TECHNICAL NOTE TN02

Former Nestle Site, Nestle Avenue, Hayes

CERS AUDIT

Project No. 16018-01 20th January 2017

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APPENDICES

1.0 INTRODUCTION

Preamble and Planning History

1.1 Markides Associates (MA) have been instructed by Barratt London Ltd and SEGRO PLC (the Applicant), to prepare this Technical Note (TN) in support of their development proposals for the Former Nestle Site, Nestles Avenue, Hayes, UB3 4RF (the Site). A site location plan is attached to this TN as **Figure 1.1**.

1.2 The Site is located to the south-east of Hayes Town Centre as shown in **Appendix A**, bounded to the north by the Great Western Rail Line and Grand Union Canal and to the south by Nestles Avenue. The former Nestle Factory has been split into two separate development parcels. The land being redeveloped by Barratt London Ltd is the western portion of the site with the eastern portion being developed by SEGRO for complementary employment uses.

1.3 The Site has an established B2 General Industrial land use and was occupied by Nestle until 2014 when Nestle finally vacated the Site. The Nestle Factory in total has a floor area of approximately 91,000 sqm GFA.

Pre-application discussion

1.4 It was agreed with Hillingdon Council and TfL that a CERS audit be undertaken for the routes connecting the Site with the local area, as well as routes to key facilities and recreation grounds. The exact location of the site is provided in **Appendix A**.

Cycling Environmental Review (CERS)

1.5 This CERS style audit has been prepared by Markides Associates and accompanies a Transport Statement which is in preparation, relating to a proposed development scheme at Former Nestle Site, Nestle Avenue, Hayes ('The Site').

1.6 A site location plan is included as **Appendix A.**

1.7 This report discusses in detail the methodology for the CERS assessment, and identifies a baseline relating to the pedestrian infrastructure and environment in the vicinity of the site. The 'CERS 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 CERS audit has been undertaken following the five stage process outlined below:

Stage 1: Definition of Study Area

2.2 It was agreed with Hillingdon Council and TfL that a CERS audit be undertaken for the routes connecting the Site with the local area, 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 Transport Assessment was also reviewed, including the OS mapping and public transport service data.

Stage 3: On Street Evaluation

2.5 The audit was undertaken on Tuesday 10th January 2016 by two auditors. 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 Street audit assessment forms

2.8 The data collected from the audit was assessed using relevant street audit assessment forms and each element of the study area has been scored accordingly.

