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# Project 200 University College School, Hampstead

## Transport Assessment

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Job Number: **30645**  
Document Reference: **0001**

Date	Revision	Notes/Amendments/Issue Purpose
16 <sup>th</sup> December 2023	P01	Issued for Planning
21 <sup>st</sup> February 2024	P02	Revised following comments, ATZ section added

# Note:

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<b>Acronyms</b>	
ATZ	Active Travel Zone
BREEAM	Building Research Establishment Environmental Assessment Methodology
CTS	Camden Transport Strategy
DfT	Department for Transport
HSA	Healthy Streets Approach
IHT	The Institution of Highways and Transportation
LBC	London Borough of Camden
LCDS	London Cycling Design Standards
LP	London Plan
MTS	Mayors Transport Strategy
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
P&M	Price and Myers
PIA	Personal Injury Accident
PPG	Planning Policy Guidelines
PTAL	Public Transport Accessibility Level
SPD	Supplementary Planning Document
STP	School Travel Plan
STARS	Sustainable Travel: Active, Responsible, Safe
TA	Transport Assessment
TfL	Transport for London
TSSR	Transport Statement Scoping Report
UCS	University College School
VZAP	Vision Zero Action Plan

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# 1 Introduction

- 1.1 This Transport Assessment (TA) has been prepared by Price & Myers on behalf of University College School (UCS) to support a planning application for a new development on the Senior School site (hereafter referred to as the 'Proposed Development') at Frognaal, Hampstead, London, NW3 6XH (hereafter referred to as 'the Site'). The TA will consider the impact of the proposed development on the local transport network as well as considering the accessibility of the site for all modes of transport.
- 1.2 The proposal comprises the improvement of existing School facilities. The full and partial demolition of existing buildings and three tennis courts are proposed to make way for a new part single and double storey building. The new building will provide educational facilities including dedicated space for music, drama, classrooms, catering space, medical facilities and ancillary accommodation. The tennis courts are to be replaced at roof level. The development includes extensions and enhancements to landscaping.
- 1.3 A Transport Statement Scoping Report (TSSR) was submitted to LBC on 03/11/23. A pre-application workshop took place on 09/11/23 with the LBC Transport Planning department and subsequent feedback was given as part of a pre-application process on 05/12/23.
- 1.4 This TA has been prepared in accordance with Transport for London's (TfL's) and LBC's guidance as well as guidance set out by the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). The Department for Transport (DfT) "Guidance on Transport Assessment" has also been consulted where necessary. This document was superseded by Transport Evidence Bases in Plan Making" in 2014, however, the superseded guidance is still considered relevant where the subject matter is not dealt with in the revised guidance. The London Plan (LP) has also been referred to. Various policy documents that have been published by LBC have been referenced in the compilation of the TA, such as Camden's Transport Strategy (CTS) 2019 to 2041. This TA has also been compiled to comply with 'Tra01' BREEAM credits.
- 1.5 The TS has been produced in accordance with the Mayors Transport Strategy (MTS) in mind. The Healthy Streets Approach (HSA) and Vision Zero Action Plan (VZAP) have been considered.
- 1.6 The TA is set out as follows:
- Section 2 includes a summary of the national, regional and local policy documents, with relevant extracts included.
  - Section 3 examines the site conditions including the location, access and current usage as well as the current highway conditions. It also includes records of accidents in the vicinity of the proposed development.
  - The accessibility of the site is described in Section 4.

- An Active Travel Zone Assessment has been undertaken in accordance with the HSA and included in Section 5.
- The proposed development is described in Section 6, including the access conditions and cycle and car parking arrangements.
- Existing and proposed use travel patterns are set out in Section 7.
- Section 8 gives the summary and conclusions.

1.7 A School Travel Plan (STP) exists for UCS and covers the Pre-App, Junior Branch and Sports Fields sites as well as the Senior School. The overall aim of the TP is to promote the use of sustainable modes of transport, thus reducing the number of new car trips generated by staff, students and visitors. The STP was last updated on 20/06/22, however, recent survey information from November has been appended to the STP. Refer to Appendix B.

## 2 Policy Context

### 2.1 Policies

2.1.1 A number of relevant National, Regional and Local related Transport policy and guidance is available. The following section describes each and outlines the essential considerations that have informed this TA.

### 2.2 National Planning Policy Framework (NPPF), 2021

2.2.1 The NPPF was revised on 20th July 2021 replacing previous versions and all existing Planning Policy Statements and Planning Policy Guidelines, including PPG13. The framework seeks to promote sustainable development and assess whether sufficient opportunities for sustainable transport, dependent on each specific development, have been taken up.

2.2.2 The NPPF sets out the overarching guidance for development in England and states "*Transport issues should be considered from the earliest stages of plan-making and development proposals, so that... opportunities to promote walking, cycling and public transport use are identified and pursued... "*

2.2.3 As part of the framework, developments should only be prevented or refused on transport grounds where the residual impacts of development are severe.

2.2.4 Pedestrian and cycle movements with low conflict between traffic and pedestrians and cyclists should be prioritised as well as easy access to quality public transport services.

### 2.3 Planning Practice Guidance (PPG) - Travel Plans, Transport Assessments and Statements, Department for Communities and Local Government, 2014

2.3.1 The supporting PPG provides a section on the importance of a TA. It states that they positively contribute to:

- *"Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

2.3.2 When producing the report, there are a few key principles that should be taken into account. The report should be:

- *“Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

## **2.4 The London Plan (LP), 2021**

- 2.4.1 The LP sets out the guidance and advice on the Mayor’s planning duties and powers. It states that *“Crucially, the plan also details how City Hall’s housing, social, economic, cultural, environmental and transport policies tie together to achieve maximum impact. This integration across different policy areas is key to creating the conditions for sustainable growth.”*
- 2.4.2 Chapter 10 sets out the policies relating to transport. Policy T1 ‘Strategic approach to transport’ sets the standard for the others:
- *“Development Plans should support, and development proposals should facilitate:*
    - *The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041;*
    - *The proposed transport schemes set out in Table 10.1.*
  - *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”*
- 2.4.3 Paragraph 10.1.1 of Policy T1 states that: *“The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners’ dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor’s Transport Strategy (MTS) seek to deliver, London cannot continue to grow sustainably. To achieve sustainable growth, Development Plans should support walking, cycling and public transport through policies that support mode shift and the schemes in Table 10.1. Development proposals should facilitate sustainable travel through their location and design and by not precluding the implementation of the schemes in Table 10.1.”* [Table 10.1 sets out an indicative list of transport schemes].

The chapter promotes sustainable transport through many policies. The key policies considered in this report are:

- Policy T1 Strategic approach to transport;
- Policy T2 Healthy Streets;
- Policy T3 Transport capacity, connectivity and safeguarding;
- Policy T4 Assessing and mitigating transport impacts;
- Policy T5 Cycling;
- Policy T6 Car parking;
- Policy T6.1 Residential parking;

## **2.5 The Mayor's Transport Strategy (MTS), 2018**

2.5.1 Whilst published in 2018 this document outlines the transport strategy up to 2050.

2.5.2 The strategy uses the Healthy Streets Approach, which is applied to the whole transport system to help create:

- *“Healthy Streets and healthy people: streets make up 80% of London's public spaces - making them Healthy Streets will improve the quality of life for everyone in London;*
- *A good public transport experience: public transport is the most efficient way for people to travel distances that are too long to walk or cycle. A seamless, 'whole-journey' experience will provide an attractive alternative to using the car; and*

2.5.3 Three Action Plans have been developed to support the strategy:

- Walking Action Plan – *“Aimed at making London the world's most walkable city, with a target to increase the number of walking trips by more than one million a day by 2024.”*
- Vision Zero – *“Aimed to eliminate all deaths and serious injuries on London's transport system.”*
- Freight and Servicing Action Plan – *“Aims to support safe, clean and efficient movement of freight in our city.”*

## **2.6 Camden Planning Guidance: Transport, 2021**

2.6.1 This guidance document is a Supplementary Planning Document (SPD) intended to support the respective policies within the Camden Local Plan.

2.6.2 This document helps to distinguish when the requirements set out in the LP are to be followed or if further requirements are stipulated by LBC.



## 2.7 Camden Transport Strategy (CTS) 2019 – 2041

2.7.1 The CTS was adopted in April 2019 and sets out long term goals and transport objectives for the borough over the next 20 years.

2.7.2 It sets out the objectives, policies and key schemes which will facilitate a shift to more sustainable travel modes:

- *“Objective 2: to reduce car ownership and use, and monitor traffic levels in Camden*
- *Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all.”*
- *“Objective 6: To deliver an efficient, well maintained highway network.”*

2.7.3 These objectives are to be fulfilled by prioritising investment in the following areas:

### Objective 2:

*“IP2a: Extending Santander Cycle Hire and other forms of cycle hire to as many areas of the Borough as feasible. ”*

*“IP2b: Securing enhancements to public transport networks in areas of low PTAL in Camden where car mode share/trips are high. ”*

### Objective 3:

*“IP3a: delivering enhanced provision of step-free access to stations in Camden, with a short term focus on Kentish Town and West Hampstead stations and future locations to be identified.”*

*“IP3b: implementation of committed station upgrades at Camden Town and Holborn (Network Rail/TfL).”*

*“IP3c: provision of high quality step-free access to all new major transport infrastructure in the Borough, including existing commitments to HS2 and Crossrail 2 stations.”*

*“IP3d: Ensuring greater space for pedestrian flow and level access along the pavement, by delivering in full, the original proposed scheme which removes the old and redundant West Hampstead Overground station building.”*

### Objective 6:

*“IP6a: the re-instatement and continued funding of the Principal Road Network maintenance grant from TfL for all Boroughs, as part of the Local Implementation Plan, to ensure we can properly maintain our core highways network in Camden.”*

*“IP6b: identification of, and securing funding for, bus priority improvements across relevant sections of Camden’s highways network.”*

*“IP6c: working with BIDs and major landowners to establish necessary physical and technological infrastructure to minimise freight and servicing motor traffic movements.”*

2.7.4 As part of the pre-application feedback the Transport Planning team indicated the commitments which are considered most relevant to this application, following a progress review of the CTS in December 2022, these included:

- i. A northbound (uphill) segregated cycle lane on Fitzjohn's Avenue, with pedestrian improvements at side road junctions is proposed to be implemented as part of the 'Healthy Routes -strategic cycling corridors' programme of works.
- ii. The expansion of the dockless e-bike and e-scooter hire network; and
- iii. The implementation of the CTS Cycling Action Plan.

# 3 Existing Site Conditions

## 3.1 Introduction

3.1.1 This section describes the site location, existing conditions at, and in the vicinity of, the site. The local highway network is described and the opportunities for walking, cycling and public transport travel to and from the site are explored.

## 3.2 Location and Current Use

3.2.1 The site is located within the LBC, bound on the western side by a public highway called Froggnal and surrounded by residential properties on all other sides. The site address is University College School, Senior Branch, Froggnal, Hampstead, NW3 6XH. The site has approximate OS coordinates of 526200mE 185400mN. Refer to Figure 3.1.

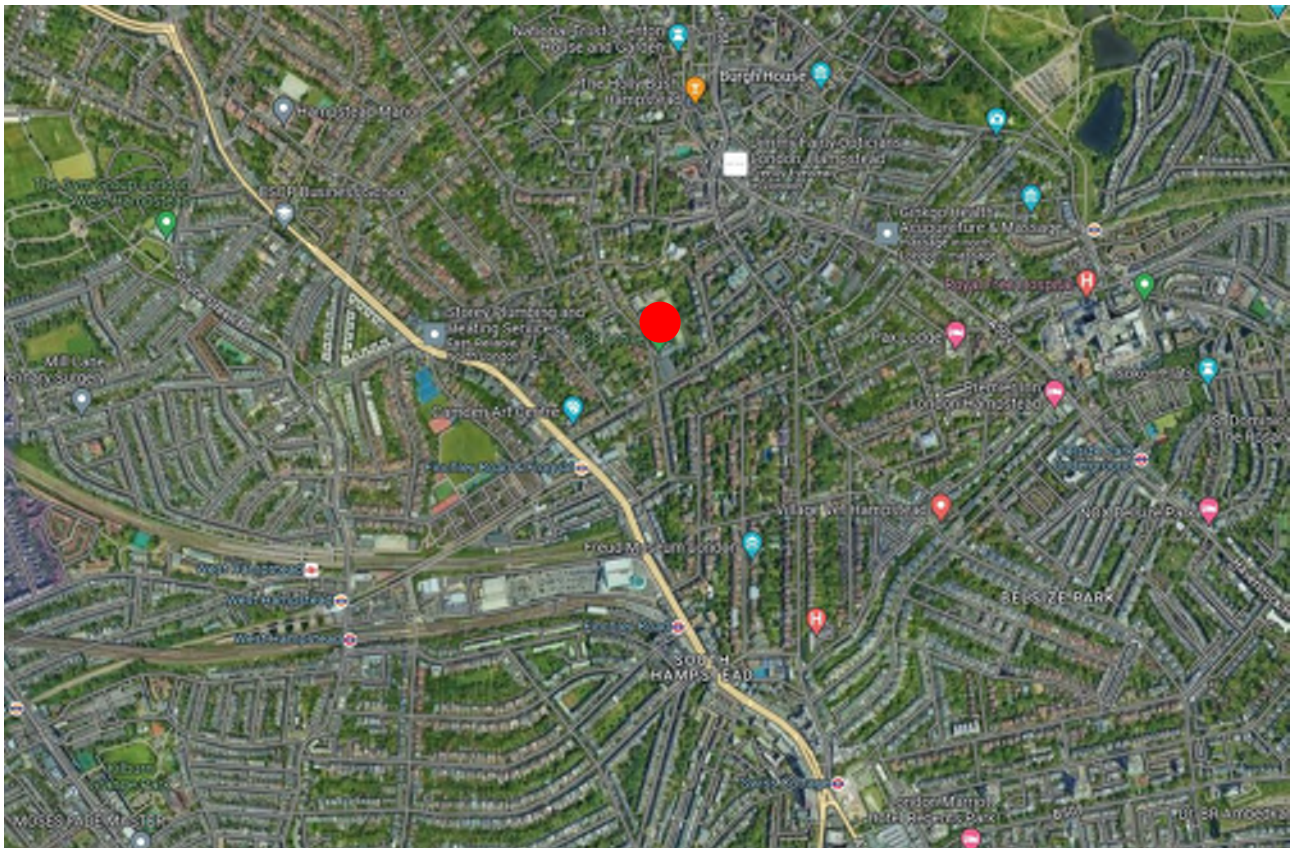


Figure 3.1 Site Location Plan (Google Maps © Oct 2023)

3.2.2 The site lies within the Froggnal /Redington Conservation Area.

3.2.3 The site was first developed as a school in 1906. The UCS site consists of a private Sports Centre known as UCS Active, this is located at the southern end of the site. The existing site is shown in Figure 3.2. The site is secured by metal railings and brick piers along the

boundary with Froggal and Arkwright Road on the western and southern sides respectively.

- 3.2.4 The opening hours of the site are between 6am and 10.30pm with availability for community use between 6pm and 10pm on Monday to Friday and 7am to 8pm on Saturday and Sunday. The site currently has a capacity for 960 students and employs 323 members of staff.
- 3.2.5 The Senior School site hosts a variety of music and drama performances for the wider school, within the Great Hall and Lund Theatre, throughout the year.
- 3.2.6 UCS Active is an onsite school gymnasium and features a swimming pool, sports hall, dance studio and physiotherapy room. The entrance to this is located adjacent to the southernmost gate. Outside of term time the site is available for hire for private use, one example of the use is by production/media companies for filming.

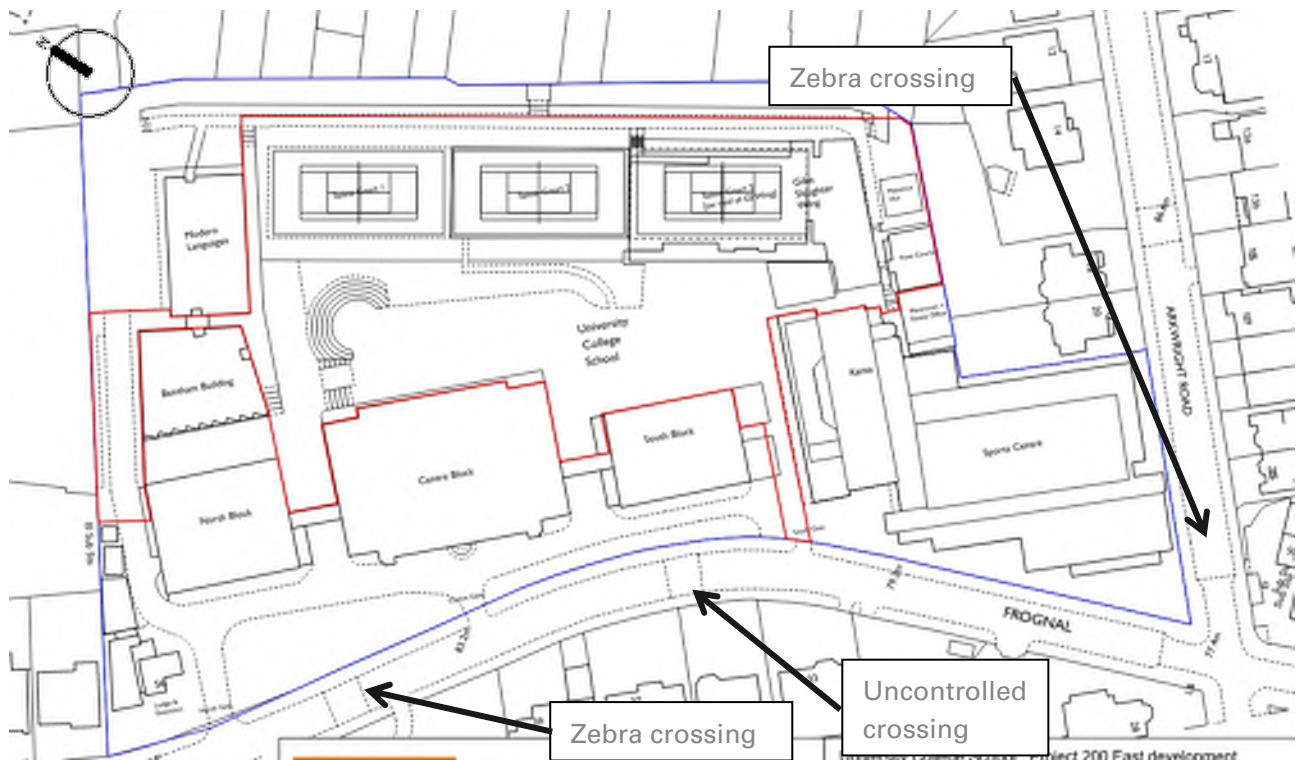


Figure 3.2 Extract from Ed Toovey Architect's Existing Site Plan (Drg. No. 2037/GL/002). Ownership boundary shown in blue. Application boundary shown in red.

- 3.2.7 The development site occupies an area of approximately 0.84 ha.

### 3.3 Access and Surrounding Highway Network

#### Pedestrian and Vehicular Access

- 3.3.1 The site has four points of access for use by pedestrians only off Froggal. The gate furthest north is intended to serve No.56 Froggal only. Further south a gate adjacent to the zebra crossing is opened and manned between the hours of 8.15am and 9.15am and 3pm and



4pm. The next gate lies 17m north of the uncontrolled crossing. The gate to the south serves as the main entrance and is manned during opening hours.

- 3.3.2 Frognal is an adopted public highway and has footways on each side with streetlighting. The footway width along Frognal, immediately outside the site is approximately 2.8m.
- 3.3.3 A controlled pedestrian crossing, in the form of a zebra crossing, on Frognal is indicated on Figure 3.2. An uncontrolled crossing at a raised table is located closer to the main pedestrian entrance, signage is provided to indicate that it is a pedestrian crossing. The footway at the junction of Arkwright Road and Frognal is flush with the carriageway and is intended to allow for pedestrians to cross, one row of 400mm tactile blister paving is provided along the edges of all footways at this junction.
- 3.3.4 The site has three vehicular access points, named as the South, Centre and North Gates. The main vehicular entrance is at the South Gate. Access via the North Gate is restricted and requires a fob. Access via the Central Gate is also restricted and is used as and when required. A private access route within the site walls runs parallel with Frognal and allows for access to each of the gates.

#### **Surrounding Highway Network**

- 3.3.5 The streets surrounding the site have a speed limit of 20 mph as prescribed by road signage and markings.
- 3.3.6 Southbound vehicular traffic along Frognal is restricted south of Arkwright Road between the hours of 8am to 9am and 3pm to 4.15pm. Frognal south of Arkwright Road is also prescribed as a 'No Waiting Controlled Zone' between the hours of 9am to 6.30pm on Monday to Friday and 9am to 1.30pm on Saturday. Arkwright Road west of the zebra crossing is also prescribed as a 'No Waiting Controlled Zone' between the hours of 9am to 7pm Monday to Saturday.
- 3.3.7 On-street parking bays are provided along Frognal and the surrounding streets. Road signage indicates the parking restrictions for each. Two bays located 20m north of the junction with Arkwright Road are pay and display and allow for up to 4 average sized cars. The remaining parking bays on Frognal, near to the site, are for resident permit holders only.
- 3.3.8 An e-scooter and cycle hire space is provided approximately 60m south of the main pedestrian entrance.
- 3.3.9 Single yellow line markings run along the remainder of Frognal. Adjacent to the school these restrict waiting for vehicles exceeding 5 tonne including buses and coaches outside the hours of 8am to 8.30am. Elsewhere the accompanying road signage to the single yellow markings restrict waiting for all vehicles between 6am to 8pm on Monday to Saturday.

### 3.4 Existing Parking

- 3.4.1 Appendix C shows the existing and proposed parking provision across the site, an extract is shown in Figure 3.3. The majority of the 49 car parking spaces are marked out, 14 are along the access route at the front and 35 in the car park behind the South Block. Parking provision at the front of the site was reduced from 34 to 14 back in 2016 as part of boundary landscape works. 4 informal spaces are available adjacent to the colonnade of the Kents Building for use during busy periods and at the discretion of the estates team.
- 3.4.2 Three wider and unmarked bays intended for less able / blue-badge users are provided in front of the North Block, their use is controlled. One marked blue-badge bay is provided in the car park adjacent to the Giles Slaughter Wing. The use of these bays is controlled by the estates team.
- 3.4.3 Two electric charging bays are located in the car park and adjacent to the blue-badge bay.
- 3.4.4 Space for seven motorcycle bays are provided at the front of the South Block.
- 3.4.5 104 secure cycles spaces are provided for staff, students and visitors across the site, 92 of these are covered. The majority of the spaces are provided to the north and south of the Bentham Building, refer to Appendix C for the complete breakdown.

