



## Project Case Study

### Old Street Roundabout PERS Audit

Transport for London (TfL) commissioned TRL to carry out a Baseline PERS audit within the London Boroughs of Islington and Hackney in September 2014 as part of the "Transforming Streets and Places Portfolio". This scheme targets high-profile junctions and gyratories across London and, in conjunction with additional measures included in TfL's Cycle Portfolio, presents the strategic case for significant investment in cycling through an evidence-based approach.

An enhancement of Old Street Roundabout is also specified in the City Fringe Opportunity Area Planning Framework (OAPF) which recognizes Old Street Roundabout as a key strategic interchange which, if replaced with a peninsula layout, could contribute towards significant development and urban realm opportunities.

### The Project

The PERS audit was conducted to assess the current level of service for pedestrians around the Old Street Roundabout and the surrounding area. The results fed into the design proposals and highlighted those areas or components that required the most improvement and, at the same time, acted as a baseline score for future PERS assessments to ascertain the benefits of the proposed scheme. The audit covered a fairly small area comprising a mix of retail and commercial units and Old Street Underground (LU) and Rail Station.

The presence of the LU and National Rail Stations under the roundabout resulted in high pedestrian footfall throughout the day. There were also consistently high vehicle flows on Old Street and City Road through much of the day which had a direct impact on the ability of pedestrians to cross the carriageway quickly and safely.

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TRL undertook a comprehensive on-site assessment within the immediate area to assess the current level of service for pedestrians. The audit was conducted by a team of TRL PERS auditors who completed on-street review forms and evaluated parameters by recording scores and comments. The audit results were entered into the TRL Streetaudit software for further analysis and to provide output for the study report. The report focused on the areas and components identified by the audit as being critical for the safe and efficient movement of pedestrians.

## Objectives

- Undertake a comprehensive on-site audit of all pedestrian and environment components within the study area.
- Prepare a summary report which presents the findings of the audit and assesses the baseline situation.



## Outcomes

The study identified some key themes that were recommended in order to improve the safety, legibility and comfort of the street environment for pedestrians.

These recommendations included:

- Providing and improving existing provision of tactile paving where necessary and ensuring that a consistent approach to the use of tactile paving is adopted.



- Providing regular crossing opportunities so that pedestrians are deterred from crossing the road in unsafe locations. The number of recorded collisions within the circulatory carriageway and lack of provision to access the central island was of particular concern to the study.
- Providing colour contrasting materials to aid in the navigation, orientation and protection of hazards for partially-sighted pedestrians to make the surrounding environment more legible.
- Clearing unnecessary obstructions away from links and crossings to increase effective footway width and lower pedestrian congestion levels and lessen the number of movements away from dropped kerbs. Providing clear pedestrian paths to ensure the safe and efficient movement of pedestrians.
- Reviewing existing or proposed new crossings to ensure there are a minimal number of stages as possible, with short crossing distances and an acceptable level of delay from signal timings. This would result in fewer instances of informal crossings taking place.
- Improving the quality of the environment through increased street cleaning to clear the footways of litter and vegetation, resurfacing to deal with ponding issues, the refitting of street furniture and addition of landscaping.

Overall, the PERS audit identified many areas where improvements could be made to actively promote walking and help to improve the safety, legibility and comfort of the street environment for pedestrians.

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