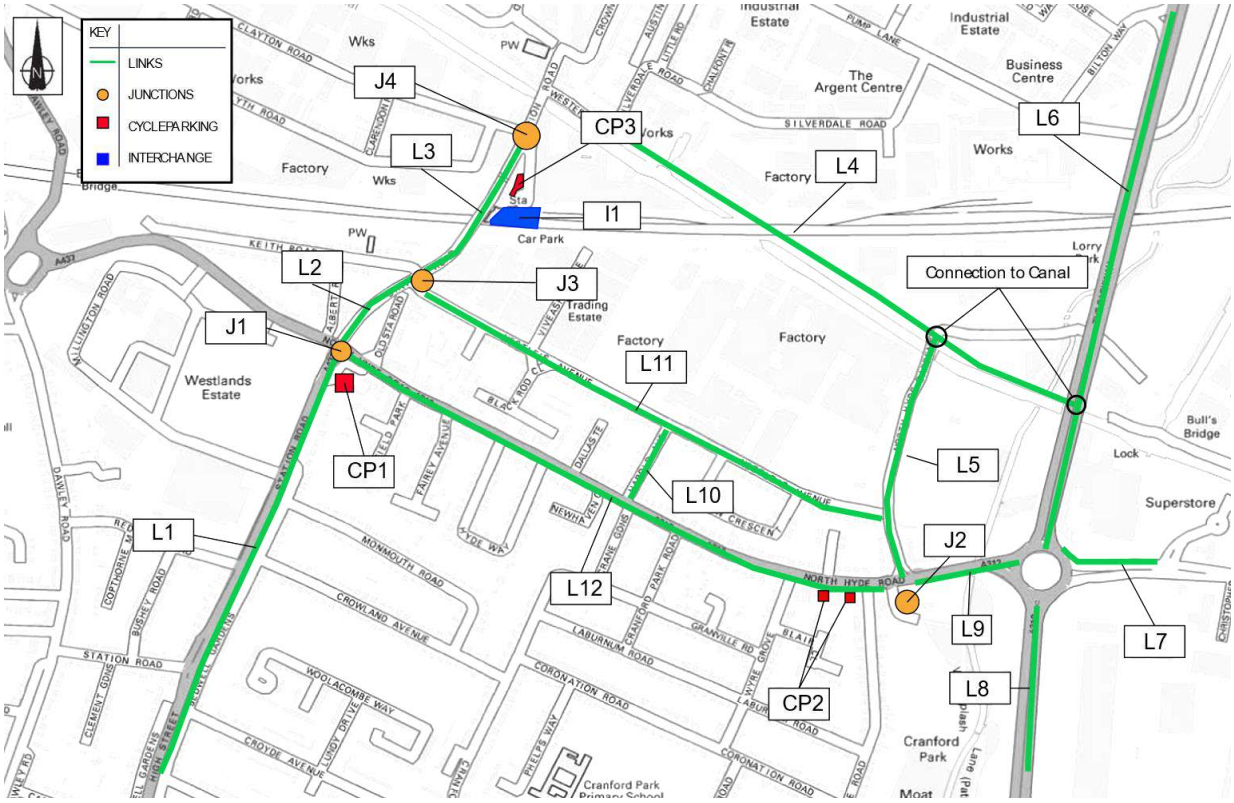
Stage 5: Display and Review of Outputs

2.9 The resultant output from street audit assessment forms has been analysed as outlined in the remainder of this report.

3.0 IDENTIFICATION OF AUDIT MATERIAL

3.1 The links, junctions, cycle parking facilities and interchange areas assessed in the CERS audit are shown in **Figure 3.1** below.

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	Details
	Link
L1	High Street/ Station Road
L2	Station Road (Station Road / North Hyde Road Junction to Station)
L3	Station Road (Hayes and Harlington Station)
L4	Grand Union Canal Towpath
L5	North Hyde Gardens
L6	North Hyde Road / Bulls Bridge Roundabout
L7	Hayes Road/ Bulls Bridge Roundabout Underpass
L8	The Parkway South
L9	North Hyde Gardens
L10	Harolds Road
L11	Nestle Road
L12	North Hyde Road
	Junction
J1	North Hyde Road / Station Road
J2	North Hyde Road / North Hyde Gardens
J3	Nestle Ave / Station Road
J4	Station Road / Clayton Road
	Cycle Parking
PT1	Hayes and Harlington Station
PT2	North Hyde Road/ Station Road
PT3	North Hyde Road Parade
	Interchange
I1	Hayes and Harlington 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, crossing and public transport waiting area has been scored using a relevant street audit assessment form. 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 (Rating 2 to 3);
- Amber – 'Average' overall average score, and (Rating -1 to 1);
- Red – 'Poor' overall negative score. (Rating -3 to -2)

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 Hayes and Harlington Railway Station with such links 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	Place Name	Total RAG Score	RAG
L1	High Street/ Station Road	48	Green
L2	Station Road (Station Road / North Hyde Road Junction to Station)	20	Amber
L3	Station Road (Hayes and Harlington Station)	21	Amber
L4	Grand Union Canal Towpath	10	Amber
L5	North Hyde Gardens	-6	Amber
L6	North Hyde Road / Bulls Bridge Roundabout	47	Green
L7	Hayes Road/ Bulls Bridge Roundabout Underpass	49	Green
L8	The Parkway South	49	Green
L9	North Hyde Gardens	20	Amber
L10	Harolds Road	43	Green
L11	Nestle Road	44	Green
L12	North Hyde Road	29	Amber

5.2 The audit identified that the majority of the cycling links in and around the development site had an overall Good ('Green') RAG score and 'Average' (Amber) RAG score, and no links receiving an overall 'Bad' (Red) RAG score.

5.3 Many of the links benefit from effective widths of both on and off-road cycle links, adequate space / comfort for cyclists, continuity in facility types and surfacing, and good surface quality. **Photo 1** shows a typical cycle link along Nestle Avenue (L11) which is the site's western boundary, and links with Station Road to the west and North Hyde Gardens to the east. **Photo 2** identifies the Harold Avenue cycle link (L10), which will link the site to North Hyde Road. Both links are on-road cycle links and were awarded 'Good' (Green) RAG scores. The cycle links provide a safe cycle route, with a low traffic flow and traffic proximity. The routes were scored highly for surface quality, quality of the environment, effective road widths.