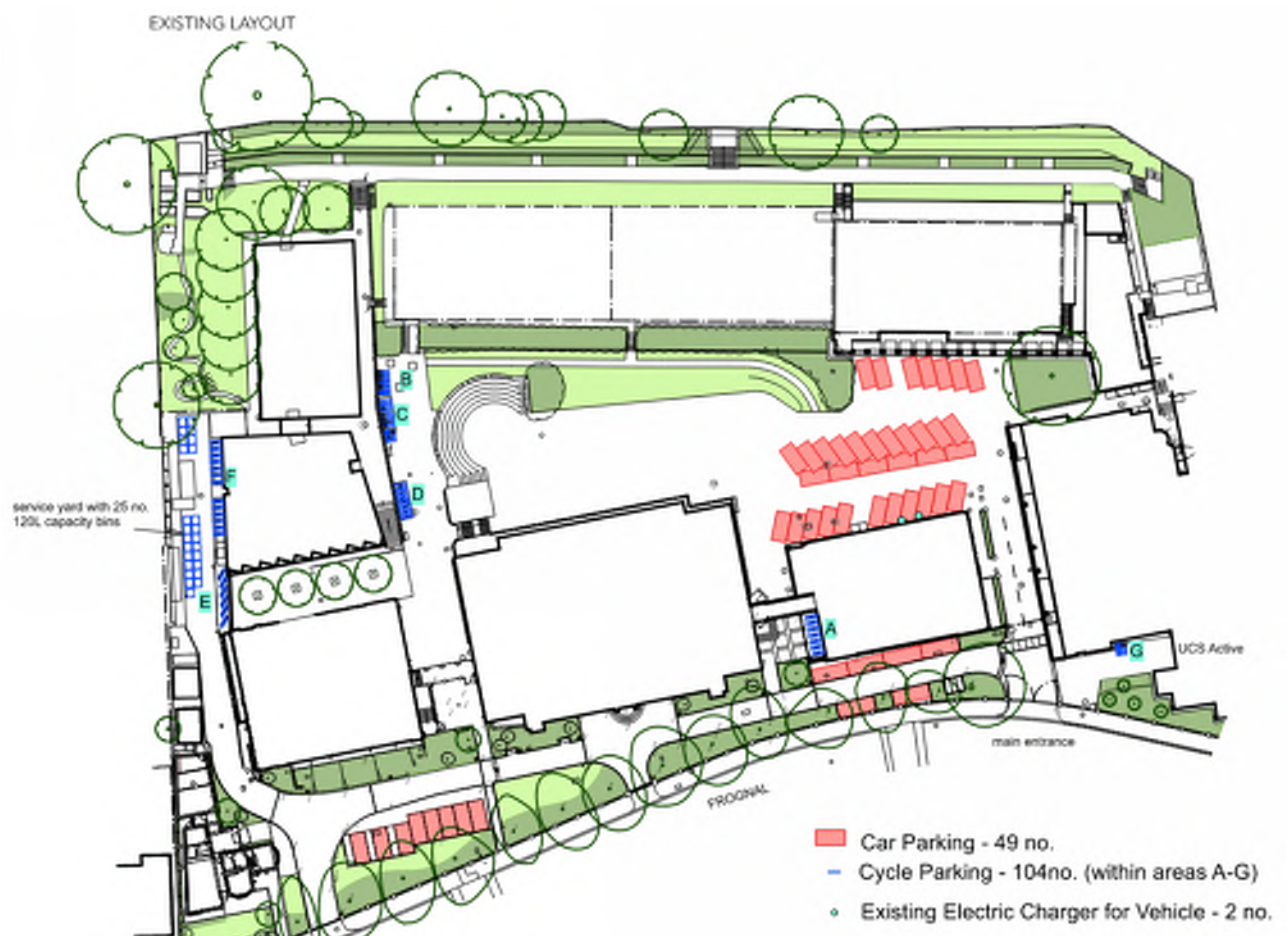


Figure 3.3 Existing parking provision

3.4.6 Secure storage for 108 cycles is provided for staff and students across the site. Storage lockers and shower facilities are also provided for both staff and pupils.

**3.5 Personal Injury Accident (PIA) Data**

3.5.1 Personal Injury Accident (PIA) data between 2018 and 2022 has been obtained from the Crash Map database for the nearby area. This information is used to assess any trends in the location or nature of PIAs recorded on the highway network in the vicinity of the proposed development. Refer to Figure 3.4.



Figure 3.4 PIA assessment area (Source: Crashmap data Oct 2023) Ownership boundary in blue.

3.5.2 The severity of incidents is classified as slight, serious or fatal. The classification of these injuries is listed below:

- Slight collision – A collision in which at least one person is slightly injured but no person is killed or seriously injured;
- Serious collision – A collision in which at least one person is seriously injured but no person (other than confirmed suicide) is killed;
- Fatal collision – A collision which at least one person is killed or sustained injuries which cause death less than 30 days after the collision (but excluding confirmed suicides and deaths from natural causes).

3.5.3 Only five PIAs were recorded near to the site, each had an incident severity of slight. Three of the incidents were recorded at the junction of Frognaal and Arkwright Road.

3.5.4 The site is not considered to represent a road traffic safety risk. The development proposals are set back from the public highway and will not impact negatively on the safety of existing road users.



## 4 Accessibility

### 4.1 Opportunities for Pedestrian Travel

4.1.1 An extract from The Institution of Highways and Transportation (IHT) publication “Guidelines for providing for Journeys on Foot” (2000) is shown in Table 2.7. The table describes acceptable walking distances for pedestrians without mobility impairment. From reviewing the documents, it is felt that majority of the journeys from this development will fall into the “Commuting/school/sight-seeing” category, therefore, the desired walking distance is up to 500 metres, an acceptable walking distance is up to 1000 metres and up to 2000 metres is the preferred maximum walking distance.

	<b>Town Centres (m)</b>	<b>Commuting/School/Sight-seeing (m)</b>	<b>Elsewhere (m)</b>
<b>Desirable</b>	200	500	400
<b>Acceptable</b>	400	1000	800
<b>Preferred maximum</b>	800	2000	1200

Table 4.1 Suggested Acceptable Walking Distances: Extract from IHT ‘Guidelines for providing for Journeys on Foot’

4.1.2 The various amenities, schools, landmarks and transport hubs that fall within the described walking distances are set out below in Table 4.2.

<b>Amenities</b>		<b>Walking distance</b>	<b>Desirable / Acceptable / Preferred Max</b>
<b>Post Office</b>	Hampstead Post Office	750m	A
<b>Educational</b>	Devonshire House Nursery School and Middle School	400m	D
	Fitzjohn’s Primary School	550m	A
	St Mary’s School Hampstead	800m	A
	ESCP Business School	1100m	PM
	UCS Ranulf Road Playing / Sports Fields	1800m	PM
<b>Collection Shops</b>	Evri ParcelShop (305 Finchley Road)	500m	D
	Amazon Locker (O2 Centre)	600m	A
	DHL Express Service Point (Costcutter Express)	500m	D
<b>Superstore</b>	Sainsbury’s (O2 Centre)	700m	A
	Sainsbury’s Local (Hampstead)	750m	A
	Tesco Express (Hampstead)	700m	A
<b>Hospital</b>	Royal Free Hospital	1,400m	PM
<b>Doctors</b>	Daleham Gardens Surgery	1,100m	PM
	Keats Group Practice	950m	A
<b>ATM</b>	Barclays Bank ATM (Hampstead)	750m	A
	Sainsbury’s Bank ATM (O2 Centre)	700m	A
<b>Leisure Centre</b>	UCS Active	0m	D
<b>Shopping Centre</b>	O2 Centre	600m	A
<b>Parks</b>	East Heath Childrens Play Area	1350m	PM

Table 4.2 Walking Distances to Local Amenities.

4.1.3 Walking, along with other forms of sustainable modes of travel are currently promoted as part of UCS's STP. Measures within this STP which encourage walking to and from site include:

- *"There is a clear focus on healthy living and environmental issues with a class covering social and health education along with transport themed work during the year. Particular emphasis is placed on the benefits of walking."*
- *"The school promotes independent thought amongst its pupils which includes a recognition of selfish behaviour which impacts on the community and environment."*

## **4.2 Opportunities for Cycle Travel**

4.2.1 According to the DfT's "LTN 1/04 – Policy, Planning and Design for Walking and Cycling" the maximum comfortable cycling guidance suggests that cyclists are typically prepared to cycle up to 5km for non-leisure journeys such as journeys to work or school. All of the local amenities listed in Table 4.2 are within a 5km radius of the site and can therefore be accessed by bike.

4.2.2 There are no Santander Cycle Hire docking stations near the proposed development.

4.2.3 As mentioned in Section 2.7.4 a northbound (uphill) segregated cycle lane, located 420m from site, on Fitzjohn's Avenue, with pedestrian improvements at side road junctions is proposed to be implemented as part of the 'Healthy Routes -strategic cycling corridors' programme of works.

4.2.4 The nearest National Cycle Network is Route 4, located in central London, 8km from site. Cycle Quietway 3 is located 1700m to the west of site on Maygrove Road and continues west to Gladstone Park. The nearest Cycleway is located 1800m to the east of site on Constantine Road and continues southeast towards Camden Town and links to other Cycleway routes. Cycleway 6 is proposed and is to be located 850m northeast of the site, on A502, and will link Hampstead High Street to Chalk Farm.

4.2.5 As mentioned in Section 4.1, sustainable modes of travel are currently promoted as part of the STP. Measures to encourage cycling to and from site include:

- Excellent provision for cycle storage, showers and changing facilities for both staff and students.
- The cycling infrastructure on the site is monitored as part of the STP and improvements to cycle storage numbers and facilities managed when and where appropriate.
- UCS operates the Cycle to Work Scheme and provides interest free loans to the staff.

### 4.3 Opportunities for Public Transport Travel

4.3.1 In London, a site's public transport accessibility level (PTAL) is determined using a standardised approach which has been followed for this development. A PTAL is a detailed measure of the accessibility of any point to the public transport network, considering walk access time and service availability. A PTAL is calculated considering the walking distance to bus stops and stations and waiting time for services. The PTAL is then classified into 6-unit bands ranging from 1 (low) to 6 (high). The measure is used widely in London and TfL provides a guide and online PTAL calculator.

4.3.2 The centre of the site is shown to be in an area of "poor" accessibility, with a base year PTAL rating of 2, as seen in Figure 4.1. However, at the front of the site, where all accesses are located, the PTAL rating is 5. The output for the 2031 forecast shows that this area is expected to change to 6a. Figure 4.1 gives a map showing the PTAL score for the surrounding area for the base year, and Figure 4.2 gives the forecast for 2031.

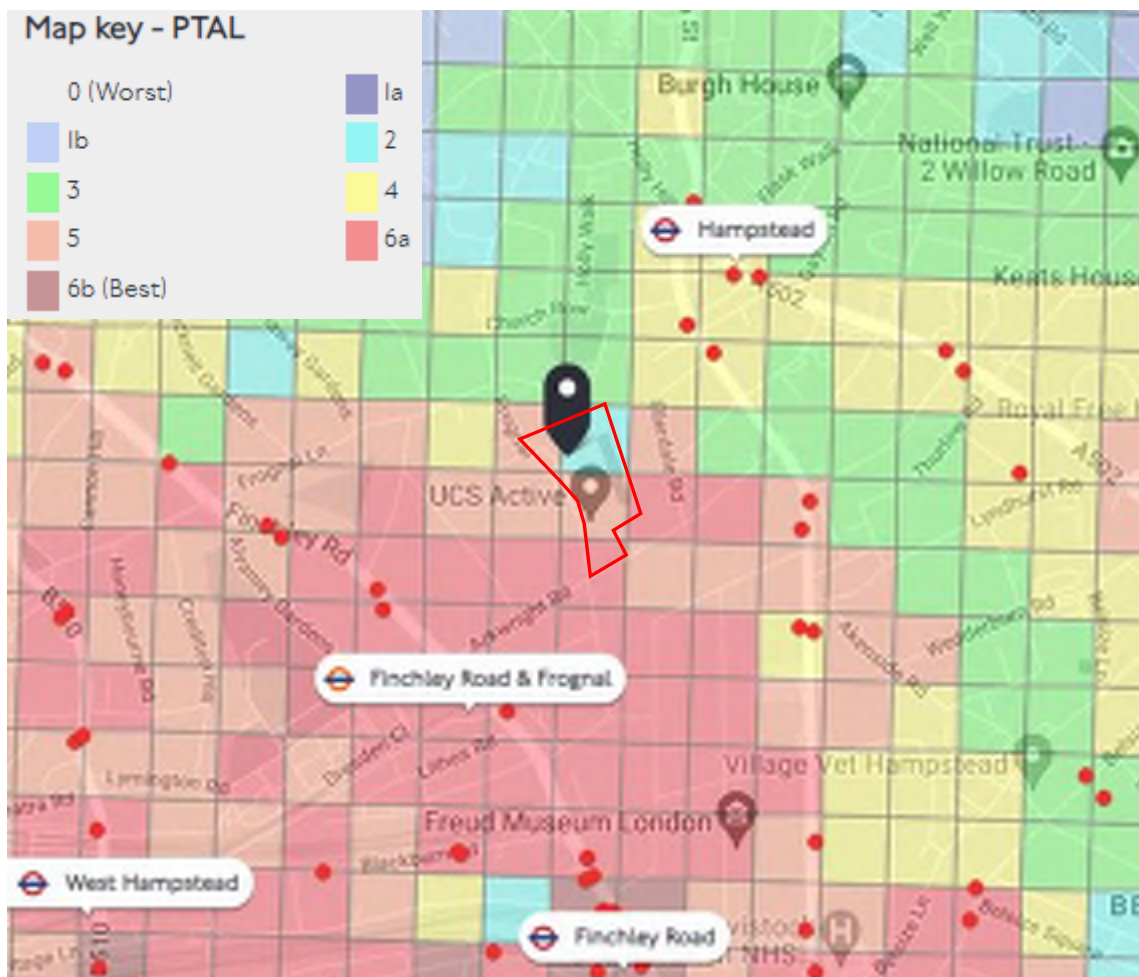


Figure 4.1 PTAL Map for UCS Senior School (base year) (Source: TfL WebCAT)

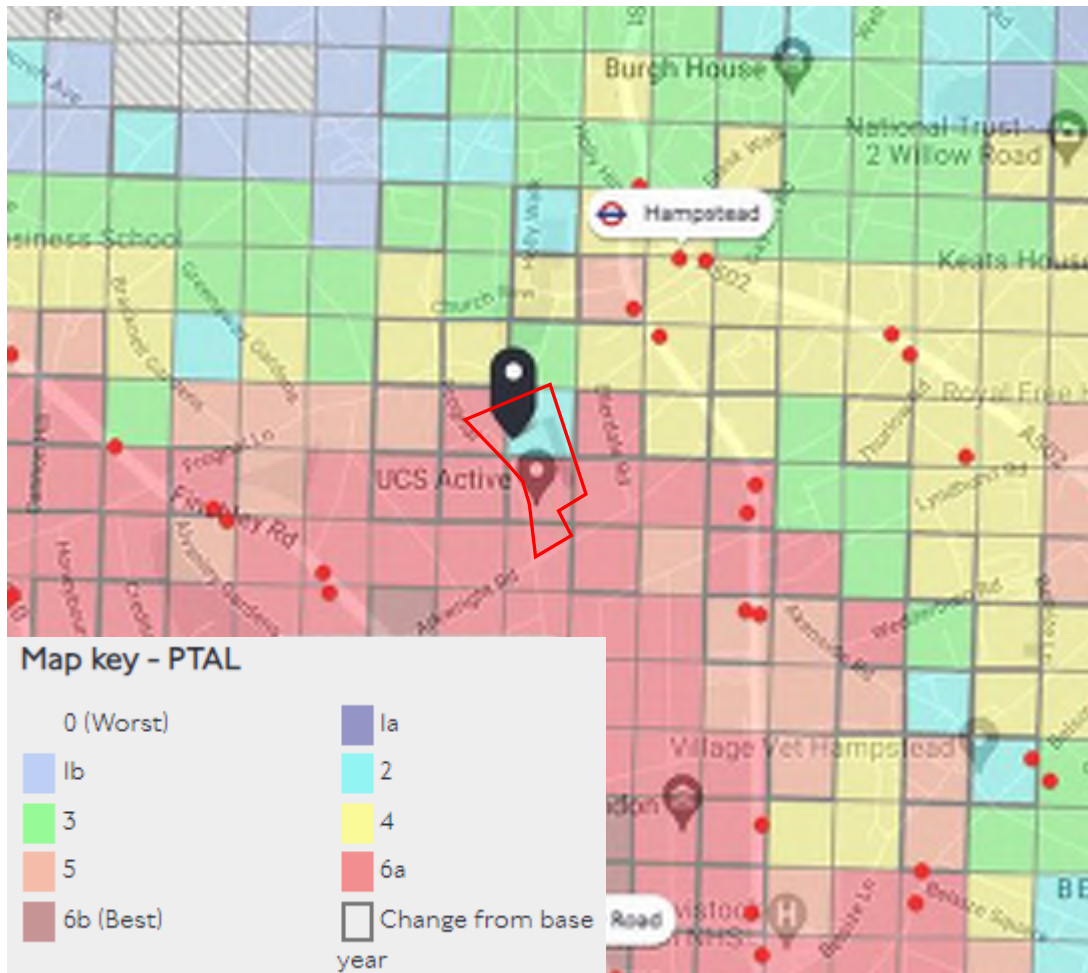


Figure 4.2 - PTAL Map for UCS Senior School (2031 forecast) (Source: TfL WebCAT)

- 4.3.3 According to the TfL publications “Measuring Public Transport Accessibility Levels”, the maximum walking time to a bus stop should not exceed 8 minutes or a distance of 640m. The equivalent figures provided for a tram/train station are 12 minutes or 960 metres. As this development is located in London, these walking distances are considered relevant.
- 4.3.4 The sites three nearest train stations are Finchley Road & Frognal located 450m from the site with Overground services, Finchley Road Station located 750m from the site with Metropolitan and Jubilee line Underground services, and Hampstead located 800m from site with Northern line Underground services.
- 4.3.5 West Hampstead station is located 1100m from the site and offers Thameslink National Rail services as well as Overground services. West Hampstead Underground station is located a further 100m away and offers services on the Jubilee line.
- 4.3.6 A summary of the Overground connections from Finchley & Frognal, as of December 2023, is shown in Table 4.3.

<b>Destination</b>	<b>Line</b>	<b>Peak Frequency (per hour)</b>
Richmond	London Overground	4
Stratford	London Overground	8
Clapham Junction	London Overground	4

Table 4.3 Timetable of Train Services from Finchley Road & Frognal station (December 2023)

4.3.7 A summary of the Metropolitan and Jubilee line Underground connections from Finchley Road, as of December 2023, is shown in Table 4.4.

<b>Destination</b>	<b>Line</b>	<b>Peak Frequency (per hour)</b>
Northbound to Watford, Uxbridge, Chesham and Amersham	Metropolitan	12
Southbound towards Aldgate	Metropolitan	12
Northbound towards Stanmore	Jubilee	30
Southbound towards Stratford	Jubilee	30

Table 4.4 Timetable of Train Services from Finchley Road station (December 2023)

4.3.8 A summary of the Northern line Underground connections from Hampstead, as of December 2023, is shown in Table 4.5.

<b>Destination</b>	<b>Line</b>	<b>Peak Frequency (per hour)</b>
Northbound to Edgware	Northern	20
Southbound towards Morden	Northern	20

Table 4.5 Timetable of Train Services from Hampstead station (December 2023)

4.3.9 A summary of the National Rail (Thameslink) connections from West Hampstead, as of December 2023, is shown in Table 4.6.

<b>Destination</b>	<b>Line</b>	<b>Peak Frequency (per hour)</b>
Northbound towards Bedford	Thameslink	8
Southbound to Rainham, Brighton and Sutton	Thameslink	8

Table 4.6 Timetable of National Rail Train Services from West Hampstead (December 2023)

4.3.10 The site is also within walking distance of a number of bus routes. A detailed description of nearby bus routes is provided below.



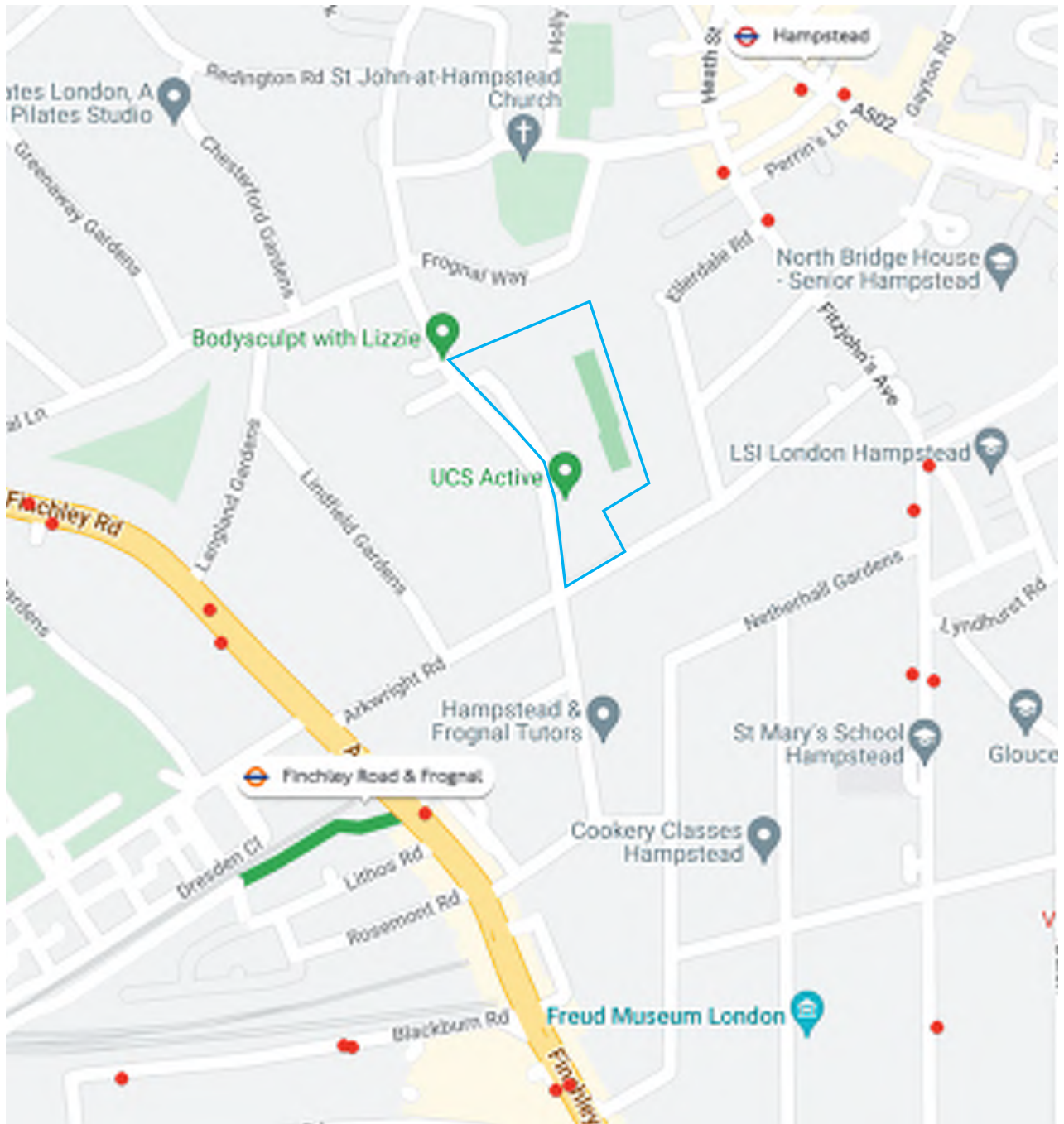


Figure 4.3 TfL Bus Stops near to UCS

Bus Route	Distance from school site	Origin - Destination	Peak Frequency
13	450m & 470m	North Finchley Bus Station – Victoria Station	8-12 min
113	450m & 470m	Edgware Station – Marble Arch Station	7-11 min
N113	450m & 470m	Edgware Station – Northumberland Avenue / Trafalgar Square	1 hour
46	600m & 640m	Bishops Bridge / Paddington Station – Smithfield, St Bartholomew's Hospital	10 min
603*	600m & 640m	Swiss Cottage Station – Muswell Hill	2 morning, 2 afternoon

187	620m & 680m	Park Royal, Central Middlesex Hospital – O2 Centre	
268	740m & 750m	Golders Green Station – O2 Centre	15 min
N5	740m & 750m	Edgware Station – Whitehall / Trafalgar Square	30 min
139	1100m & 1200m	Golders Green Station – Waterloo Station	6-10 min
328	1100m & 1200m	Golders Green Station – Limerton Street or Chelsea Worlds End	7-10 min
C11*	1100m & 1200m	Brent Cross Shopping Centre – Archway	6-10 min

Table 4.7 Nearby Bus Services and Frequencies (December 2023)

\*603 and C11 operate on school days only

4.3.11 A further assessment of public transport links is the TfLs time mapping tool, which shows the areas that can be accessed via public transport from the site within different time segments. This can be seen in Figure 4.4.

