



"Having worked closely with LB Hillingdon, TRL provided an in-depth, neutral and thorough audit, from which both LB Hillingdon and our client could easily associate. TRL's work provided a springboard for agreed improvements and subsequent contributions to make improvements through the planning process, not just to the benefit of local people but also the enhancement of the future development. We thoroughly endorse TRL and their approach to undertaking fair and just audits".

Crowd Dynamics International Limited

Project Case Study

Union Park Pedestrian and Cycling Audit

Crowd Dynamics International Limited commissioned TRL to carry out a baseline PERS and CERS audit in relation to development proposals at Union Park, Packet Boat Lane within the London Borough of Hillingdon (LBH).

PERS is a pedestrian street audit methodology, combining on-street assessments conducted by trained auditors with a software data analysis and graphical tool for presenting results. CERS is an on-street audit methodology for assessing the cycling environment and cycle facilities in the urban realm.

The Project

The site was formally used as offices with an existing planning consent for 107 residential units. The development proposals were seeking to provide an additional 144 residential units on the site. LBH had requested that a PERS and CERS assessment was conducted to accompany the planning application.

Comprehensive on-site assessments of all pedestrian, cyclist and environment components were taken within the immediate area to assess the current level of service for pedestrians (in the vicinity of the development and nearby bus stops) and for both pedestrians and cyclists (to West Drayton Rail Station and to Brunel University). The audits were carried-out by a team of TRL auditors who completed on-street assessment forms, took photographs and evaluated parameters by recording scores and comments.

Project Case Study - Union Park PERS & CERS Audit

The results of the on-site audits were entered into the TRL Streetaudit software for further analysis and to provide output for the study report. The report focused on areas and components identified by the audit as being critical for the safe and efficient movement of pedestrians and cyclists.

Objectives

- Undertake a comprehensive on-site audit of all pedestrian and environment components within the study area.
- Undertake a comprehensive on-site audit of the pedestrian and cycle routes servicing West Drayton Station and Brunel University.
- Review cycle parking provision at West Drayton Station and Brunel University main access.
- Prepare a summary report which presents the findings of the audit and assesses the baseline situation.



Outcomes

Based on the on-site observations, it was evident for the majority of the audited site that the existing infrastructure coped with current demand levels and the addition of the predicted pedestrian and cyclist flows from the proposed development was unlikely to alter this situation. The study also identified some key themes that were recommended to improve the safety, legibility and comfort for pedestrians and cyclists.



These recommendations included:

- Providing colour contrasting materials to aid in navigation, orientation and protection of hazards for partially sighted pedestrians.
- Providing and improving existing provision of tactile paving to assist visually impaired pedestrians and support their right to use the street environment safely.
- Providing pedestrian or cyclist specific signage, particularly along the audited routes and at cycle parking locations.
- 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 the addition of landscaping.
- Provision of shelter facilities at rest points, bus shelter and cycle parking locations to provide protection from adverse weather conditions and more frequent sheltered seating to assist mobility impaired users.

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

The proposed scheme development was granted planning permission at committee in February 2016.

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