



**PARLIAMENT HILL SCHOOL, CAMDEN**

**PERS AUDIT**

**Project No. 13-255**

**Report. 13-255-03**

**PARLIAMENT HILL SCHOOL, CAMDEN**

**PERS AUDIT**

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## DOCUMENT CONTROL SHEET

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## **APPENDICES**

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## **1.0 INTRODUCTION**

1.1 This PERS audit has been prepared by Odyssey Markides and accompanies a Transport Assessment prepared by Odyssey Markides in June 2014, relating to a proposed scheme at Parliament Hill School, Camden

1.2 This report discusses in detail the methodology for the PERS assessment, and identifies a baseline relating to the pedestrian infrastructure and environment in the vicinity of the site. The 'PERS for London (TfL edition) Review Handbook' (Version 2 - September 2005), which provides a structured method for defining a baseline pedestrian environment (which can be compared to other sites across London) has been referred to in undertaking this study. The assessment also allows future assessment of the value of any improvements to the assessed pedestrian environment.

## 2.0 METHODOLOGY

2.1 As recommended in the 'Street Audit Assessment Handbook' (TRL 2010), the PERS audit has been undertaken following the five stage process outlined below:

### Stage 1: Definition of Study Area

2.2 It was agreed with LB Camden that a PERS audit be undertaken for the routes between the Parliament Hill and William Ellis Schools ('Site') and Tufnell Park, Gospel Oak and Kentish Town Line stations, as well as routes to key facilities and recreation grounds. The exact location of the 'Site' is provided in **Appendix A**.

### *Stage 2a: Desktop Identification of Links, Crossings, Routes, Spaces*

2.3 A desktop study was undertaken to identify the location, suitability and viability of the links, crossings, routes and spaces to form part of the audit.

### *Stage 2b: Optional Collation of Existing Information*

2.4 Further information relating to pedestrian accessibility gathered as part of the TA was also reviewed, including the OS mapping and public transport service data.

### *Stage 3: On Street Evaluation*

2.5 The audit was undertaken on Friday 13<sup>th</sup> June 2014 by a single auditor. This date was considered to represent a typical day in terms of pedestrian activity.

2.6 The weather when undertaking the audit was sunny.

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 Pedestrian Streetaudit software (version 1.1.10.211) with the original score weightings retained.

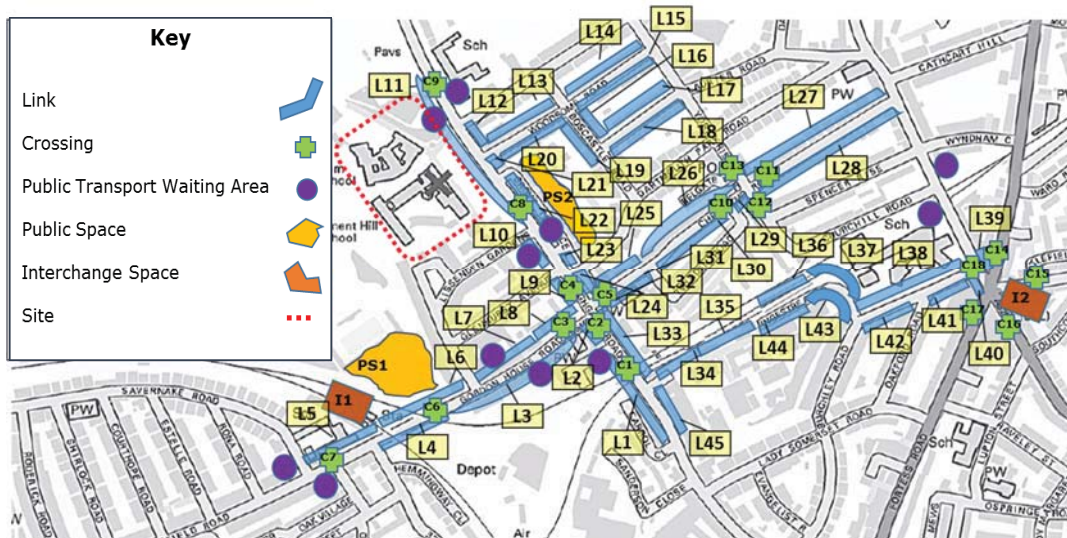
*Stage 5: Display and Review of Outputs*