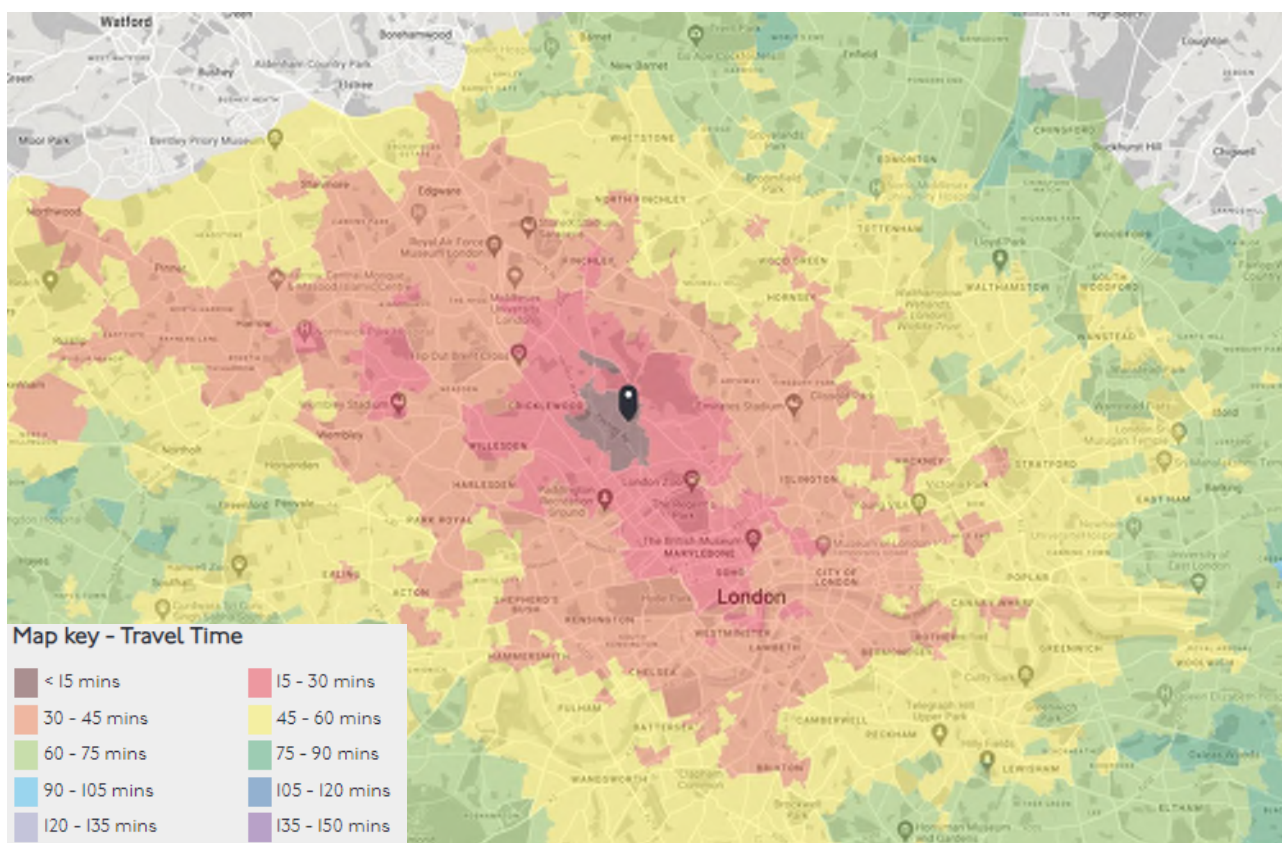


Figure 4.4 Time mapping for UCS Senior School (Source: TfL WebCAT)

4.3.12 Most of central London including the city of London is shown to be accessible within 15-30 minutes.

4.3.13 As mentioned in Section 4.1, sustainable modes of travel are currently promoted as part of the STP. Measures to encourage the use of public transport to and from site include:

- The Admissions Department and School Office provide information and support parents who seek to commit their child to public transport.
- Newly recruited staff are advised that car parking is not available to encourage the use of public transport.
- The level of car parking provided on the site is monitored and reduced when appropriate. As mentioned in Section 3.4 the number of car parking spaces was reduced in 2016 from 34 to 14.

#### **4.4 Vehicular Travel**

4.4.1 As mentioned in Section 4.1, sustainable modes of travel are currently promoted as part of the STP. Measures to discourage the use of private vehicles to and from site include:

- *“Parents are not allowed to enter the school premises when dropping and collecting children”. Parents insisting on travelling by private car “are encouraged to consider the possibility of sharing the journey with other parents who live nearby. The school can put families in touch with potential car-sharing partners.”*
- Students are not permitted to use the parking provision within the site.
- *“All three schools have signed up to a travel App called “Home Run” (promoted by Camden Council) which allows parents to co-ordinate and share transporting their children to and from school.”*

4.4.2 The educational programme provided for the students at the Senior School includes physical education and other learning activities at playing and sports fields located adjacent to Ranulf Road in the London Borough of Barnet. Students in academic year 9 and below are transported to and from the Ranulf Road playing fields by coach during the day. Students in year 10 and above are expected to walk to and from the playing fields.



# 5 Active Travel Zone

## 5.1 Active Travel Zone Assessment

- 5.1.1 As requested by Camden Highways representatives, an Active Travel Zone (ATZ) Assessment has been undertaken for the site.
- 5.1.2 This section includes the ATZ around the site. It examines the routes to and from the site to key destinations and identifies the suitability of these routes.
- 5.1.3 Key local amenities will be identified on a map. The importance of the facility will be considered and the routes along which people will use to access it.

## 5.2 Active Travel Zone Map 1

- 5.2.1 In accordance with TfL guidelines, ATZ Map 1 is defined by a 20-minute cycle ride from the site. A copy of the ATZ Map 1 is presented in Figure 5.1.
- 5.2.2 Figure 5.1 shows all the potential Active Travel destinations within a 20-minute cycling distance from the site. These include the following key destinations below. The TfL WebCAT Timemapping software on the TfL website lists the number of sites and these are given below where available:
  - Public Transport Stops
  - Public Transport Stations
  - TfL's existing and new strategic cycle network
  - Town Centres: 19 metropolitan, major and district
  - Parks
  - Schools/Colleges
  - GP Surgeries: 110
  - Pharmacies: 187
  - A&E departments: 2
  - Places of Worship

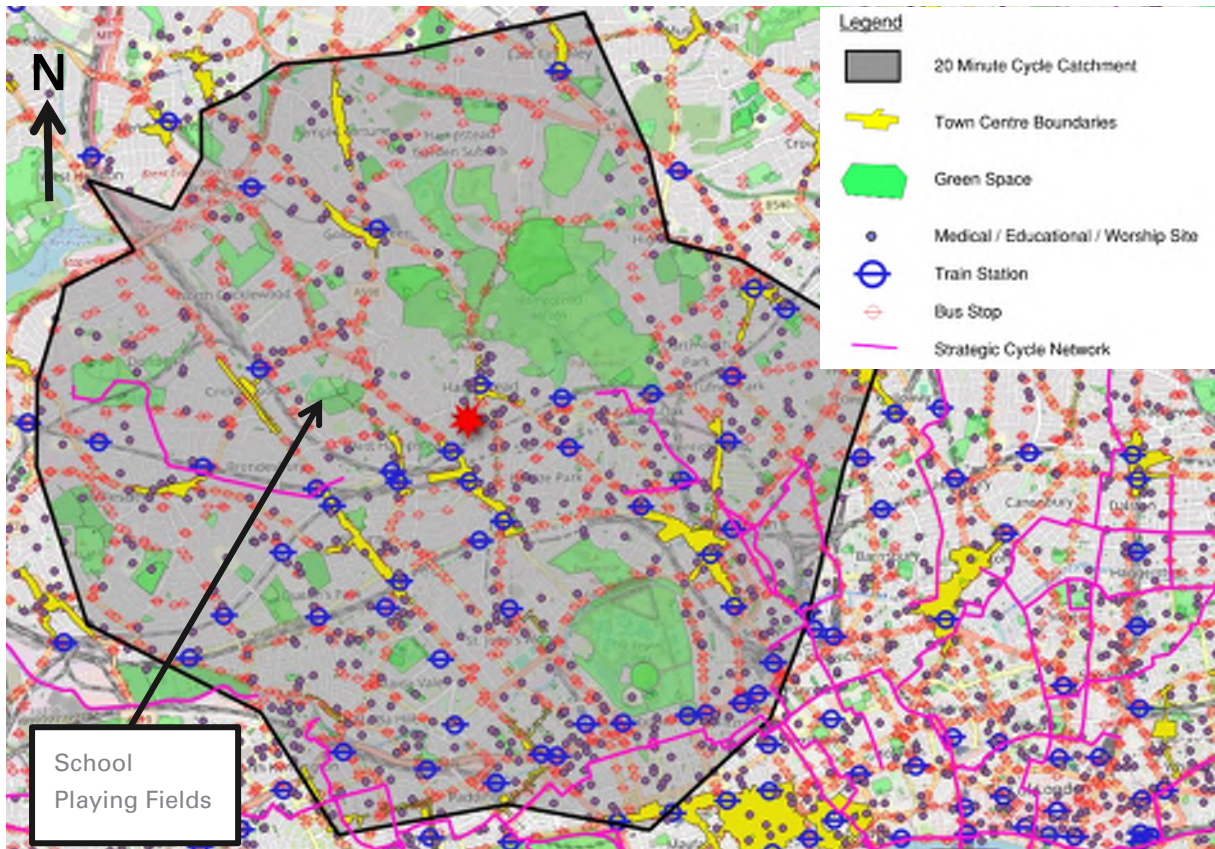


Figure 5.1 ATZ 1 (Source TfL, London Datastore and OS material © Crown copyright. All rights reserved. Licence number 0100058197)

### 5.3 Active Travel Zone Map 2

ATZ Map 2 focuses on the key destinations. The destinations/local amenities have been prioritised based on their importance to users (staff, students and visitors) of the school, as well as the availability of closer alternatives.

The proposed development is a secondary school where users mainly commute to and from home, therefore the transport links will be classified as high importance. Hospitals and places of worship are important; however, they are visited less frequently via the site and would therefore be of a lower priority.

Many destinations were identified in Table 4.2 in Section 4.1. The key destinations and their priorities can be seen in Table 5.1.

Category	Destination	Priority	Reason
Public Transport Stop/Station	Bus stops on Finchley Road - Service 13 & 113	High	Allow for multi-modal journeys across London and limits vehicle use.
	Bus stops on Fitzjohn's Avenue - Service 46 & 603	High	
	Hampstead, Underground	High	
	Finchley Road & Frognal, Overground	High	

	West Hampstead, National Rail & Overground	High	
	Finchley Road, Underground	High	
<b>Strategic Cycle Network</b>	Cycleway on Constantine Road	Medium	Alternative routes are available for eastbound travel for cyclists for example through Parliament Hill.
<b>Town Centre</b>	Finchley Road & O2 Centre	Medium	Pharmacies, banks, convenience stores etc.
	Hampstead	Medium	
<b>Park</b>	UCS Ranulf Road School Playing Fields	High	Significant frequency of journeys made to/from the site, as site is used as part of curriculum.
	West End Green	Medium	Social wellbeing - Open spaces allow for rest during travel and a place to visit during lunch hours.
<b>Healthcare</b>	Royal Free Hospital	Low	Users of the site may need to schedule hospital appointments during the school day.
<b>Places of Worship</b>	London Community Church	Low	All religions of equal importance. Less frequently visited during the school/working week.
<b>Educational</b>	Devonshire House Nursery School and Middle School	Low	For staff dropping off who seek childcare and parents/guardians with multiple children.

Table 5.1 Key Destinations and Priority

5.3.1 ATZ Map 2, shown in Figure 5.2 shows the high priority facilities on the key routes described in Section 5.4 as well as the locations of serious incidents.

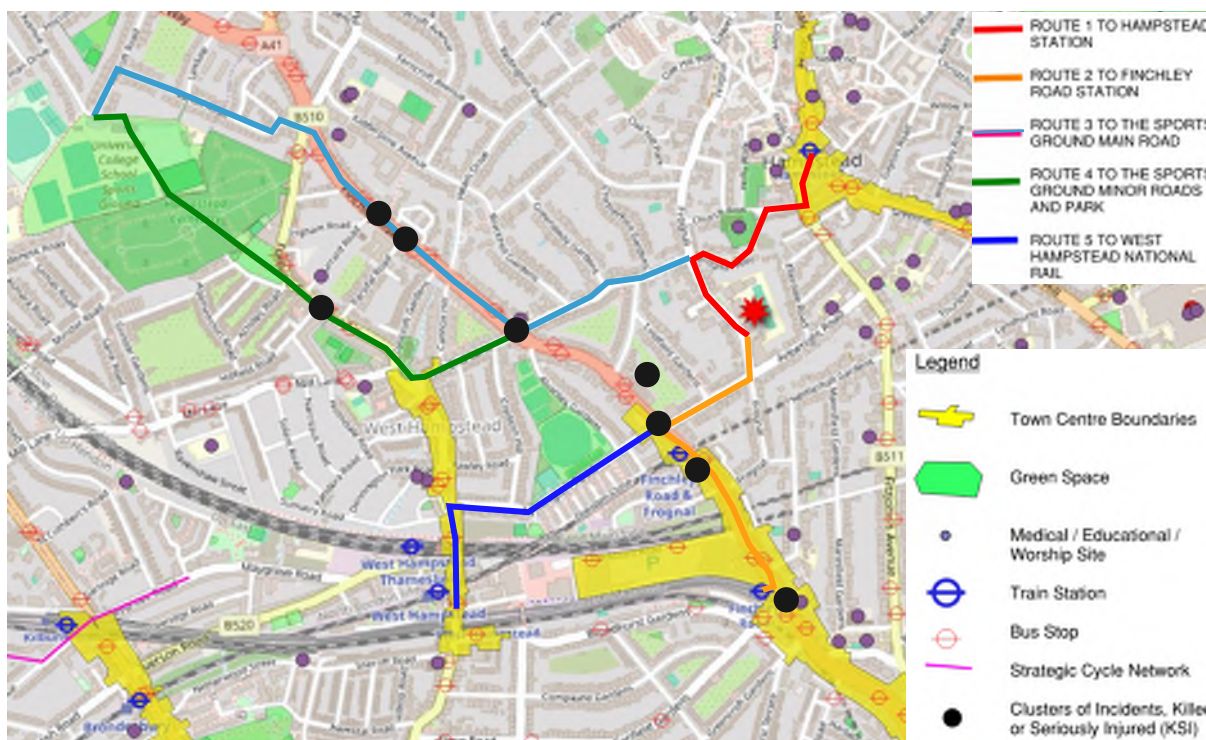


Figure 5.2 ATZ 2 – High Priority Destinations (Source TfL, London Datastore and OS material © Crown copyright. All rights reserved. Licence number 0100058197)



## Route Safety

5.3.2 No fatal injuries occurred within the immediate vicinity of the site. The incidents within the immediate vicinity of the site have already been discussed in Section 3.4. There are multiple clusters of incidents along the proposed routes.

5.3.3 5 key cluster points have been identified, with potential improvements listed in Table 5.2. The vast majority of these incidents are slight in nature.

Location	No. of incidents	Potential Improvements
Finchley Rd & Frognal Lane Jct.	11 slight 3 serious	Approaching Finchley Road from Frognal Lane there is only one traffic light which may be obstructed by parked cars, additional traffic lights could be installed.
Finchley Rd & Parsifal Rd Jct.	16 slight 1 serious	The majority of accidents appear to involve vehicle collisions caused by vehicles turning right from Finchley Road onto Burrard Road where they fail to give way. Visibility is compromised when navigating across 3 lanes of live traffic.
Finchley Road & Burrard Rd Jct.	22 slight 5 serious	Same issue as identified above. Restricting the right turn manoeuvres across 3 lanes of traffic may push the problem elsewhere and restricting right turns here and at Parsifal Rd Jct may cause congestion at signalised junctions where manoeuvres are safer.
Outside Finchley Road & Frognal Station	9 slight 1 fatal	There is no speed camera along this section of road, the road is straight and contains several traffic lights, an additional speed camera or average speed check along Finchley Road could reduce traffic speeds.

Table 5.2 Safety Cluster Points and Improvements

5.3.4 Five key routes have been identified, as it is assumed they would typically be used by students and staff at the school, the key routes are outlined below:

- Route 1: Hampstead Station (London Underground – Northern Line) to the University College School site.
- Route 2: The University College School site to Finchley Road and Frognal Station (London Overground) and Finchley Road station (London Underground Jubilee line)
- Route 3: Finchley Road and Frognal Station to West Hampstead Station (National Rail services)
- Route 4: West Hampstead high street to University College School sports fields along Fortune Green footpath
- Route 5: University College School sports fields to University College School along Finchley Road

5.3.5 These routes also contain key amenities, such as shops, bus stops, parks and the above train stations. These routes have been assessed against the healthy street indicators, many positives were observed; however, the focus of this study is on areas where improvements can be made. The route map is shown in Figure 5.3 and photos have been included in Appendix D.



Figure 5.3 Proposed Key Routes

5.3.6 The site visit was undertaken on Wednesday 7<sup>th</sup> February 2024, during the afternoon when it was dry but very overcast.

**Route 1 – From Hampstead Station to the University College School via Frognal Way (9min, 650m)**

5.3.7 This route links the centre of Hampstead to the school site using a pedestrian only path along Frognal Way, the traffic along this road was very quiet, with the busiest section of the route along Hampstead High street and the least along the private residential road of Frognal Way, where access is restricted by a barrier.

5.3.8 Route 1 starts at Hampstead Station, which is on the Edgware branch of the Northern Line on the London Underground, passes several small shops along the high street, down Church Row past St John-at-Hampstead Church, along Frognal Way and finishing at the school, which is located approximately 120m along Frognal

5.3.9 The route is only accessible to pedestrian traffic as it uses a public footpath and a private road between Church Row and Frognal. Bus routes 46 and 603 are located along Heath Street in Hampstead.

5.3.10 Table 5.3 identifies the observations made along this route and suggests potential improvements.

Healthy Streets Indicator	Observation	Potential Improvements
<b>Clean air</b>	<p>Church Row and Frognal Way are significantly less busy tree lined residential roads. Cycle stands are distributed along Heath Road and E-Bike and E-Scooter parking spaces along Church Row.</p> <p>Frognal has speed humps, speed cushions, chicanes, and a zebra crossing.</p>	<p>Sustainable modes of transport are also promoted, reducing the number of cars on the road. There is no area for additional improvement.</p>
<b>People feel safe</b>	<p>Wide footways and level footpath crossovers are provided throughout the route.</p> <p>As above, traffic lights help slow traffic along Heath Street, and maintain a speed restriction of 20mph, traffic was observed to be slow moving and within the speed limit. Cycle lanes are provided approaching the junction with the A502.</p>	<p>Cycle lanes are available for those approaching the junction with the A502 however not for those coming from the junction along Heath Street. Additional cycle lanes could be introduced, although the addition of cycle lanes would reduce roadside parking spaces.</p>
<b>Pavements</b>	<p>The pavements along the route were in acceptable condition with no major concerns or accessibility issues. Frognal Way starts as a steep concrete path with handrail from Church Row, this might not be accessible to all pedestrians. It then becomes a private gravel road with small stone footpaths which are in a good condition. There was one case where overgrown vegetation from a private property along Frognal was encroaching the path</p>	<p>Proper maintenance of private vegetation overgrowing onto the footpath should be undertaken by the local council.</p>

Healthy Streets Indicator	Observation	Potential Improvements
Easy to cross	There are two pedestrian controlled traffic lights along Heath Street both in good condition. Between the station and the junction with Church Row there are two pedestrian controlled crossings, all in good condition, suitably signposted with appropriate signs and tactile paving. There are no formal crossings along either Church Row or Frognaal Way, however both are quiet residential roads. Along Frognaal there is a zebra crossing just before the school site.	Crossing points are in good condition and well-spaced, no improvements have been recommended.
Things to see and do	There are several shops located along Heath Road, including coffee shops and a small supermarket. St John-at-Hampstead Church is located along Church Row, this includes a small garden with a bench.	There is no area for improvement.
People feel relaxed	There are numerous lampposts positioned along all roads, therefore it is assumed that street lit footways are already provided.	No additional measures have been proposed.
Clean and free from litter	There are both fixed litter and dog waste bins distributed evenly along all the roads, with no significant build up of litter noted.	No additional measures have been proposed.

Table 5.3 – Route 1 Observations

## Route 2 – From University College School to Finchley Road Station via Arkwright Road (16min, 1km)

5.3.11 This route links the University College School with both Finchley and Frognaal Overground Station and Finchley Road Underground (Jubilee Line) Station. The route includes Arkwright Road, a small residential road with roadside parking, and Finchley Road, a main A-road linking northwest London with central London.

5.3.12 In addition to the railway links discussed above, Finchley Road also has significant bus links including London bus routes 13, 113, 187, 268 and N113 there are also National Rail, Flix Bus and Megabus stops along the main road. The route is accessible to both vehicular and pedestrian traffic.

5.3.13 Table 5.4 identifies the observations made along this route and suggests potential improvements.

Healthy Streets Indicator	Observation	Potential Improvements
<b>Clean air</b>	<p>Finchley Road is a busy A-road with six lanes of traffic and a 20mph speed limit and speed cameras, the road has a center island in places and shops line both sides of the road.</p> <p>Frognaal and Arkwright Road were significantly less busy residential roads with speed cushions to reduce speeds.</p> <p>There are several cycle stands distributed along Finchley Road, along with shared cycle lanes. E-Bike and E-Scooter parking spaces are also along Frognaal Road, promoting sustainable methods of travel.</p>	<p>Currently speed cameras operate along Finchley Road, these slow the traffic and reduce air pollution.</p> <p>Sustainable modes of transport are also promoted, reducing the number of cars on the road.</p> <p>There is limited potential for additional improvements.</p>
<b>People feel safe</b>	<p>Wide footways with safety railings have been installed in some locations help to separate pedestrians from the busy highway. There are several pedestrian controlled and fixed traffic lights along Finchley Road and 20mph speed cameras to help slow traffic along the road.</p>	<p>No additional measures have been proposed.</p>
<b>Pavements</b>	<p>Wide pavements and level footpath crossovers are provided throughout the route all were in acceptable condition, with no major concerns or accessibility issues.</p> <p>Ramps and steps with handrails were provided along Finchley Road where required, with safety railings between the pavement and highway in some locations.</p>	<p>Crossing points are in good condition and well-spaced, no improvements have been recommended.</p>



<b>Healthy Streets Indicator</b>	<b>Observation</b>	<b>Potential Improvements</b>
<b>Easy to cross</b>	Along Arkwright Road there is one pedestrian refuge crossing, in good condition, suitably signposted with appropriate signs and tactile paving. Finchley Road has four pelican crossings with an underpass below Finchley Road, all crossings have a central island for pedestrians unable to make the crossing in one go.	No level access is provided to the underpass, however other crossings are available. Crossing points are in good condition and well-spaced with refuges, no improvements have been recommended.
<b>Things to see and do</b>	There are multiple transport links via train and bus along Finchley Road. There are also several shops including a shopping mall including a large supermarket and cinema, several food and drink shops are also located along the road, some providing outdoor seating.	There is no area for improvement.
<b>Places to stop and rest</b>	Three bus stops along Finchley Road provide both seating and shelter. Several benches are located outside of Waitrose set back from the road.	There is limited space for any additional seating due to shop fronts and the busy footpath.
<b>People feel relaxed</b>	There are numerous lampposts positioned along all roads, therefore it is assumed that street lit footways are already provided.	No additional measures have been proposed.
<b>Clean and free from litter</b>	Fixed waste and recycling bins were distributed evenly along Frognaal and Finchley Road, there were large build ups of waste bags along Finchley Road, however these were in confined locations and likely linked to waste collection.	No additional measures have been proposed.

