

A6. PERS AUDIT

2013

PERS Audit



Traffic Surveys UK

Prepared for on behalf of
Iceni Projects
October 2013

TrafficSurveys
uk limited

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Executive Summary

Traffic Surveys UK was appointed Iceni Projects to prepare a PERS Audit of the pedestrian environment surrounding a development site on Gordon Road in the London Borough of Camden. The site is bound by Gordon and Endsleigh Place with Euston Train Station to the North of the site.

A Pedestrian Environment Review System (PERS) Audit of the existing public realm around the site was undertaken by Traffic Surveys UK on Tuesday 15th October 2013 in accordance with TfL's 'Pedestrian Environment Review System, Review Handbook Version SA1.1, May 2011' guidance. This report sets out the results of the PERS Audit and forms part of the supplementary information relating to the planning application for the site; and should therefore be read in conjunction with Transport Assessment (TA). The scope of the audit was agreed with Iceni. Items that were reviewed in the assessment included Routes and Crossings. There were no public transport waiting areas (PTWA), Public Spaces, interchanges or Links reviewed in the study area. A total of five Routes and five crossings, were reviewed. Illustration A shows the extent of the study area and the results of the features assessment.

Illustration A:
Features

PERS Audit
Assessment



All features assessed were scored as green (positive overall). The results of the PERS audit therefore indicate that the pedestrian environment around the site is generally of a good quality. This was reflected in green scores for the routes assessed. There were some minor maintenance issues highlighted on routes which would benefit from routine maintenance due to seasonal foliage and gum residue.

1 Introduction

1.1 APPOINTMENT

1.1.1 Traffic Surveys UK was appointed in October 2013 by Iceni Projects to prepare a PERS Audit in relation to a development site/crossing movement with regard to the existing UCL site on Gordon Street London Borough of Camden, in conjunction with a 12 hour survey of the pedestrian and vehicle movements and crossing movements in relation to the UCL main pedestrian entrance and service entrance.

1.2 REPORT PURPOSE

1.2.1 The scope of the audit has been agreed with Iceni Projects and comprises a total of five routes and five crossings.

1.2.2 This document should be read in conjunction with the TA and is submitted in support of the planning application for the proposed development.

1.2.3 The remainder of this report is set out as follows:

- Section 2 details the methodology followed in carrying out this PERS Audit;
- Section 3 to consider the results for each item within the audit; and
- Section 8 summarises and concludes the report.

2 Methodology

2.1 PURPOSE OF AUDIT

2.1.1 This audit has been undertaken in accordance with the guidance provided in TFL's 'Pedestrian Environment Review System, Review Handbook Version SA1.1, May 2011'.

2.1.2 The PERS Audit is based around two key principles:

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

2.1.3 The assessment focuses on five key pedestrian needs referred to as 'the 5Cs':

- Convenience: routes should facilitate the desired journey without undue deviation or difficulty;
- Connectivity: routes should link origins and destination;
- Conviviality: routes should be pleasant to use, with potential for activity within the public realm;
- Coherence: routes should be continuous; and
- Conspicuity: route design should allow the user to be seen by, and to see other pedestrians and vehicles to promote personal security and road safety.

2.1.4 A pedestrian environment where these five elements are in evidence is therefore considered positive.

2.2 PROCESS

2.2.1 The handbook prescribes a five stage process for conducting a PERS audit:

- Stage 1: Definition of study area;
- Stage 2a: Desk top identification of links, crossings, routes and spaces;
- Stage 2b: Collation of existing information;
- Stage 3: On-street evaluation;
- Stage 4: Data analysis using Street audit software; and
- Stage 5: Display and review outputs.

2.2.2 More information about the process can be found within the aforementioned TfL handbook.

2.3 STAGE 1

2.3.1 The audit area was defined, discussed and agreed with Icen Projects based on pedestrian desire lines and routes to and from the site to surrounding amenities and local public transport facilities.

2.4 STAGE 2A

2.4.1 The items that were identified for assessment are summarised in Table 2.1 below and illustrated on Figure 1 and 2. They include links, crossings, PTWAs, public spaces and routes.

Table 2.1 Identified Items for PERS Audit	
ID	Item
Link	
Crossings	
C1	Gordon Road South
C2	Gordon Road North
C3	Gower Place
C4	Endsleigh Gardens
C5	Endsleigh Place
Route	
R1	Gordon Street North West
R2	Gordon Street North East
R3	Gordon Street South West
R4	Gordon Street South East
R5	Endsleigh Place North

2.5 STAGE 2B

2.5.1 Existing information about the audit area and baseline analysis can be found in detail in the TA.

2.5.2 Euston over ground train station is located five minutes' walk north of the site.

2.6 STAGE 3

2.6.1 The on-street evaluation was undertaken on Tuesday 15th October. The weather conditions were wet with scattered showers throughout the day.

2.6.2 The assessment review forms provided in the PERS Handbook were used to assess each item of the audit. These forms consist of a list of characteristics relating to the pedestrian environment, such as, obstructions, lighting and security. The extent to which each characteristic meets the needs of pedestrians is reviewed against a number of criteria which are graded as positive, negative or neutral.

2.6.3 The extent to which the criteria are met then determines an overall score for the specific characteristic. The scores are numeric and range from -3 (very poor) to +3 (very good) as illustrated below. The overall score is then used as a basis of comparison with other pedestrian facilities.



Source: DfT's Pedestrian Environment Review System, Review Handbook, Version 2, July 2006, Fig. 13

2.6.4 The original on-site assessment forms are contained at Appendix A of this report.

2.7 STAGE 4

2.7.1 Streetaudit version 1.1.9.195 was used to analyse the findings of the audit based on the default weighting.

2.8 STAGE 5

2.8.1 The findings for each item reviewed by the audit are set out in Sections 3 to 4 of this report.

3 Crossings

3.1 Scores

3.1.1 Ten crossings were assessed within the PERS Audit as shown in Tables 4.1

Table 4.1 PERS Scores for Crossings (C1 – C5)	C1	C2	C3	C4	C5
Crossing Provision	10	10	20	-10	-5
Deviation from the Desire Line	6	9	9	6	-3
Performance	10	15	20	-5	-5
Capacity	3	3	3	2	2
Delay	9	9	12	-3	-3
Legibility	4	4	2	-1	3
Legibility (sensory Impaired People)	9	-3	-6	9	9
Dropped Kerb	9	6	9	12	9
Gradient	2	4	4	3	4
Obstructions	4	2	2	4	4
Surface Quality	-6	-3	-9	6	12
Maintenance	-2	-2	2	-1	-1
Overall Total Score	58	54	68	22	26
% of Max Total Score	48	45	57	18	22
RAG Score	GREEN	GREEN	GREEN	AMBER	GREEN

4.1.2 The results show that the majority of the crossings assessed achieved a high green score and were therefore positive overall with no particular issues of concern raised by the audit. However C4 raised issues due to the safety of the crossing for the pedestrians and received an 'amber' score. C5 also scored a low percentage figure but this was due to the deviation from the desired line.

3.2 SUMMARY OF CROSSING ASSESSMENT

3.2.1 The crossings in the assessment area were scored as green crossings and positive overall except C4. The crossings are shown in Plates 1 and 2 below.

3.2.2 The majority of crossings provide appropriate and safe crossing for the level of pedestrian movement at each location. C5 (Endsleigh Place) failed to give pedestrians a sufficient crossing capacity throughout with barely enough width for wheelchair users. All Zebra crossings had good capacity and had good performance. However C1 need maintenance due to ponding occurring on entrance and exits.

3.2.3 The majority of crossing coped with capacity for the location with C5 the only one to be viewed as insufficient. It should also be noted that multiple pedestrians cross the roads at points along the street and not a designated crossing points.

3.2.5 Tactile paving and dropped kerbs are provided at all crossings and were generally in a good state of repair. However at C1 the dropped kerbs need maintenance and improved draining and rainfall leaves ponding. C3 showed cracked and uneven tactile slabs that need

replacing and multiple trip hazards with the surface quality across the crossing. This is would be especially dangerous for wheelchair users and sensory impaired people.

3.2.6 The road surface around most crossing was generally in good condition and the surface was even and easy to navigate except that of C3 which has already been highlighted.