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 routes, links, crossings, public spaces and public transport waiting areas assessed in the PERS audit are shown in **Figure 3.1** below. (A full copy of each PERS 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 – PERS Audit Material Details**

ID Code	Details
	<b>Route</b>
R1	William Hill School to Tufnell Park (Through Ingestre Road)
R2	William Hill School to Gospel Oak Station
R3	William Hill School to Highgate Rd South (Towards Kentish Town)
	<b>Link</b>
L1	Highgate Road West 1
L2	Highgate Road West 2
L3	Gordon House Road South 1
L4	Gordon House Road South 2



L5	Gordon House Road North 1
L6	Gordon House Road North 2
L7	Gordon House Road North 3
L8	Highgate Road West3
L9	Highgate Road West 3
L10	Highgate Road West 4
L11	Highgate Road West 4
L12	Highgate Road East 1
L13	Wood some Road North 1
L14	Wood some Road North 2
L15	Woodsome Road South 1
L16	Boscastle Road East
L17	Laurier Road North
L18	Laurier Road South
L19	Boscastle Road West
L20	Woodsome Road South 2
L21	Highgate Road East 2
L22	Highgate Road East 3
L23	Highgate Road East 4
L24	Highgate Road East 5
L25	Chetwynd Road north 1
L26	Chetwynd Road north 2
L27	Chetwynd Road north 3
L28	Chetwynd Road south 1
L29	Chetwynd Road south 2
L30	Chetwynd Road south 3
L31	Chetwynd Road south 4
L32	Highgate Road 6
L33	Highgate Road 7
L34	Little Green Street
L35	College Lane ( One pavement)
L36	Ingestre Road South (One pavement)
L37	Ingestre Road East
L38	Burgley Road North
L39	Darmouth Park Hill East
L40	Darmouth Park Hill West
L41	Burghley Road South 1
L42	Burghley Road South 2
L43	Ingestre Road West

**Crossing**

C1	Pedestrian Crossing 1 ( Highgate Rd)
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C2	Highgate Rd/ Gordon House Junction 1
C3	Highgate Rd/ Gordon House Junction 2
C4	Highgate Rd/ Gordon House Junction 3
C5	Highgate Rd/ Gordon House Junction 4
C6	Pedestrian Crossing 1 (Gordon House )
C7	Pedestrian Crossing 2 (Gordon House )
C8	Pedestrian Crossing 2 ( Highgate Rd)
C9	Pedestrian Crossing 3 ( Highgate Rd)
C10	Chetynd Rd/ York Rise Junction 1
C11	Chetynd Rd/ York Rise Junction 2
C12	Chetynd Rd/ York Rise Junction 3
C13	Chetynd Rd/ York Rise Junction 4
C14	Junction Rd/Tufnell Park Rd/Darmouth Park Hill Road Junction 1
C15	Junction Rd/Tufnell Park Rd/Darmouth Park Hill Road Junction 2
C16	Junction Rd/Tufnell Park Rd/Darmouth Park Hill Road Junction 3
C17	Junction Rd/Tufnell Park Rd/Darmouth Park Hill Road Junction 4
C18	Junction Rd/Tufnell Park Rd/Darmouth Park Hill Road Junction 5
<b>PT Waiting Area</b>	
PT1	Gordon House Road (Stop GZ)
PT2	Gordon House Road (Stop GO)
PT3	Gospel Oak Station (GG)
PT4	Glenhurst Avenue / Lissenden Gardens (GE)
PT5	William Ellis School (GF)
PT6	William Ellis School (GM)
PT7	Dartmouth Park Road (GN)
PT8	Gospel Oak Station (GP)
PT9	Gospel Oak Station (GC)
PT10	Dartmouth Park Hill (TH)
PT11	Dartmouth Park Hill (TB)
<b>Public Space</b>	
PS1	Health Life Education Centre Entrance
PS2	Green Area West of Highgate Road
<b>Interchange</b>	
I1	Gospel Oak Station
I2	Tufnell Park Station

## 4.0 AUDIT RESULTS

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

4.2 In accordance with the relevant guidance, each route, link, crossing, public space and public transport waiting 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 pedestrians when travelling to and from the 'Site' via Gospel Oak and Tufnell Park LU Stations, with such links listed below in **Table 5.1**, which additionally summarises the PERS audit score for each link and its associated RAG colour.