Table 5.4 – Route 2 Observations

### **Route 3 – From Finchley Road to West Hampstead Station via Lymington Road (9min, 650m)**

5.3.14 This route follows on from Route 2 to West Hampstead high street and West Hampstead Station and the National Rail line, providing Thames Link services. The route includes Lymington Road, a small residential road with roadside parking and West Hampstead

sports club playing fields, the route ends on West End Lane, the main high street in West Hampstead.

5.3.15 In addition to the railway links discussed above, London bus routes 139, 328 and C11 are located along West End Lane, West Hampstead. The route is accessible to both vehicular and pedestrian traffic.

5.3.16 Table 5.5 identifies the observations made along this route and suggests potential improvements.

<b>Healthy Streets Indicator</b>	<b>Observation</b>	<b>Potential Improvements</b>
<b>Clean air</b>	Lymington Road is a predominantly residential road, therefore typical residential road traffic levels are assumed. Several speed humps are in place to reduce vehicle speeds. Large mature trees line the footpath. Cycle stands are distributed along West End Lane and outside the station.	No additional improvements are suggested.
<b>Easy to cross</b>	As above Lymington Road is a quiet residential street while West End Lane is a busier road with several small shops, both with suitably wide footways. Two pelican crossings are located along West End Lane and are located just before West Hampstead Station	There is currently no pedestrian crossing along Lymington Road, the road does however have good visibility and traffic calming measures.
<b>Pavements</b>	Wide pavements and level footpath crossovers are provided throughout the route, all are in acceptable condition, with no major concerns or accessibility issues. Some large trees have reduced the pavement width and damaged the surface condition in some locations.	Large trees should be monitored so not to reduce pavement width further and cause damage to the surface, no improvements have been recommended.
<b>Things to see and do</b>	West Hampstead sports club playing fields and Lymington Road Estate Play Area are both located along the route	There is no room for additional improvements.

Healthy Streets Indicator	Observation	Potential Improvements
Shade and shelter	Plenty of mature and young trees offer shade along the route.	No further improvements have been recommended.
People feel relaxed	There are numerous lampposts positioned along all roads, therefore it is assumed that street lit footways are already provided.	No additional measures have been proposed.
Clean and free from litter	Fixed litter and dog waste bins are distributed evenly along Lymington Road and West End Lane, there were no large build ups of litter along either road.	No additional measures have been proposed.

Table 5.5 – Route 3 Observations

#### Route 4 – From West Hampstead Station to the University College School sports fields via Fortune Green footpath (17min, 1.3km)

5.3.17 This route follows on from Route 3 to the University College School sports playing fields, this route is taken by those in Year 11+, no specified route is proposed by the school, but a significant number of students were encountered along the route while carrying out the survey. The route includes West End Lane, the main high street of West Hampstead, Fortune Green Road, a less busy residential road and Fortune Green footpath.

5.3.18 In addition to the railway links discussed above and located to the south of West End Lane, bus stops for routes 139, 328 and C11 are located along West End Lane and Fortune Green Road. This route is only accessible to pedestrians as Fortune Green Footpath is not for vehicular access.

5.3.19 Table 5.6 identifies the observations made along this route and suggests potential improvements.

Healthy Streets Indicator	Observation	Potential Improvements
Clean air	Wide footpaths and several pedestrian crossings are along West End Lane. Speed cushions and large mature trees line the footpath along Fortune Green. Cycle stands, E-Bike and E-Scooter parking spaces are distributed along West End Lane Fortune Green Road.	No additional improvements are suggested.

Healthy Streets Indicator	Observation	Potential Improvements
<b>Easy to cross</b>	<p>There are two pelican crossings and three zebra crossings located along West End Lane.</p> <p>There are two pedestrian uncontrolled crossings with a refuge island and one zebra crossing along Fortune Green Road.</p> <p>All crossings are in good condition, suitably signposted with appropriate signs and tactile paving.</p>	No additional improvements are suggested.
<b>Pavements</b>	<p>Wide pavements and level footpath crossovers are provided throughout the route, all are in acceptable condition, with no major concerns or accessibility issues.</p> <p>Where required safety railings and bollards have been installed between the road and the pavement.</p>	No additional improvements are suggested.
<b>Things to see and do</b>	<p>West End Lane is a busy high street road lined with small shops, these include pubs, restaurants, cafes and supermarkets with a small park located at the northern end. Along Fortune Green Road there is another park and Hampstead Police Station along the route.</p> <p>There are two public information boards located along West End Lane</p>	There is no room for additional improvements.
<b>Shade and shelter and Places to stop and rest</b>	<p>There are four sheltered bus stops along the route, with several additional benches located along West End Lane. Additional shaded seating is available in both West End Green and Fortune Green parks.</p>	Fortune Green footpath (550m) has no spaces to stop and rest once you leave the park, new seating could be provided along this path.

Healthy Streets Indicator	Observation	Potential Improvements
People feel relaxed	There are numerous lampposts positioned along all roads, therefore it is assumed that street lit footways are already provided. Fortune Green footpath has significantly fewer lights and is likely to be very dark at night. As above both West End Green and Fortune Green parks are along the route.	Fortune Green footpath (550m) could benefit from additional street lighting if it is found to be overly dark at night.
Clean and free from litter	There are several fixed waste bins distributed evenly along the route. In some locations there were small build ups of litter confined locations adjacent to waste bins and possibly related to waste collection. There were no bins along Fortune Green footpath however no litter was observed.	No additional measures have been proposed.

Table 5.6 – Route 4 Observations

**Route 5 – From the University College School to the school sports fields via Hocroft Road, Ranulf Road, Finchley Road and Frogmal Lane (27min, 1.9km)**

- 5.3.20 This route provides an alternative route between the school and the sports fields to Route 4 as discussed above, this is a possible route is taken by those in year 11+ who need to get to the sports fields. This route may be used as an alternative to Route 4 when it is dark along Fortune Green footpath, as discussed above.
- 5.3.21 The route passes along the residential roads of Ranulf Road and Frogmal Lane and the busier Finchley Road as discussed above in Route 2. As in Route 2 London bus routes 13, 113 and N113 are available along this section of Finchley Road. This route is accessible to both pedestrians and vehicles, unlike Route 4 which was for pedestrian access only.
- 5.3.22 Table 5.7 identifies the observations made along this route and suggests potential improvements.

Healthy Streets Indicator	Observation	Potential Improvements
<b>Clean air</b>	<p>The footpaths along the route are all suitably wide and lined with new and mature trees. No traffic calming measures are in place along the residential roads, however there were not noted to be overly busy, Finchley Road is a main road with six lanes of traffic, speed cameras and traffic lights, this helps maintain the 20mph speed limit.</p> <p>There are several cycle stands distributed along Finchley Road, along with shared cycle lanes.</p>	No additional improvements are suggested.
<b>Easy to cross</b>	<p>There were no pedestrian crossings along any of the three residential roads. There are five pelican crossings located along Finchley Road. All crossings are in good condition, suitably signposted with appropriate signs and tactile paving.</p>	<p>None of the three residential roads were significantly busy enough to require a pedestrian crossing.</p> <p>There was no dropped curb between Ardwick Road and Ranulf Road.</p>
<b>Pavements</b>	<p>Wide pavements and level footpath crossovers are provided throughout the route and all are in acceptable condition, with no major concerns or accessibility issues.</p> <p>Where required along Frognal Lane safety railings have been installed between the road and the pavement.</p>	No additional improvements are suggested.
<b>Shade and shelter and Places to stop and rest</b>	<p>Large trees are located along Route 5 and both Finchley Road and Frognal Lane have several benches located under large mature trees that provide shade. In addition there are five sheltered bus stops along Finchley Road</p>	There is no seating provided along Hocroft and Ranulf Road.

Healthy Streets Indicator	Observation	Potential Improvements
People feel relaxed	There are numerous lampposts positioned along all roads, therefore it is assumed that street lit footways are already provided.	No additional measures have been proposed.
Clean and free from litter	There are several fixed waste bins distributed evenly along the route. There were no large build ups of litter along Route 5.	No additional measures have been proposed.

Table 5.7 – Route 5 Observations

## 5.4 Active Travel Zone Map 3

5.4.1 The characteristics of a typical healthy neighbourhood, which includes street density, public transport, and green spaces surrounding the site has been shown in Figure 5.4.

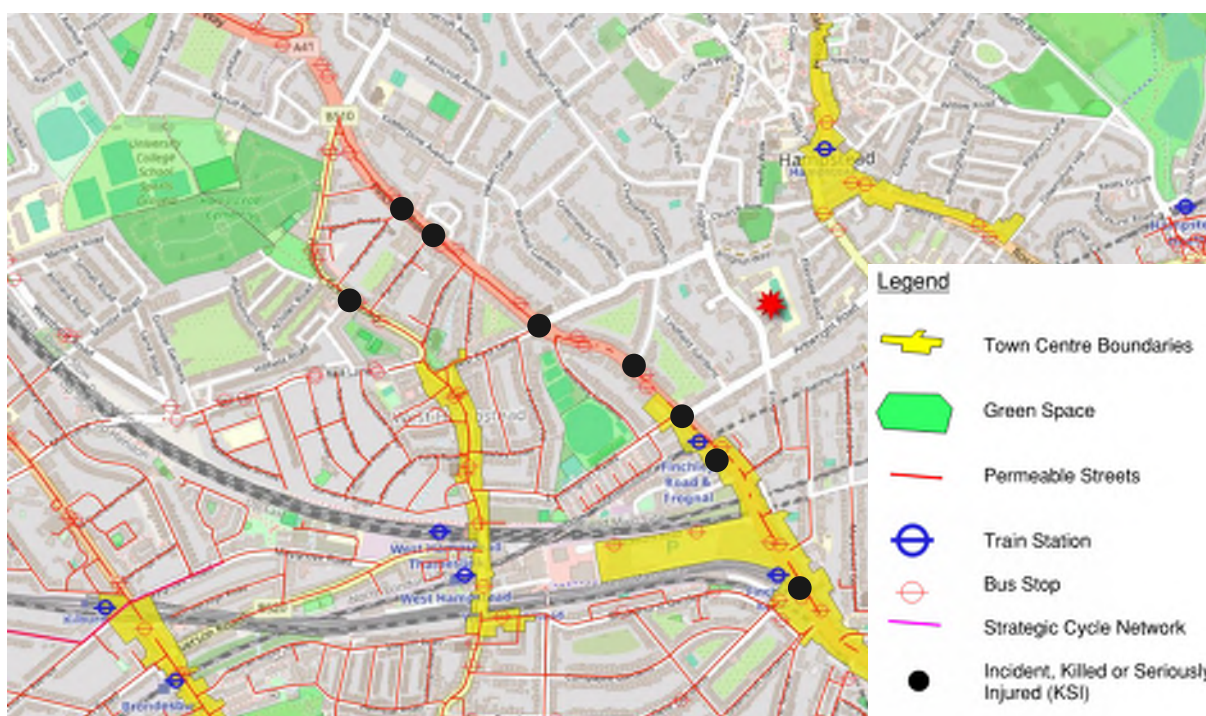


Figure 5.4 Permeable Streets (Source TfL, London Datastore and OS material © Crown copyright. All rights reserved. Licence number 0100058197)

### Street Density

Street density is an important indicator of a neighbourhood’s health as the more connections between streets, the shorter the journeys become, and the more likely people are to travel by walking or cycling. This helps to discourage vehicular travel and will support the aspiration for the continued assessment and removal of parking spaces in future years.

The site is in an area of well-connected streets, which minimises the routes to numerous facilities around the area, which in turn encourages active travel and a healthy neighbourhood.



## **Public transport**

- 5.4.2 Ease of access to public transport is important in delivering a healthy neighbourhood. Proximity to bus stops and train stations reduces the requirement for private car travel.
- 5.4.3 The public transport accessibility has been discussed in section 4.3. The site is near bus stops on Finchley which are served by two bus routes (13 & 113). It is also near a number of other routes. These bus routes link the site to residential areas, local town centres and further transport links. The site is also very near Finchley Road & Frognal station which is served by the Overground, further linking the site to central London and many other destinations. All of this is important for a multi-modal journey.

## **Green Spaces**

- 5.4.4 Green spaces and playgrounds provide opportunities for people to exercise whilst there and on their way to them. If a site is located close to an open space, then the staff and students passing by will benefit greatly from this.
- 5.4.5 As seen in Figure 5.4 the site is to the south of St John-at-Hampstead Church which provides green space and seating areas. Outdoor tennis courts located within the site are to be retained along with UCS Active which provides further sporting facilities and a café. These provide an ideal opportunity for exercise before or after the school day for students and staff.
- 5.4.6 East Heath is 1200m from the site; it has numerous trees, a playground and seating area. This provides an attractive place to walk around.

## **5.5 Summary**

- 5.5.1 There are a number of amenities in the vicinity of the site, including public transport, town centres, parks and other facilities.
- 5.5.2 The routes from the site to the key mapped destinations are relatively safe.
- 5.5.3 The site is located in an area with several attributes of a typical healthy neighbourhood, with local permeable streets, multiple large green spaces and nearby bus stops and train station linking the site to the local area and wider London area.
- 5.5.4 There are areas immediately adjacent to the site, outside of the development proposals, which could be improved with minor tweaks. These include tactile pavers either side of the uncontrolled crossing adjacent to property No.37 and resurfacing the central vehicular access junction. Agreement on any pedestrian, cycling and environmental improvements are yet to be finalised.



# 6 Development Proposals

## 6.1 Development Proposals

- 6.1.1 The proposal comprises the improvement of existing School facilities. The full and partial demolition of existing buildings and three tennis courts are proposed to make way for a new part single and double storey building. The new building will provide educational facilities including dedicated space for music, drama, classrooms, catering space, medical facilities and ancillary accommodation. The tennis courts are to be replaced at roof level. The development includes extensions and enhancements to landscaping.
- 6.1.2 There will be no increase in either pupil or staff numbers as a result of this development, the project requirements are all for qualitative and spatial enhancements to existing educational, cultural and welfare facilities.
- 6.1.3 Refer to Figure 5.1 for the ground floor proposals.

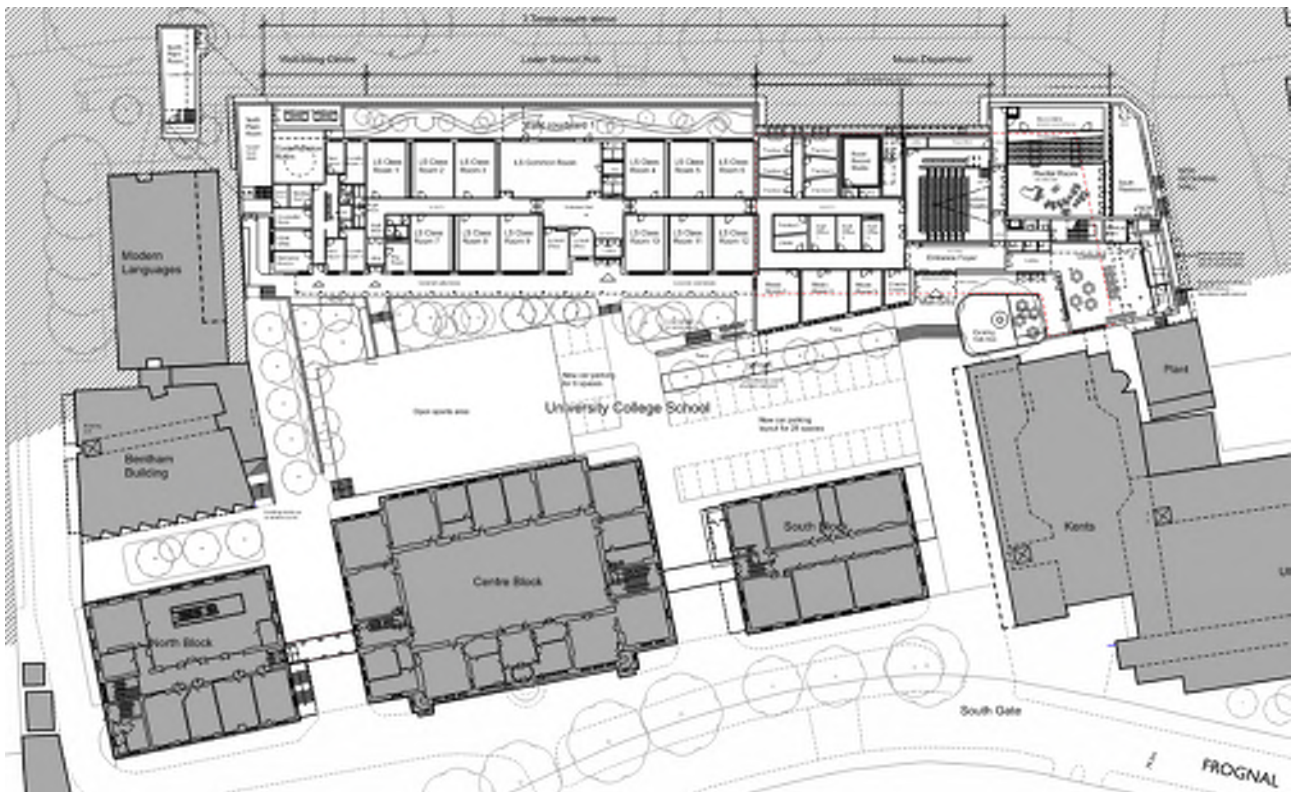


Figure 5.1 Extract from Ed Toovey Architect's Proposed Ground Floor Plan (Drg. No. 2037/GL/011).

- 6.1.4 The various accesses to the site will remain unchanged.

## 6.2 Provision for Cyclists

- 6.2.1 As mentioned in the Camden Planning Guidance: Transport document *"The Council will seek high quality cycle parking facilities for development, including redevelopments and in*

applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site." There is not expected to be any measurable changes in travel patterns or profile, however, as part of the pre-app feedback the Transport Planning team encouraged that the requirements within the London Plan Policy T5 for cycle provision be used along with a 5% allocation for non-standard cycles in long stay parking and 20% to be Sheffield stands.

6.2.2 The minimum cycle parking requirements set out in Table 10.2 of the London Plan Policy T5 are calculated in Table 5.1.

Land Use	Long Stay	Short Stay
D1 nurseries/schools (primary and secondary)	1 space per 8 staff + 1 space per 8 students	1 space per 100 students
960 students and 323 staff	41+120 = 161 spaces	10 spaces
Total	171 spaces.	

Table 5.1 Cycle Parking Provision calculated from Table 10.2 of the London Plan Policy T5

6.2.3 According to Table 10.2 of the London Plan Policy T5, 171 spaces are required for this site. As mentioned in Section 3.4.5 there are currently 104 spaces within the site. After careful consideration space to allocate an additional 64 cycle spaces has been found across the site. The spaces provided in areas B and C needed to be relocated due to the revised landscaping proposals. Due to the constrained nature of the site, including the presence of listed buildings it is considered that no additional space is available to allocate further cycle parking. A total of 168 cycle spaces are proposed within the school site boundary, refer to Figure 5.2 and Appendix C for the breakdown in each area. 138 are covered/sheltered.



Figure 5.2 Proposed Parking Provision

- 6.2.4 As mentioned in Section 4.2 cycling provision, both the storage and facilities are monitored as part of the STP. Provision for additional cycle spaces will be reviewed on an ongoing basis. Any demand for additional spaces will be assessed as part of the STP. For example, if car parking spaces are removed at a later date due to reduced demand or suitable internal space becomes available then the school will consider, among all the needs of the school, if additional cycle parking should be provided.
- 6.2.5 In accordance with the London Cycling Design Standards (LCDS), LBC requested a minimum spacing of 1m between Sheffield stands. There is sufficient space to provide 30 Sheffield stands in area H spaced at 1m centres. The minimum aisle width in area H is 1.8m in accordance with LCDS, as larger cycles are able to park in area E and part of area F where the aisle width varies between 3.5m and 4m.
- 6.2.6 There are 28 spaces in area E and F with a larger aisle width and hence these can be utilised by non-standard cycles. This amounts to 17% of the total sitewide provision. 12 short stay spaces are provided in area G and this allow for 2 larger cycles.
- 6.2.7 108 Sheffield stands spaces are provided and amounts to 64% of the total provision.
- 6.2.8 Storage lockers and shower facilities will continue to be provided for both staff and pupils.
- 6.2.9 In summary it is not considered possible to meet the requested cycling parking provision. Due to the nature of the development, it is expected that this approach will be agreeable to the Transport Planning team as there is not expected to be any measurable changes in travel patterns or profile. Furthermore, the cycling demand will be continuously monitored, and be increased in the future if necessary.

### **6.3 Provision for Parking**

- 6.3.1 London Plan Policy T6 'Car Parking' paragraph A, states *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity"*. Paragraph B of the same policy further elaborates: *"Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport"*.
- 6.3.2 As mentioned in Section 4, the site is located in an area with a PTAL rating of 5, and is expected to increase to 6a based on the 2031 forecast. As per the feedback received from Transport Planners the score of 5 *"is an appropriate consideration when determining the car parking provision"*. Therefore, new development in this area ought to be car free.
- 6.3.3 London Plan Policy T6 'Car Parking' paragraph L states: *'Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy'*. Only part of the Senior School site is to be developed and the land use class is not to be changed.
- 6.3.4 Camden Local Plan paragraph 10.2 states *"In redevelopment schemes, the Council will consider retaining or re-providing existing parking provision where it can be demonstrated"*



that the existing occupiers are to return to the address when the development is completed." The existing occupiers are to remain throughout the development and as shown in the parking survey data in Figure 6.1, the current onsite parking is fully utilised. Vehicular parking is considered to be necessary for the functionality of the school.

6.3.5 As mentioned in Section 4.1, the school have made a commitment to restrict car parking for new members of staff and therefore the demand is expected to reduce in the years ahead as was the case in 2016 when 20 spaces were removed at the front of the site.

6.3.6 The number of spaces in the rear car park of the site is to be reduced again from 35 to 30 as a result of these proposals. Refer to Figure 5.3.



Figure 5.3 Proposed Vehicular Parking Provision. Extract from Staton Cohen's Drawing No. PL01

6.3.7 It is considered that the car parking provision on the site is justified due to the existing and retained demand and should therefore be acceptable to LBC.

