Odyssey Markides

PARLIAMENT HILL SCHOOL, CAMDEN

CERS AUDIT

Project No. 13-255

Report. 13-255-04

PARLIAMENT HILL SCHOOL, CAMDEN

CERS AUDIT

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
	For Submission	DCP	MJB	PJH	SRB	Jul '14

CONTENTS

APPENDICES

1.0 INTRODUCTION

1.1 This CERS audit has been prepared by Odyssey Markides and accompanies a Transport Assessment prepared by Odyssey Markides in July 2014, relating to a proposed scheme at Parliament Hill School and William Ellis School, Camden. For information , a PERS audit has also been prepared in support of the proposed developments.

1.2 This report discusses in detail the methodology for the CERS assessment, and identifies a baseline relating to the cyclist infrastructure and environment in the vicinity of the site. The 'Streetaudit - cycling mode on Street Handbook' (Version 1.0), which provides a structured method for defining a baseline cyclist environment has been referred to in undertaking this study. The assessment also allows future assessment of the value of any improvements to the assessed cyclist environment.

2.0 METHODOLOGY

2.1 As recommended in the 'Streetaudit - cycling mode on Street Handbook' (Version 1.0), the CERS audit has been undertaken following the five stage process outlined below:

Stage 1: Definition of Audit Area

2.2 It was agreed with LB Camden that a CERS audit be undertaken for the routes between the site (Parliament Hill School and William Ellis School) and Kentish Town , Tufnell Park, Gospel Oak and Archway LU stations. The location of the site is provided in **Appendix A**.

2.3 A desktop study was undertaken to identify the location, suitability and viability of the links, junctions, routes and cycle parking areas which form part of this audit.

Stage 2: Optional Collation of Existing Information

2.4 Further information relating to cyclist accessibility gathered as part of the Transport Assessment was also reviewed, including the OS mapping and provision of cycle infrastructure provision in the local area.

Stage 3: On Street Evaluation

2.5 The audit was undertaken on Friday 13th June 2014 by a single auditor. This date was considered to represent a typical day in terms of cyclist activity. The review parameters considered are:

- Routes
- Links
- Junctions
- Cycle Parking Areas
- Interchanges

2.6 The weather when undertaking the audit was sunny. Overall, it was noted that during the day of the site visit/ audit, there was not a high number of HGV movements nor were there any observed incidents of serious user conflicts on any of the assessed routes.

2.7 The original evaluation sheets used in the audit are available on request.

Stage 4: Data Analysis Using Streetaudit Software

2.8 The data collected from the audit was inputted into TRL's 'Streetaudit - cycling mode on Street Handbook' (version 1.0) with the original score weightings retained.

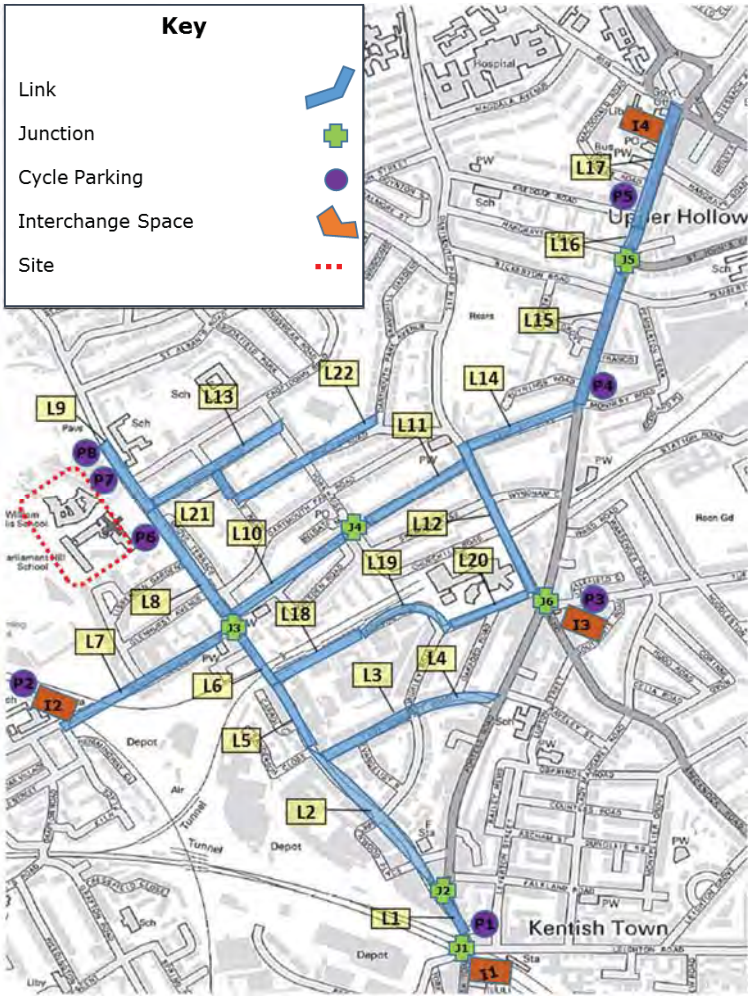
Stage 5: Display and Review of Outputs

2.9 The resultant output from the TRL software has been analysed as outlined in the remainder of this report.

3.0 IDENTIFICATION OF AUDIT MATERIAL

3.1 The links, junctions, cycle parking areas and interchange spaces assessed in the CERS audit are shown in **Figure 3.1** below. (A full copy of each CERS illustration in this report is provided in **Appendix B**).

Figure 3.1 – Identified Route and Audit Material



3.2 The name, ID code and location of each audit point in **Figure 3.1** is shown in **Table 3.1**.

Table 3.1 – CERS Audit Material Details

ID Code	**Route**
R1	Kentish Town Station to William Ellis School
R2	Gospel Oak Station to William Ellis School
R3	Tufnell Park Station to William Ellis School via Ingestre Road
R4	Archway station to William Ellis School via Chetwynd Road
	Link
L1	Kentish Town Road
L2	B518
L3	Lady Somerset Road 1
L4	Lady Somerset Road 2
L5	Highgate Road 1
L6	Highgate Road 2
L7	Gordon House Road
L8	Highgate Road 3
L9	Highgate Road 4
L10	Chetwynd Road 1
L11	Chetwynd Road 2
L12	Dartmouth Hill Park Road
L13	Woodsome Road
L14	Cathcart Hill Road
L15	Junction Road 1
L16	Junction Road 2
L17	Junction Road 3
L18	Little Green Street
L19	Ingestre Road
L20	Burghley Road
L21	Boscastle Road
L22	Laurier Road
	Junction
J1	Kentish Town Rd/ Leighton Road
J2	Kentish Town / B518
J3	Highgate Rd/ Gordon House Road
J4	Chetwynd Road / York Rise
J5	Junction Road /Holloway Rd
J6	Junction Road / Brecknock Road (Tufnell Park Station)
	Cycle Parking
CP1	Kentish Town Station Parking
CP2	Gospel Oak Station Parking
CP3	Tufnell Park Station Parking

CP4	Junction Rd/ Monneby Road
CP5	Junction Rd/ Vorley Road
CP6	Parliament Hills School Parking
CP7	William Ellis Staff Parking
CP8	William Ellis School student's Parking
	Interchange
I1	Kentish Town Station
I2	Gospel Oak Station
I3	Tufnell Park Station
I4	Archway Station

