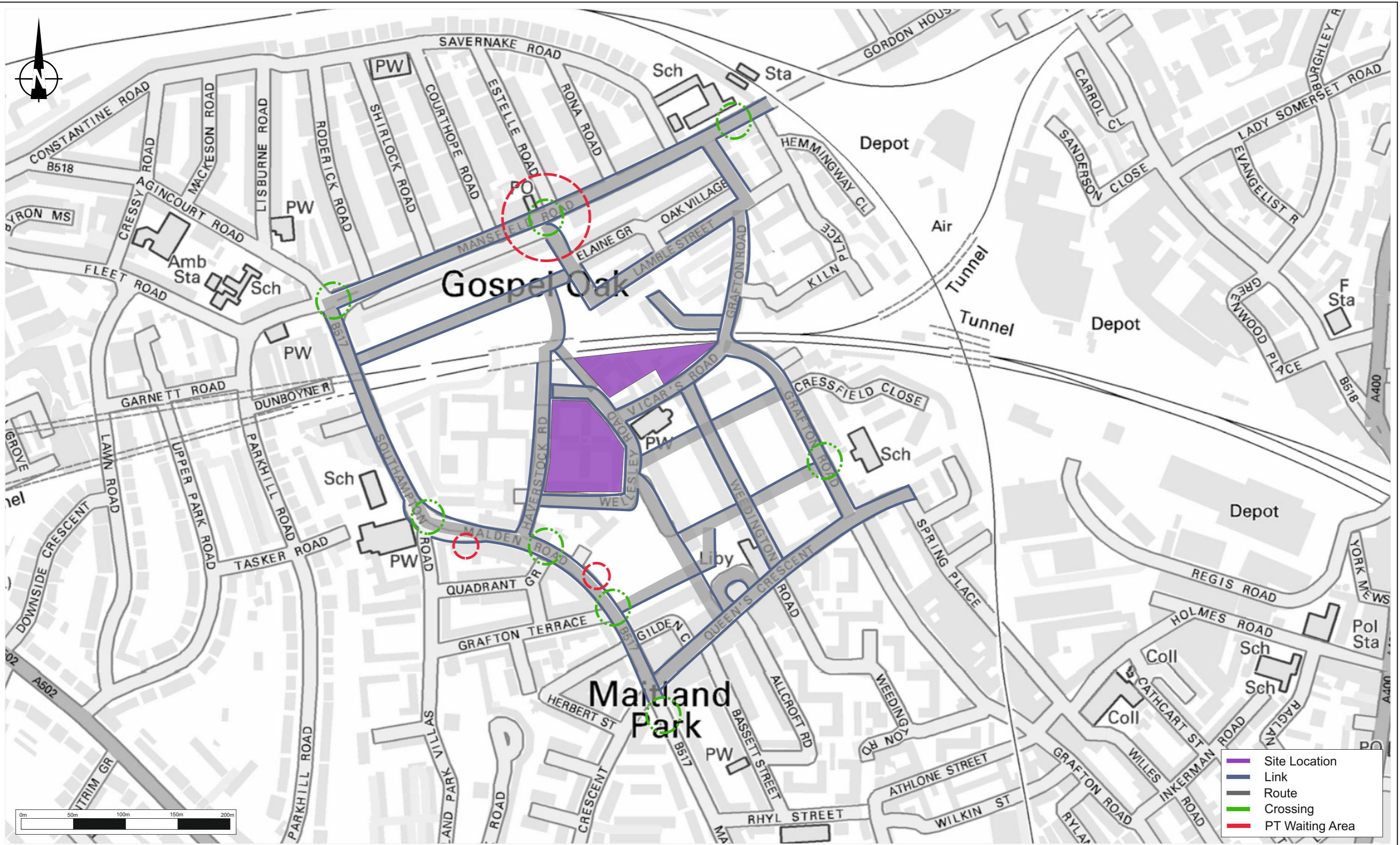
I will also be providing this information to Zoe Trower, a Senior Transport Planner with LB Camden for her review.

Kind regards

Laura Harney
Senior Engineer

For and on behalf of Peter Brett Associates LLP
We have now moved to:
16 Brewhouse Yard, Clerkenwell, London, EC1V 4LJ
t: 02075668624
e: lharney@peterbrett.com
w: www.peterbrett.com

Roger Tym & Partners and Baker Associates are now part of Peter Brett Associates LLP.



Client
Camden Borough Council

BACTON ESTATE, CAMDEN
PERS AUDIT EXTENT

Date	12/09/2012
Scale	N.T.S
Drawn by	CM
Checked by	LH
Revision	A

FIGURE 1

Laura Harney

From: Cazes-Potgieter Patricia <PatriciaCazes-Potgieter@tfl.gov.uk>
Sent: 17 September 2012 14:05
To: Cazes-Potgieter Patricia; Laura Harney; Day Mark (ST)
Cc: 'Jed.Young@camden.gov.uk'; 'Julia.Farr@camden.gov.uk'; 'Sarah Price (Sarah.Price@quod.com)'; Peter DeSouza; Robert Parker; 'Shelley Gould'; 'julie.fleck@london.gov.uk'
Subject: RE: Bacton Estate - PERS Audit

Laura

I can confirm that TfL is satisfied with the proposed PERS audit and would be interested to see the output when undertaken.