Photo 1 – Nestle Avenue which borders to southern boundary of the site

Photo 2 – Harold Road which links with Nestle Avenue to the north and North Hyde Road to the south

5.4 **Photos 3, 4 and 5** identify some of the cycle links along Station Road, providing cycle links north to Hayes and Harlington Station and town centre and south past ASDA supermarket towards Harlington. **Photo 3** shows the Station Road two-way off-road cycle route, which was given an overall 'Good' (Green) score. The cycle lane is well segregated from the pedestrian pathway, and therefore this route is safe for pedestrians and cyclists. At either end of the cycle route there are Toucan crossings, allowing cyclist to safely cross the road. The cycle lane is of adequate width, with an approximate 3m wide two-way cycle lane. The cycle lane was scored highly for surface quality, signage, personal security and desirable gradients, and therefore will encourage people to travel via bike.

5.5 **Photos 4 and 5** show the off-road cycle links along Station Road (L3) which travel north towards the station. **Photo 4** shows the northbound cycle link and **Photo 5** identifies the southbound cycle link which connects with Nestle Avenue. This link was given an 'Average' (Amber) rating due to the lack of continuity of the link. The link did, however, score highly due to high quality off-street cycle lanes demonstrated in **Photo 4 and 5** below.

Photo 3 – Station Roads Two-way cycle lane

Photo 4 – Northbound off-road cycle lane on Station Road

Photo 5 – Southbound off-road cycle lane on Station Road

5.6 **Photo 6** identifies the Grand Union Canal towpath (L4), which was rated an 'Average' (Amber) RAG score. This cycling link scored high for providing a direct link into the town centre, lack of traffic and traffic proximity. The link scored negativity for lighting, personal security due to the segregation of the pathway and severe ponding along the route which could deter cyclists from using this route.

Photo 6 – Grand Union Canal Towpath

5.7 In summary, and as indicated in **Table 5.1**, the majority of assessed links benefit from wide cycleways, good surface qualities and provide direct and safe access to important social infrastructure.

6.0 JUNCTIONS

6.1 All the main junctions between the Site and the selected destinations, have formed 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	Junctions	Total RAG Score	RAG
J1	North Hyde Road / Station Road	11	Amber
J2	North Hyde Road / North Hyde Gardens	-14	Amber
J3	Nestle Ave / Station Road	33	Green
J4	Station Road / Clayton Road	19	Amber

6.3 The majority of the junction within the audit area were rated as 'Average' (Amber), with one junction being identified as 'Good' (Green). These junctions were judged to display a suitable junction type, capacity and sightlines. There were no Red ('Poor') ratings for crossings along the assessed routes.

6.4 **Photo 7** shows the Nestle Avenue / Station Road junction (J3) which was given a 'Good' (Green) RAG score. The junction was scored highly due to its capacity and lack of delays at the junction. The junction also has good visibility and sightlines for oncoming traffic from both directions and there are no obstructions.

6.5 **Photo 8** identifies the Station Road / North Hyde Gardens junction (J1) which received an 'Average' (Amber) RAG score. The Station Road / North Hyde Gardens junction, is a 4-arm junction, which means the junction received a low score for delays, as on-street cyclist have to wait a while for a green light. The junction scored well for gradient, sightlines and adequate capacity is provided due to Advance Stopping Lines (ASL's) for cyclists to wait safely.

Photo 7 – Nestle Avenue / Station Road junction (J3)

Photo 8 – Station Road / North Hyde Gardens junction (J1)

6.6 In summary, and as indicated in **Table 6.1**, the majority of assessed junctions benefit from appropriate capacity provisions, well maintained surfaces, and even ASL's at junctions. All junction achieved good sightline and good gradient RAG scoring at the assessed junctions.

7.0 CYCLE PARKING

7.1 This section describes the local cycle parking facilities that have been audited by virtue of being located within the agreed audit area.

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

Table 7.1 – CERS Scores for Cycle Parking Facilities

ID	CP Waiting Area	Total RAG Score	RAG
CP1	Hayes and Harlington Station	9	Amber
CP2	North Hyde Road/ Station Road	46	Green
CP3	North Hyde Road Parade	21	Amber

7.3 The audit identified that 2 of the cycle parking facilities in the study area achieved an 'Average' (Amber) total RAG score, with one cycle parking facility achieving a 'Good' (Green) RAG rating. There were no Red ('Poor') ratings for cycle parking facilities along the assessed routes.