Plate 1
C1 Gordon Street South



Plate 2



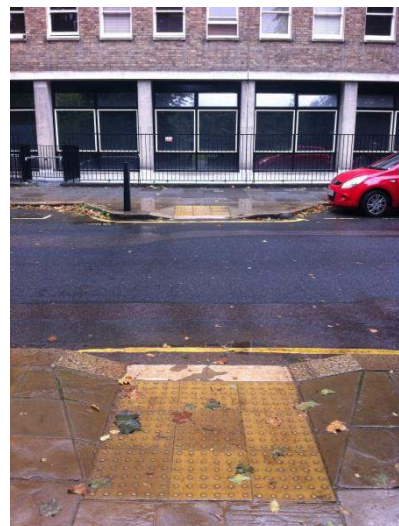
C2 Gordon Street North



C3 Gower Place



C4 Endsleigh Gardens



C5 Endsleigh Place

4 Routes

4.1 SCORES

4.1.1 A total of three routes were examined within the PERS Audit. Table 7.1 provides the scores for the routes reviewed.

Table 7.1 PERS Scores for Routes (R1 – R3)	R1	R2	R3	R4	R5
Directness	20	20	20	-10	20
Permeability	9	9	6	-6	6
Road Safety	-5	-5	-5	-5	10
Personal Security	20	20	20	20	20
Legibility	6	6	6	-3	6
Rest Points	n/a	n/a	n/a	n/a	n/a
Quality of the Environment	2	2	-1	-1	2
Link Reviews	n/a	n/a	n/a	n/a	n/a
Crossing Reviews	15	5	n/a	15	15
Overall Total	67	57	45	10	79
% of Max Score	60	51	40	9	71
RAG Score	GREEN	GREEN	GREEN	AMBER	GREEN

4.1.2 The results show that majority of routes were scored 'green' (positive overall) reflecting the good quality pedestrian environment across the area. However R4 scored a low score when compared to the other routes due to deviation from the desired line when walking on the route and the width of the pavement.

4.2 SUMMARY OF ROUTE ASSESSMENT

4.2.1 In general, the routes were clean and litter free with a few minor maintenance issues on links such as gum residue. There is good pedestrian signage and way finding along the routes. Route two offers a detailed map of the local area which can be seen in plate 4.

4.2.2 Increased seasonal foliage due to survey taking place in autumn is seen in R4 which is big contributor to its low score. The foliage makes the footway slippery and dangerous to the pedestrians and cleaning is of vital importance. Additional concerns were raised in R1 where bird food was placed on the paths (see plate 3)

4.2.3 All routes were well lit across the whole route and good natural surveillance from active uses of CCTV.

4.2.4 No obvious graffiti or vandalism on routes

4.4.5 Parked cars along the routes affect the sightlines for the pedestrians but are road markings prevent cars being parked next to crossing points.

4.4.6 All routes apart from R1 use C1 to gain access to the site entrance.

Plate 3
Route 1



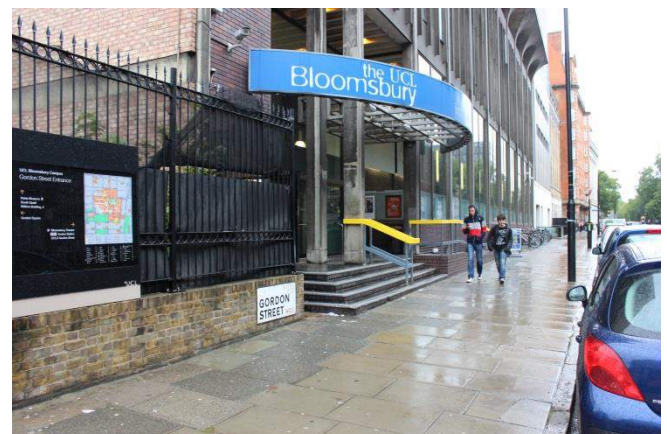
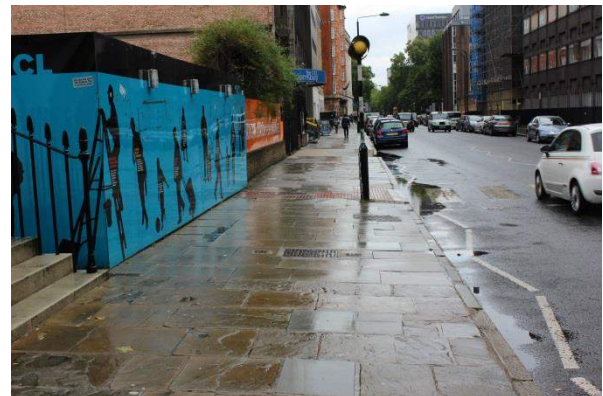
Plate 4

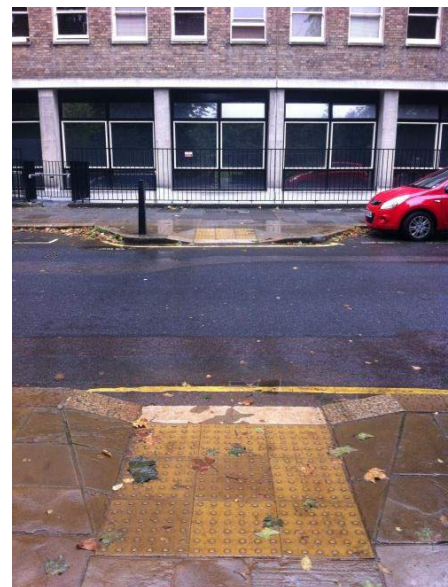
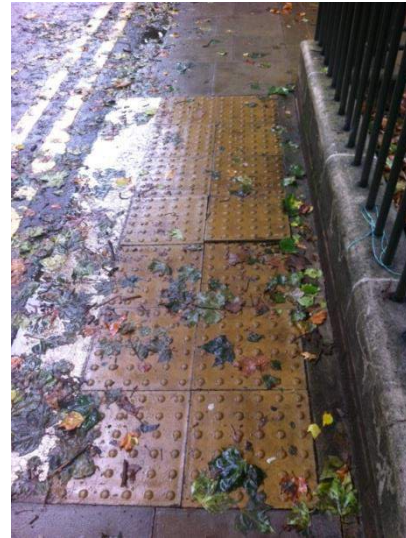
Route 2



Plate 5

Route 3







5 Summary and Conclusion

5.1 SUMMARY

5.1.1 Traffic Surveys UK was appointed by Iceni Projects to prepare a PERS Audit of the existing public realm around Gordon Street.

5.1.2 The scope of the audit was agreed with Iceni Projects. A total of five routes and five crossings were reviewed.

5.1.3 The resulting scores were mainly positive with the majority of features assessed classed as green (positive overall). There were some minor maintenance issues with minor cracks in the tactile on C3. All routes were generally litter free and clean except for gum residue and the occasional confectionary wrapper. A quick fix to improve the quality of the routes would be to remove seasonal foliage and other litter including gum residue on all paths and crossings. Special focus should be taken on R4 to clean the seasonal foliage.

5.1.4 High level of deviation in R4 forced pedestrians to cross crossings away from site (on Endsleigh Place) to complete the route. However this crossing received a 'green' score demining it safe to the user if crossed correctly.

5.1.5 The crossings in the area are generally well maintained with no major issues highlighted by the audit. However all crossing would benefit from routine maintenance due to gum residue.

5.1.6 C3 would benefit from increased maintenance to remove trip hazards and repair the damaged tactile at the crossing. Additionally a change on surface on the road at the crossing point would make the crossing safe for sensory impaired people and wheel chairs users.

5.1.7 The positive scores for the features assessed are reflected in green scores for the route audited.

5.1.8 It should be noted that despite multiple crossing points on routes on observation pedestrians would cross where they felt fit and was more convenient, ignoring the set crossing points.