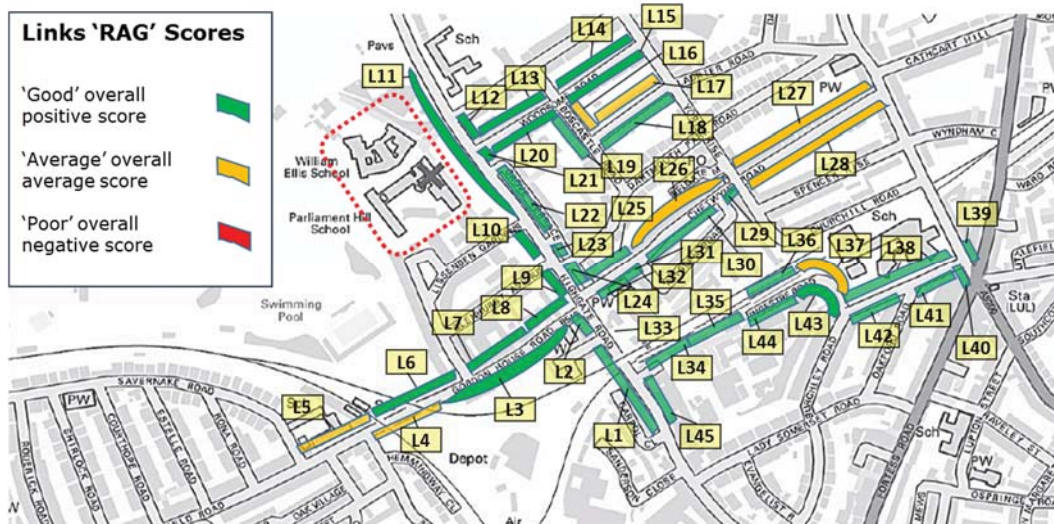
**Table 5.1 – PERS Scores for Links**

ID	Link	Overall	RAG
		Total Score	
L1	Highgate Road West 1	109	Green
L2	Highgate Road West 2	113	Green
L3	Gordon House Road South 1	87	Green
L4	Gordon House Road South 2	41	Amber
L5	Gordon House Road North 1	32	Amber
L6	Gordon House Road North 2	81	Green
L7	Gordon House Road North 3	71	Green
L8	Highgate Road West3	81	Green
L9	Highgate Road West 3	58	Green
L10	Highgate Road West 4	71	Green
L11	Highgate Road West 4	104	Green
L12	Highgate Road East 1	84	Green
L13	Wood some Road North 1	43	Green
L14	Wood some Road North 2	46	Green
L15	Woodsome Road South 1	44	Green
L16	Boscastle Road East	29	Amber
L17	Laurier Road North	37	Amber
L18	Laurier Road South	62	Green
L19	Boscastle Road West	80	Green
L20	Woodsome Road South 2	52	Green
L21	Highgate Road East 2	89	Green
L22	Highgate Road East 3	86	Green
L23	Highgate Road East 4	83	Green
L24	Highgate Road East 5	108	Green
L25	Chetwynd Road north 1	98	Green
L26	Chetwynd Road north 2	39	Amber
L27	Chetwynd Road north 3	19	Amber
L28	Chetwynd Road south 1	22	Amber

L29	Chetwynd Road south 2	71	Green
L30	Chetwynd Road south 3	58	Green
L31	Chetwynd Road south 4	82	Green
L32	Highgate Road 6	90	Green
L33	Highgate Road 7	91	Green
L34	Little Green Street	53	Green
L35	College Lane ( One pavement)	63	Green
L36	Ingestre Road South (One pavement)	84	Green
L37	Ingestre Road East	31	Amber
L38	Burgley Road North	77	Green
L39	Darmouth Park Hill East	72	Green
L40	Darmouth Park Hill West	75	Green
L41	Burghley Road South 1	79	Green
L42	Burghley Road South 2	75	Green
L43	Ingestre Road West	63	Green
L45	Highgate Road 8	61	Green