6.3.8 The London Plan sets out guidance for onsite parking requirements for disabled and non-disabled persons. Table 10.6 from the LP, replicated in Table 5.2, proposes that 5% of the total parking provision of educational sites should be provided for accessible users.

Use	Designated bays (Per cent of total parking provision)	Enlarged bays (Per cent of total parking provision)
Education	5 per cent	5 per cent

Table 5.2 - Non-residential disabled persons parking standards (2021 The London Plan)

6.3.9 Two blue-badge bays with the appropriate sizing are proposed out of the 30 in the redesigned car park, this is 6.6%. Across the whole site five bays are appropriately sized for

blue-badge users out of the total 44, this is 11% and hence satisfies the London Plan requirement.

- 6.3.10 The number of electric charging points will be increased to allow vehicles to be charged from 6 bays (20%) at the outset, described as active provision. Below ground ducting will be installed for the remaining 24 bays (80%), to allow for future charging points to be installed with less disruption at a future date, known as passive provision.
- 6.3.11 The seven motorcycle bays provided at the front of the South Block are to be retained.



# 7 Trip Generation

## 7.1 Introduction

7.1.1 This section outlines the existing use trip generation for the site as well as the expected future trip generation to the development site. This section will focus on trips to and from the proposed development by all transport modes.

## 7.2 Existing/Consented Use Trip Generation

7.2.1 Travel mode surveys were carried out in 2017 and 2022 as part of the STP. Following feedback as part of the pre-app, travel mode and parking occupancy surveys were recently carried out in November 2023 to include the GCSE and sixth form students as these were excluded from the 2022 survey. The results from these travel surveys are shown in Figure 6.1 and Figure 6.2 for students and staff respectively.

### Appendix 1 – Additional Survey Information

Pupil travel to and from school 2017 – PREFERRED. Survey carried out last quarter 2017, in June 2022 and updated in November 2023 to include Sixth form students Senior School only

		Survey base	Walk	Cycle	Train	Tube	Bus	Car	Car share	Motorcycle	Taxi
Senior School	2017	870	16%	13%	7%	9%	5%	24%	3%	4%	4%
	2022	564	26%	13%	11%	14%	7%	17%	3%	3%	1%
	2023	921	35%	16%	11%	13%	7%	12%	3%	2%	1%

### Typical Day – Cycle, Motorbike and Car Survey – November 2023

Cycle Space Location	No. available	No. in use
Outside UCS Active	6	0
South Courtyard	14	14
North Service Road	40	6
O/S Bentham Building	48	4
Total	108	24

No. of Motorbike Spaces available	No. in use
7	1

All carparking spaces in use.

Figure 6.1 Travel Survey Results, extract from STP, dated November 2023. Mode survey for students only

7.2.2 There is a discrepancy in the total number of cycle spaces given in Figure 6.1. It is understood that the existing number of cycle spaces is 104.

7.2.3 There is also a discrepancy in the number of students cycling. According to the mode share of 16%, 147 students cycle, however, only 24 cycle spaces were in use. The reason for this discrepancy is expected to be due to students cycling on occasion and not all on one day.

School	Survey base	Walk	Cycle	Scooter	Train	Tube	Bus	Car	Car share	Motorcycle	Taxi
<b>STAFF:</b>											
Pre-Prep	2022: 14	2022: 36%	2022: 21%		2022: 7%	2022: 14%	2022: 7%	2022: 7%	2022: 7%		
Junior Branch	2022: 24	2022: 13%	2022: 25%		2022: 4%	2022: 25%	2022: 1%	2022: 21%	2022: 8%		
Senior School	2022: 164	2022: 12%	2022: 16%	2022: 1%	2022: 15%	2022: 26%	2022: 1%	2022: 19%	2022: 8%	2022: 1%	
Playing Fields	2022: 4	2022: 25%			2022: 25%		2022: 25%	2022: 25%			

Figure 6.2 Travel Mode Survey for staff in 2022

7.2.4 The travel mode surveys in Figures 6.1 and 6.2 do not include all trips to and from site, and only take account of the main travel to/from school at the start and end of the day. In addition to the trips generated by students and staff the School’s trip generation also includes but is not limited to:

- Two or three coaches are hired on two weekdays, currently on Wednesday and Friday for students in year 9 and below to be transported to and from the Ranulf Road playing fields. Students generally arrive back at the school at the end of the school day.
- Refuse collection once per week, usually a Wednesday.
- Catering deliveries twice per week.
- Any special or large deliveries of props etc. to support the theatrical performances.
- Landscaping team weekly or fortnightly depending on season.

7.2.5 As mentioned in Section 3, the Senior School site hosts a variety of music and drama performances for the wider school, within the Great Hall and Lund Theatre throughout the year. Refer to Table 6.1 for a typical list of the main annual performances provided by the UCS team and the audience attendance. These events are generally held during weekday evenings or at weekends.

Event	Duration	Attendance
Musical	3 nights	200 per performance
Senior School Play	1 night	180/200 per performance
Middle School Play	1 night	140/200 per performance
Lower School Play	2 nights	190/200 per performance
Improvisation Night	1 night	150/200 per performance
Deme Dance	1 night	180/200 per performance
Music Concert	3 nights separate occasions	200 per performance

Table 6.1 UCS Main Annual Performances

7.2.6 The trips generated by each event are substantial.

7.2.7 Outside of term time, the site is regularly used for external event hire, such as for filming and whilst this generates a unique trip generation it is not considered to be greater than the term time trip generation.

### **7.3 Proposed Use Trip Generation**

7.3.1 As mentioned in Section 5.1 there will be no increase in either pupil or staff numbers as a result of this development. The proposed development impacts on a range of facilities at the school, these are described in the following paragraphs.

7.3.2 The proposals replace the 3 tennis court / amenity play areas with the same area on top of new development. The development is not expected to increase the level of sports attendance.

7.3.3 The Recital Room is to have an audience number of circa 125 persons and will be available for evening concerts - a periodicity of approximately 6 concerts per academic year is expected. The Recital Room will partly replace some of the events which currently take place in the Great Hall and is a smaller venue. A significant increase in the number of concert occasions is not expected and events at the two venues will not be scheduled to take place at the same time.

7.3.4 The Drama Studio 1 will allow theatrical performance with an audience of approximately 60 persons and will allow for evening performances. The School already has a Main Theatre, the Lund, which accommodates nearly 200 persons and will continue to be the setting for larger plays, music and events. Events at the two venues will not be scheduled to take place at the same time.

7.3.5 The proposed Cafeteria is likely to be used to provide hospitality for events, concerts etc but will not be open to the public and so will not generate trips to/from the site independently. Catering deliveries will continue to be from the main kitchen at the north end of the site.

7.3.6 The Wellbeing, Medical, LS Hub and other Music teaching areas are not expected to be used in the evenings and therefore will not generate trips to/from the site outside of those already associated with the School site as a whole.

7.3.7 In summary there is not expected to be any measurable changes in the travel patterns or profile as a result of the development.

### **7.4 Impact on Local Transport Network**

7.4.1 As there is not expected to be any measurable changes in the travel patterns or profile the impact on the local transport network is expected to be minimal. In accordance with the current STP, car-based journeys are proposed to be reduced, and other more sustainable modes are encouraged. Therefore, an improvement to the surrounding area should continue to be benefited from.

## 8 Summary and Conclusions

- 8.1 The TA has been compiled in support of a planning application and TRA01 BREEAM calculation for the new development at UCS Senior School, in accordance with the local policies set out in Section 2.
- 8.2 The TA considers the accessibility of the site for all modes of transport and describes the nature of the trip generation in the existing and proposed cases.
- 8.3 The transport proposals were discussed as part of a pre-app workshop with the Transport Planning team. Comments received have been accounted for in this TA where applicable.
- 8.4 A HSA has been undertaken, suggested improvements have been made along the key routes.
- 8.5 The development is proposed to reduce the number of car parking spaces on the site in an improved configuration. A car-free approach is not considered to be practical due to the existing demand and use of the site which will remain during the development works.
- 8.6 A substantial increase in cycle parking provision is proposed, however it is not practical to demonstrate conformance to the requirements of London Plan Policy T5 due to the constrained nature of the site and the presence of listed buildings.
- 8.7 No new junctions or site accesses have been proposed, but it is thought that the existing access will be resurfaced and reinstated where required.
- 8.8 This development complies with the principles of the NPPF and should be acceptable to the LBC from a highways and transport point of view.

# Appendix A

## Correspondence with LBC



Thank you for consulting Transport Planning. The following transport considerations are covered below:

- Policy review
- Site location and access to public transport
- Trip generation
- Travel planning
- Access and permeability
- Cycle parking
- Car parking and vehicle access
- Construction management
- Deliveries and servicing
- Transport Assessment
- Highway works
- Pedestrian, Cycling and Environmental Improvements
- Micromobility improvements

#### Policy review

Policy T1 of the Local Plan promotes sustainable transport by prioritising walking, cycling and public transport in the borough. Policy T2 seeks to limit the availability of car parking and requires all new developments in the borough to be car-free.

Policy T3 sets out how the Council will seek improvements to transport infrastructure in the borough. Policy T4 addresses how the Council will promote the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road.

[Camden's Transport Strategy](#) (CTS) aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal.

Our priorities include:

- increasing walking and cycling
- improving public transport in the Borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all.

In 2022 we reviewed our progress so far on the CTS and also set out our delivery plan for the period covering 2022/23 - 2024/25. This was presented to [Cabinet on 14<sup>th</sup> December 2022](#). The plan includes commitments, all of which are pertinent to this application, and which will be expanded upon in later sections, to:

- i. implement the northbound (uphill) segregated cycle lane on Fitzjohn's Avenue, with pedestrian improvements at side road junctions, which form part of a borough-wide '*Healthy Routes - strategic cycling corridors*' programme of works.
- ii. continue to expand our dockless e-bike and e-scooter hire network, and

iii. to contribute towards the implementation of the CTS Cycling Action Plan.

Camden's [Clean Air Action Plan](#) and [Climate Action Plan](#) also contain policies which are relevant to our transport observations.

London Plan policies on transport of relevance include:

- Policy T1 (Strategic approach to transport)
- Policy T2 (Healthy Streets)
- Policy T3 (Transport capacity, connectivity, and safeguarding)
- Policy T4 (Assessing and mitigating transport impacts)
- Policy T5 (Cycling)
- Policy T6 (Car parking)
- Policy T7 (Deliveries, servicing, and construction)
- Policy T9 (Funding transport infrastructure through planning)

London Plan Policy T1 (Strategic approach to transport) states that Development Plans should support, and development proposals should facilitate, the delivery of the Mayor's strategic target of 90% per cent of all trips in inner London to be made by foot, cycle, or public transport by 2041.

London Plan Policy T1 also states that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

#### Site location and access to public transport

The site lies within the Frognal /Redington Conservation Area, and is bounded by Frognal to the west, Arkwright Road to the south, Ellerdale Road to the east, and Frognal Way to the north. The west side is open to the public street, while the other three sides have residential properties to the north, east and south.

The site is also in close proximity to Finchley Road, which is part of TfL's Transport for London Road Network (TLRN).

The access to, and the frontage of the site on Frognal have a PTAL score of 5, with accessibility by public transport considered to be very good. Some of the site is also in an area of PTAL 2, which reflects poor accessibility.

The nearest London Underground stations at Finchley Road, Hampstead, West Hampstead and Belsize Park, are located approximately 700m south, 800m north, 1.2km south-west and 1.7km east of the site respectively. West Hampstead also provides access to national rail and London Overground services.

Finchley Road & Frognal and Hampstead Heath London Overground Stations are located approximately 450m south and 1.6km north-east of the site respectively.

The nearest bus stops on Finchley Road and Fitzjohn's Avenue are located approximately 500m from the site.

The site is easily accessible from a signed cycle route which runs north-south via Frogna, Arkwright Road, and Lindfield Gardens. The site is also easily accessible from the proposed northbound segregated cycle lane on Fitzjohn's Avenue.

The nearest dedicated parking bay for dockless rental e-bikes and rental e-scooters is located on Frogna, approximately 60m south of the main pedestrian entrance. This bay is already showing signs of overcapacity and increasing demand. The Council has plans to expand the network of bays in the area and it is expected that additional bays will be provided in the future through various sources, including via developer contributions. This is part of our ambition to increase the total number of bays in the Borough from just under 210 (currently) to around 300 to create a suitably dense network.

#### Trip generation

It is confirmed that the proposed development will not result in an increase in pupils and staff.

Travel surveys amongst students and staff were conducted in 2017 and in June 2022. The GCSE and A-level year groups were on study leave and did not participate at the 2022 survey. It is requested that a new survey is conducted at the time when the school is fully attended, ideally avoiding a week before and after the school holidays.

The UCS is also known to host various evening events throughout the year. The applicant is requested to confirm the attendance levels for these events, and also clarify if the redevelopment will result in an increase of visitors. This will inform whether a parking stress survey for outside of the CPZ controls is required, to ascertain the impact of parking demand on the surrounding streets.

The applicant is also requested to provide information on the level of weekly coach trips and arrangements for pupils' pick up and drop off.

#### Travel planning

The applicant is requested to submit an updated Travel Plan with any future application to demonstrate a commitment to encouraging and promoting trips by sustainable modes of transport. A travel plan targeted towards staff and pupils would outline aims and objectives, active travel targets, action plan and monitoring.

A travel plan covering and an associated monitoring and measures contribution of £11,221 will be secured by legal agreement if planning permission is granted.

#### Access and permeability

According to paragraph 3.3.1 of the Transport Statement Scoping Report (TSSR), *'The site has four points of access for pedestrians off Frogna. The gate furthest north is intended to serve No.56 Frogna only. The two central gates are not currently in use. The gate to the south serves as the single main entrance for all staff, visitors and students'*. However, at the preapplication meeting on 9 November, it was confirmed that the pupils and staff enter the premises through one of the central gates which is located closest to the zebra crossing. Clarification is requested on this point.

An uncontrolled crossing in the form of a raised table is located closer to the pedestrian entrance, with signage provided to indicate that it is a pedestrian crossing. The applicant is encouraged to explore opportunities with the Council for the provision of a formal zebra crossing in front of the main entrance to enhance and improve the pedestrian environment at that particular location.

The site has three vehicular access points, named the South, Centre and North Gates.

The main vehicular entrance is at the South Gate.

Access via the North Gate is restricted and requires a fob. The applicant is requested to clarify the nature and purpose of this access point.

Access via the Central Gate is also restricted and is not generally used. In absence of vehicles accessing the premises at this location, the applicant is encouraged to consider removing the crossover and reinstating the footway, which will enhance the pedestrian environment.

#### Cycle parking

The Council requires high quality cycle parking to be provided in accordance with Local Plan Policy T1, CPG Transport, the London Cycling Design Standards (LCDS), and London Plan Policy T5 for D1 use (primary schools / secondary schools / sixth form colleges):

- 1 space per 8 FTE staff + 1 space per 8 students, long stay,
- 1 space per 100 students, short stay.

Secure storage for 108 cycles is provided for staff and students across the site, and this level of cycle parking is proposed to be maintained. Storage lockers and shower facilities are also provided for both staff and pupils.

The Council would expect the amount of cycle parking to reflect the London Plan standards.

The applicant is encouraged to allocate 5% of the total long stay cycle parking provision to non-standard cycles, and 20% to either CaMden M or Sheffield stands. There should be a min spacing of 1m between Sheffield stands, and 500mm between two-tier stands.

A cycle parking proposal compliant with the aforementioned standards should be submitted with any future application.

#### Car parking and vehicle access

The site is located in controlled parking zone CA-H(c) Frognaal, which operates 09:00-19:00 Monday to Friday and 09:00-19:00 on Saturday, with no charge on Paid for Bays after 18.00.

It is proposed to redesign the rear car park of the site and reduce the amount of car parking spaces from 35 to 30. The applicant is requested to clarify the amount of standard car parking spaces that are proposed to be provided throughout the site. It is also proposed to provide two blue badge parking bays.

In line with the discussions at the pre-application meeting, the applicant is requested to adhere to the relevant policies and standards with regards to the re-provision of existing car parking where the sites are being redeveloped.

According to Camden Local Plan paragraph 10.20: *'In redevelopment schemes, the Council will consider retaining or re-providing existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed. This is common where an existing dwelling or block is being extended or subdivided. It can also occur where a change of use brings a site or property into residential occupation. If a development is to have new occupiers, this should be car-free. Where redevelopment involves a town centre car park identified in Camden's Site Allocations Plan as supporting the functioning of the town centre, the Council will consider the retention of the existing parking provision or a lower level of provision on-site. Any new development on the existing car park should be car free in accordance with Policy T2'*.

London Plan Policy T6 'Car Parking' paragraph L states: *'Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy'*.

London Plan Policy T6 paragraph 10.6.4 explains: *'When calculating general parking provision within the relevant standards, the starting point for discussions should be the highest existing or planned PTAL at the site, although consideration should be given to local circumstances and the quality of public transport provision, as well as conditions for walking and cycling'*.

It is important to note that where all accesses into the site are located, the PTAL rating is 5. And the output for the 2031 forecast shows that this area is expected to change to 6a. Therefore, a PTAL score of 5 is an appropriate consideration when determining the car parking provision.

The applicant is requested to refer to London Plan Policy T6 'Car Parking' paragraph A, which states: *'Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity'*. Paragraph B of the same policy further elaborates: *'Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport'*.

In summary, the proposed redevelopment should be car-free. Any proposed parking provision in excess of the London Plan standards and Camden Local Plan, should be fully justified, whilst also taking account of London Plan Policy T1, which aims to achieve the 90% change in mode share for walking, cycling and public transport for inner London by 2041.



Space for seven motorcycle bays is provided at the front of the South Block. Could the applicant clarify if these are proposed to be retained?

Electric vehicle charging points (EVCP) should be provided for blue-badge parking bays.

#### Construction management

Construction management plans are used to demonstrate how developments will minimise impacts from the movement of goods and materials during the construction process (including any demolition works). A draft Construction/Demolition Management Plan using the Council's CMP pro-forma is provided. However, in absence of a principle contractor, the document lacks the necessary detail.

The site is located in close proximity of Fitzjohn's Avenue and Finchley Road, which form a part of the TLRN. Traffic congestion is a significant problem in this part of the borough, particularly during peak periods but often throughout the day on Monday to Friday. Our primary concern is public safety, but we also need to ensure that construction traffic does not create (or add to existing) traffic congestion in the local area. The proposal is also likely to lead to a variety of amenity issues for local people (e.g., noise, vibration, air quality, temporary loss of parking, etc.). The Council needs to ensure that the development can be implemented without being detrimental to amenity or the safe and efficient operation of the highway network in the local area. More detailed Demolition Management Plan (DMP) and Construction Management Plan (CMP) documents will therefore be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission is granted.

The Council will expect construction vehicle movements to and from the site to be scheduled to avoid peak school periods to minimise the impacts of construction on the pupils' safety. It will be necessary to restrict construction traffic to the hours of 9.30am to 3.00pm on weekdays.

The contractor will need to register the works with the Considerate Constructors' Scheme. The contractor will also need to adhere to the CLOCS standard for Construction Logistics and Community Safety.

The development will require significant input from officers at construction stage. This will relate to the development and assessment of the CMP as well as ongoing monitoring and enforcement of the CMP during demolition and construction.

Implementation support contributions of £29,943 and impact bonds of £31,497 for the demolition and construction phases of the development works will be secured by legal agreement in accordance with Local Plan Policy A1 if planning permission were granted.

A further requirement to form a construction working group consisting of representatives from the local community prior to commencement of demolition or construction will also be secured by legal agreement if planning permission is granted.

### Deliveries and servicing

The applicant is requested to submit a draft Delivery and Servicing Management Plan (DSMP) reflecting the Council's [guidance](#), with any future application.

A more detailed DSP will be secured by legal agreement if planning permission is granted. This will help to ensure that any operational impacts associated with delivery and servicing movements could be mitigated.

### Transport Assessment

The applicant is requested to provide a full Transport Assessment (TA), including an Active Travel Zone Assessment in line with the Healthy Streets approach, and a previously requested trip generation analysis, with any future application.

### Highway works

If the existing crossover to the central gate were to be removed, and a new zebra crossing to the main entrance introduced, the applicant would be financially responsible for any works relating to changes to the highway. The Council may therefore seek to secure a highways contribution to make any changes or repairs to the public highway in the direct vicinity of the development. This will be secured by legal agreement if planning permission is granted.

### Pedestrian, cycling and environmental improvements

The Council has an ambitious CTS Delivery Plan 2022/23 - 2024/25 which is expected to be delivered through various sources, including via developer contributions. Of particular relevance to the proposed is development is:

- implementation of the northbound (uphill) segregated cycle lane on Fitzjohn's Avenue, with pedestrian improvements at side road junctions, which form part of a borough-wide '*Healthy Routes - strategic cycling corridors*' programme of works, and

The level of financial contribution to be sought will be determined once a planning application has been submitted.

Furthermore, the Council is being approached by Councillors to find the most appropriate measures to reduce traffic and improve pedestrian safety on Arkwright Road. In response, we have started to develop a brief for a feasibility study. Personal Injury Accident (PIA) Data in the TSSR would support our request to the applicant to provide financial support towards this study.

### Micromobility improvements

A parking bay for dockless rental e-bikes and rental e-scooters is located nearby. However, this merely provides capacity for existing usage by residents and people who work in or visit the area. Officers anticipate significant demand for more parking bays to be provided in the area. A cycle/e-scooter hire improvements contribution of £5,000 would therefore be secured via a Section 106 planning obligation if planning permission is granted. This would allow the Council to provide additional capacity for the parking of dockless rental e-bikes and rental e-scooters in the local area (e.g., by expanding existing bays and providing additional bays). Officers anticipate staff, pupils and visitors using these modes of transport as an alternative to public transport, especially when their primary mode of transport is rail with a secondary trip by bus.

# Appendix B

## School Travel Plan



## School Travel Plan

Author: Nick Mugridge

Submitted on: 20<sup>th</sup> June 2022

Next review: 31<sup>st</sup> May 2023

### School Details

School	Address	Type	Pupil Numbers	Staff numbers	DFE reference number	School Champion		
Pre-Prep	32 College Crescent Hampstead London NW3 5LF	Age 3-7 (4-7 from 2017/18) independent pre- preparatory school	2017 – 124 2022 - 100	2017 – 41 2022 - 25	202/6018	Nick Mugridge <a href="mailto:nick.mugridge@ucs.org.uk">nick.mugridge@ucs.org.uk</a> 0207 433 2148		
Junior Branch	11 Holly Hill Hampstead London NW3 6QN	Age 8-11 independent boys' preparatory school	2017 – 255 2022 – 251	2017 – 49 2022 - 40	202/6018	As above		
Senior School	Frognal Hampstead London NW3 6XH	Age 11-18 independent senior school with girls in the 6 <sup>th</sup> form	2017 – 870 2022 - 935	2017 – 244 2022 - 286	202/6018	As above		



**Current facilities**

School	Staff Car parking	Motorcycle spaces	Disabled spaces	Cycle storage for staff/pupils	How secure is the storage	Storage lockers staff	Storage lockers pupils	Shower facilities staff	Shower facilities pupils
Pre-Prep	2017 - 0 2022 - 0	2017 – 0 2022 - 0	2017 – 1 2022 - 1	2017 – 0 2022 – 4 (Scooters 40)	Secure	2022 - 4	2022 – 0 (but 40 lockers for cycle/scooter helmets)	2017 – Yes 2022 - Yes	2017 – No 2022 - No
Junior Branch	2017 – 16 2022 - 9	2017 – 1 2022 - 1	2017 – 0 2022 - 1	2017 – 10 2022 - 10	Secure	2017 – 34 2022 - 27	2022 - 0	2017 – Yes 2022 - Yes	2017 – Yes 2022 - Yes
Senior School	2017 - 85-107 2022 - 50	2017 – 4 2022 - 4	2017 – 4 2022 - 2	2017 – 34 (Staff), 44 (pupils) 2022 – 34 (staff), 61 (pupils)	Secure	2017 – 61 2022 - 73	2017 – 827 2022 - 963	2017 – Yes 2022 - Yes	2017 – Yes 2022 - Yes
Sports Ground	2022 - 44	2022 – none specifically	2022 - 1	2022 - None	n/a	2022 - 13	2022 - 0	2022 - Yes	2022 - Yes

### Opening and closing times

School	Opening Hours
Pre-Prep	0700 – 1800
Junior Branch	0600 – 2100
Senior School	0600 - 2230
Sports Fields	<b><u>TERM TIME</u></b> School use – 0700-1900 (M-F), 0800-1700 (Sat) Available for community use (but not always used) – 1800- 2200 (M-F), 1200-2200 (Sat), 0900-2100 (Sun) <b><u>HOLIDAYS</u></b> Available for community use (but not always used) – 0700- 2100 (M-F) 0800-2200 (Sat/Sun)

### Extended and community use

There is community use of the Senior school between 1800 – 2200 Monday to Friday and from 0700 to 2000 Saturday and Sunday.