With regards to access and inclusive design, one space should ideally be provided per wheelchair accessible unit. I assume that this can be further confirmed by the GLA so have cc the PDU case officer and access design officer to confirm.

Regards

Patricia Cazes-Potgieter | Area Manager (North & West) | Borough Planning
Transport for London | 9th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL
Tel: 020 7126 4619 (auto 64619) | 078 5098 0663 | Email: patriciacazes-potgieter@tfl.gov.uk

For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit <http://www.tfl.gov.uk/businessandpartners/15393.aspx>

 Please consider the environment before printing this e-mail

From: Cazes-Potgieter Patricia
Sent: 12 September 2012 16:19
To: 'Laura Harney'; Day Mark (ST)
Cc: 'Jed.Young@camden.gov.uk'; 'Julia.Farr@camden.gov.uk'; 'Sarah Price (Sarah.Price@quod.com)'; 'Peter DeSouza'; 'Robert Parker'
Subject: RE: Bacton Estate - PERS Audit

Laura

Mark is now on sabbatical.
I shall have a look at your correspondence and revert back in due course
Regards

Patricia Cazes-Potgieter | Area Manager (North & West) | Borough Planning
Transport for London | 9th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL
Tel: 020 7126 4619 (auto 64619) | 078 5098 0663 | Email: patriciacazes-potgieter@tfl.gov.uk

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 Please consider the environment before printing this e-mail

From: Laura Harney [mailto:lharney@peterbrett.com]
Sent: 12 September 2012 16:14
To: Day Mark (ST)
Cc: Cazes-Potgieter Patricia; Jed.Young@camden.gov.uk; Julia.Farr@camden.gov.uk; Sarah Price (Sarah.Price@quod.com); Peter DeSouza; Robert Parker
Subject: Bacton Estate - PERS Audit

Good afternoon Mark,

I hope you are well. I am working on the Transport Assessment for the Bacton Estate, Camden and I am hoping that in Patricia's absence you could review the extent of the PERS audit we are proposing to undertake for the site (see email below and attachment).

I would also like to request your feedback on another item. There will be 29 wheelchair accessible units within the development. LB Camden's transport officer has stated that the provision of disabled parking bays should be reduced to 0.5 bays per wheelchair accessible unit rather than 1 bay per wheelchair unit. Could you confirm that TfL are also happy with this level of disabled parking provision?

Please don't hesitate to contact me if you have any comments or require additional information.

Kind regards,

Laura Harney
Senior Engineer

For and on behalf of Peter Brett Associates LLP
We have now moved to:
16 Brewhouse Yard, Clerkenwell, London, EC1V 4LJ
t: 02075668624
e: lharney@peterbrett.com
w: www.peterbrett.com

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From: Laura Harney
Sent: 12 September 2012 14:33
To: 'patriciacazes-potgieter@tfl.gov.uk'
Cc: Jed.Young@camden.gov.uk; Julia.Farr@camden.gov.uk; Rachel.Godfrey@quod.com; Peter DeSouza; Robert Parker
Subject: Bacton Estate - PERS Audit

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Please find attached a plan detailing the routes, links, crossing points and public transport waiting areas that we propose to include in the audit.

We will be conducting the audit in line with the 'Pedestrian Environment Review System for London Review Handbook, May 2006'.

If you could review the attached at your earliest convenience and provide any feedback you have it would be much appreciated. We would hope to undertake the audit in the week commencing 17th September.

I will also be providing this information to Zoe Trower, a Senior Transport Planner with LB Camden for her review.

Kind regards

Laura Harney
Senior Engineer

For and on behalf of Peter Brett Associates LLP
We have now moved to:
16 Brewhouse Yard, Clerkenwell, London, EC1V 4LJ
t: 02075668624
e: lharney@peterbrett.com
w: www.peterbrett.com

Roger Tym & Partners and Baker Associates are now part of Peter Brett Associates LLP.

Peter Brett Associates LLP is a limited liability partnership registered in England and Wales. Registered number: OC334398. Roger Tym & Partners and Baker Associates are part of Peter Brett Associates LLP. A list of members is open to inspection at our registered office. Registered Office: Caversham Bridge House, Waterman Place, Reading, Berkshire, RG1 8DN. UK T: +44 (0)118 950 0761 F: +44 (0)118 959 7498. Brett Consulting Limited is wholly owned by Peter Brett Associates LLP. Registered number: 07765026. Registered address: as above.
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This message has been scanned for viruses by Websense

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Appendix D – Parking Survey Data

Bacton Low Rise Redevelopment
Transport Assessment