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

Figure 5.1 – PERS Scores for Links



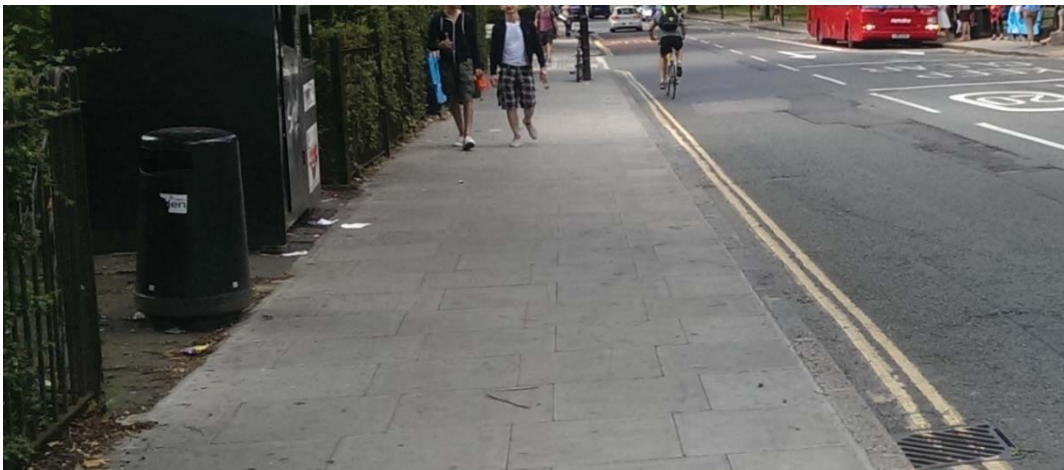
5.3 The audit identified that the majority of the links in and around the development site had an overall positive ('Good') score, with 8 links being allocated/ receiving an Amber ('Average') score (as discussed below).

5.4 Many of the links benefit from wide accessible footways which are well lit, and which accommodate dropped kerbs and tactile paving at crossing points. **Photo 1** shows a typical footway along the western side of Highgate Road in the vicinity of the site, whilst **Photo 2** shows the footway on the eastern side of Highgate Road with clearly defined user markings.

**Photo 1 – Western Side Footway, Highgate Road (Southbound)**



**Photo 2 – Eastern Side Footway, Highgate Road (Northbound)**



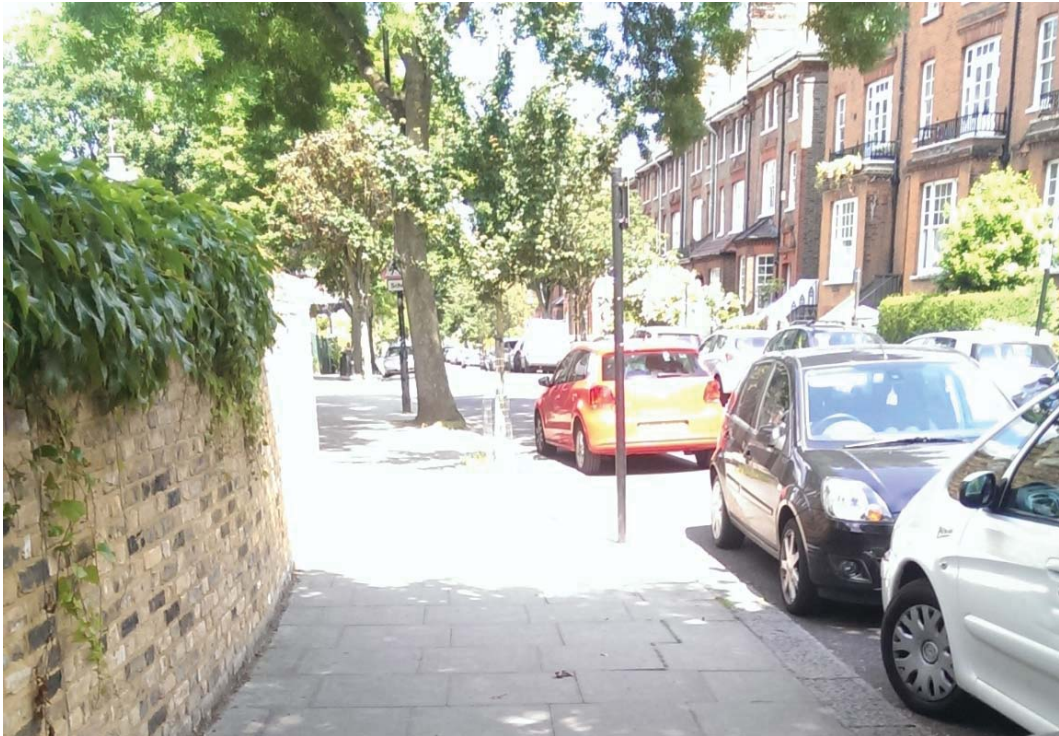
5.5 The photos shown above represent the 'typical' conditions of the links along Highgate Road which the majority of pedestrians will use when moving to and from the development on the routes identified in **Table 3.1**.