There is no community use of the Pre-Prep and very occasional community use of the JB.

Community use of the Sports Fields is as per the hours above. Note that these are the “available” hours rather than the utilised hours which will be less.

### **School Travel Plan (“STP”) working party members**

<b>School</b>	<b>Name</b>	<b>Role in School</b>
Pre-Prep	Dr Zoe Dunn	Head
Pre-Prep	Nik Watt	Deputy Head
Junior Branch	Lewis Hayward	Head
Junior Branch	Dom Edwards	Deputy Head
Senior School	Nick Mugridge	Director of Finance & Operations
Senior School	Mark English	Vice Master
Senior School	Andrew Wilkes	Deputy Head Pastoral

The Director of Finance & Operations acts as the Foundation STP champion and works closely with all members of the working party. Individual initiatives to promote health, sustainable and environmentally desirable travel to and from schools are developed by the appropriate working party members in each school. The Foundation governors are kept aware of the STP and its initiatives by discussion at appropriate meetings. The Foundation’s Health & Safety Adviser and the Senior Nurse are actively involved in promoting both safety and health to staff and pupils.

### **Purpose of the STP**

Sec 106 Deed of Planning Obligation 29<sup>th</sup> October 2015 in relation to the development of land at UCS School Sports Ground Ranulf Road London NW2 2BS refers.

Under this deed (see Appendix A) UCS is required to produce a School Travel Plan, appoint a School Travel Plan Champion, carry out a School Travel Plan Review within 3 months of first occupation, and then annually for four years.

The Junior Branch ( <https://stars.tfl.gov.uk/School/100065/Story> ) and the Pre-Prep ( <https://stars.tfl.gov.uk/School/100088/Story> ) have achieved Gold accreditation under the Camden TFL STARS scheme. The senior school is not a member of that scheme.

### **Description of the School**

#### **Senior School**

The senior school moved to Hampstead in 1907 to the original historic buildings. Since then there has been considerable development to provide additional facilities on the original site. Facilities will continue to be improved. Since 2017 we have: extended the Lodge building at the north of the site to create new facilities for the Admissions and

Development Departments and two new meeting rooms; re-landscaped the front of the school to make it more secure, more inviting and to reduce the number of car parking spaces, modernised the library space; and increased the size of, and modernised, the Sixth Form recreational and study space. We have also installed two electric vehicle charging points and we have added an additional cycle storage area for pupils, increasing the number of pupil spaces by 17 (39%). All pedestrian and vehicle entrances are from Frognal.

### **The Junior Branch**

The junior school moved to the site in Holly Hill in 1891. The school has a pedestrian entrance from Holly Hill and a vehicle entrance from Holly Bush Vale. Since 2017 we have created a new landscaped play area for the pupils. There is minimal car parking space on site.

### **The Pre-Prep**

The Pre-Prep was purchased in 2001 and was originally called the Phoenix School. The school is accommodated in rental premises which are part-occupied. There has been no expansion of the school since it was purchased. In 2017-18 the school moved from mixed sex to boys only and from 4 years to 3 (dropping the nursery). Pupil numbers fell as a result. The school has pedestrian entrances from College Crescent. There is no vehicle access to the school site.

### **Ranulf Road Games Pavilion and Playing Fields**

The new Pavilion was completed and handed over in April 2019. It is a two-storey building, with changing rooms, toilets and showers on the ground floor and a lounge, kitchen and refectory on the first floor. The first floor has balconies facing the pitches. There are comprehensive pitches at the site providing facilities for football, cricket, rugby, hockey, athletics and tennis. Pedestrian and vehicle access is available from the junction of Farm Avenue/Hocroft Road, and from Ranulf Road. The main vehicle entrance is now at the junction of Farm Avenue/Hocroft Road. Pedestrians can also approach by way of a pedestrian path running from Fortune Green Road to Hocroft Road. The improved parking for coaches, mini-buses and cars should have significantly reduced congestion on Ranulf Road – for example, there is no longer any need for visiting teams' coaches, or for other motor vehicles, to park on the local streets.

The playing fields are 1.5 miles walking distance from the Senior School, 1.5 miles from the Junior School and 1.8 miles from the Pre-Prep. From the third year of Senior School all pupils are expected to walk to and from the playing fields. For safeguarding reasons, younger pupils are transported by coach. We are considering whether we can eliminate the coaches which transport pupils back to school at the end of the school day, as pupils (at least at the senior school) could easily make their way home directly from the playing fields. There are safeguarding considerations, and we need to be careful not to encourage parents to drive to the playing fields to pick up their children instead, as that would defeat the purpose of removing the coaches.

The Ranulf Road playing fields are used extensively during all days of the week with the following approximate times and maximum numbers:

Monday	2017: 1340 – 1600 2022: 1300 -1730	2017: 220 pupils 2022: 220 pupils
Tuesday	2017: 1140 – 1600 2022: 1100 - 1730	2017: 250 pupils 2022: 400 pupils
Wednesday	2017: 1340 – 1600 2022: 1300 - 1730	2017: 280 pupils 2022: 400 pupils
Thursday	2017: 1140 – 1600 2022: 1100 - 1600	2017: 250 pupils 2022: 480 pupils
Friday	2017: 1140 – 1600 2022: 1100 - 1600	2017: 150 pupils 2022: 360 pupils

We believe that the pupil numbers reported in 2017 were for senior school pupils only. The 2022 numbers are for all three schools combined.

The following sports are played at Ranulf Road:

- Football
- Rugby
- Cricket
- Hockey
- Tennis
- Athletics

### **Ethos of the School**

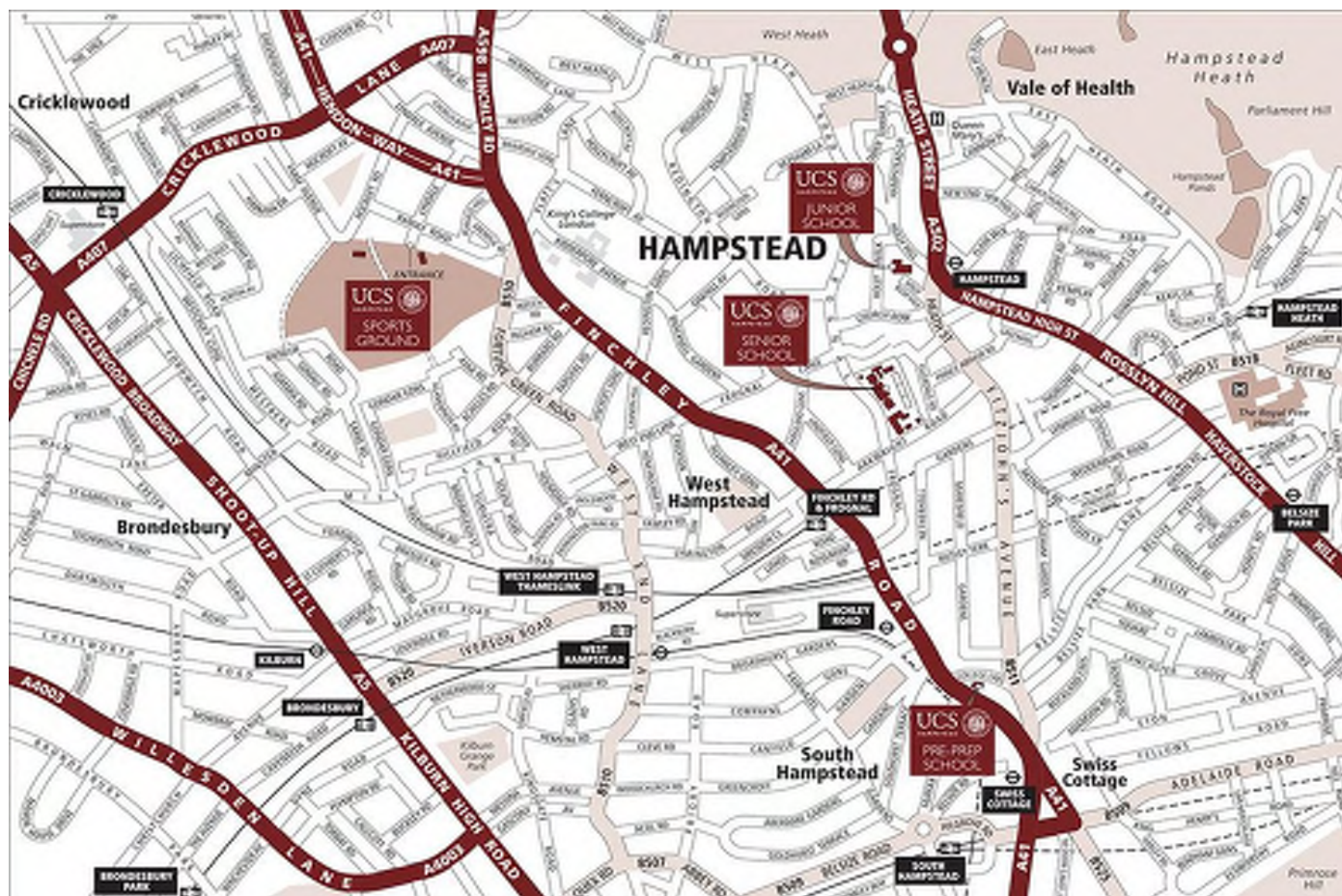
UCS was founded to be different from other schools and it remains so today. Our liberal philosophy lends the school a distinctiveness of which we are extremely proud. We are of course committed to academic excellence. We believe, however, that this should be more than a narrow aim in itself. Excellence at UCS at every level from age 4 to 18 results from not only effective teaching and learning. It depends upon respect for the individuality of each pupil, recognition of each pupil's talents, interests and potential, and a very high quality of personal care. Education at UCS is a friendly and purposeful co-operation between school, pupil and home. Founded as a tolerant community without religious or ethnic barriers, we could not approach our work in any other way.

Pupils are admitted to UCS at a wide range of ages. Detailed procedures for each age group are outlined on the Schools' website. Whilst selection frequently involves a written examination, we always consider more than just academic ability. We hope to recruit pupils with broad and lively interests, keen to participate in and to contribute to the range of opportunities that UCS offers. The School has widened access by providing a commitment that the education the school provides should not be available only to those who can afford it. The Schools' aim is always to target fee assistance towards those families who would not otherwise be able to take advantage of a UCS education. Fee assistance can be provided and there are also academic and music awards.

Many of the Foundation policies including the Health and Safety Policy, the Trips Policy and the Medical Policy specifically address the issue of pupils living and working safely during their school life.



Location Map of all three schools and Ranulf Road



Location photos showing entrances

Senior School photos



North entrance



Pedestrian entrance



Landscaping at front



Middle entrance



Main (South) entrance



Landscaping at front



Junior Branch photos showing entrances



**Pre-Prep photos showing entrances**



**Ranulf Road Sports Pavilion and Playing Fields**



Main entrance - from Farm Avenue side



Main entrance – from Farm Avenue side



Main entrance – from Hocroft Road side



Coach and car park – from main entrance



Car Park – Eve side of right of way



Car Park – Eve side – from pavilion



Wade side car park – looking towards pavilion



Ranulf Road entrance – looking out from Wade Field



### **Engineering measures**

There is a pedestrian crossing on Frogna towards the north of the senior school site.

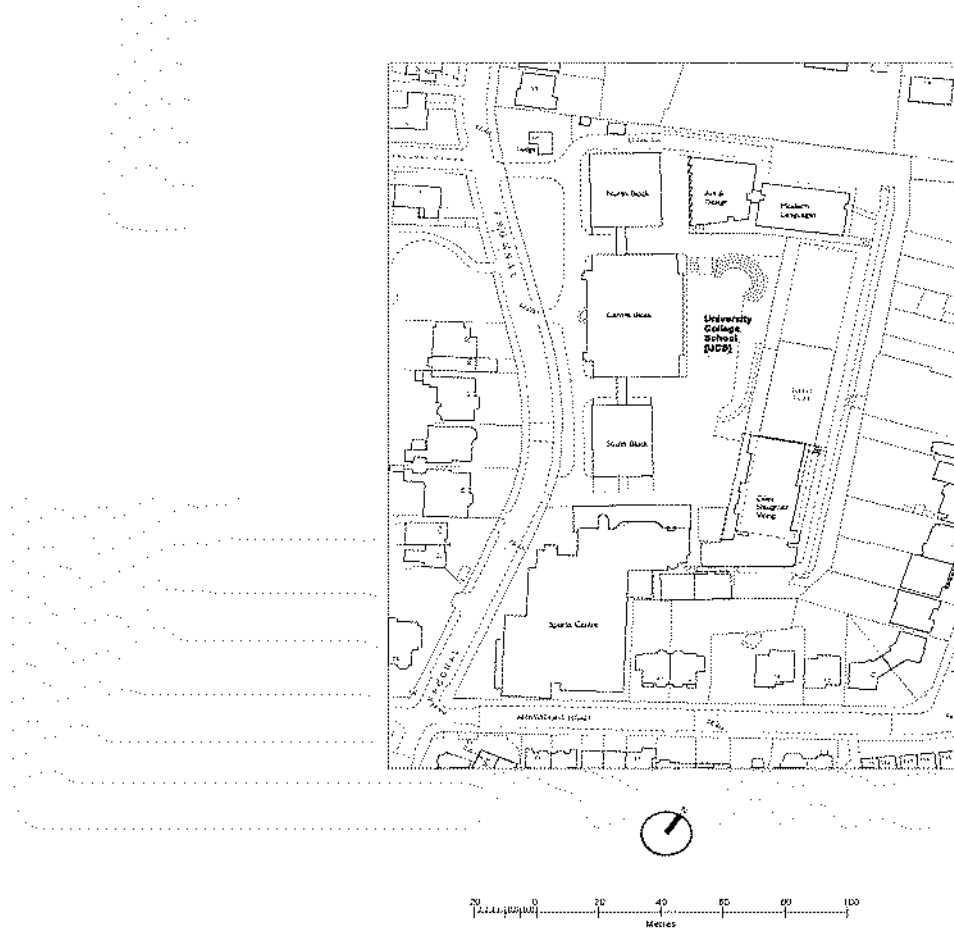
The additional landscaping at the senior school Frogna site has reduced the number of staff car parking spaces by almost half. The provision of an additional cycle shelter at the start of the Covid pandemic increased the number of covered cycle storage spaces for pupils by 17 (39%).

Camden introduced a "Neighbourhoods of the Future "Healthy Schools Street" zone in September 2020 which has restricted vehicle access to roads around the senior and junior schools during peak hours (8am-9am and 3pm-4.15pm). This has inevitably reduced the number of parental drop-offs and pick-ups, although we are not formally monitoring this.

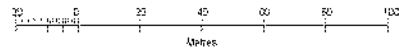
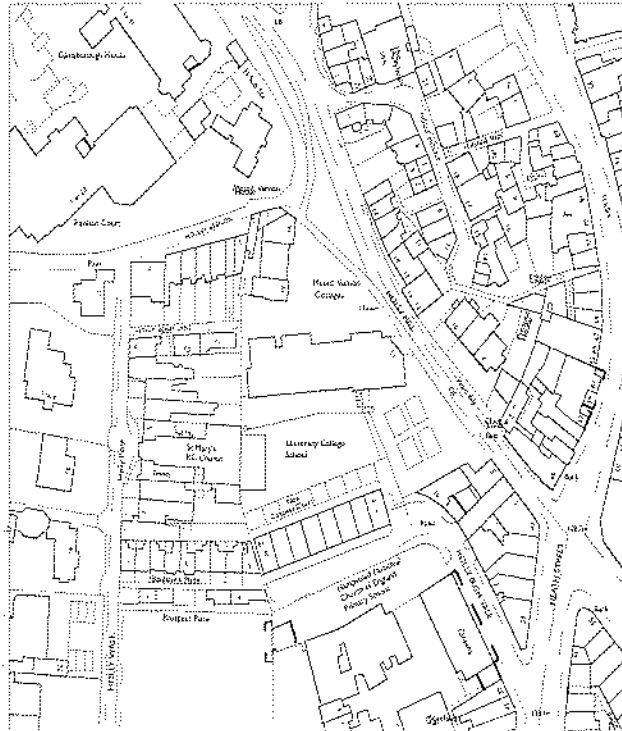
The construction of the new pavilion included the provision at Ranulf Road of three spaces for coaches and 44 spaces for cars. There is no longer any need for coaches, or parents, or (occasionally) staff to park on the residential streets around the playing fields.

**Site Plans**

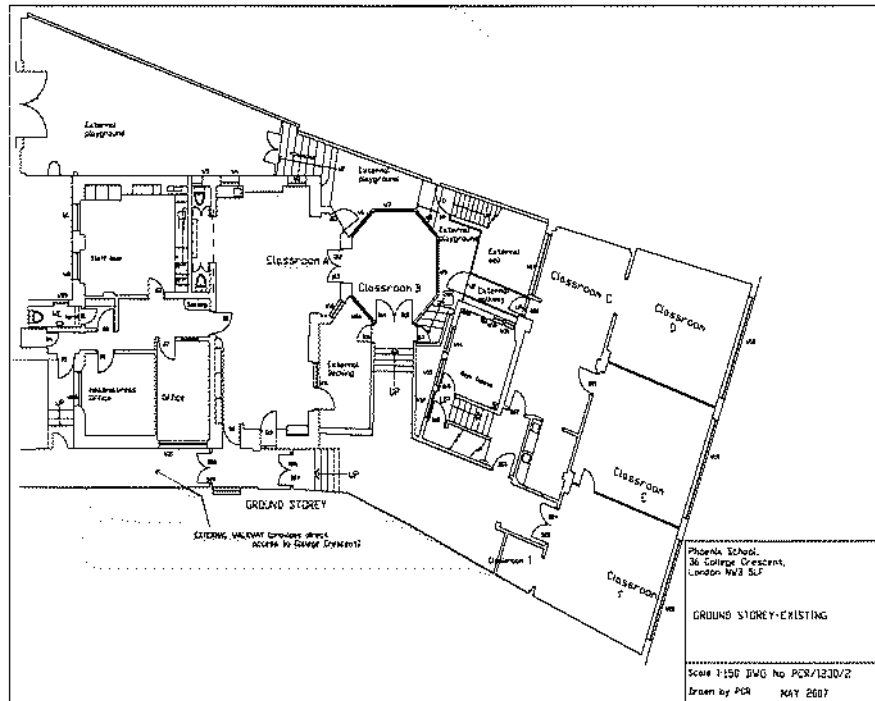
**Senior School**



**Junior Branch**



Pre-Prep

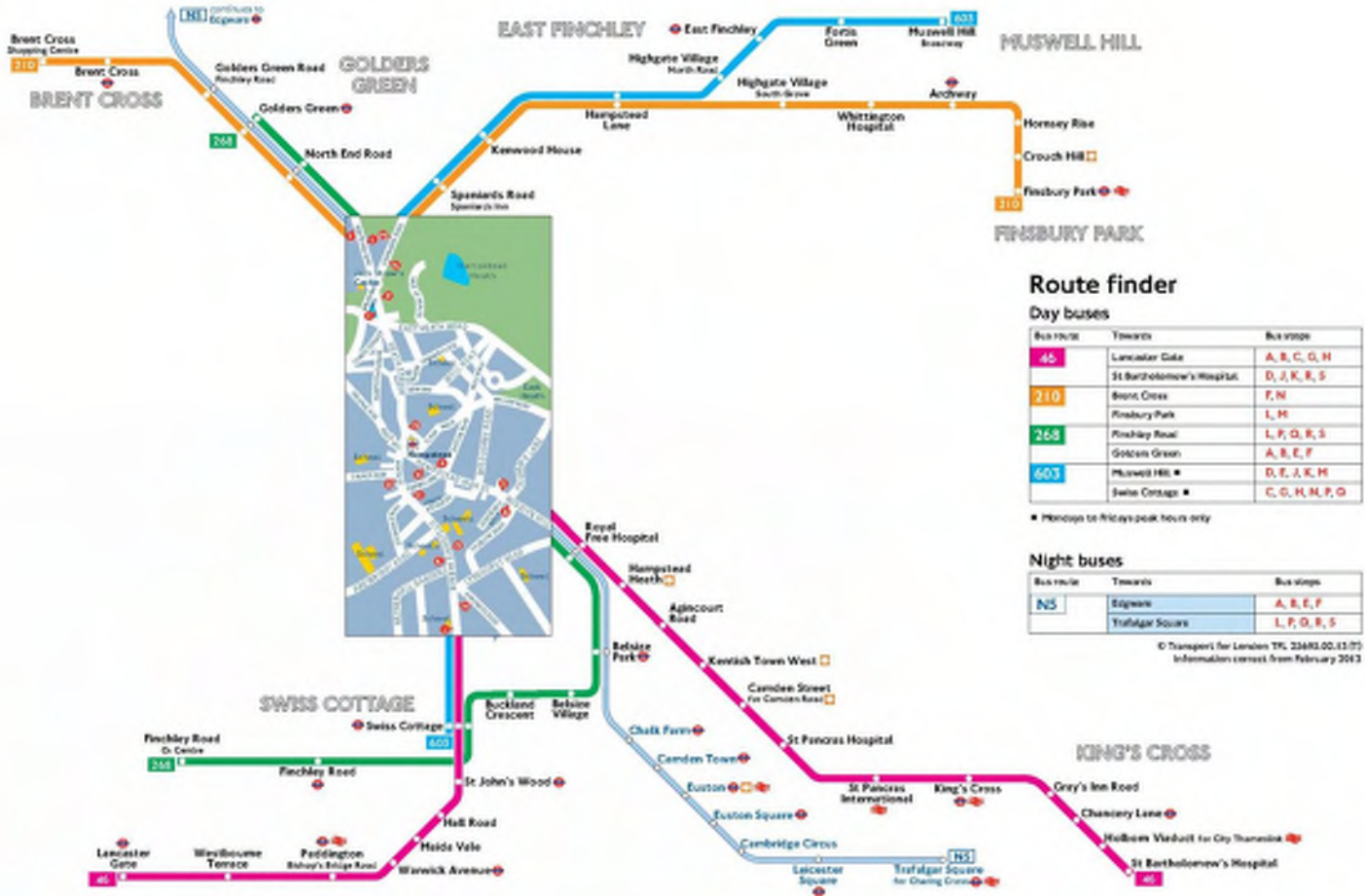


Ranulf Road site plan



Local Transport Links

**Buses from Hampstead**





## Buses from Swiss Cottage

### Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Mondays to Fridays limited service