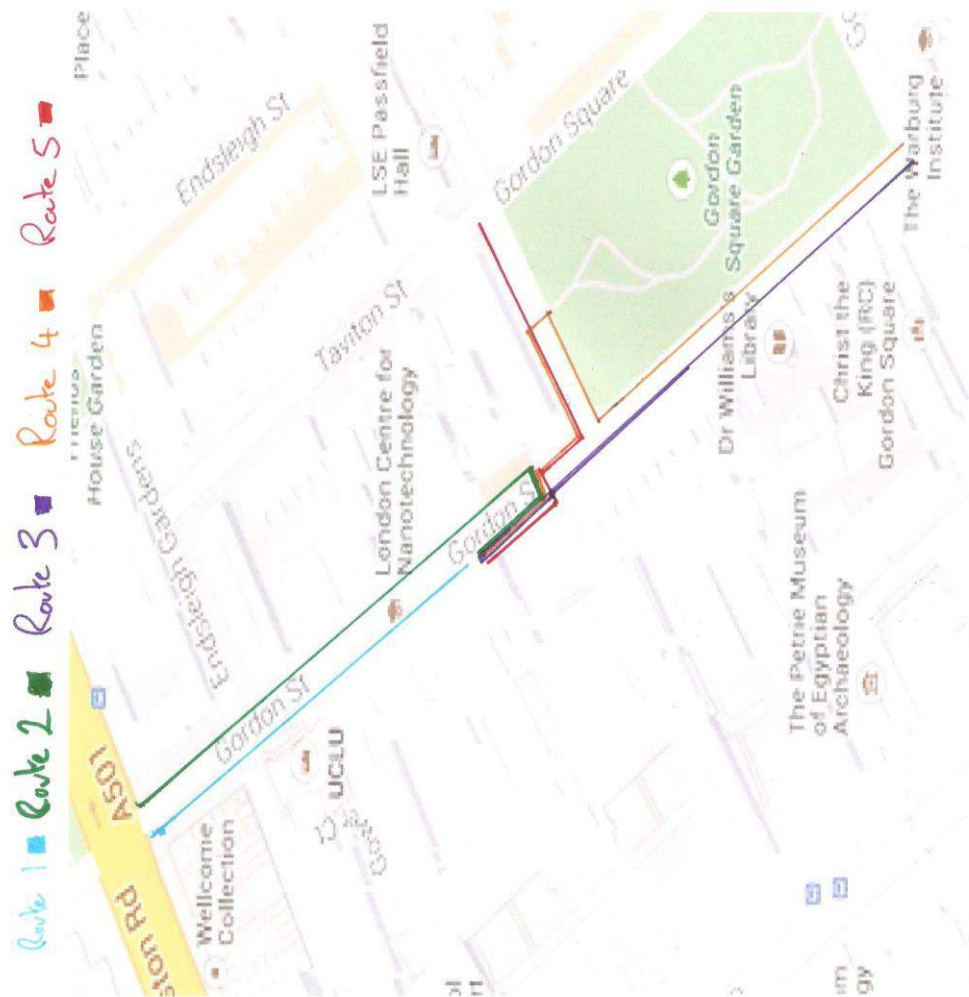
5.2 CONCLUSION

5.2.1 In conclusion, the pedestrian environment around the site was found to be positive overall, fairly well maintained and generally of good quality. Wide footways, good lighting and CCTV across all routes make for a safe environment. However two scores reflect that some major issues were highlighted by the PERS audit in the area surrounding the site. This is of C3 and R4 where increased maintenance and enhanced street cleaning to organise the seasonal foliage on R4. With C3 the tactile is need of being replaced, and road surface treated for trip hazards.

Figures

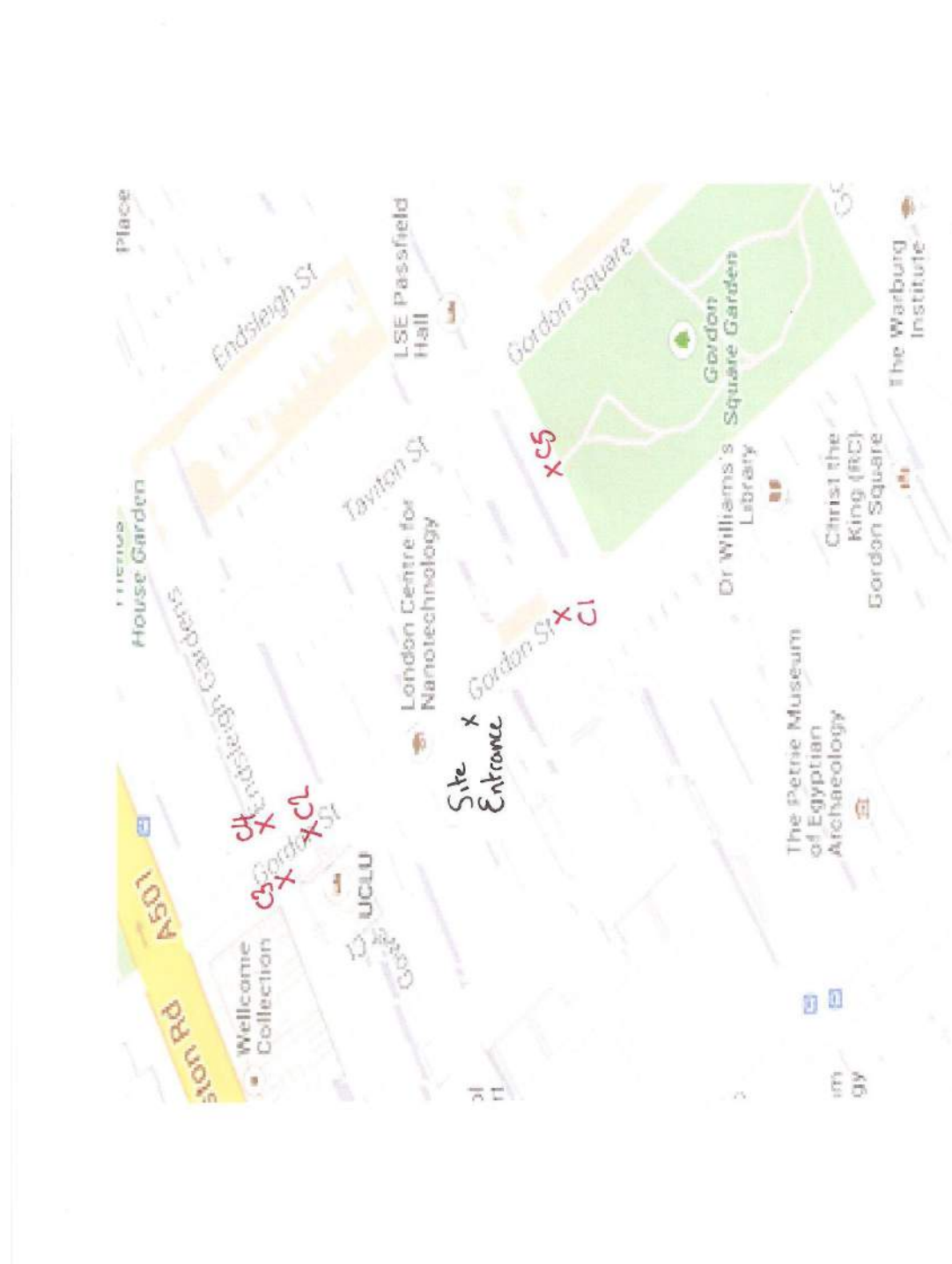
PERS Audit – Gordon Street

Route Assessment



PERS AUDIT – Gordon Street

Features Assessment



Appendices

Appendix A

PERS Audit Site Sheets [Attached as a separate pdf file]

Crossing Assessment Form

Page 1 of 2

Crossing Name:

Gordon Road South

Location:

London

Crossing ID Code:

C1

Reviewer:

JB

Time:

9-13

Date:

15/10/13

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Crossing provision	Type suitable for context	/			+1	Zebra Crossing.	
	Suitable for pedestrian type	/					
	Suitable for pedestrian volume	/					
	Suitable for type of road	/					
	Traffic speeds	/					
	Traffic volumes	/					
Deviation from the desire line	Deviations	/			+1	No barriers	
	Serve likely desire lines	/					
	At grade / by level change	/					
	Pedestrian priority	/					
	Distance minimisation	/					
	Barriers causing deviation	/					
Performance	Crossing operational	/			+1	good sightlines stop markings	
	Safety/protection of pedestrians	/					
	Vehicle behaviour	/					
	Traffic control measures	/					
	Space ownership	/					
	Obstructions to sight lines	/					
Crossing capacity	Minimum dimension standards met	/			+2		
	Peak hour performance	/					
	Pedestrian flows coped with	/					
	Waiting areas/widths	/					
	Refuge capacity	/					
	Width for wheelchair users	/					
Delay	Crossing stages	/			+2		
	Effect of crossing type	/					
	Traffic flow	/					
	Pedestrian phase	/					
	Waiting time	/					
	Crossing time	/					
Legibility	Surface Type continuity	/			+3	Drivers stop where marked.	Gun residue
	Obvious where to cross	/					
	Driver stop line in place	/					
	Delineation for pedestrians	/					
	Positioning of infrastructure	/					
	Lighting	/					

OTHER NOTES

Zebra Crossing with good tactile.

Poor Drainage & drop kerbs need assessing for trip hazards.