5.6 **Photo 3** shows a typical footway on nearby residential roads (Woodsome, Laurier and Boscastle roads) which both achieved overall positive RAG scores (although lower than the links on Highgate Road). The footways have widths varying between 2 – 3m, are well lit, and benefit from desirable gradients.

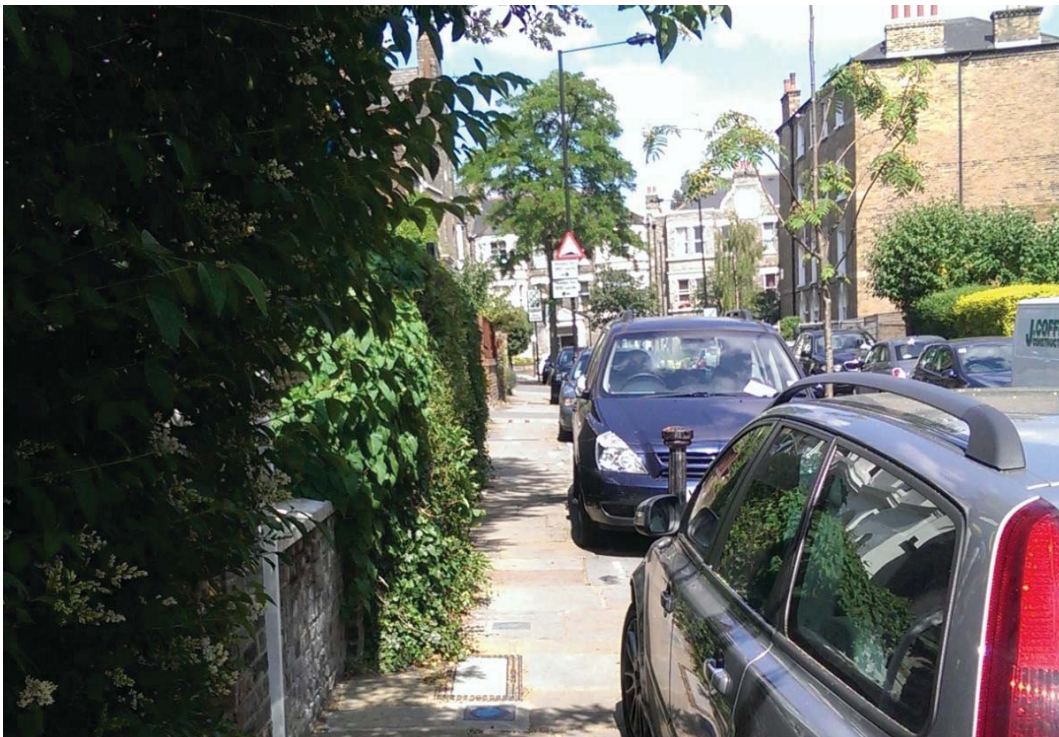
5.7 **Photo 4** shows the footway on the northern side of Chetwynd Road. This link achieved an Amber ('Average') score due to the limited effective width provided for pedestrians, due to the number of obstacles (i.e vegetation and parked cars) and the steep gradient of the road discouraging pedestrians to use this route. Similar conditions were observed along the majority of Chetwynd road. **Photo 5** shows the pedestrian footway along the southern side of Chetwynd Road.