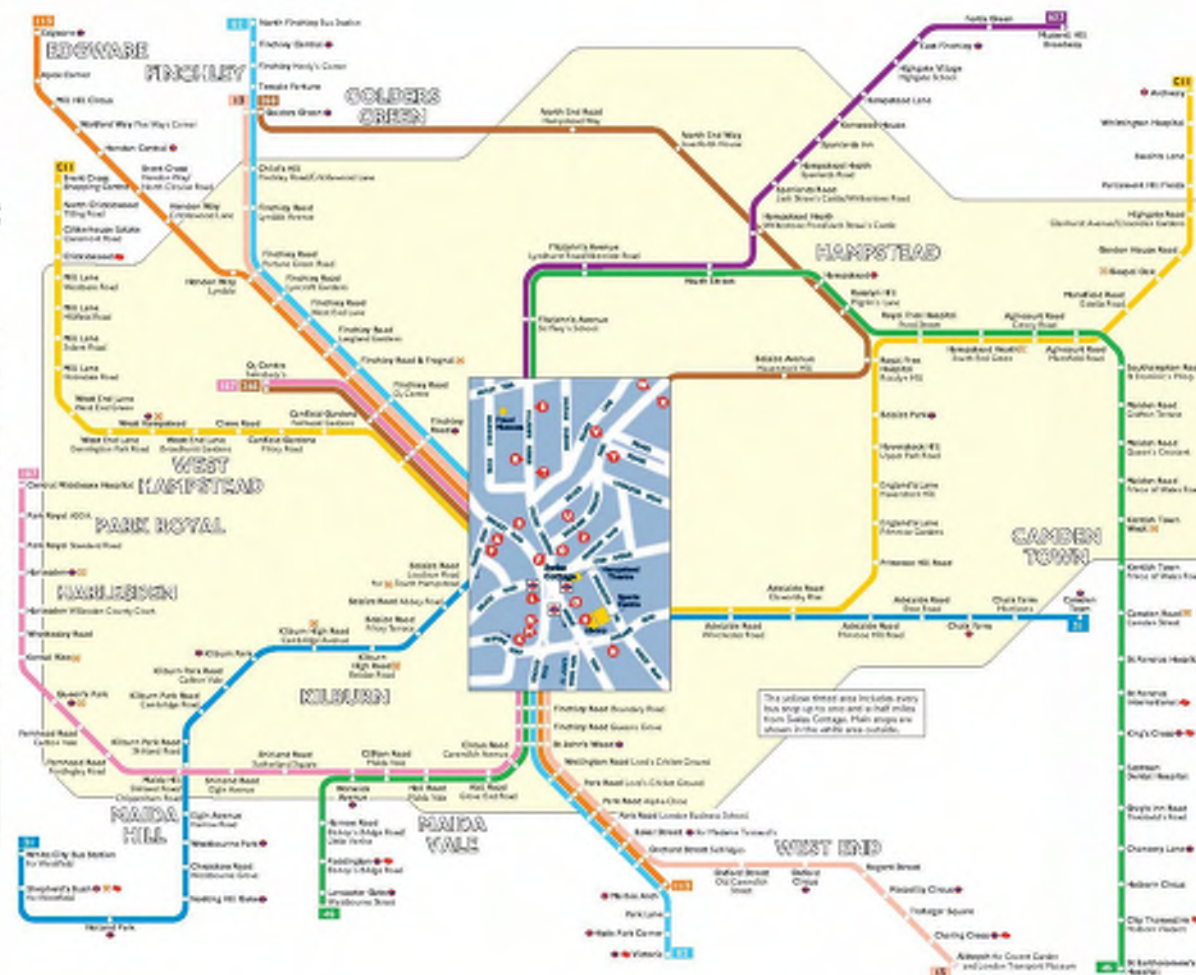
Red circles show the bus stop you need for your chosen bus service. The blue circle appears on the top of the bus stop in the street base map of town centre in centre of diagram.

### Route finder Day buses

Bus route	Towards	Bus stops
13	Aldwych	
	Golders Green	
31	Camden Town	
	White City	
46	Lancaster Gate	
	St Bartholomew's Hospital	
82	North Finchley	
	Victoria	
113	Edgware	
	Marble Arch	
187	Central Middlesex Hospital	
	O, Centre	
268	Golders Green	
	O, Centre	
603	Muswell Hill	
	Archway	
C11	Brent Cross Shopping Centre	

### Night buses

The following Night buses serve Swiss Cottage:  
N13 and N113 – same stops as route 13  
N28 and N31 – same stops as route 31



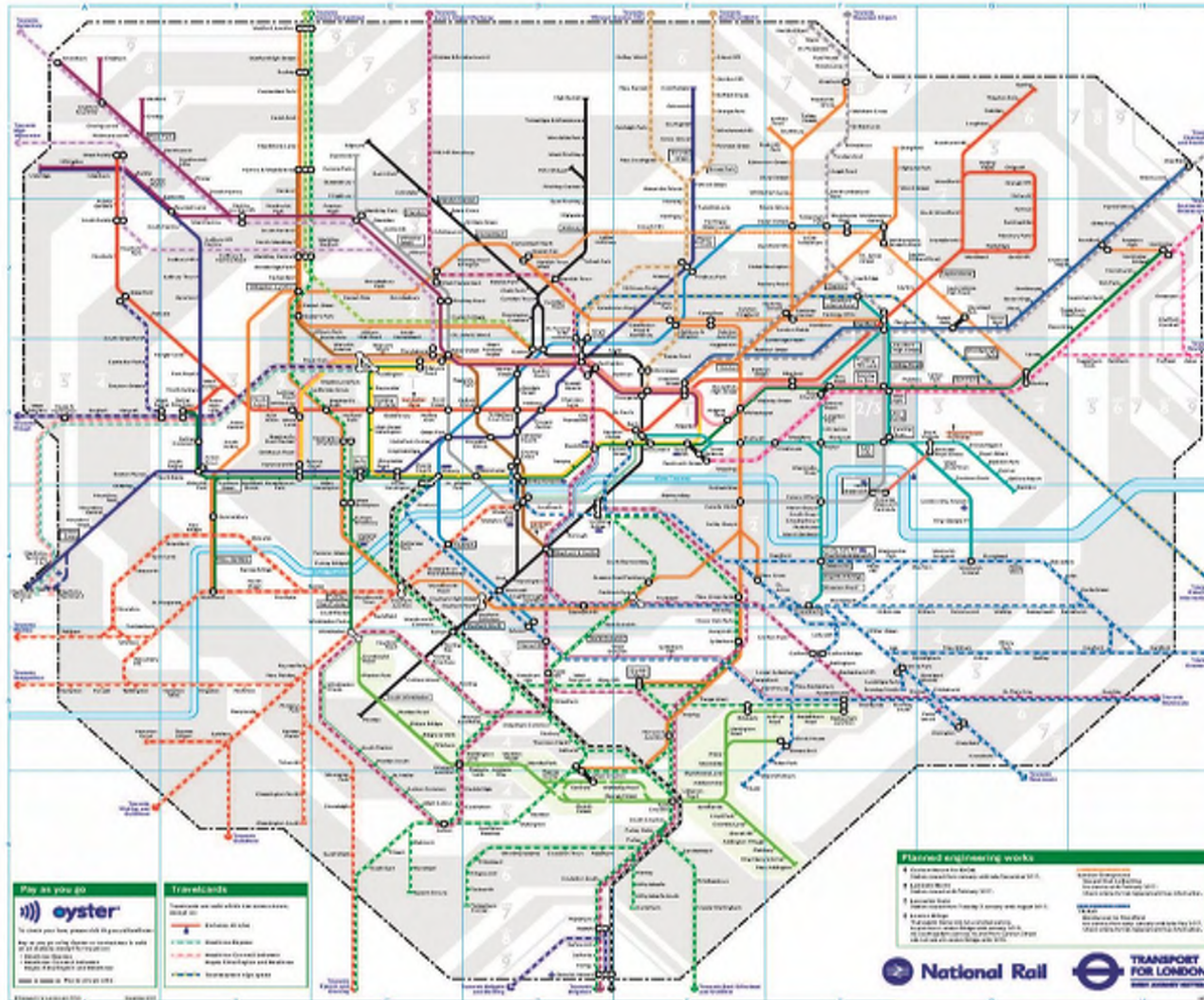
Information current from April 2015  
© Transport for London TFL2015.04.15 31

## Train and tube links

### London's Rail & Tube services

#### Key to lines and symbols

- Bakerloo
  - Central
  - Circle
  - District
  - Hammersmith & City
  - Jubilee
  - Metropolitan
  - Northern
  - Piccadilly
  - Victoria
  - Waterloo & City
  - DLR
  - London Overground
  - London Trams
  - TfL Rail
  - Elizabeth Line (under construction)
- 
- Chiltern Railway
  - GWR
  - Great Eastern
  - Great Western Railway
  - Greater Anglia
  - Hammersmith & City
  - Heathrow Express
  - Heathrow Terminal 5 Express
  - London Island
  - Southeastern
  - South Western Railway
  - South West Trains
  - Thameslink
- 
- London Trams fare zone
  - Station in both fare zones
  - Interchange station
  - Airport
  - Elevated service
  - Victoria Coach Station



[tfl.gov.uk](http://tfl.gov.uk)  
[nationalrail.co.uk](http://nationalrail.co.uk)

National Rail  
 TRANSPORT FOR LONDON  
TRAVEL INFORMATION

## Roads

The Finchley Road is a main arterial road providing access to all three schools. There are networks of local and residential roads around all three schools. Traffic congestion is high during peak times. There is no car parking available for visitors at the JB or Pre-Prep and minimal at the Senior School. There is little on-street parking available near all three schools so travel to and from the schools by car is difficult.

Camden introduced a “Neighbourhoods of the Future “Healthy Schools Street” zone in September 2020 which has restricted vehicle access to roads around the senior and junior schools during peak hours (8am-9am and 3pm-4.15pm). This has inevitably reduced the number of parental drop-offs and pick-ups, although we are not formally monitoring this.

There are many safe points to cross the Finchley Road from tube and main line stations, but this is a main road into and out of London and care is needed.

The playing fields are based in a residential area but close to a main arterial road which runs north-south from Brent Cross into and out of London. As a result, there is no great vehicle need to use the local streets as “rat runs” and traffic appears to be light. The creation of 44 car parking spots and 3 coach bays within the playing field boundaries has removed the need for visitors (and visiting coaches) to park in the surrounding local streets.

## Schools’ catchment areas

### Pupils

Parents’ postcodes are highly concentrated to the local, north and north-west areas. Whilst demonstrating that these are predominately local schools they also have relatively wide catchment area as one would expect from in-demand, successful schools.

<b>Distance from School</b>	<b>Up to 1 km</b>	<b>1-1.5 km</b>	<b>More than 1.5 km</b>
<b>Pre-Prep pupils</b>	2017: 15 2022: 15	2017: 17 2022: 2	2017: 91 2022: 81
<b>JB pupils</b>	2017: 43 2022: 12	2017: 45 2022: 38	2017: 167 2022: 201
<b>Distance from School</b>	<b>Up to 2 km</b>	<b>2-3.2km</b>	<b>More than 3.2 km</b>
<b>SS pupils</b>	2017: 273 2022: 261	2017: 175 2022: 157	2017: 414 2022: 516



### **School ethos, policies and initiatives regarding transport issues**

UCS takes seriously its responsibility to provide its children with the broadest possible education and considers that understanding the need to preserve the natural resources of the environment, an awareness of road safety and the promotion of a healthy lifestyle through exercise is part of that broad education. UCS encourages recognition within the community that the use of the motorcar can be a selfish decision which has a negative impact on the environment and consequently on the life of others. The immediate surroundings of all schools reveal high levels of congestion on both major arterial roads and local roads. This congestion results in air, noise and visual pollution. The dangers of motor transport to pedestrians and cyclists are well known and many accidents occur each year in London some of which are fatal.

UCS acknowledges that there are significant dangers associated with cycling to work and that staff, parents and pupils must recognise and accept these associated dangers whilst taking every opportunity to reduce the risks. Generally, cycling would be considered unsuitable for pupils of the JB and Pre-Prep. The senior school added an additional covered cycle shelter at the start of the Covid pandemic in response to increased demand from pupils, and it has recently introduced a voluntary bike maintenance course for pupils which ran on two Saturdays – the aim is to repeat this regularly.

Families who live close to the schools are encouraged to consider the benefits of walking to school in terms of exercise and the positive contribution this simple act would make in terms of reducing pollution and congestion thereby improving the quality of the environment for the whole community. UCS recognises that walking unsupervised to school is generally not appropriate for pupils at the JB and Pre-Prep.

The main aims of the UCS STP are to:

- Reduce the number of vehicle trips to the school sites by encouraging and/or developing alternative travel options.
- Further reduce any congestion related to the playing fields (we have already eliminated the need for visiting coaches and most motor vehicles to park on the local streets).
- Raise awareness among pupils and within the wider University College School community about the impact of private travel choices upon the environment.
- Encourage the school community to use environmentally friendly modes of transport to and from all the school sites, including the playing fields, and to always consider the needs of their immediate neighbours.
- Raise awareness of the school community regarding health and safety issues related to travel to and from all school sites.

UCS has been promoting an active and healthy lifestyle since the introduction of its first STP. The school is very keen that pupils should be made properly aware of the implications of their own private travel choices for the wider community and this is reflected in the school curriculum. Outdoor play is a critical part of the school day.

The school promotes independent thought amongst its pupils which includes a recognition of selfish behaviour which impacts on the community and environment.

The school actively promotes environmental issues such as paper re-cycling, energy consumption, environmental awareness and safety, and has established a (joint pupil/staff) Sustainability Committee which has been tasked with reducing the carbon footprint of the Foundation.

The school has a trips policy with risk assessments made before visits take place. The policy addresses the issue of pupil safety whilst travelling to and from the trip destination. Coaches are hired from a local company. Children are never transported by car on school trips.

Families who live close to the school are encouraged to consider the benefits in terms of exercise and independence of allowing their children to walk to and from school. We advise UCS pupils regarding road safety. If pupils are driven to school parents are encouraged to drop their children away from the immediate vicinity of the school to reduce congestion to local residents and to encourage the development of walking as an accepted means of travel.

Many staff cycle to school and there is excellent provision for cycle storage and showers for washing before changing into work clothes. Breakfast is provided free to all staff from 0700 to encourage early cycling before heavy traffic develops. A number of staff combine public transport and cycling. The Foundation operates the Cycle to Work Scheme and provides interest free loans in addition to the scheme. The Foundation provides cycle shelters in a secure location. Cycling is a popular method of travel to work by staff but less so by pupils where the issue of road safety is of paramount concern to parents. The school's location near to the Finchley Road (which is in effect a 6 lane motorway) does not lend itself to safe cycling for adults or young people.

The school promotes the policy that all pupils of secondary school age should travel to and from school independently of their parents. All London-based parents will have a very good understanding of the public transport system, and can feel confident in encouraging their child to use that system. The Admissions Department and School Office will readily provide information and support to any parent seeking to commit their child to public transport, walking or cycling for his or her journey to and from school.

When staff are recruited they are advised that car parking is not available to encourage the use of public transport. The number of car parking permits was reduced by almost half after the front of the senior school was green-landscaped.

If parents find it necessary to travel by private car to or from one of the schools they are encouraged to consider the possibility of sharing the journey with other parents who live nearby. The school can put families in touch with potential car-sharing partners. Parents are not allowed to enter the school premises when dropping and collecting children. This reduces congestion and makes the school sites safer for pupils as well as discouraging parent driving their children to school. Local roads are heavily congested at peak times. All three schools have signed up to a travel App called "Home Run" (promoted by Camden Council) which allows parents to co-ordinate and share transporting their children to and from school.

The school quickly responds to concerns expressed by local residents with regard to irresponsible parking and encourages car drivers to be considerate.

There is a clear focus on healthy living and environmental issues with a class covering social and health education along with transport themed work during the year. Particular emphasis is placed on the benefits of walking. Each year the Pre-Prep promotes road safety during National Road Safety week which includes an assembly and circle time in each class. Year 2 children sell reflective stickers and snap bands in a pop up shop to promote being seen when it is dark. The road safety pack is borrowed from Camden to allow role play of road safety in the playground and classroom.

Staff are encouraged to develop a healthy lifestyle and the Foundation provides various initiatives including free membership of the fitness club during term time, morning and lunch time swimming and yoga sessions and a Wellness Policy.

The school Health and Safety Policies and Medical Policy address the issue of pupils' safety and health.

The Junior Branch and the Pre-Prep have been awarded Gold accreditation under Camden Council's STARS scheme.

In the Junior Branch road safety is covered in PSHEE in Year 3 and Year 5. Each year an assembly to the entire school is committed to road safety.

### **Journeys made during the school day – by staff and pupils**

Pupils travel to the Ranulf Road playing fields from all schools on a number of occasions during the week. All pupils in year 9 and below are transported to the playing fields by coach for their own safety. Pupils in year 10 and above are permitted to walk to the playing fields. It takes roughly the same time (15-20 minutes) to walk from the senior school as it does to travel by coach.

Various pupils engage in off-site extra-curriculum activities during the week and they walk or take public transport to these activities. Trips involving groups of pupils normally use coaches to and from the locality. Pupils are normally transported to away games fixtures by coach.

UCS is fortunate to be able to offer a range of on-site activities at the Senior School, including sports, drama and music, reducing the need to travel to off-site facilities.



## Survey Results

Pupil/Staff travel to and from school 2017 – current. Surveys carried out last quarter of 2017 and in June 2022

School	Survey base	Walk	Cycle	Scooter	Train	Tube	Bus	Car	Car share	Motorcycle	Taxi
<b>PUPILS:</b>											
Pre-Prep	2017: 96 2022: 89	2017: 16% 2022: 25%	2017: 4% 2022: 4%	2017: 8% 2022: 9%	2017: 4% 2022: 4%	2017: 3% 2022: 6%	2017: 9% 2022: 6%	2017: 52% 2022: 45%	2017: 2% 2022: 1%		2017: 1% 2022:
Junior Branch	2017: 255 2022: 204	2017: 25% 2022: 31%	2017: 1% 2022: 3%	2017: 1% 2022: 1%	2017: 1% 2022: 2%	2017: 7% 2022: 13%	2017: 4% 2022: 4%	2017: 55% 2022: 37%	2017: 7% 2022: 7%	2022: 1%	2022: 1%
Senior School	2017: 870 2022*: 564	2017: 23% 2022: 27%	2017: 2% 2022: 2%		2017: 13% 2022: 15%	2017: 19% 2022: 22%	2017: 14% 2022: 12%	2017: 21% 2022: 17%	2017: 3% 2022: 4%		2022: 1%
<b>STAFF:</b>											
Pre-Prep	2022: 14	2022: 36%	2022: 21%		2022: 7%	2022: 14%	2022: 7%	2022: 7%	2022: 7%		
Junior Branch	2022: 24	2022: 13%	2022: 25%		2022: 4%	2022: 25%	2022: 1%	2022: 21%	2022: 8%		
Senior School	2022: 164	2022: 12%	2022: 16%	2022: 1%	2022: 15%	2022: 26%	2022: 1%	2022: 19%	2022: 8%	2022: 2%	
Playing Fields	2022: 4	2022: 25%			2022: 25%		2022: 25%	2022: 25%			

\* The GCSE and A-level year groups were at home on study leave in June 2022 and did not participate in the travel survey.

Please note that all travel between the schools and the playing fields is by coach except for Years 10-13 in the senior school where pupils walk.

**Pupil travel to and from school 2017 – PREFERRED. Surveys carried out last quarter of 2017 and in June 2022**

School	Survey base	Walk	Cycle	Scooter	Train	Tube	Bus	Car	Car share	Motorcycle	Taxi
Pre-Prep	2017: 103	2017: 5%	2017: 22%	2017: 19%	2017: 4%	2017: 9%		2017: 25%	2017: 7%	2017: 8%	2017: 1%
	2022: 89	2022: 26%	2022: 11%	2022: 16%	2022: 7%	2022: 2%	2022: 1%	2022: 27%	2022: 4%	2022: 4%	2022: 1%
Junior Branch	2017: 246	2017: 25%	2017: 22%	2017: 6%	2017: 2%	2017: 7%		2017: 24%	2017: 6%	2017: 1%	2017: 8%
	2022: 204	2022: 19%	2022: 27%	2022: 8%	2022: 2%	2022: 15%	2022: 3%	2022: 10%	2022: 4%	2022: 11%	2022: 1%
Senior School	2017: 870	2017: 16%	2017: 13%	2017: 2%	2017: 7%	2017: 9%	2017: 5%	2017: 24%	2017: 3%	2017: 4%	2017: 4%
	2022: 564	2022: 26%	2022: 13%	2022: 5%	2022: 11%	2022: 14%	2022: 7%	2022: 17%	2022: 3%	2022: 3%	2022: 1%

**\*\* Please refer to Appendix 1 for additional updated survey information in 2023.**

**Survey methodology**

Hands up survey completed by class tutors during tutor group meetings.

On-line survey to all staff.