7.4 **Photo 9**, identifies the cycle parking provided at the Hayes and Harlington Station (CP1) which is located on Station Approach. The sheffield stands provided received an 'Average' (Amber) score, and received low scores for lack of availability of cycle stands. On the day of audit there were no free stands. The stands also received low scores for evidence of overspill and over parking at stands, which therefore in turn reduced the ease of use, due to overcrowding. The stands also received low scores for lack of shelters, positioning and visibility, as the stands are located on Station Approach which away from the station's main access. The cycle stands were score highly for theft and damage as there was no evidence of cycle theft or any damage to any bicycles locked to the stands on the day of audit.

7.5 Cycle parking stands are provided on Station Road adjacent to the parade of shops at the Station Road / North Hyde Road junction (CP2) and are presented in **Photo 10**. The cycle parking facilities looked reasonably new and of high quality. The stands provided are sheffield stands, and received a 'Good' (Green) rating, due to the lack of litter, high quality durable materials and proximity to trip attractors.

7.6 **Photo 11** presents the cycle parking provided on North Hyde Road (CP3), located adjacent to the parade of shops. This cycle parking facility was awarded an 'Average' (Amber) RAG score, and received its highest scores for its proximity to trip attractors and the sheffield cycle stands provided are suitable for context and provide adequate spacing for bicycles to be locked with ease. The cycle parking facility received a very low score due to lack of shelter and local cycling information, as well as suffering from ponding and littering around the sheffield stand which may deter people from cycling to this a parade of shops.

Photo 9 – Lack of cycle parking availability at Hayes and Harlington Station (CP1)

Photo 10 - Station Road / North Hyde Road Junction Sheffield Stand Facilities (CP2)

Photo 11 – Sheffield Stands suffering from obstructions, litter and ponding on North Hyde Road (CP3)

7.7 In summary, and as indicated in **Table 7.1**, all of the assessed cycle parking facilities benefit from average to good parking facilities. The cycle parking located at the North Hyde parade could be improved, and the cycle parking at the Hayes and Harlington station needs an increased provision and should be sheltered to increase more sustainable modes of travel to the station.

8.0 INTERCHANGE

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

8.2 **Table 8.1** below summarises the CERS audit scores for each bus stop location.

Table 8.1 – CERS Scores for Interchange Facilities

ID	I Waiting Area	Total RAG Score	RAG
I1	Hayes and Harlington Station	26	Amber

7.8 The audit identified that the Hayes and Harlington Station interchange received an overall 'Average' (Amber) total RAG score. The Hayes and Harlington Station is currently in the process of being completely redeveloped and therefore many of the suggested issues might be resolved with the new station. The Hayes and Harlington Station is identified in **Photo 12**.

7.9 The existing Hayes and Harlington Station interchange (I1), scored highly for moving between bus, cycle and train, with all facilities located within close proximity and therefore parking your bike at the station and using the train is a reliable interchange. As discussed above, the cycle parking at the station is overcrowded, with little to no availability on a mid weekday, along with the lack of cycle parking shelters means cyclists may be discouraged from using this interchange.

7.10 Personal safety was rated highly for this interchange, with CCTV, informal surveillance, formal supervision all scoring highly. The station and bus stops provide key information in regards to public transport, however there is no signage or cycle information at the cycle parking facilities.

9.0 CONCLUSIONS

8.1 This document has been produced following a CERS audit of cycle routes / facilities in the vicinity of the site. The scope of this study was agreed with Hillingdon Council and TfL prior to commencement and forms part of the Transport Assessment accompanying the planning application for the proposed developments.

8.2 The results of the CERS audit indicate that the existing cyclist environment is generally of a good quality with the majority of the selected routes achieving 'Average' (Amber) and 'Good' (Green) scorings for links, junctions, cycle parking facilities and interchanges areas.

8.3 Whilst the majority of the links, junctions, cycle parking facilities and interchanges areas achieved an average to good overall RAG score, some sections of cycle parking would be encouraged to be improved as presented above. Cycle parking at the Hayes and Harlington Station, as presented in **Section7.4**, received and 'Average' score due to overcrowding and lack of availability of cycle parking spaces, therefore on that basis, increase provision would be encouraged. **Section 7.5**, also identified that the cycle parking provided at the North Hyde parade was of poor environmental quality and suffered from obstructions, ponding and litter, which should be improved.