5.8 In summary, and as indicated in **Table 5.1** and **Figure 5.3**, the majority of assessed links benefit from wide pedestrian spaces that are well lit, have accessible waiting areas for public transport, good colour contrasts to assist partially sighted users and well maintained tactile dropped kerb facilities. It is noted that 45% of links assessed on Chetwynd Road achieved only an average score highlighting that other nearby roads provide a more pedestrian friendly route between Tufnell park station and the site.

**Photo 3 – Northern footway, Woodsome Road (Eastbound)**

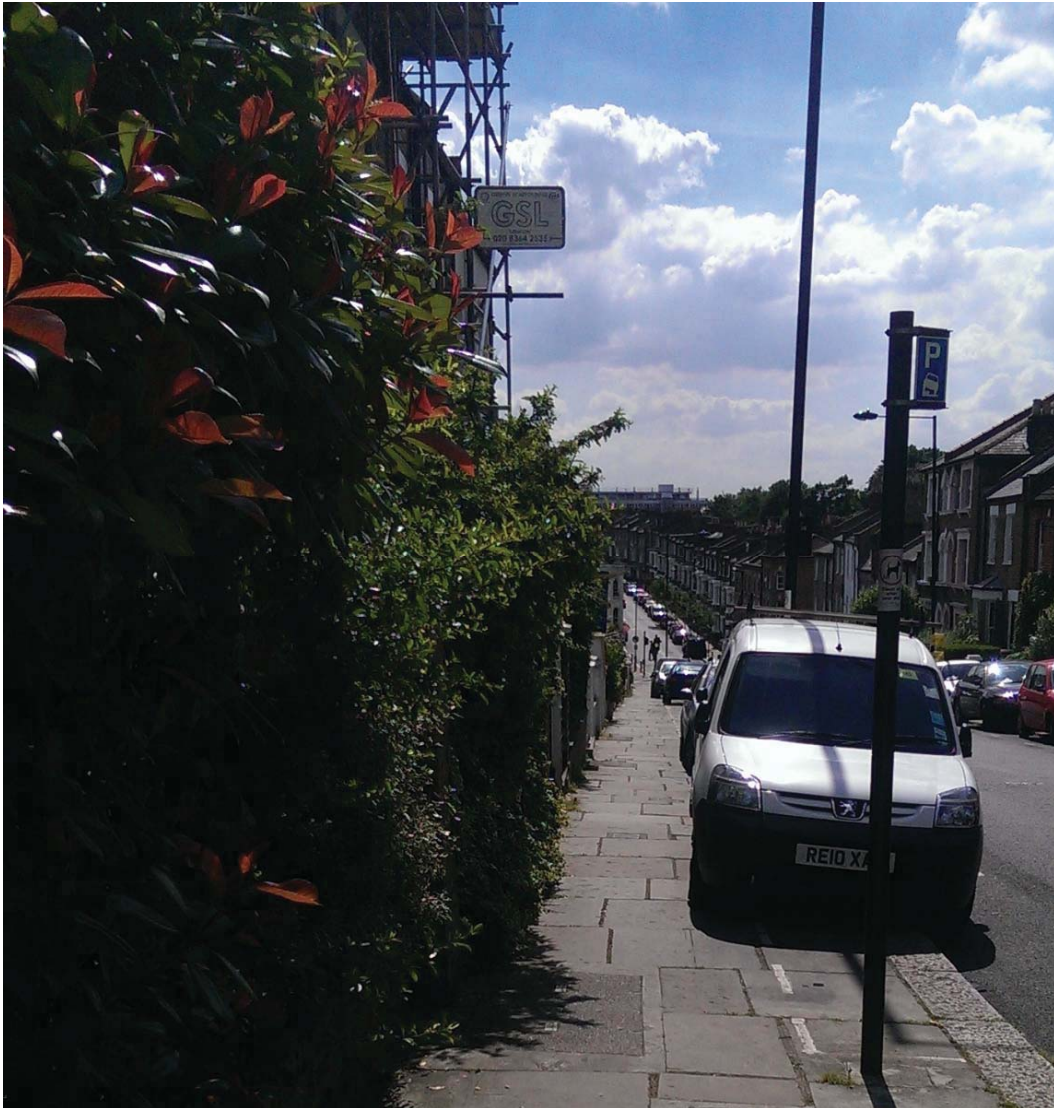


**Photo 4 –Northern footway, Chetwynd Road (Eastbound)**





**Photo 5 – Southern footway, Chetwynd Road (Westbound)**



## 6.0 CROSSINGS

6.1 All crossings between the Site and the closest LU Stations (Gospel Oak and Tufnell park), have formed part of this audit.