4.0 AUDIT RESULTS

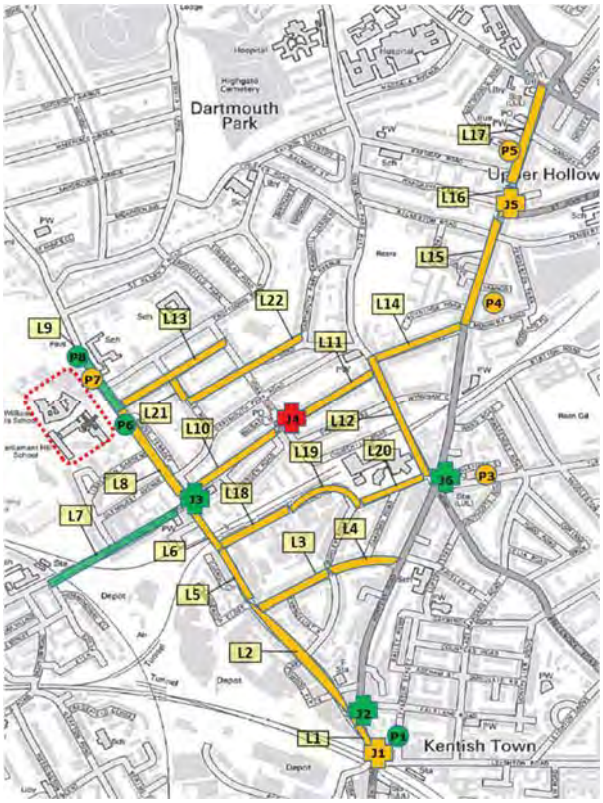
4.1 The results of the CERS audit are detailed in the remainder of this report.

4.2 In accordance with the relevant guidance, each route, link, junction and cycle parking area has been scored using the Streetaudit software. Elements have been assigned a 'RAG' (Red, Amber, Green) colour that represents the average of all the individual scores collated for that particular item. The colours represent:

- Green – 'Good' overall positive score;
- Amber – 'Average' overall average score, and;
- Red – 'Poor' overall negative score.

4.3 A summary of the results for all of the audited areas can be seen in **Figure 4.1**. Each area is coloured according to its assigned 'RAG' colour.

Figure 4.1 – Summary of PERS Audit Results



5.0 LINKS

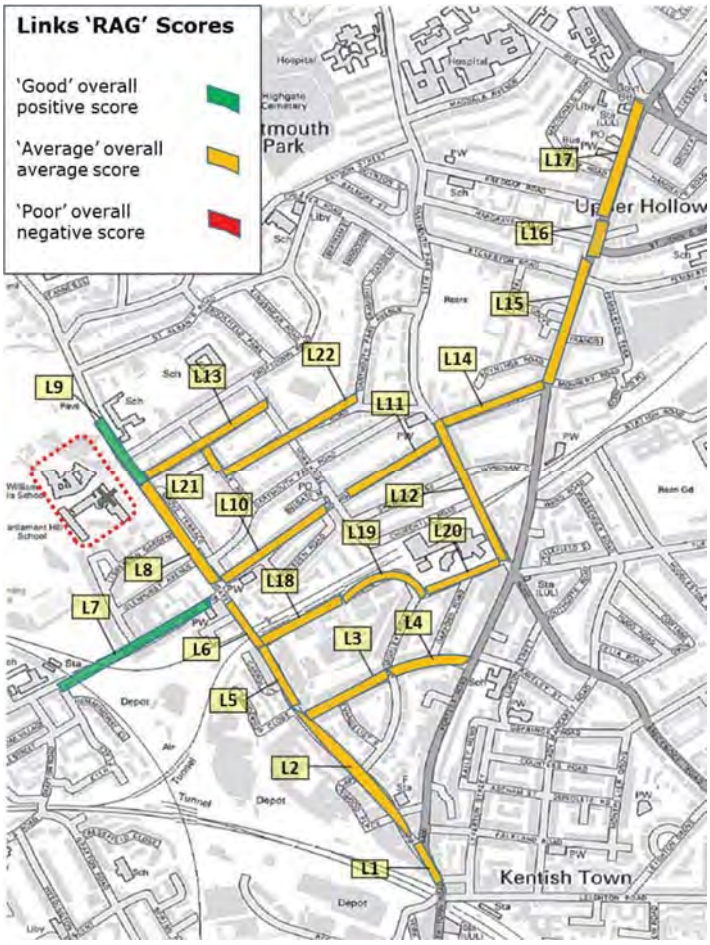
5.1 Particular emphasis has been given to the likely routes ('links') taken by cyclists when travelling to and from the site via Gospel Oak, Tufnell Park, Kentish Town and Archway LU Station. These links are listed below in **Table 5.1**, which additionally summarises the CERS audit score for each link and its associated RAG colour.

Table 5.1 – CERS Scores for Links

ID	Link	Total Score	RAG
L1	Kentish Town Road	39	Amber
L2	B518	7	Amber
L3	Lady Somerset Road 1	2	Amber
L4	Lady Somerset Road 2	11	Amber
L5	Highgate Road 1	37	Amber
L6	Highgate Road 2	42	Amber
L7	Gordon House Road	64	Green
L8	Highgate Road 3	49	Amber
L9	Highgate Road 4	53	Green
L10	Chetwynd Road 1	-9	Amber
L11	Chetwynd Road 2	-52	Amber
L12	Dartmouth Hill Park Road	-26	Amber
L13	Woodsome Road	3	Amber
L14	Cathcart Hill Road	10	Amber
L15	Junction Road 1	34	Amber
L16	Junction Road 2	20	Amber
L17	Junction Road 3	13	Amber
L18	Little Green Street	18	Amber
L19	Ingestre Road	-16	Amber
L20	Burghley Road	31	Amber
L21	Boscastle Road	12	Amber
L22	Laurier Road	-1	Amber

5.2 **Figure 5.1** outlines the RAG colours of the selected links.

Figure 5.1 – CERS Scores for Links



5.3 The audit identified that the majority of the links in and around the development site had an overall Amber ('Average') score, with only 2 links being allocated/ receiving a Green ('Good') score (as discussed below).

5.4 Most of the links benefit from good surface quality and flat road gradients which minimises the overall effort of cyclist's however, owing to the lack of cycle signs and road markings and the identified conflict between cyclists and other road users, the overall score on a number of links was reduced.

5.5 **Photo 1** shows a section of carriageway on Highgate Road in the vicinity of the site. **Photo 2** shows the southern section of Highgate Road

adjacent to Kentish town LU Station which identifies the likely conflict between cyclists and other road users at this location. These photos represent the 'typical' conditions of the links along Highgate Road of which the majority of cyclists will use when moving to and from the site on the routes identified in **Table 3.1**.

5.6 **Photo 3** shows Gordon House Road (L7) which achieved a green ('Good') score due to the limited conflict between cyclists and other road users, the reduced traffic flows noted during the survey and the lower vehicle speed limit of 20 mph.