8.4 Overall, it was noted that during the day of the site visit / audit, there were a high level of HGV movements along North Hyde Road and the Bulls Bridge Roundabout, but very few in the town centre, Station Road and Nestle Avenue. Nor were there any observed incidents of serious user conflicts on any of the assessed routes.

APPENDIX A – SITE LOCATION PLAN

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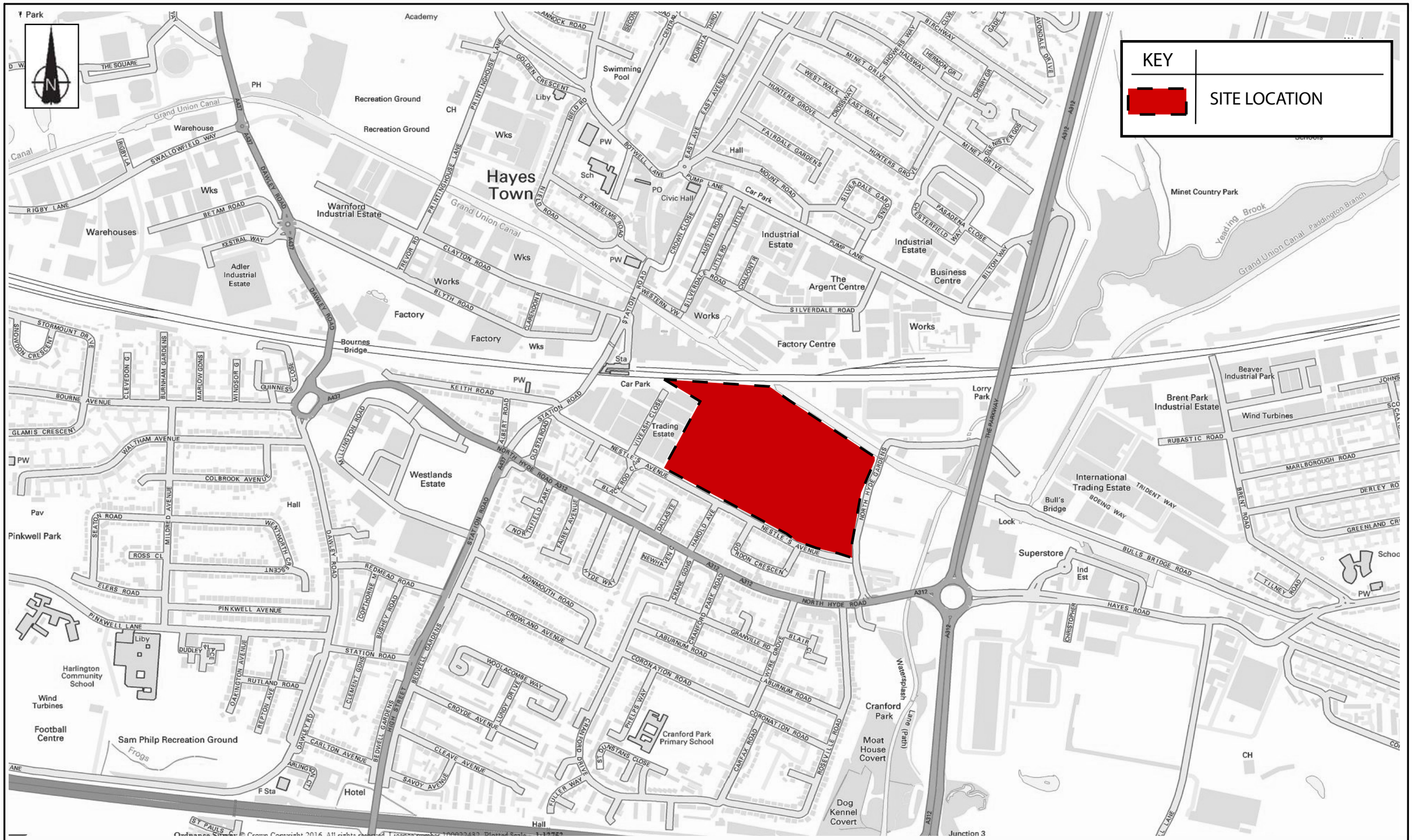

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Job Title
FORMER NESTLE SITE, HAYES

Drawing Title
SITE LOCATION PLAN

Client
SEGRO PLC
AND BARRATT LONDON

Scale	Date	Designed
NTS	FEB `17	GE
Drawn	Checked	Approved
SEC	JB	JB
Job No		Rev
16-018-01	APPENDIX A	A