6.2 **Table 6.1** below summarises the PERS audit scores for each crossing.

**Table 6.1 – PERS Scores for Crossings**

ID	Crossing	Total Score	RAG
C1	Pedestrian Crossing 1 ( Highgate Rd)	56	Green
C2	Highgate Road/ Gordon House Junction 1	55	Green
C3	Highgate Road/ Gordon House Junction 2	66	Green
C4	Highgate Road/ Gordon House Junction 3	56	Green
C5	Highgate Road/ Gordon House Junction 4	61	Green
C6	Pedestrian Crossing 1 (Gordon House )	49	Green
C7	Pedestrian Crossing 2 (Gordon House )	41	Green
C8	Pedestrian Crossing 2 ( Highgate Rd)	67	Green
C9	Pedestrian Crossing 3 ( Highgate Rd)	64	Green
C10	Chetwynd Road/ York Rise Junction 1	31	Amber
C11	Chetwynd Road/ York Rise Junction 2	30	Amber
C12	Chetwynd Road/ York Rise Junction 3	31	Amber
C13	Chetwynd Road/ York Rise Junction 4	31	Amber
C14	Junction Road/ Darmouth Park Hill Road Junction 1	77	Green
C15	Junction Road /Darmouth Park Hill Road Junction 2	72	Green
C16	Junction Road / Darmouth Park Hill Road Junction 3	76	Green
C17	Junction Road / Darmouth Park Hill Road Junction 4	76	Green
C18	Junction Road / Darmouth Park Hill Road Junction 5	76	Green

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

**Figure 6.1 – PERS Scores for Crossings**



6.4 The majority of the crossings within the audit area were rated as 'Good' (Green). These crossings were judged to display a suitable crossing type, incorporating appropriate tactile paving and dropped kerbs without deviation from pedestrian desire lines. There were no Red ('Poor') ratings for crossings along the assessed routes.

6.5 **Photo 6** shows the pedestrian crossing at Highgate Road (C1). As is evident, the tactile paving and dropped kerbs are fit for purpose, adequately maintained and are located along pedestrian desire lines.

6.6 **Photo 7** shows two of the pedestrian crossings at Chetwynd Rd/ York Rise junction. The legibility, surface quality and gradient of these crossings were poorly rated resulting to an average ('Amber') score for all the crossings at this junction.

**Photo 6 – Pedestrian crossing at Highgate Road**



**Photo 7 – Pedestrian crossings at Chetwynd Rd/ York Rise junction**



## 7.0 PUBLIC TRANSPORT WAITING AREAS

7.1 This section describes the local public transport waiting areas that have been audited by virtue of being located within the agreed audit area.

7.2 **Table 7.1** below summarises the PERS audit scores for each bus stop location.

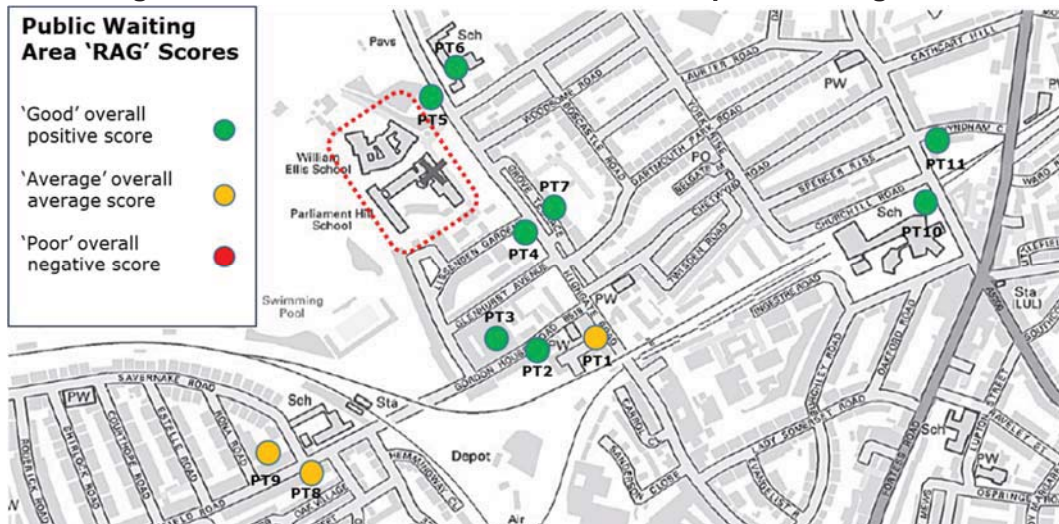
**Table 7.1 – PERS Scores for Public Transport Waiting Areas**