5.7 **Photo 4** shows a section of Lady Somerset Road (L3). This link represent the typical conditions observed on residential roads in the area (Woodsome Rd, Laurier Rd and Cathcart Hill Rd) which achieved low Amber ('Average') scores due to the limited effective width provided and poor directness of the routes. Chetwynd Road (L11) was given the lowest rating when compared to the smaller residential streets and also due to its steep gradient. (**see Photo 5**).

5.8 In summary, and as indicated in **Table 5.1** and **Figure 5.1**, the majority of assessed links benefit from directness of routes, well maintained roads with flat gradients. However, it was observed that legibility and reducing the conflict between cyclists and other vehicles.

Photo 1 – Highgate Road, Northern section (Northbound)

Photo 2 – Highgate Road, Southern section (Northbound)

Photo 3 – Gordon House Road, Link 7 (Westbound)

Photo 4 – Lady Somerset Road, Link 3 (Eastbound)

Photo 5 – Chetwynd Road, Link 11 (Westbound)

6.0 JUNCTIONS

6.1 All junctions between the site and the closest LU Stations (Gospel Oak, Tufnell park, Kentish Town & Archway), have been included as part of this audit.

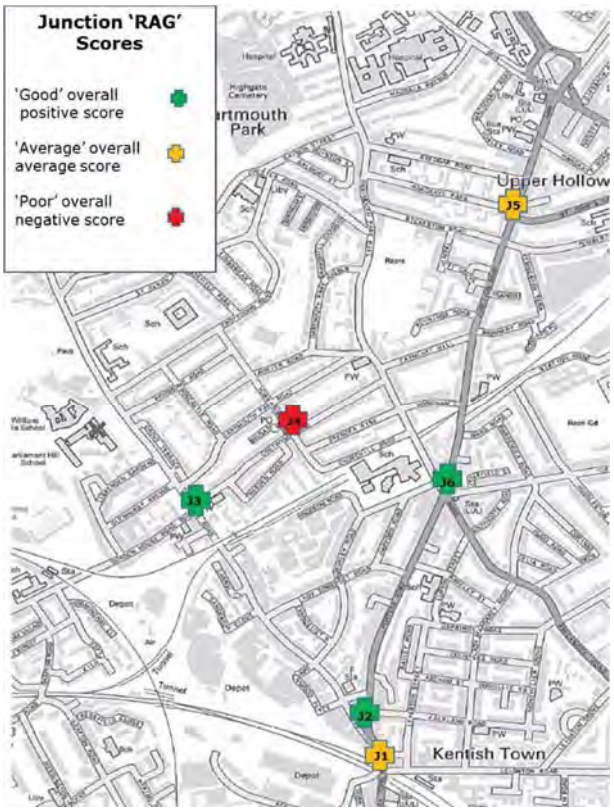
6.2 **Table 6.1** below summarises the CERS audit scores for each junction.

Table 6.1 – CERS Scores for Junctions

ID	Junction	Total Score	RAG
J1	Kentish Town Road/Leighton Road	30	Amber
J2	Kentish Town/B518	45	Green
J3	Highgate Road/Gordon House Road	36	Green
J4	Chetwynd Road/York Rise	-69	Red
J5	Junction Road/Holloway Road	-13	Amber
J6	Junction Road/Brecknock Road (Tufnell Park St)	-16	Amber

6.3 **Figure 6.1** below summarises the locations of the junctions and their RAG Ratings.

Figure 6.1 – PERS Scores for Junctions



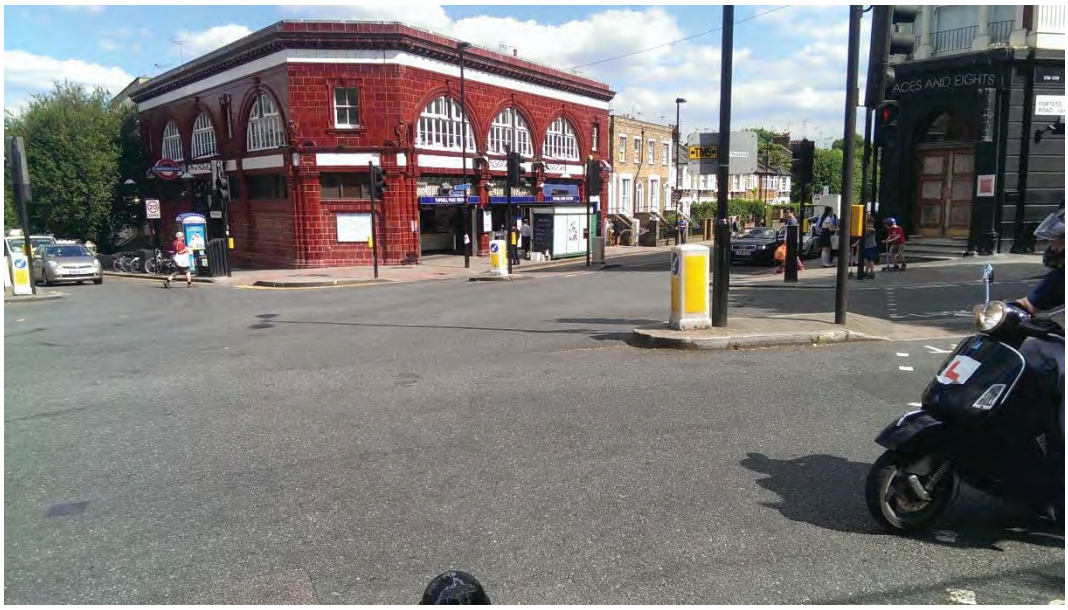
6.4 The three main junctions (J1-3) located on Highgate Road and Kentish town were given high rating (above 30) whilst the two junctions situated on Junction road (J5 and J6) achieved significantly lower scores. The junction located at Chetwynd Road (J4) received the lowest rating (negative score).

6.5 **Photo 6** shows Highgate Rd/Gordon House Road Junction (J3). As is evident, there is adequate cyclist provision in the form of a dedicated cycle lane and cycle stop box. This route is well maintained achieving a Green ('Good') score.

6.6 **Photo 7** shows Junction Rd/Brecknock Rd junction (J6) in front of Tufnell Park Station. The junction was poorly rated in terms of performance, safety and cyclist provision. It was identified during the audit that this specific complex junction is likely to result in delays to cyclists and has a high accident likelihood due to the lack of cycle signs and suitable road markings.

Photo 6 – Highgate Rd / Gordon House Rd Junction, Link 3 (Northbound)

Photo 7 – Pedestrian crossings at Chetwynd Rd/ York Rise Junction



6.7 Chetwynd Rd/ York Rise Junction (J4) is shown in **Photo 8**.

Photo 8 – Chetwynd Rd/ York Rise Junction (J4)

7.0 CYCLE PARKING AREAS

7.1 This section describes the Cycle Parking areas located within the agreed audit area.

7.2 **Table 7.1** below summarises the CERS audit scores for each cycle parking area.