Crossing Assessment Form

Page 2 of 2

Parameter	Checklist Factors	Checklist	Overall Score	Design Comments	Maintenance Comments
		+ve +/- -ve	-3 to +3		
Legibility for sensory impaired people	Button position	<input checked="" type="checkbox"/>	+2		
	Audible information	<input checked="" type="checkbox"/>			
	Rotating cones	<input checked="" type="checkbox"/>			
	Tactile information provided/intact	<input checked="" type="checkbox"/>			
	Appropriate Tactile information	<input checked="" type="checkbox"/>			
Dropped kerbs	Colour contrast	<input checked="" type="checkbox"/>	+2		
	Suitable locations	<input checked="" type="checkbox"/>			
	Capacity	<input checked="" type="checkbox"/>			
	Level dropped/flush	<input checked="" type="checkbox"/>			
	Gradient of drop	<input checked="" type="checkbox"/>			
Gradient	Provision	<input checked="" type="checkbox"/>	+1		
	Profile	<input checked="" type="checkbox"/>			
	Crossing at grade	<input checked="" type="checkbox"/>			
	Crossfall evident	<input checked="" type="checkbox"/>			
	Impedience to access	<input checked="" type="checkbox"/>			
Obstructions	Camber	<input checked="" type="checkbox"/>	+3	No obstructions	
	Severity of gradient on approach	<input checked="" type="checkbox"/>			
	Severity of gradient on exit	<input checked="" type="checkbox"/>			
	Obstructions on approach	<input checked="" type="checkbox"/>			
	Obstructions on crossing	<input checked="" type="checkbox"/>			
Surface quality	Location/alignment	<input checked="" type="checkbox"/>	-2	trip hazards. poor reinstallments. Bad drainage.	
	Overhead obstructions	<input checked="" type="checkbox"/>			
	Opaque/tapering obstructions	<input checked="" type="checkbox"/>			
	Tactile warnings	<input checked="" type="checkbox"/>			
	Sight line reduction	<input checked="" type="checkbox"/>			
Maintenance	Permanent obstructions	<input checked="" type="checkbox"/>	-2	needs repairing	Gum residue
	Smoothness/trip hazards	<input checked="" type="checkbox"/>			
	Context suitability	<input checked="" type="checkbox"/>			
	Consistency	<input checked="" type="checkbox"/>			
	Quality of reinstatements	<input checked="" type="checkbox"/>			
	Drainage	<input checked="" type="checkbox"/>			
	Slippery surfaces	<input checked="" type="checkbox"/>			
	Cleanliness	<input checked="" type="checkbox"/>			
	State of repair	<input checked="" type="checkbox"/>			
	Littering	<input checked="" type="checkbox"/>			
	Evidence of neglect	<input checked="" type="checkbox"/>			
	Impact of seasonal foliage	<input checked="" type="checkbox"/>			
	Graffiti/stickers/chewing gum	<input checked="" type="checkbox"/>			
	Evidence of debris	<input checked="" type="checkbox"/>			

QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning and repairs

- ☒ Remove litter and gum stains from the crossing
- ☐ Remove graffiti from infrastructure at the crossing
- ☐ Clear foliage and overhanging branches at crossing
- ☐ Clear blocked drains/gutters to reduce ponding

Signals

- ☐ Repair rotating cone on crossing signals
- ☐ Replace control button at crossing signals
- ☐ Repair 'Wait' illumination bulb in control box
- ☐ Re-align the green man to be visible to pedestrians
- ☐ Repair broken bulbs in the green/red man signal head

Surface quality

- ☐ Highlight crossing area and markings
- ☐ Resurface crossing at sections with ponding
- ☐ Resurface crossing on carriageway with trip hazards
- ☒ Resurface crossing waiting areas with trip hazards

Dropped kerbs and tactile paving

- ☒ Improve existing dropped kerbs so that they are flush and aligned
- ☐ Install new dropped kerbs that are flush and aligned
- ☐ Improve existing tactile paving so that it has correct colour and layout
- ☐ Install new tactile paving with correct colour and layout

Crossing Assessment Form

Page 1 of 2

Crossing Name: Garden Road North

Location: London

Reviewer: JB

Time: 9.00 - 13.00

Crossing ID Code: C2

Date: 15/10/13

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Crossing provision	Type suitable for context	/			+1	traffic Speed high	
	Suitable for pedestrian type	/					
	Suitable for pedestrian volume	/					
	Suitable for type of road	/					
	Traffic speeds	/					
	Traffic volumes	/					
Deviation from the desire line	Deviations	/			+2		
	Serve likely desire lines	/					
	At grade / by level change	/					
	Pedestrian priority	/					
	Distance minimisation	/					
	Barriers causing deviation	/					
Performance	Crossing operational	/			+2	crossing visible but high Speed Cars -	
	Safety/protection of pedestrians	/					
	Vehicle behaviour	/					
	Traffic control measures	/					
	Space ownership	/					
	Obstructions to sight lines	/					
Crossing capacity	Minimum dimension standards met	/			+2	No refuge.	
	Peak hour performance	/					
	Pedestrian flows coped with	/					
	Waiting areas/widths	/					
	Refuge capacity	/					
	Width for wheelchair users	/					
Delay	Crossing stages	/			+2		
	Effect of crossing type	/					
	Traffic flow	/					
	Pedestrian phase	/					
	Waiting time	/					
	Crossing time	/					
Legibility	Surface Type continuity	/			+3	Good lighting	
	Obvious where to cross	/					
	Driver stop line in place	/					
	Delineation for pedestrians	/					
	Positioning of infrastructure	/					
	Lighting	/					

OTHER NOTES

on observation cars speeding on road.
poor drainage & seasonal foliage.

Crossing Assessment Form

Page 2 of 2

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Legibility for sensory impaired people	Button position				-1	replace broken tactile	
	Audible information						
	Rotating cones						
	Tactile Information provided/intact						
	Appropriate Tactile information						
	Colour contrast						
Dropped kerbs	Suitable locations				+1	kerbs not flush!	
	Capacity						
	Level dropped/flush						
	Gradient of drop						
	Provision						
	Profile						
Gradient	Crossing at grade				+3		
	Crossfall evident						
	Impedience to access						
	Camber						
	Severity of gradient on approach						
	Severity of gradient on exit						
Obstructions	Obstructions on approach				+1	no obstructions	
	Obstructions on crossing						
	Location/alignment						
	Overhead obstructions						
	Opaque/tapering obstructions						
	Tactile warnings						
	Sight line reduction						
	Permanent obstructions						
Surface quality	Smoothness/trip hazards				-1	Poor drainage!	
	Context suitability						
	Consistency						
	Quality of reinstatements						
	Drainage						
	Slippery surfaces						
Maintenance	Cleanliness				-2	Seasonal foliage	
	State of repair						
	Littering						
	Evidence of neglect						
	Impact of seasonal foliage						
	Graffiti/stickers/chewing gum						
	Evidence of debris						

QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning and repairs

- ☒ Remove litter and gum stains from the crossing
- ☒ Remove graffiti from infrastructure at the crossing
- ☒ Clear foliage and overhanging branches at crossing
- ☒ Clear blocked drains/gutters to reduce ponding

Signals

- ☐ Repair rotating cone on crossing signals
- ☐ Replace control button at crossing signals
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- ☐ Repair broken bulbs in the green/red man signal head

Surface quality

- ☐ Highlight crossing area and markings
- ☐ Resurface crossing at sections with ponding
- ☐ Resurface crossing on carriageway with trip hazards
- ☐ Resurface crossing waiting areas with trip hazards

Dropped kerbs and tactile paving

- ☐ Improve existing dropped kerbs so that they are flush and aligned
- ☐ Install new dropped kerbs that are flush and aligned
- ☐ Improve existing tactile paving so that it has correct colour and layout
- ☐ Install new tactile paving with correct colour and layout

Crossing Assessment Form

Page 1 of 2

Crossing Name:

Gower Place

Location:

London

Reviewer:

JB

Time:

9-13

Crossing ID Code:

C3

Date:

15/10/13

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Crossing provision	Type suitable for context	/			+3	Simple Road Crossing Low traffic volumes.	
	Suitable for pedestrian type	/					
	Suitable for pedestrian volume	/					
	Suitable for type of road	/					
	Traffic speeds	/					
	Traffic volumes	/					
Deviation from the desire line	Deviations	/			+2	No barriers	
	Serve likely desire lines	/					
	At grade / by level change	/					
	Pedestrian priority	/					
	Distance minimisation	/					
	Barriers causing deviation	/					
Performance	Crossing operational	/			+3		
	Safety/protection of pedestrians	/					
	Vehicle behaviour	/					
	Traffic control measures	/					
	Space ownership	/					
	Obstructions to sight lines	/					
Crossing capacity	Minimum dimension standards met	/			+2		
	Peak hour performance	/					
	Pedestrian flows coped with	/					
	Waiting areas/widths	/					
	Refuge capacity	/					
	Width for wheelchair users	/					
Delay	Crossing stages	/			+3	Low traffic no delay.	
	Effect of crossing type	/					
	Traffic flow	/					
	Pedestrian phase	/					
	Waiting time	/					
	Crossing time	/					
Legibility	Surface Type continuity	/			+1	Good lighting	
	Obvious where to cross	/					
	Driver stop line in place	/					
	Delineation for pedestrians	/					
	Positioning of infrastructure	/					
	Lighting	/					

OTHER NOTES

Cobbled crossing surface causing trip hazards & unsuitable for wheelchairs.