ID	PT Waiting Area	Total Score	RAG
PT1	Gordon House Road (Stop GZ)	31	Amber
PT2	Gordon House Road (Stop GO)	73	Green
PT3	Gospel Oak Station (GG)	62	Green
PT4	Glenhurst Avenue / Lissenden Gardens (GE)	60	Green
PT5	William Ellis School (GF)	65	Green
PT6	William Ellis School (GM)	70	Green
PT7	Dartmouth Park Road (GN)	56	Green
PT8	Gospel Oak Station (GP)	16	Amber
PT9	Gospel Oak Station (GC)	22	Amber
PT10	Dartmouth Park Hill (TH)	45	Green
PT11	Dartmouth Park Hill (TB)	45	Green

7.3 The majority of public transport waiting areas identified in this audit achieved a 'Good' overall score owing to the overall good condition of the considered bus stops/ shelters. Those areas which only achieved 'Average' scores were due mainly to the fact that no shelter/ waiting provision is provided at these stops or because the security measures were considered inadequate resulting to a low safety perception score.

7.4 Figure 7.1 below summarises the locations of the Public Transport Waiting Areas and their respective RAG Ratings.

Figure 7.1 – PERS scores for Public Transport Waiting Areas



7.5 The bus stop located on Gordon House Road as shown in **Photo 8**, is typical of the majority of the Public Transport Waiting Area's identified within this audit. **Photo 9** shows an example of a typical public transport waiting area located on the eastern side of Highgate Road (closest to the Site).

Photo 8 – Gordon House Road (Stop GZ)



Photo 9 – William Ellis School (Stop GM), Highgate Road



## 8.0 ROUTES

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

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

**Table 8.1 – PERS Scores for Routes**

ID	Route	Total Score	RAG
R1	William hill School to Tufnell Park (Through Ingestre Rd)	61	Green
R2	William Hill School to Gospel Oak Station	65	Green
R3	William Hill School to Highgate Rd (Towards Kentish Town)	74	Green

8.3 The total scores for the routes as shown above in **Table 8.1** includes the combined total of weighted scores for links, crossings and pedestrian waiting areas between the site and Tufnell Park LU Station, Gospel Oak LU Station, and part of route towards Kentish Town Station.



## 9.0 CONCLUSIONS

9.1 This document has been produced following a PERS audit of pedestrian 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 for the proposed developments.

9.2 The results of the PERS audit indicate that the existing pedestrian environment is generally of a good quality with the majority of the selected links achieving 'Good' (Green) scorings for links, crossings and public transport waiting areas.

9.3 The environment along the main route to the site from Gospel Oak Station was estimated to be of a good quality. The routes between the site and Tufnell LU Station through Ingestre Road, which evidence suggest to be the most popular route also achieved a 'Good' score. The highest scoring route between the site towards Kentish Town LU Station through Highgate Road was noted as having excellent permeability and able to provide the most direct route. Adequate capacity for pedestrians along all three routes was identified, with well-maintained bus stop facilities and good drop kerb and tactile paving provision present.

9.4 Whilst the majority of the links, crossings and public waiting areas achieved a 'Good' overall score, some sections of footway such as those along Chetwynd Road, as described in **Section 5.6**, were given an 'Average' score (Amber) on the basis of width constraints and obstructions which resulted in unfavourable environment for pedestrians.

9.5 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.

## APPENDIX A



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Job Title  
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**SITE LOCATION**

Client  
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Scale	NTS	Date	JUNE . 14		Designed AJ
Drawn	AJ	Checked	SR		Approved SRB
Job No	13-255	Figure No	FIGURE No.1		Rev