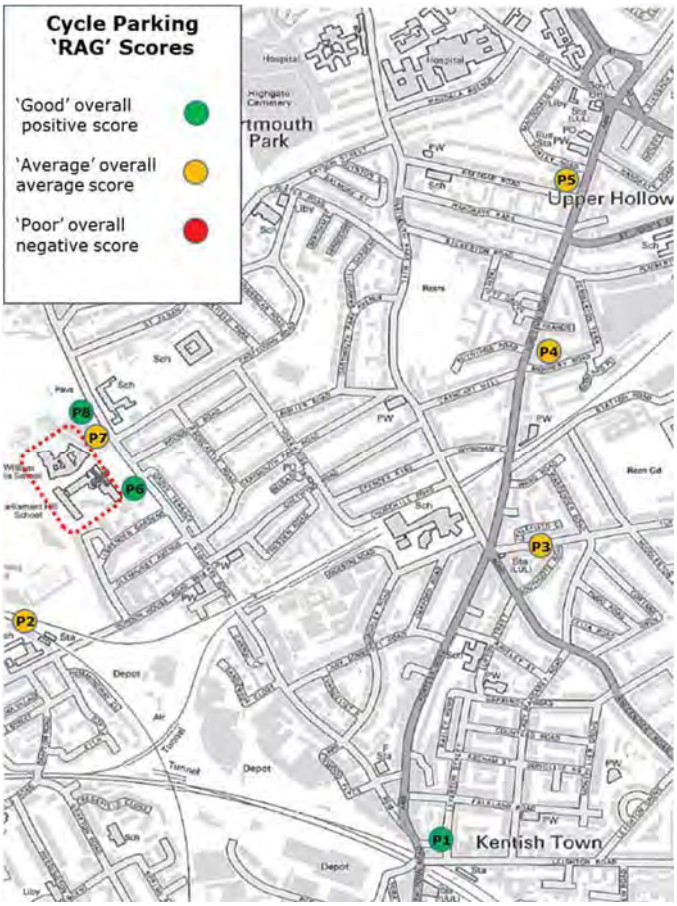
Table 7.1 – CERS Scores for Cycle Parking Areas

ID	Cycle Parking	Total Score	RAG
CP1	Kentish Town Station Parking	47	Green
CP2	Gospel Oak Station Parking	-2	Amber
CP3	Tufnell Park Station Parking	19	Amber
CP4	Junction Road/ Monneby Road	20	Amber
CP5	Junction Road/ Vorley Road	4	Amber
CP6	Parliament Hills School Parking	67	Green
CP7	William Ellis Staff's Parking	68	Green
CP8	William Ellis School Student's Parking	-62	Amber

7.3 Three cycle parking areas identified in this audit achieved a 'Good' score satisfying all the safety, convenience and comfort criteria considered. Those areas which only achieved 'Average' scores were the result of no shelters or adequate security being provided.

7.4 **Figure 7.1** below summarises the locations of the Cycle Parking Areas and their respective RAG Ratings.

Figure 7.1 – CERS scores for Cycle Parking



7.5 All LU stations provide a cycle parking facility excluding Archway Station. The following number of spaces were identified in each LU station :

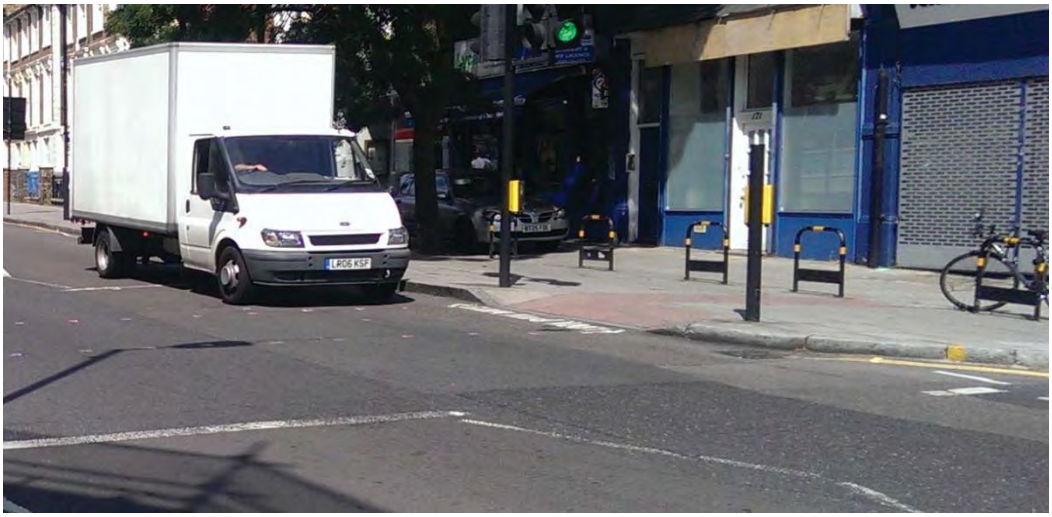
- 22 spaces for Kentish Town Station.
- 16 spaces for Tufnell Park Station.
- 6 spaces for Gospel Oak Station..

7.6 The cycle parking at Kentish Town station is partially sheltered and is located in a very accessible and secure position receiving a higher score compared to the rest of the LU stations. The same type of cycle parking (Sheffield stand) was identified for all the stations. The cycle parking located on Gospel Oak Station (P2) is shown in **Photo 9**.

7.7 **Photo 10** shows one of the Cycle Parking Areas (P4) located on Junction Road which is typical of the majority of the Cycle Parking Area's identified within this audit.

Photo 9 – Gospel Oak Station Cycle parking area (CP2)

Photo 10 – Junction Rd/ Monneby Road Cycle Parking (CP4)



7.8 The difference in secure cycle parking area between Parliament Hill School (PHS) and William Ellis School (WES) is identified in **Photos 11 and 12**. The cycle parking facilities of PHS benefit from a secured caged area for users to share their cycles, located in a visible area thereby reducing the risk of theft.

Photo 11 – Parliament Hill School student's cycle parking area (CP 6)

Photo 12 – William Ellis School student's cycle parking area (CP8)

8.0 ROUTES

8.1 The following cyclist routes were chosen as the primary means of travel to public transport interchanges from the development site. For the purpose of this CERS audit, four direct routes were assessed, with these routes selected on the basis the main assumed destinations to/from the site: Tufnell Park LU Station, Gospel Oak LU Station, Kentish Town LU Station and Archway LU Station.

8.2 **Table 8.1** below summarises the CERS audit scores for each of the routes detailed above.