Crossing Assessment Form

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Legibility for sensory impaired people	Button position		/		-2	tactile presents.	needs replacing! Cracked!
	Audible information		/				
	Rotating cones		/				
	Tactile information provided/intact		/				
	Appropriate Tactile information		/				
	Colour contrast		/				
Dropped kerbs	Suitable locations	/			+2		
	Capacity	/					
	Level dropped/flush	/					
	Gradient of drop	/					
	Provision	/					
	Profile	/					
Gradient	Crossing at grade	/			+3		
	Crossfall evident	/					
	Impedience to access	/					
	Camber	/					
	Severity of gradient on approach	/					
	Severity of gradient on exit	/					
Obstructions	Obstructions on approach	/			+1	Drain cover on approach.	
	Obstructions on crossing	/					
	Location/alignment	/					
	Overhead obstructions	/					
	Opaque/tapering obstructions	/					
	Tactile warnings	/					
	Sight line reduction	/					
	Permanent obstructions	/					
Surface quality	Smoothness/trip hazards	/			-3	very un smooth crossings.	
	Context suitability	/					
	Consistency	/					
	Quality of reinstatements	/					
	Drainage	/					
	Slippery surfaces	/					
Maintenance	Cleanliness	/			+1		Gum Residue
	State of repair	/					
	Littering	/					
	Evidence of neglect	/					
	Impact of seasonal foliage	/					
	Graffiti/stickers/chewing gum	/					
	Evidence of debris	/					

QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning and repairs		Surface quality	
<input checked="" type="checkbox"/>	Remove litter and gum stains from the crossing	<input type="checkbox"/>	Highlight crossing area and markings
<input type="checkbox"/>	Remove graffiti from infrastructure at the crossing	<input type="checkbox"/>	Resurface crossing at sections with ponding
<input type="checkbox"/>	Clear foliage and overhanging branches at crossing	<input checked="" type="checkbox"/>	Resurface crossing on carriageway with trip hazards
<input type="checkbox"/>	Clear blocked drains/gutters to reduce ponding	<input type="checkbox"/>	Resurface crossing waiting areas with trip hazards
Signals		Dropped kerbs and tactile paving	
<input type="checkbox"/>	Repair rotating cone on crossing signals	<input type="checkbox"/>	Improve existing dropped kerbs so that they are flush and aligned
<input type="checkbox"/>	Replace control button at crossing signals	<input type="checkbox"/>	Install new dropped kerbs that are flush and aligned
<input type="checkbox"/>	Repair 'Wait' illumination bulb in control box	<input type="checkbox"/>	Improve existing tactile paving so that it has correct colour and layout
<input type="checkbox"/>	Re-align the green man to be visible to pedestrians	<input type="checkbox"/>	Install new tactile paving with correct colour and layout
<input type="checkbox"/>	Repair broken bulbs in the green/red man signal head		

Crossing Assessment Form

Page 1 of 2

Crossing Name: Endsleigh Gardens

Location: London (Central)

Crossing ID Code: C4

Reviewer: JB

Time: 9.00 - 13.00

Date: 15/10/10

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Crossing provision	Type suitable for context				-2	Road crossing.	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				+1	No ped priority No barriers	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority						
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				-1	No control measures.	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				+1	ped flow high in peak hours.	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths						
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-1		
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase						
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				-1	No line for Drivers to stop.	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians						
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

low traffic speeds & volumes make crossing safe but still not suitable as large road and high ped volumes.

C4

Crossing Assessment Form

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Legibility for sensory impaired people	Button position				+2	tactile in good condition	
	Audible information						
	Rotating cones						
	Tactile Information provided/intact						
	Appropriate Tactile information						
	Colour contrast						
Dropped kerbs	Suitable locations				+3		
	Capacity						
	Level dropped/flush						
	Gradient of drop						
	Provision						
	Profile						
Gradient	Crossing at grade				+2	Slight camber + gradient.	
	Crossfall evident						
	Impedience to access						
	Camber						
	Severity of gradient on approach						
	Severity of gradient on exit						
Obstructions	Obstructions on approach				+3		
	Obstructions on crossing						
	Location/alignment						
	Overhead obstructions						
	Opaque/flapping obstructions						
	Tactile warnings						
	Sight line reduction						
	Permanent obstructions						
Surface quality	Smoothness/trip hazards				+1	Surface good but poor drainage.	
	Context suitability						
	Consistency						
	Quality of reinstatements						
	Drainage						
	Slippery surfaces						
Maintenance	Cleanliness				-1		Seasonal foliage? -
	State of repair						
	Littering						
	Evidence of neglect						
	Impact of seasonal foliage						
	Graffiti/stickers/chewing gum						
	Evidence of debris						

QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning and repairs

- ☐ Remove litter and gum stains from the crossing
- ☐ Remove graffiti from infrastructure at the crossing
- ☐ Clear foliage and overhanging branches at crossing
- ☐ Clear blocked drains/gutters to reduce ponding

Signals

- ☐ Repair rotating cone on crossing signals
- ☐ Replace control button at crossing signals
- ☐ Repair 'Wait' illumination bulb in control box
- ☐ Re-align the green man to be visible to pedestrians
- ☐ Repair broken bulbs in the green/red man signal head

Surface quality

- ☐ Highlight crossing area and markings
- ☐ Resurface crossing at sections with ponding
- ☐ Resurface crossing on carriageway with trip hazards
- ☐ Resurface crossing waiting areas with trip hazards

Dropped kerbs and tactile paving

- ☐ Improve existing dropped kerbs so that they are flush and aligned
- ☐ Install new dropped kerbs that are flush and aligned
- ☐ Improve existing tactile paving so that it has correct colour and layout
- ☐ Install new tactile paving with correct colour and layout

Crossing Assessment Form

Crossing Name: *Endsleigh Place*

Location:

Crossing ID Code: *C5*
Date: *15/10/13*

Reviewer: *SB*

Time: *9.00 - 13.00*

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Crossing provision	Type suitable for context	/			-1	Small crossing for volume. No signal or zebra	
	Suitable for pedestrian type	/					
	Suitable for pedestrian volume	/					
	Suitable for type of road	/					
	Traffic speeds	/					
	Traffic volumes	/					
Deviation from the desire line	Deviations	/			-1	crossing away from desired line.	
	Serve likely desire lines	/					
	At grade / by level change	/					
	Pedestrian priority	/					
	Distance minimisation	/					
Performance	Barriers causing deviation	/			-1	parked cars block sightlines	
	Crossing operational	/					
	Safety/protection of pedestrians	/					
	Vehicle behaviour	/					
	Traffic control measures	/					
	Space ownership	/					
Crossing capacity	Obstructions to sight lines	/			+1	very small crossing width for wheelchairs.	
	Minimum dimension standards met	/					
	Peak hour performance	/					
	Pedestrian flows coped with	/					
	Waiting areas/widths	/					
	Refuge capacity	/					
Delay	Width for wheelchair users	/			-1	Small delay depending on traffic	
	Crossing stages	/					
	Effect of crossing type	/					
	Traffic flow	/					
	Pedestrian phase	/					
	Waiting time	/					
Legibility	Crossing time	/			+2	good lighting	
	Surface Type continuity	/					
	Obvious where to cross	/					
	Driver stop line in place	/					
	Delineation for pedestrians	/					
	Positioning of infrastructure	/					
OTHER NOTES	Lighting	/					

Small width crossing.