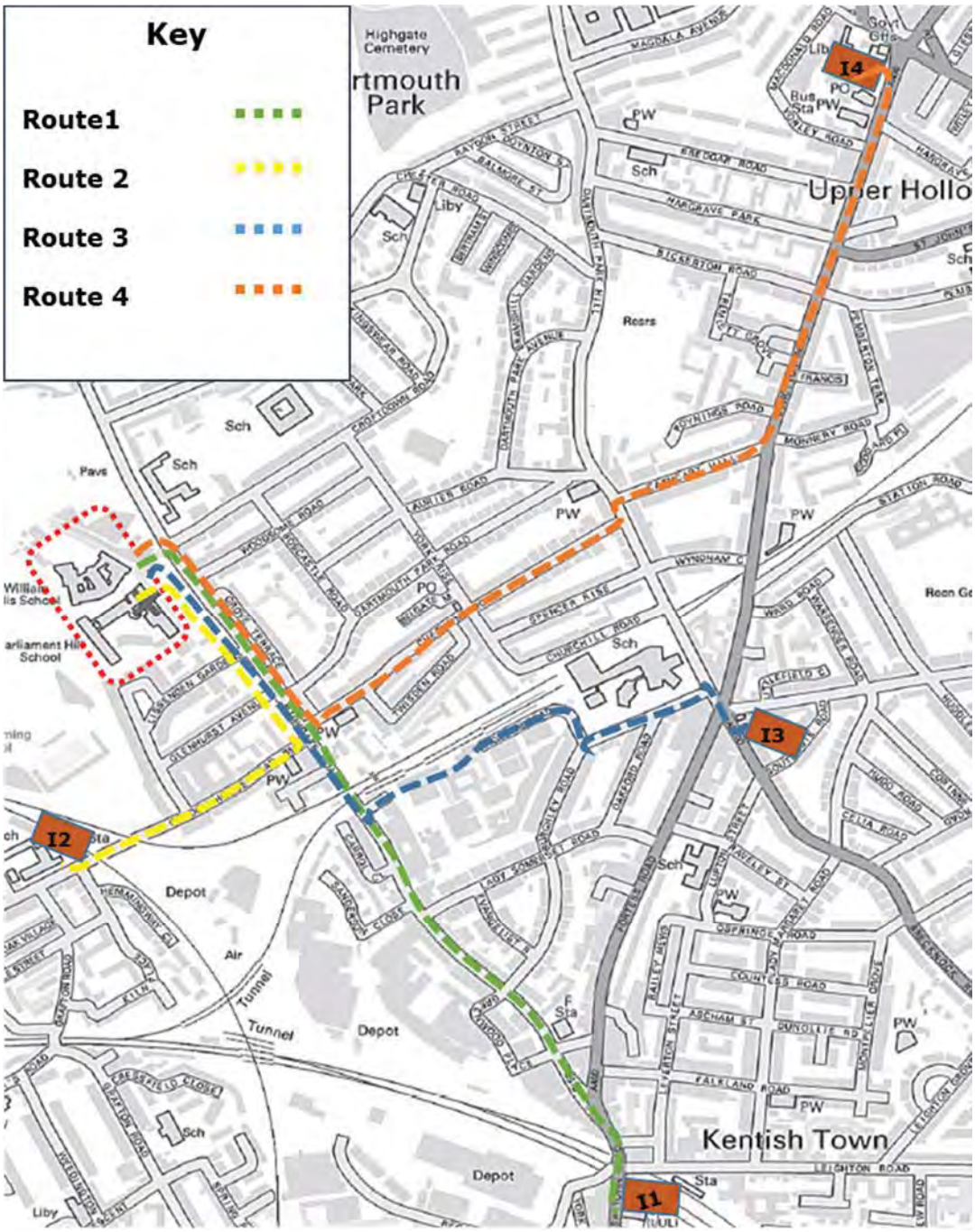
Table 8.1 – CERS Scores for Routes

ID	Route	Total Score	RAG
R1	Kentish Town to William Ellis School	32	Green
R2	Gospel Oak to William Ellis School	-2	Amber
R3	Tufnell Park to William Ellis School via Ingestre Rd	-17	Amber
R4	Archway station to William Ellis School via Chetwynd Rd	-13	Amber

8.3 The total scores for the routes as shown above in **Table 8.1** includes the combined total of weighted scores for links, junctions and cycle parking areas between the site and the four LU stations mentioned above.

8.4 **Figure 8.1** below summarises the locations of the routes assessed

Figure 8.1 – Location of Routes



9.0 CONCLUSIONS

9.1 This document has been produced following a CERS audit of cyclists routes/ facilities in the vicinity of the site. The scope of this study was agreed with LB Camden prior to commencement and forms part of the Transport Assessment accompanying the planning application at the site.

9.2 The results of the CERS audit indicate that the existing cyclist environment is generally of moderate quality with the majority of the selected routes achieving 'Average' (Amber) scorings for links, junctions and cycle parking areas.

9.3 The environment along the main route to the site from Kentish Town Station was estimated to be of a good quality while the route between the site and Gospel Oak Station achieved an 'Average' score. The routes between the remaining two stations (Tufnell Park and Archway) and the site achieved the lowest scores due the lack of cycle infrastructure.

9.4 The majority of the links and junctions achieved a satisfactory score in terms of road quality, maintenance and directness. However, if is noted that there was a lack of cycle signage and cycle lanes at many of the links /junctions. As a result, it is expected that there is a significant risk of conflict between cyclists and other road users within the assessed area. It is suggested that when possible, cycle infrastructure should be incorporated into the following routes:

- Gospel Oak Station to site;
- Tufnell Park via Ingestre Road Station to site;
- Archway Station via Chetwynd Road to site;

APPENDIX A

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Rev	Amendments	Drn	Chk	App	Date

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Job Title: PARLIAMENT HILL SCHOOL, CAMDEN