Crossing Assessment Form

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Legibility for sensory impaired people	Button position		/		+2	tactile ok no need to replace yet.	
	Audible information		/				
	Rotating cones		/				
	Tactile information provided/intact		/				
	Appropriate Tactile information		/				
	Colour contrast		/				
Dropped kerbs	Suitable locations	/			+2		
	Capacity			/			
	Level dropped/flush	/					
	Gradient of drop	/					
	Provision	/					
	Profile	/					
Gradient	Crossing at grade	/			+3		
	Crossfall evident	/					
	Impedience to access	/					
	Camber	/					
	Severity of gradient on approach	/					
	Severity of gradient on exit	/					
Obstructions	Obstructions on approach	/			+3	No obstructions	
	Obstructions on crossing	/					
	Location/alignment	/					
	Overhead obstructions	/					
	Opaque/tapering obstructions	/					
	Tactile warnings	/					
	Sight line reduction	/					
	Permanent obstructions	/					
Surface quality	Smoothness/trip hazards	/			+3	great drainage & no trip hazards	
	Context suitability	/					
	Consistency	/					
	Quality of reinstatements	/					
	Drainage	/					
	Slippery surfaces	/					
Maintenance	Cleanliness			/	-1	Excess seasonal foliage.	
	State of repair	/					
	Littering	/					
	Evidence of neglect	/					
	Impact of seasonal foliage			/			
	Graffiti/stickers/chewing gum			/			
	Evidence of debris	/					

QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning and repairs

- ☐ Remove litter and gum stains from the crossing
- ☐ Remove graffiti from infrastructure at the crossing
- ☐ Clear foliage and overhanging branches at crossing
- ☐ Clear blocked drains/gutters to reduce ponding

Signals

- ☐ Repair rotating cone on crossing signals
- ☐ Replace control button at crossing signals
- ☐ Repair 'Wait' illumination bulb in control box
- ☐ Re-align the green man to be visible to pedestrians
- ☐ Repair broken bulbs in the green/red man signal head

Surface quality

- ☐ Highlight crossing area and markings
- ☐ Resurface crossing at sections with ponding
- ☐ Resurface crossing on carriageway with trip hazards
- ☐ Resurface crossing waiting areas with trip hazards

Dropped kerbs and tactile paving

- ☐ Improve existing dropped kerbs so that they are flush and aligned
- ☐ Install new dropped kerbs that are flush and aligned
- ☐ Improve existing tactile paving so that it has correct colour and layout
- ☐ Install new tactile paving with correct colour and layout

PERS

Route Assessment Form

Route Name:

Gordon Street North West.

Location:

London (Central)

Route ID Code:

R1

Reviewer:

JB

Time:

9.00 - 13.00

Date:

15.10.13

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Directness	Actual distance compared with direct distance	/			+3	Straight road no deviation	
	Evidence of short-cuts	/					
	Deviation due to barriers		/				
Permeability	Frequency of viable crossing points	/			+2	Some parked cars restricting sightlines	
	Access/exit points	/					
	Pedestrian barriers / parked cars	/					
	Traffic flow	/					
	Dropped kerbs	/					
	Road width	/					
	Crossing places/refuge points	/					
	Sightlines	/					
Road safety	Perceived road safety	/			-1	Low volumes but fast speeds of traffic.	
	Traffic speeds/volumes			/			
	Effect of noise, spray and fumes			/			
	Potential for conflict	/					
	Segregation from cyclists	/					
	Casualty record			/			
Personal security	Perceived personal security/sense of crime	/			+3		
	Street activity	/					
	Lighting suitability	/					
	Formal surveillance	/					
	Visibility levels	/					
	Visual appeal	/					
Legibility	Signage continuity	/			+1	Slippery surface trip hazards.	
	Signage clarity	/					
	Information boards/maps	/					
	Surface type			/			
	Tactile information	/					
	Colour contrast	/					
Rest points	Frequency per 100m		/		0		
	Suitability for type of user		/				
	Safe area		/				
	Protection from the weather		/				
	Quality		/				
	Support public activity		/				
Quality of the environment	Public spaces		/		+1		Gum residue + litter
	Cleanliness/maintenance	/					
	Pleasantness/aesthetics		/				
	Soft Landscaping		/				
	Quality of materials and private frontages	/					
	Prompts for activity		/				

OTHER NOTES

Short route with one crossing.
No rest point or PTWA's
Great lighting and CCTV.

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QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning

- ☒ Remove litter and gum stains from the route
- ☐ Remove graffiti from infrastructure along the route
- ☐ Enhanced street cleaning along the route
- ☐ Clear foliage and overhanging branches

Repair

- ☐ Repair benches/seats along the route
- ☐ Repair missing or mis-aligned pedestrian signage along the route
- ☐ Repair malfunctioning street lighting

PERS

Route Assessment Form

Route Name: Gordon Street North East

Location: London (Central)

Route ID Code: R2

Reviewer: JB

Time: 9.00 - 13.00

Date: 15.10.13

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Directness	Actual distance compared with direct distance	/			+3		
	Evidence of short-cuts	/					
	Deviation due to barriers	/					
Permeability	Frequency of viable crossing points	/			+2	Parked cars restricting sightlines.	
	Access/exit points	/					
	Pedestrian barriers / parked cars	/					
	Traffic flow	/					
	Dropped kerbs	/					
	Road width	/					
	Crossing places/refuge points	/					
	Sightlines	/					
Road safety	Perceived road safety	/			-1		
	Traffic speeds/volumes	/					
	Effect of noise, spray and fumes	/					
	Potential for conflict	/					
	Segregation from cyclists	/					
	Casualty record	/					
Personal security	Perceived personal security/sense of crime	/			+3	lighting + CCTV	
	Street activity	/					
	Lighting suitability	/					
	Formal surveillance	/					
	Visibility levels	/					
	Visual appeal	/					
Legibility	Signage continuity	/			+1		
	Signage clarity	/					
	Information boards/maps	/					
	Surface type	/					
	Tactile information	/					
	Colour contrast	/					
Rest points	Frequency per 100m	/			0		
	Suitability for type of user	/					
	Safe area	/					
	Protection from the weather	/					
	Quality	/					
	Support public activity	/					
Quality of the environment	Public spaces	/			+1		Gum residue needs removing.
	Cleanliness/maintenance	/					
	Pleasantness/aesthetics	/					
	Soft Landscaping	/					
	Quality of materials and private frontages	/					
	Prompts for activity	/					

OTHER NOTES

gum residue & litter on route.
good lighting & CCTV.

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QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning

- ☒ Remove litter and gum stains from the route
- ☐ Remove graffiti from infrastructure along the route
- ☐ Enhanced street cleaning along the route
- ☐ Clear foliage and overhanging branches

Repair

- ☐ Repair benches/seats along the route
- ☐ Repair missing or mis-aligned pedestrian signage along the route
- ☐ Repair malfunctioning street lighting

PERS

Route Assessment Form

Route Name:

Garden Street South West

Location:

London

Reviewer:

JB

Time:

9:00 - 13:00

Route ID Code:

R3

Date:

15/10/13

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Directness	Actual distance compared with direct distance	/			+3	No barriers	
	Evidence of short-cuts	/					
	Deviation due to barriers		/				
Permeability	Frequency of viable crossing points	/			+1	Parked Cars on Road	
	Access/exit points	/					
	Pedestrian barriers / parked cars	/					
	Traffic flow	/					
	Dropped kerbs	/					
	Road width	/					
	Crossing places/refuge points	/					
	Sightlines	/					
Road safety	Perceived road safety	/			-1	fast cars speed.	
	Traffic speeds/volumes	/					
	Effect of noise, spray and fumes	/					
	Potential for conflict	/					
	Segregation from cyclists	/					
	Casualty record	/					
Personal security	Perceived personal security/sense of crime	/			+3	lighting + CCTV in area	
	Street activity	/					
	Lighting suitability	/					
	Formal surveillance	/					
	Visibility levels	/					
	Visual appeal	/					
Legibility	Signage continuity	/			+1	Stone pavement Slipping when wet.	
	Signage clarity	/					
	Information boards/maps	/					
	Surface type	/					
	Tactile information	/					
	Colour contrast	/					
Rest points	Frequency per 100m	/			0	No rest points on Route.	
	Suitability for type of user	/					
	Safe area	/					
	Protection from the weather	/					
	Quality	/					
	Support public activity	/					
Quality of the environment	Public spaces	/			-1	large levels of seasonal foliage. large amount of Gum Residue	
	Cleanliness/maintenance	/					
	Pleasantness/aesthetics	/					
	Soft Landscaping	/					
	Quality of materials and private frontages	/					
	Prompts for activity	/					

OTHER NOTES

Short route, No crossing or Rest points.
Great lighting on Route.