Drawing Title: SITE LOCATION

Client: ASTUDIO LTD

Scale	Date	Designed
NTS	JUNE . 14	AJ
Drawn	**Checked**	**Approved**
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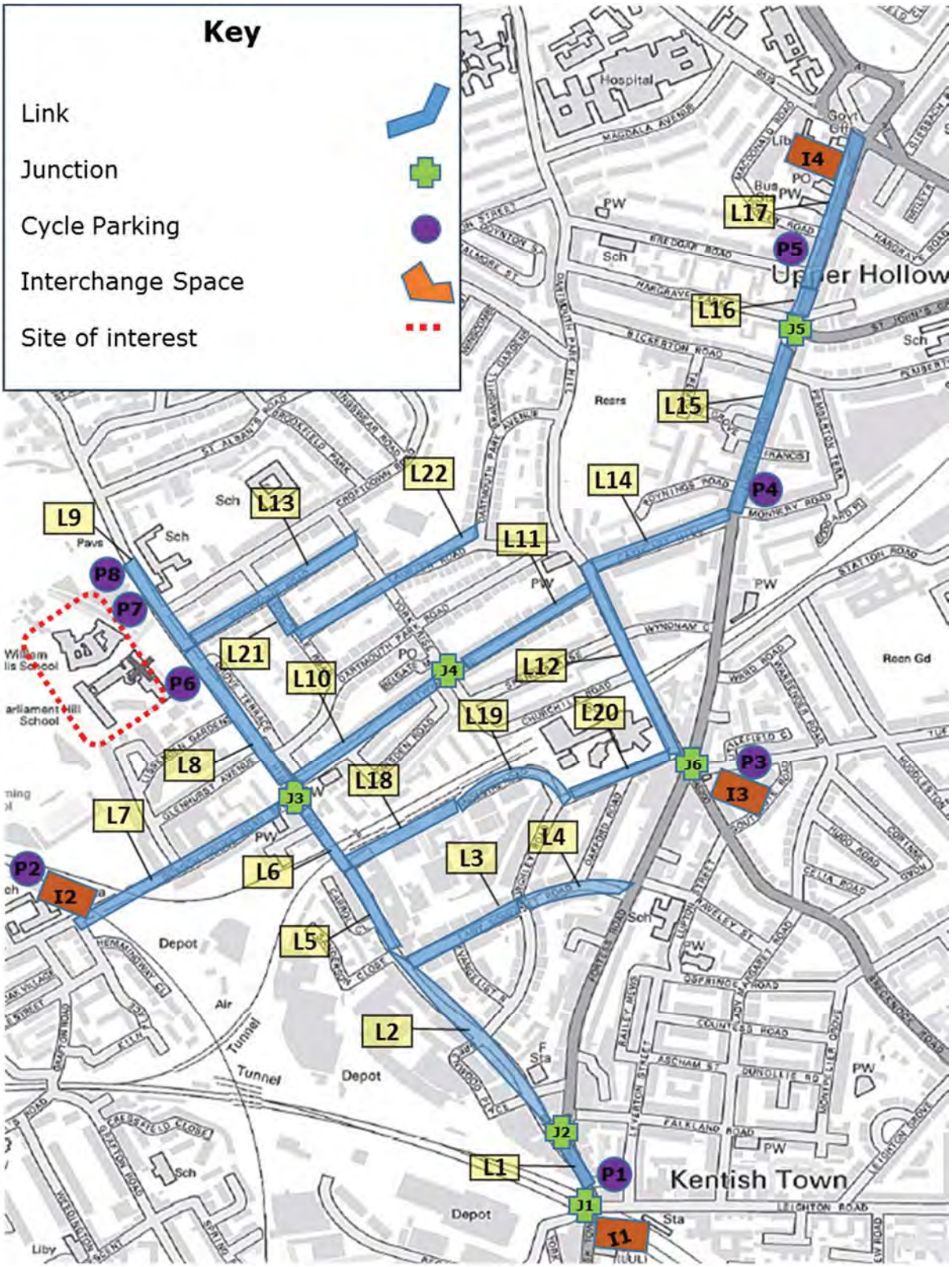
APPENDIX B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Cycle Parking
Interchange Space
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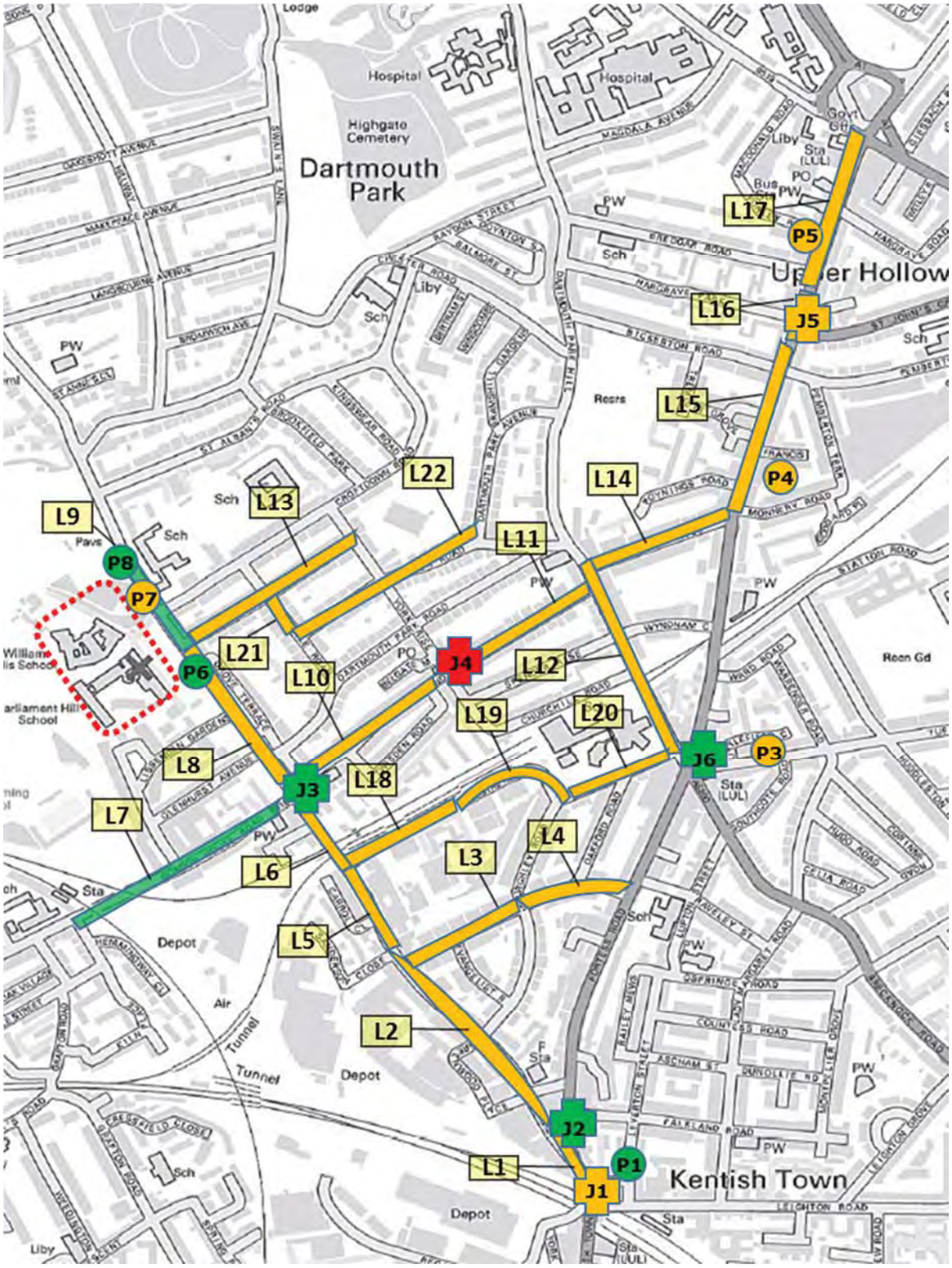
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Lodge
Upper Hollow
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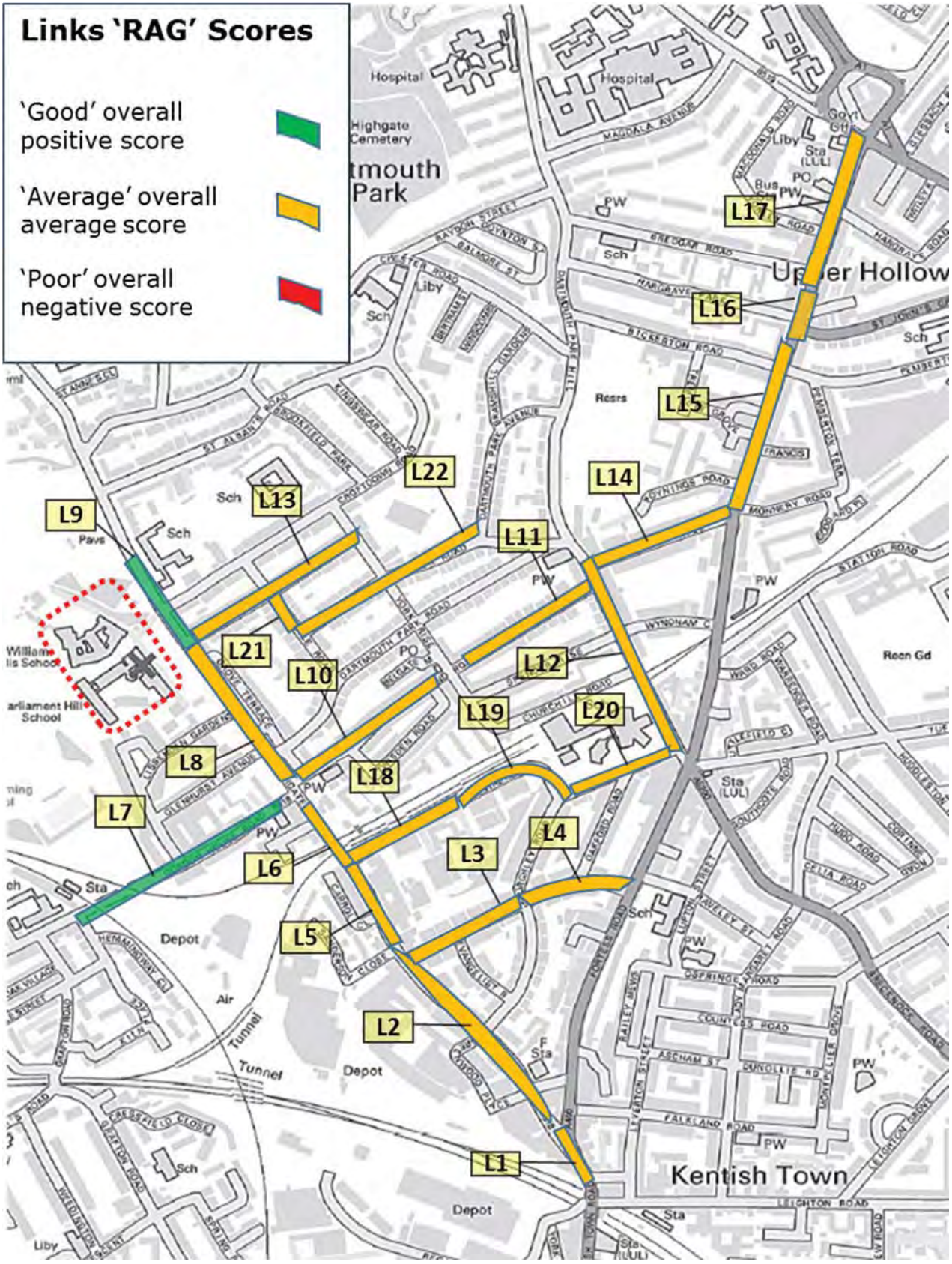
Links 'RAG' Scores