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QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning

- ☒ Remove litter and gum stains from the route
- ☒ Remove graffiti from infrastructure along the route
- ☒ Enhanced street cleaning along the route
- ☒ Clear foliage and overhanging branches

Repair

- ☐ Repair benches/seats along the route
- ☐ Repair missing or mis-aligned pedestrian signage along the route
- ☐ Repair malfunctioning street lighting

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PERS

Route Assessment Form

Route Name: Garden Street South East

Location: London

Route ID Code: R4

Reviewer: SB

Time: 9.00 13.00

Date: 15/10/13

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Directness	Actual distance compared with direct distance			/	-2	deviation due to unsafe crossing point.	
	Evidence of short-cuts			/			
	Deviation due to barriers			/			
Permeability	Frequency of viable crossing points			/	-2	large volumes of parked cars. Small width	
	Access/exit points			/			
	Pedestrian barriers / parked cars			/			
	Traffic flow			/			
	Dropped kerbs			/			
	Road width			/			
	Crossing places/refuge points			/			
	Sightlines			/			
Road safety	Perceived road safety			/	-1		
	Traffic speeds/volumes			/			
	Effect of noise, spray and fumes			/			
	Potential for conflict			/			
	Segregation from cyclists			/			
	Casualty record			/			
Personal security	Perceived personal security/sense of crime			/	+3		
	Street activity			/			
	Lighting suitability			/			
	Formal surveillance			/			
	Visibility levels			/			
	Visual appeal			/			
Legibility	Signage continuity			/	-1	broken tactile n Surface is Stone, Slippery when wet.	tactile needs replacing.
	Signage clarity			/			
	Information boards/maps			/			
	Surface type			/			
	Tactile information			/			
	Colour contrast			/			
Rest points	Frequency per 100m			/	0	No Rest Points	
	Suitability for type of user			/			
	Safe area			/			
	Protection from the weather			/			
	Quality			/			
	Support public activity			/			
Quality of the environment	Public spaces			/	-1	Excess Season foliage	
	Cleanliness/maintenance			/			
	Pleasantness/aesthetics			/			
	Soft Landscaping			/			
	Quality of materials and private frontages			/			
	Prompts for activity			/			

OTHER NOTES

Excess foliage needs cleaning due to Garden Square Gardens.
next to route

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QUICK WINS (MAINTENANCE RECOMMENDATIONS)

Cleaning

- ☒ Remove litter and gum stains from the route
- ☐ Remove graffiti from infrastructure along the route
- ☐ Enhanced street cleaning along the route
- ☒ Clear foliage and overhanging branches

Repair

- ☐ Repair benches/seats along the route
- ☐ Repair missing or mis-aligned pedestrian signage along the route
- ☐ Repair malfunctioning street lighting

PERS

Route Assessment Form

Route Name: Endsleigh Place North

Location: London

Route ID Code: R5

Reviewer: JB

Time: 9.00 - 13.00

Date: 15/10/2013

Parameter	Checklist Factors	Checklist			Overall Score -3 to +3	Design Comments	Maintenance Comments
		+ve	+/-	-ve			
Directness	Actual distance compared with direct distance	/			+3	No barriers or short cuts as short route.	
	Evidence of short-cuts		/				
	Deviation due to barriers		/				
Permeability	Frequency of viable crossing points	/			+1	Park cars on route.	
	Access/exit points	/					
	Pedestrian barriers / parked cars	/					
	Traffic flow	/					
	Dropped kerbs	/					
	Road width	/					
	Crossing places/refuge points	/					
	Sightlines	/					
Road safety	Perceived road safety	/			+1	low Traffic Volumes	
	Traffic speeds/volumes	/					
	Effect of noise, spray and fumes	/					
	Potential for conflict	/					
	Segregation from cyclists	/					
	Casualty record	/					
Personal security	Perceived personal security/sense of crime	/			+3	CCTV + lighting across route	
	Street activity	/					
	Lighting suitability	/					
	Formal surveillance	/					
	Visibility levels	/					
Legibility	Visual appeal	/			+1	No Maps. low amounts of tactile information	
	Signage continuity	/					
	Signage clarity	/					
	Information boards/maps	/					
	Surface type	/					
	Tactile information	/					
Rest points	Colour contrast	/			0	No rest Points	
	Frequency per 100m	/					
	Suitability for type of user	/					
	Safe area	/					
	Protection from the weather	/					
	Quality	/					
Quality of the environment	Support public activity	/			+1	Safe and clean environment.	Seasonal foliage + gum residue
	Public spaces	/					
	Cleanliness/maintenance	/					
	Pleasantness/aesthetics	/					
	Soft Landscaping	/					
	Quality of materials and private frontages	/					
	Prompts for activity	/					

OTHER NOTES

Short route with no rest points or public space. No PTWA's & route is clean.

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QUICK WINS (MAINTENANCE RECOMMENDATIONS)

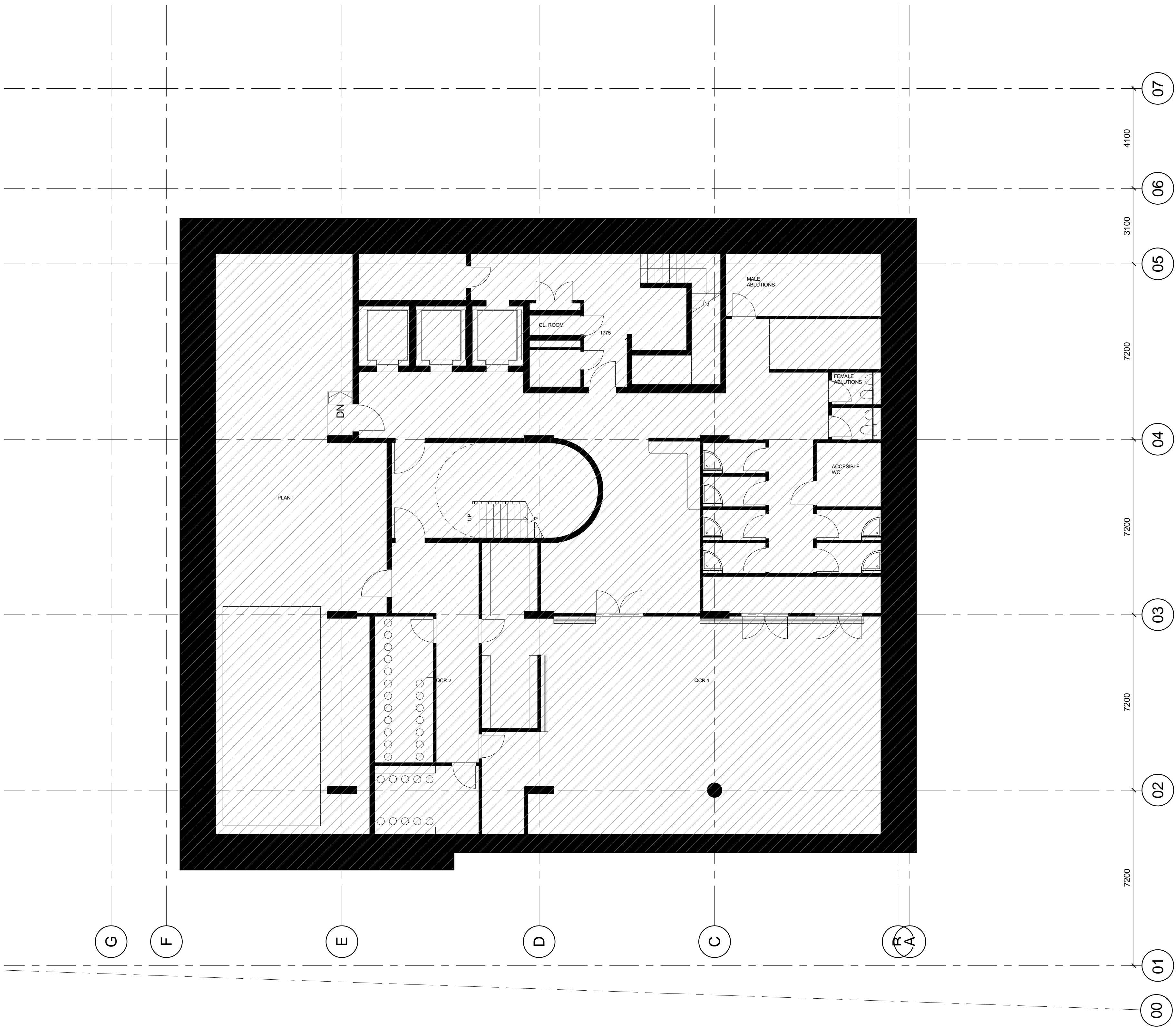
Cleaning

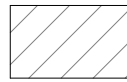
- ☒ Remove litter and gum stains from the route
- ☐ Remove graffiti from infrastructure along the route
- ☐ Enhanced street cleaning along the route
- ☒ Clear foliage and overhanging branches