'Good' overall positive score
'Average' overall average score
'Poor' overall negative score
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L8
L9
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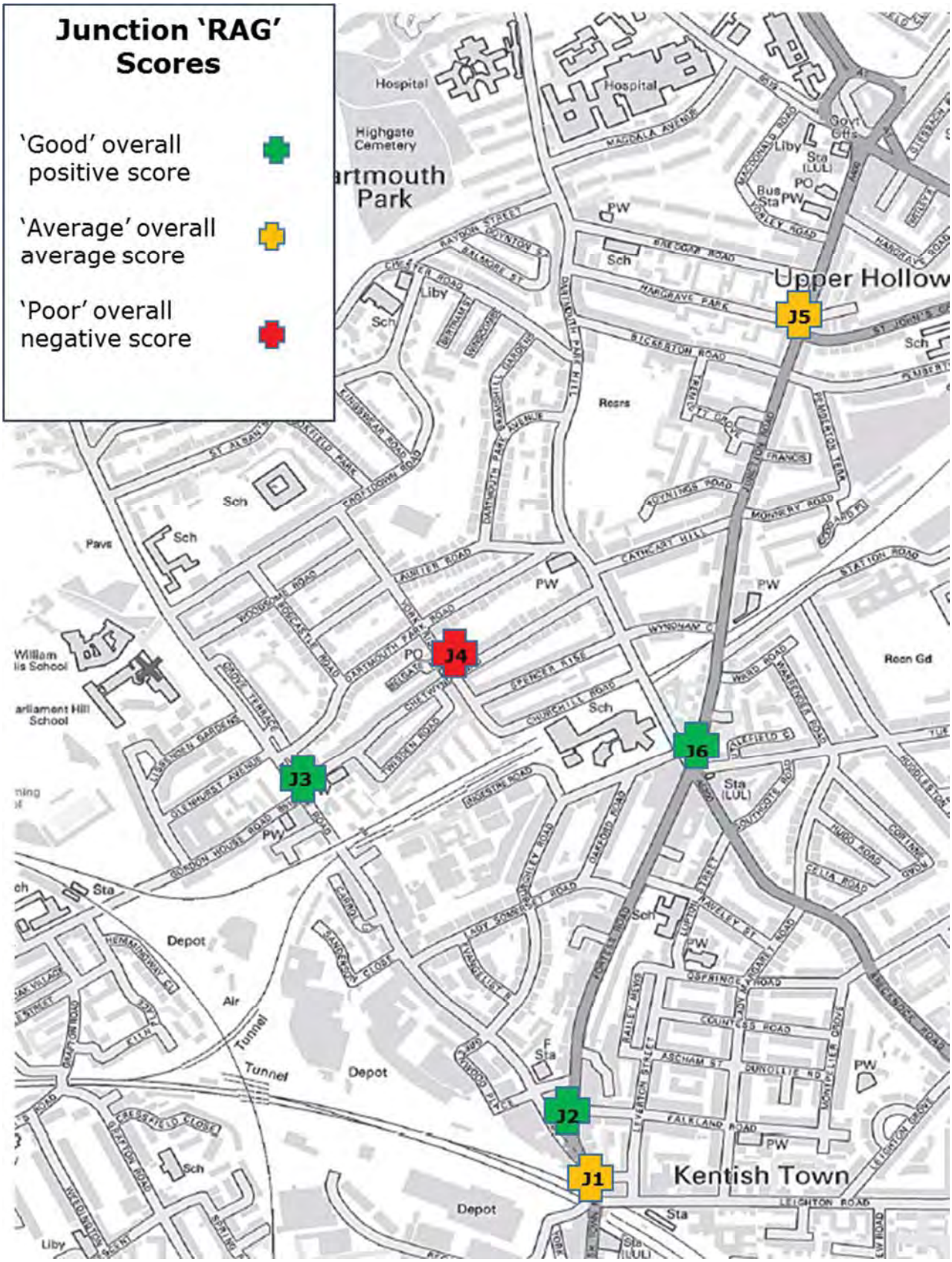
Junction 'RAG' Scores
'Good' overall positive score
'Average' overall average score
'Poor' overall negative score
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J4
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Highgate Cemetery
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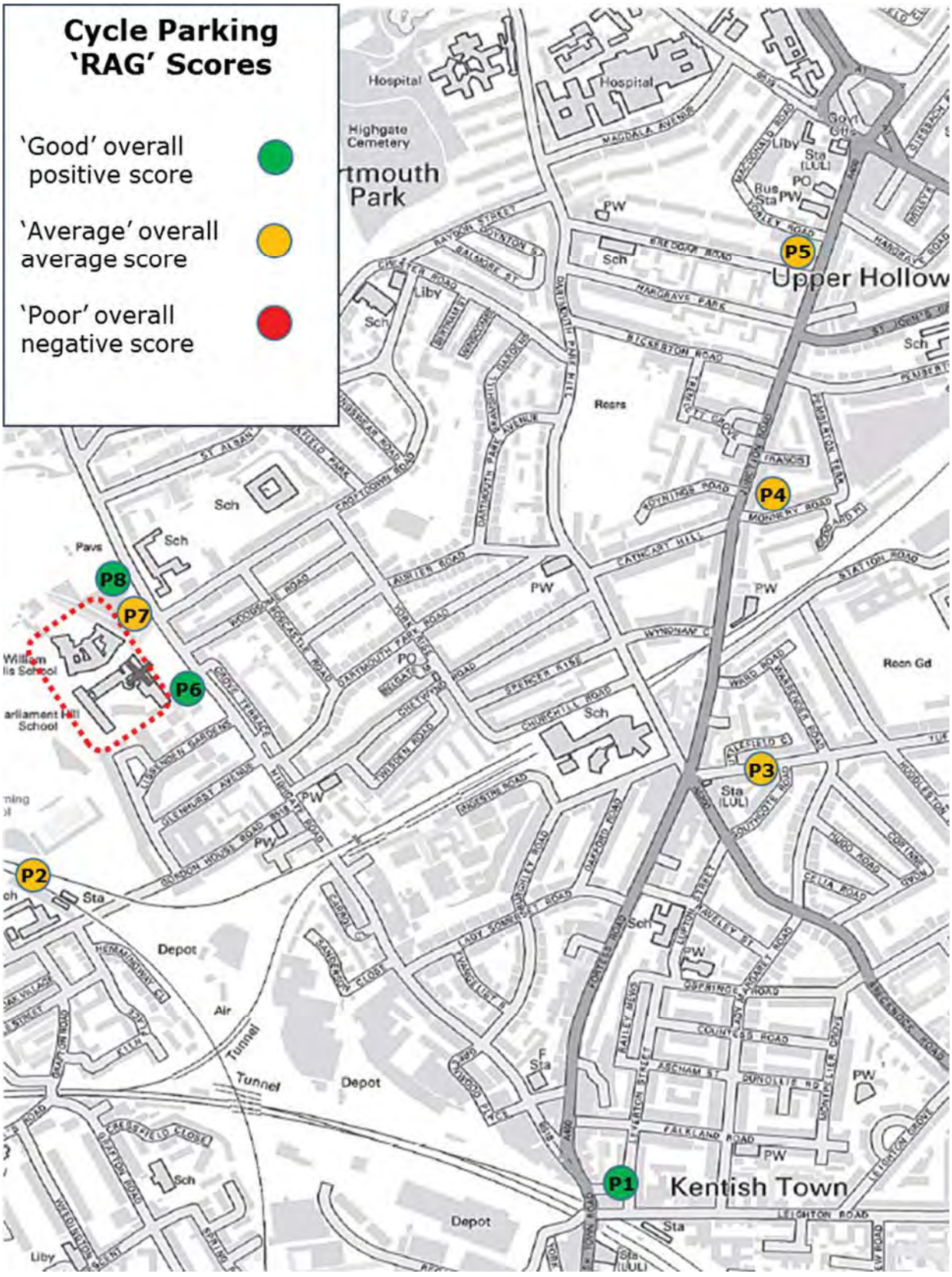
PO