Repair

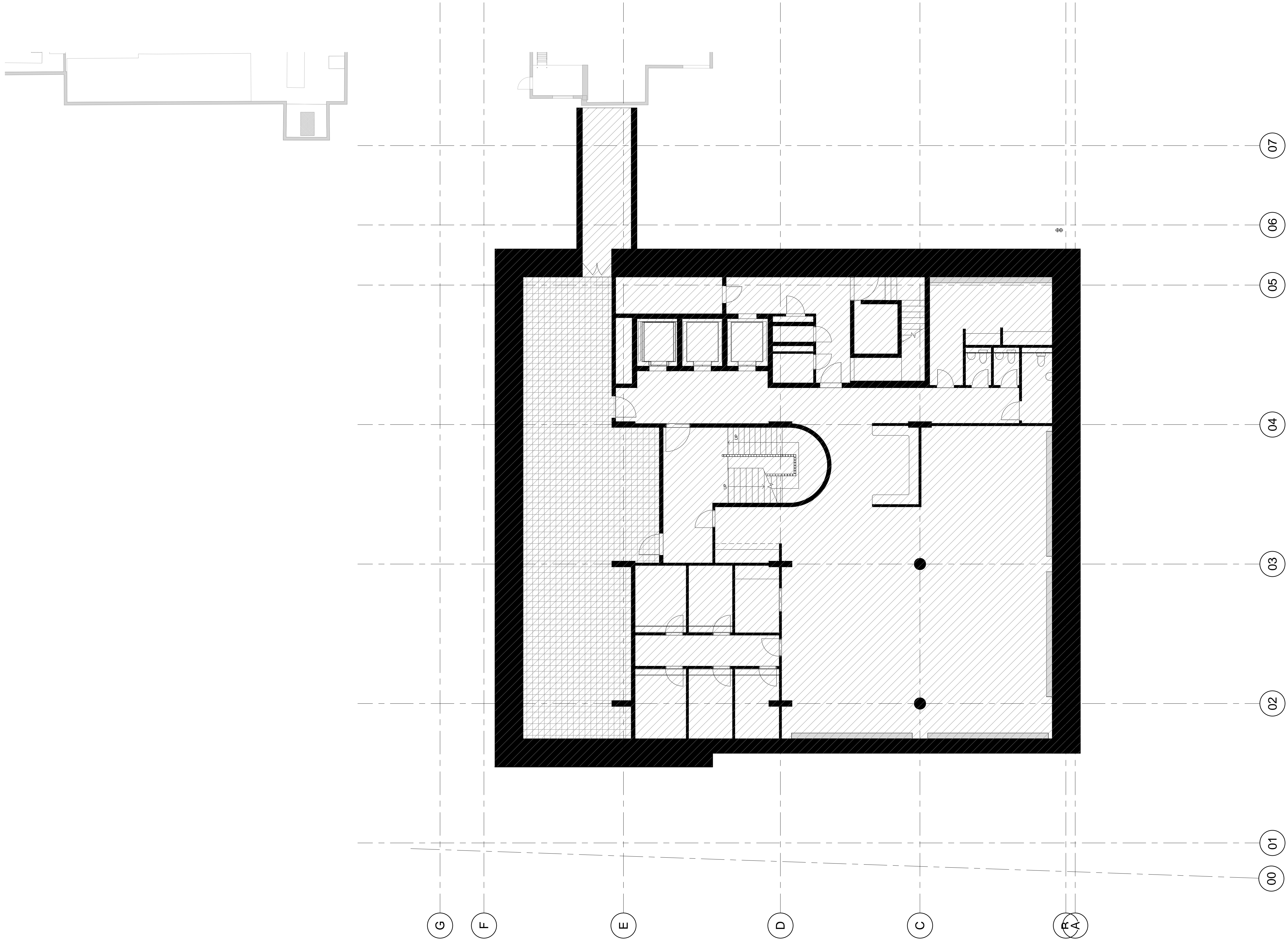
- ☐ Repair benches/seats along the route
- ☐ Repair missing or mis-aligned pedestrian signage along the route
- ☐ Repair malfunctioning street lighting

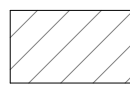
A7. PROPOSED LAYOUT



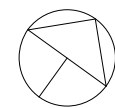
 Gross external floor area

Rev.			Date			Description			<div>Nicholas Hare Architects</div> <div>3 Bamsbury Square London NI 1JL</div> <div>telephone +44 (0)20 7619 1670</div> <div>fax +44 (0)20 7619 1671</div> <div>e-mail 689ucl@nicholas-hare.co.uk</div>	<div>project</div> <div>UCL New Student Centre</div> <div>for University College London</div> <div>title Gross external floor area-Basement 2</div>		
00			15/05/15			First issue						



 Gross external floor area

Rev.	Date	Description
00	15/05/15	First issue



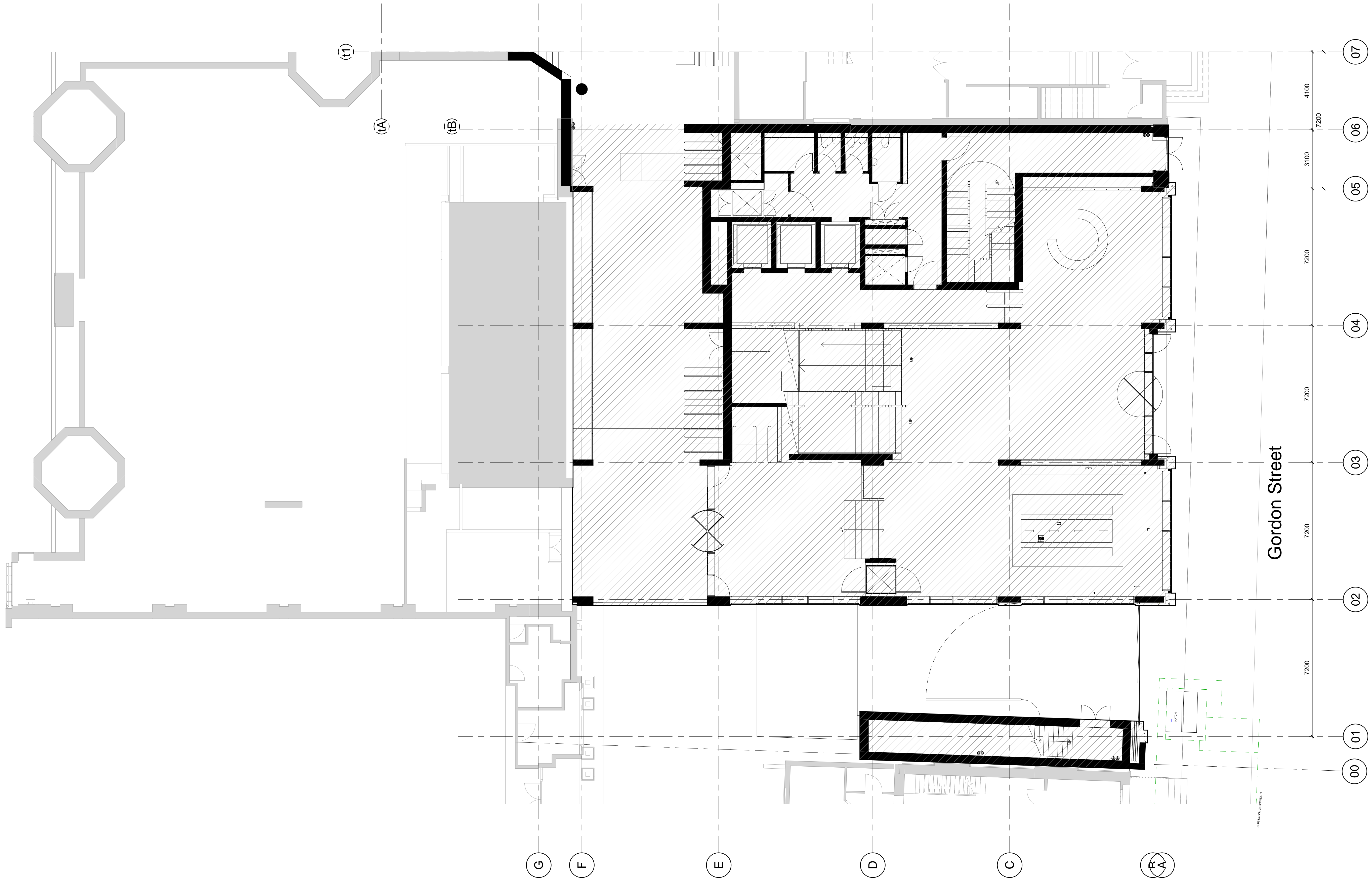
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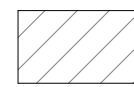
Nicholas Hare Architects
3 Bamsbury Square London NI 1JL
telephone +44 (0)20 7619 1670
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e-mail 689ucl@nicholasshare.co.uk

status **Preliminary**
To be read in conjunction with all relevant information - do not scale

project UCL New Student Centre
for University College London
title Gross external floor area-Basement 1

scale	size	drawing number	rev.
1:200	A1	689-NHA-AR-108	00



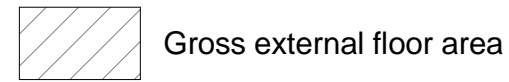
 Gross external floor area

Rev.	Date	Description
00	15/05/15	First issue



0 10m

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status Preliminary To be read in conjunction with all relevant information - do not scale						



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