Cycle Parking
'RAG' Scores
'Good' overall positive score
'Average' overall average score
'Poor' overall negative score
P1
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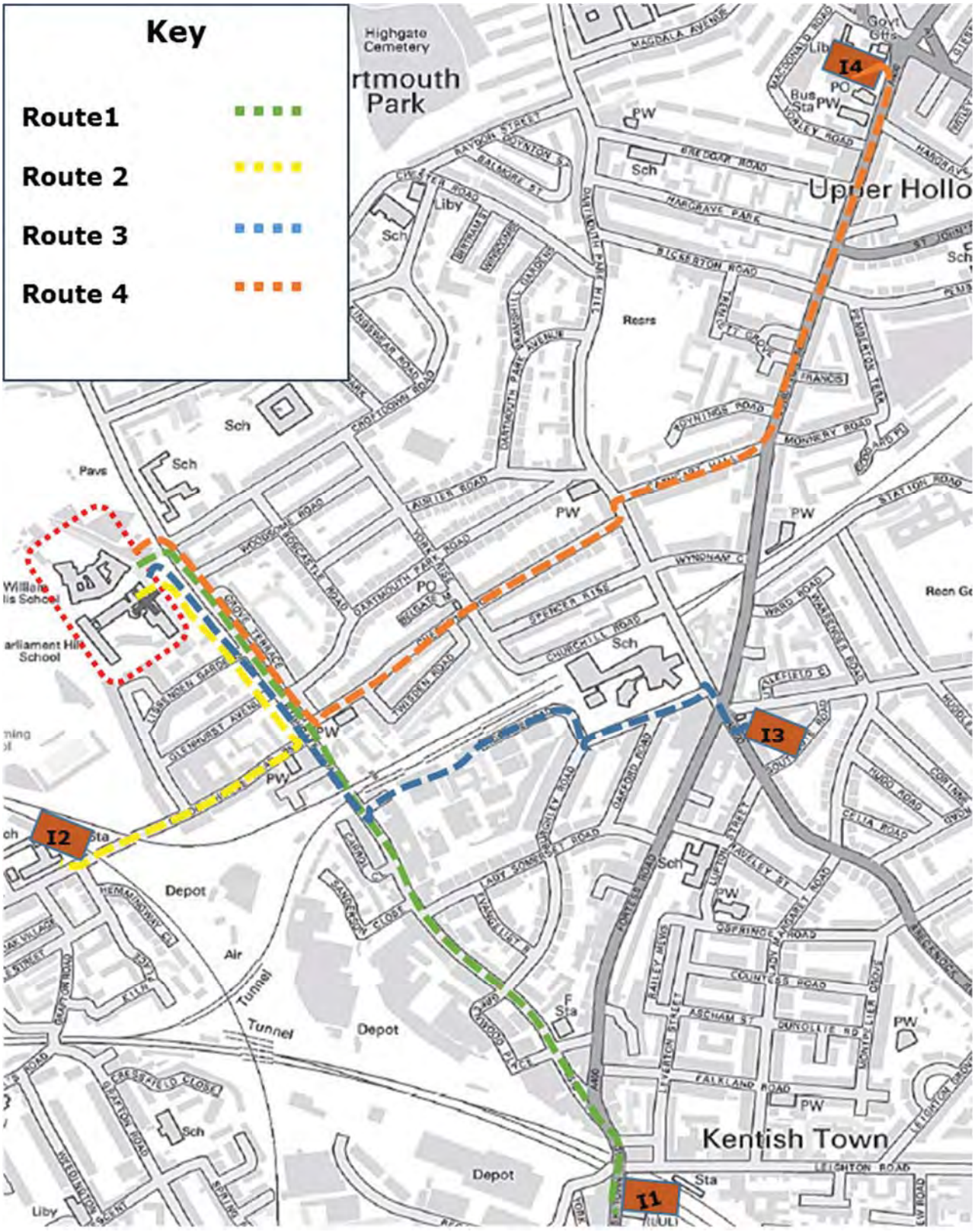
Key
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