**Travel Problems and issues all schools**

	Details of the issue	How was the issue identified	Possible solutions	Action by / taken
1	Staff reluctant to give up driving to work	Discussion	Reduce the number of car-parking spaces. Incentivise cycling	UCS – done- reduced by almost half in 2019 UCS – we continue to promote the Cycle to Work scheme

			<p>Incentivise use of public transport</p> <p>New contracts discourage use of cars</p> <p>Restrict parking to electric vehicles only</p>	<p>UCS – we offer interest-free season ticket loans for tube/train travel</p> <p>New parking permits at Froggnal are issued on a one-in one-out basis and only where exceptional circumstances apply (disabilities, caring responsibilities, etc)</p> <p>Government – provide additional subsidies for purchasing electric vehicles</p> <p>UCS – consider installing additional electric charging points. Consider restricting new permits to electric vehicles only.</p>
2	Road safety	Anecdotal	<p>Improve pedestrian crossings on Finchley Road</p> <p>Reduce vehicles on roads</p> <p>Reduce speed</p> <p>Road safety education</p>	<p>Camden / Government – 20mph speed limits have been introduced on some roads.</p> <p>Access restrictions have been brought into force on some local roads during peak hours.</p> <p>UCS – road safety education taught every year</p>
3	Pupil security on public transport	Verbal consultation	Improve security	Police and government
4	Congestion on public transport (less so as we recover from Covid)	Staff and pupil survey	Improve public transport	Government

5	The need for cheaper and more reliable public transport	Staff survey	More public subsidies, more cover for strike action  Interest-free season ticket loans	Local and National Government  UCS – already provided
6	House prices in the locality	Verbal consultation	Increase affordable housing	Government
7	Very poor cycle lane provision makes cycling very dangerous	Verbal consultation	Increase/improve cycle lanes	Camden/Government

### Consultation methodology

School Community members	Consultation methods	Evidence of consultation
Pupils	Hands up survey and question and answer session	Excel spreadsheets
Staff	On-line survey	Excel spreadsheets
Health & Safety	Consultation with UCS Health & Safety Adviser	Ongoing discussions
Camden Borough Council	Meetings with Michelle Jamieson the School Travel Plan Officer in April 2017 and ongoing communication	April 2017 16 <sup>th</sup> January 2018
Barnet Borough Council	Meeting with Safiah Ishfaq the Development Travel Plan Advisor.  Teams meeting with Fiona La Crette (Barnet School Travel Adviser)	11 <sup>th</sup> January 2018  29 <sup>th</sup> April 2022

## **Historic Survey Data**

### **Mode of Travel Comparison Pre-Prep Pupil - %**

	<b>2005-6 %</b>	<b>2009-10 %</b>	<b>2010-11 %</b>	<b>2017 - %</b>	<b>2022 - %</b>
Walking	24	29	36	16	25
Cycle/scoot	2	12	6	13	13
Public transport	7	13	20	17	16
Car	64	46	39	52	46

### **Mode of Travel Comparison Junior Branch Pupil - %**

	<b>2007-8%</b>	<b>2008-9%</b>	<b>2009-10%</b>	<b>2010-11%</b>	<b>2017 - %</b>	<b>2022 - %</b>
Walking	20	19	15	21	25	32
Cycle/Scoot	1	2	3	2	2	5
Public transport	11	11	10	8	12	20
Car	66	68	72	68	62	42

### **Mode of Travel Comparison Senior School Pupil - %**

	<b>2005 - %</b>	<b>2009 - %</b>	<b>2010 - %</b>	<b>2017 - %</b>	<b>2022 - %</b>
Walking	20	27	29	23	27
Cycle/scoot	3	4	3	2	2
Public transport	39	36	41	46	49
Car	36	31	27	24	21

**Comparison with targets set in 2009/10 and 2017 – for Senior School pupils - to be achieved by 2017 and 2022 respectively**

<b>Target set in 2009/10</b>	<b>Result in 2017</b>	<b>Target set in 2017 for 2022</b>	<b>Result in 2022</b>
Reduce those who travel by car by 5%	ACHIEVED Reduction by 12%	Reduce by 10%	Reduced by 12% (Senior School), 32% (Junior Branch), 12% (Pre-Prep)
Maintain the number who walk to school at 29%	NOT ACHIEVED Decreased by 6%	Not set	Senior School -27% Junior Branch – 32% Pre-Prep – 25%
Increase the use of public transport from 41%	ACHIEVED Increased by 5%	Not set	Senior School – 49% Junior Branch – 20% Pre-Prep – 16%
Maintain the number of pupils cycling at 3%	NOT ACHIEVED Decreased by 1%	Not set	Senior School – 2% Junior Branch – 5% Pre-Prep – 13%

**Our ambitions and targets**

To continue to encourage staff and pupils who travel to school by car to use more sustainable means of transport. To reduce the percentage who travel by car to the senior school by one percentage point each year.

To increase the percentage who walk or cycle to school by one percentage point each year.

For safeguarding reasons younger pupils are transported to and from the playing fields by coach. We are considering whether to stop providing coaches back to school at the end of the school day and to encourage pupils to make their own way home. There are safeguarding implications and it would likely lead to an increase in parents driving to the playing fields to pick their children up instead. This is not a simple decision and we will not be finalising our position until the autumn term 2022. We do want to reduce the number of coaches we provide.

To raise awareness about travel issues such as air pollution and road safety.



## Action Plan

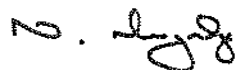
	<b>Activity</b>	<b>Target population</b>	<b>Timescale</b>	<b>Action by</b>
1	Encourage cycling by provision of the Cycle to Work Scheme and by loans for the purchase of cycles	All Foundation staff	Long term continuous initiative	HR
2	Encourage running, cycling and walking by the provision of showers, changing facilities and breakfast	All Foundation Staff	Long term continuous initiative	Director of Finance & Operations
3	Discourage the use of cars in new employment contracts	All Foundation staff	Long term continuous initiative	HR department
4	Reduce the number of on-site car parking spaces at the Senior School	All Foundation staff	<p>Short term, single initiative – 2019</p> <p>Medium term – Camden are consulting on introducing a workplace parking levy, which we would pass on, thus reducing the attractiveness of a staff parking permit.</p> <p>Longer term – a planned redevelopment at the back of the senior school site will necessitate a reduction in spaces during a 3-year construction period. We want to keep the reduced number of parking spaces post-construction.</p>	<p>Director of Finance &amp; Operations</p> <p>Camden &amp; UCS</p> <p>UCS</p>
5	Encourage use of public transport by staff by the provision of interest free season ticket loans	All Foundation staff	Long term continuous initiative	HR department
6	All three Schools to activate STARS and follow recommended activities	All Foundation pupils	Pre-Prep and Junior School – done – both awarded Gold accreditation	Pre-Prep and Junior School – maintain compliance

			Senior School – medium term, as part of our sustainability strategy	Head of Sustainability Committee at the Senior School
7	Encourage parents to seek alternative methods from the car for their children to travel to school	All Foundation parents	Long term continuous initiative	All School Heads
8	Promote car sharing amongst staff	All Foundation staff	Long term continuous initiative	Director of Finance & Operations
9	All three schools to join the “Home Run” initiative promoted by Camden Council	All Foundation pupils	Pre-Prep and Junior School – already active members Senior School – joined in June 2022– will roll out in September 2022	School Heads Head of Sustainability Committee at the Senior School
10	Pre-Prep pupils to walk in a crocodile to and from SS when using the Sports Hall to encourage a culture of walking	Pre-Prep pupils	Long term continuous initiative	Pre-Prep staff
11	Promote the use of walking, public transport or coaches for school trips	All Schools	Long term continuous initiative	All School Heads
12	Participate in local and national initiatives such as Walk to School Week	Foundation community	Long term annual	All School Heads
13	Enhance the front of the Senior School by a landscaping project which indicates commitment to creating a greener environment with fewer cars.	Foundation community	Completed in 2019, reducing the number of parking spaces by almost a half	Director of Finance & Operations
14	Maintain a programme of education in road safety	Staff and pupils	Long term annual	All School Heads
15	Increase the number of secure cycle storage spaces at the Senior School	Senior school staff and pupils	Increased in 2020 at the Senior School. We will continue to provide sufficient spaces to meet demand and if more are needed we will provide more	Director of Finance & Operations
16	Introduce bike mechanic courses for pupils and staff at the Senior School	Senior school staff and pupils	Long term continuous initiative. Introduced in 2022	Head of Sustainability Committee at the Senior School

17	<p>At the Sports Ground:</p> <p>Consider how to reduce the number of coaches transporting younger pupils to and from the sports ground</p> <p>Consider increasing the number of electric vehicle charging points (currently 6) and restricting access to the car park to electric vehicles only</p>	<p>Pupils at the Pre-Prep, the Junior School and the first two years of the Senior School</p> <p>Parents and staff</p>	<p>Short and Medium Term</p> <p>Medium Term</p>	<p>Start with the Senior School – to be led by the Deputy Head Pastoral</p> <p>Director of Finance &amp; Operations</p>
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### Monitoring and Review of the School Travel Plan

	Activity	Timescale	Action by
1	Regular hands up surveys to monitor progress towards targets	Annual	School Champions
2	Full review of the School travel plan	The STP will be reviewed annually and submitted for approval for at least 4 years. The next STP review is due to be completed in May 2023.	Director of Finance & Operations
3	Full assessment of request from pupils and staff for initiatives and support measure to promote alternatives to transport by car	Continuous	All on the working group
4	Maintenance of an evidence portfolio	Continuous	All members of the working group



Approved on 20<sup>th</sup> June 2022

Nick Mugridge, Director of Finance & Operations

Appendix 1 – Additional Survey Information

Pupil travel to and from school 2017 – PREFERRED. Survey carried out last quarter 2017, in June 2022 and updated in November 2023 to include Sixth form students. **For Senior School only**

		Survey base	Walk	Cycle	Train	Tube	Bus	Car	Car share	Motorcycle	Taxi
Senior School	2017	870	16%	13%	7%	9%	5%	24%	3%	4%	4%
	2022	564	26%	13%	11%	14%	7%	17%	3%	3%	1%
	2023	921	35%	16%	11%	13%	7%	12%	3%	2%	1%

**Typical Day – Cycle, Motorbike and Car Survey – November 2023**

Cycle Space Location	No. available	No. in use
Outside UCS Active	6	0
South Courtyard	14	14
North Service Road	40	6
O/S Bentham Building	48	4
Total	108	24

No. of Motorbike Spaces available	No. in use
7	1

All carparking spaces in use.

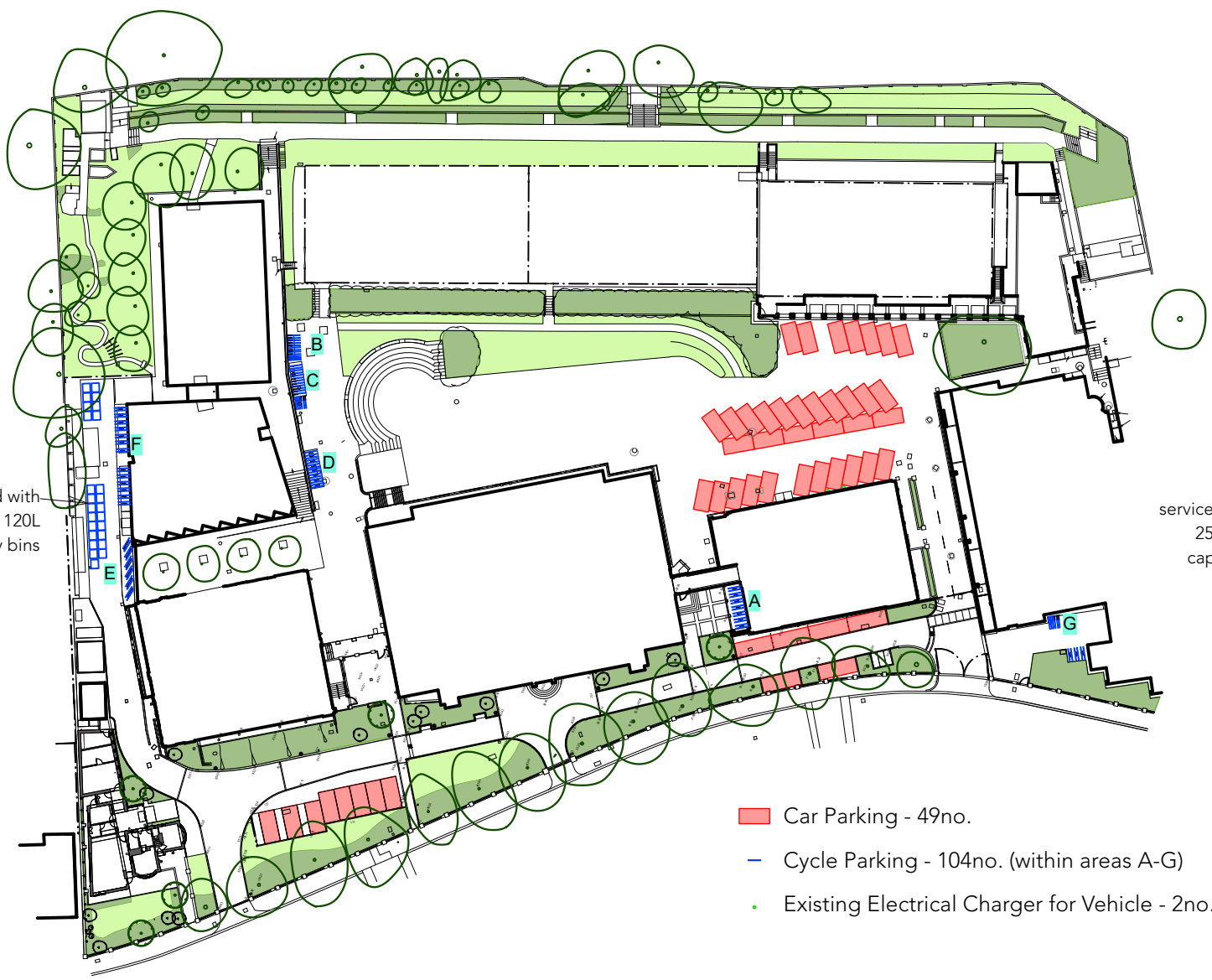
# Appendix C

## Existing and Proposed Parking Provision



Do not scale from this drawing. This drawing is based on dimensional survey information provided by others. The landscape architect cannot accept responsibility for the accuracy of this survey information. All dimensions are shown in metric.  
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EXISTING LAYOUT

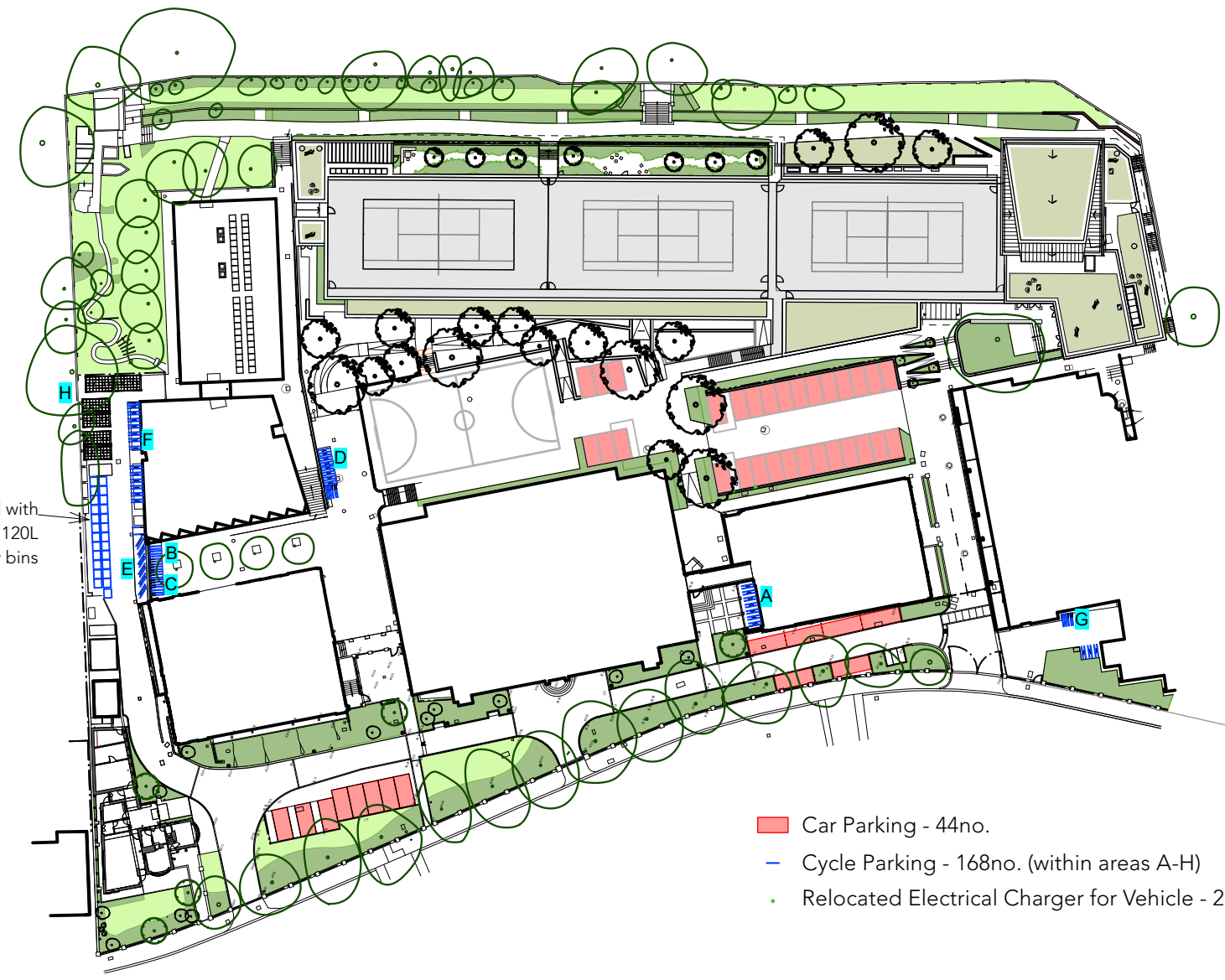


- Car Parking - 49no.
- Cycle Parking - 104no. (within areas A-G)
- Existing Electrical Charger for Vehicle - 2no.

DETAIL FOR CYCLE PARKING ON SITE:

- A) 7 no. sheffield stands & covered : capacity 14no.
- B) 12 no. slot stand & covered: capacity 12 no.
- C) 12 no. slot stand & covered, with 6 no. slot stand not covered. capacity 18no.
- D) 8 no. sheffield stand & covered: capacity 16 no.
- E) 6 no. modified sheffield stand: capacity 12no.
- F) 13 no. sheffield stands & covered: capacity 26no.
- G) 6 no. slot stand: capacity 6 no.

PROPOSED LAYOUT



- Car Parking - 44no.
- Cycle Parking - 168no. (within areas A-H)
- Relocated Electrical Charger for Vehicle - 2no.

DETAIL FOR CYCLE PARKING ON SITE:

- A) 7 no. sheffield stands & covered : capacity 14no.
- B) 12 no. slot stand & covered: capacity 12 no.
- C) 8 no. slot stand & covered: capacity 8 no.
- D) 8 no. sheffield stand & covered, with 6 no. slot stand not covered: capacity 22no.
- E) 6 no. modified sheffield stand: capacity 12no.
- F) 14 no. sheffield stands & covered: capacity 28no.
- G) 6 no. slot stand: capacity 6 no. 3 no. sheffield stand: 6 no. capacity, including 2 no. larger bikes.
- H) 30 no. sheffield stands & covered: capacity 60 no.

A Cycle & parking numbers adjusted. 15/12/23  
ISSUE REASON FOR ISSUE DATE

<b>STATON COHEN</b> Landscape Architecture		
<small>THE OFFICE</small> 34 Warwick Road Barnet EN5 5EH		<small>www.statoncohen.com</small> office@statoncohen.com 0208 441 8629
PROJECT <b>UCS 200</b>		
PROJECT CODE <b>P192</b>	CLIENT <b>University College School</b>	
DRAWING TITLE <b>External Works - Servicing: Refuse, Cars, Bikes</b>		
SCALE <b>1:1000 @ A3</b>	DATE OF FIRST ISSUE <b>DEC 2023</b>	
DRAWING NUMBER <b>PL14</b>	REVISION <b>A</b>	STATUS <b>PLANNING</b>

# Appendix D

## ATZ Photos

Route 1 – Hampstead Highstreet And Northern Line Station to University College School

Hampstead Station



Heath Street to Church Row junction









Church Row



Frognal Way













Route 2 – University College School to Finchley Road Station

University College School to Arkwright Road

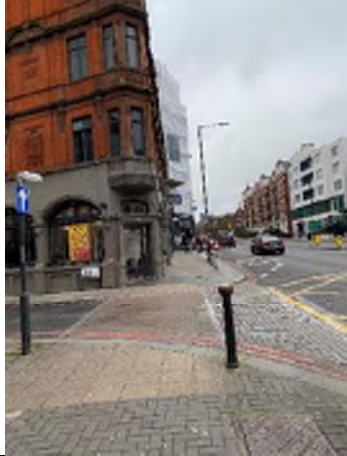




Arkwright Road to Finchley Road



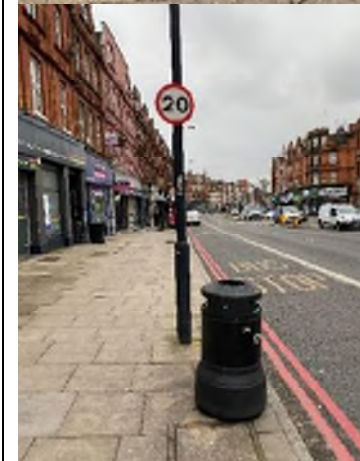
Arkwright Road to Finchley Road











Route 3 Lymington Road to West Hampstead high street

Lymington Road from Finchley Road to West End Lane

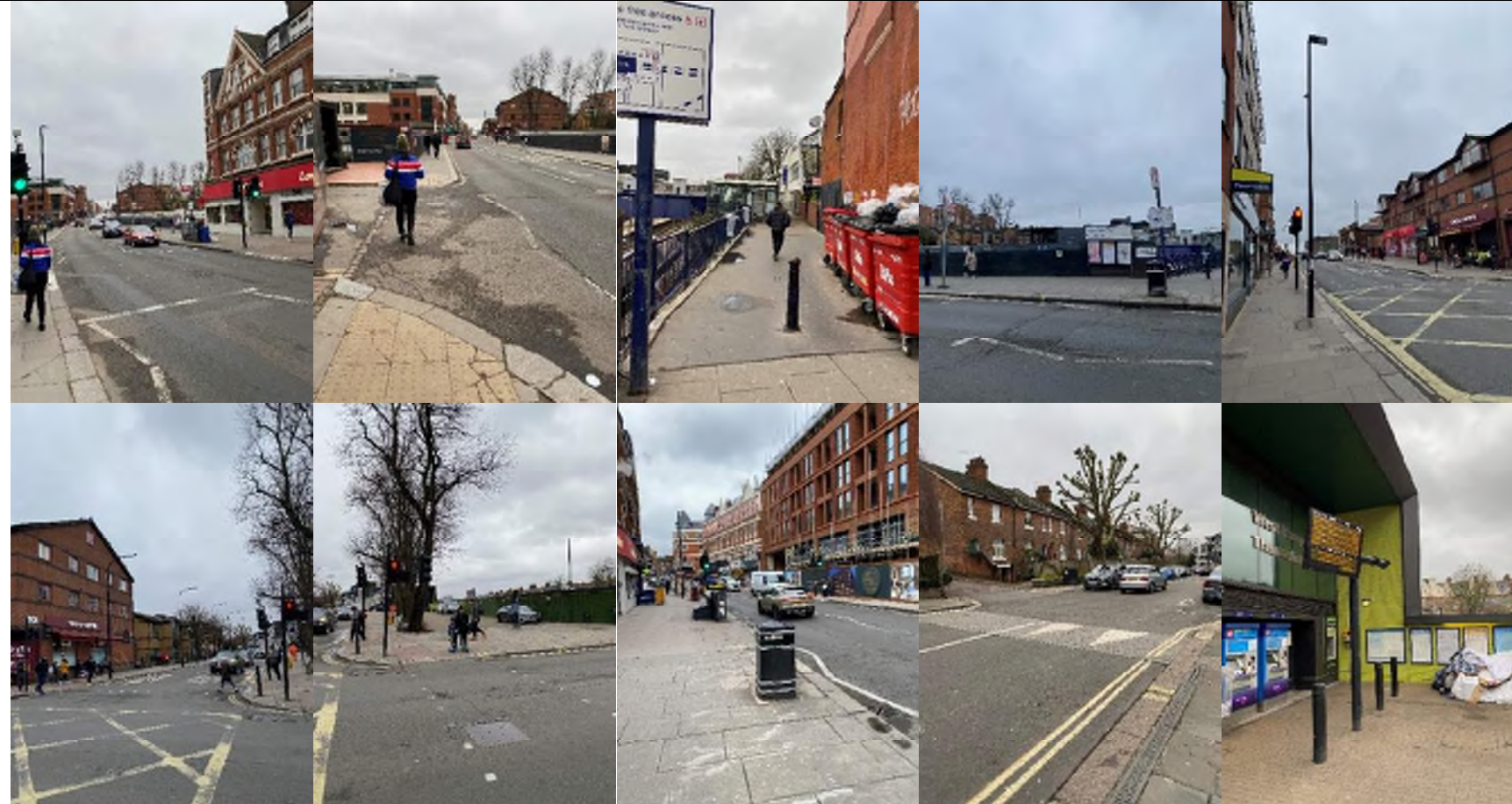


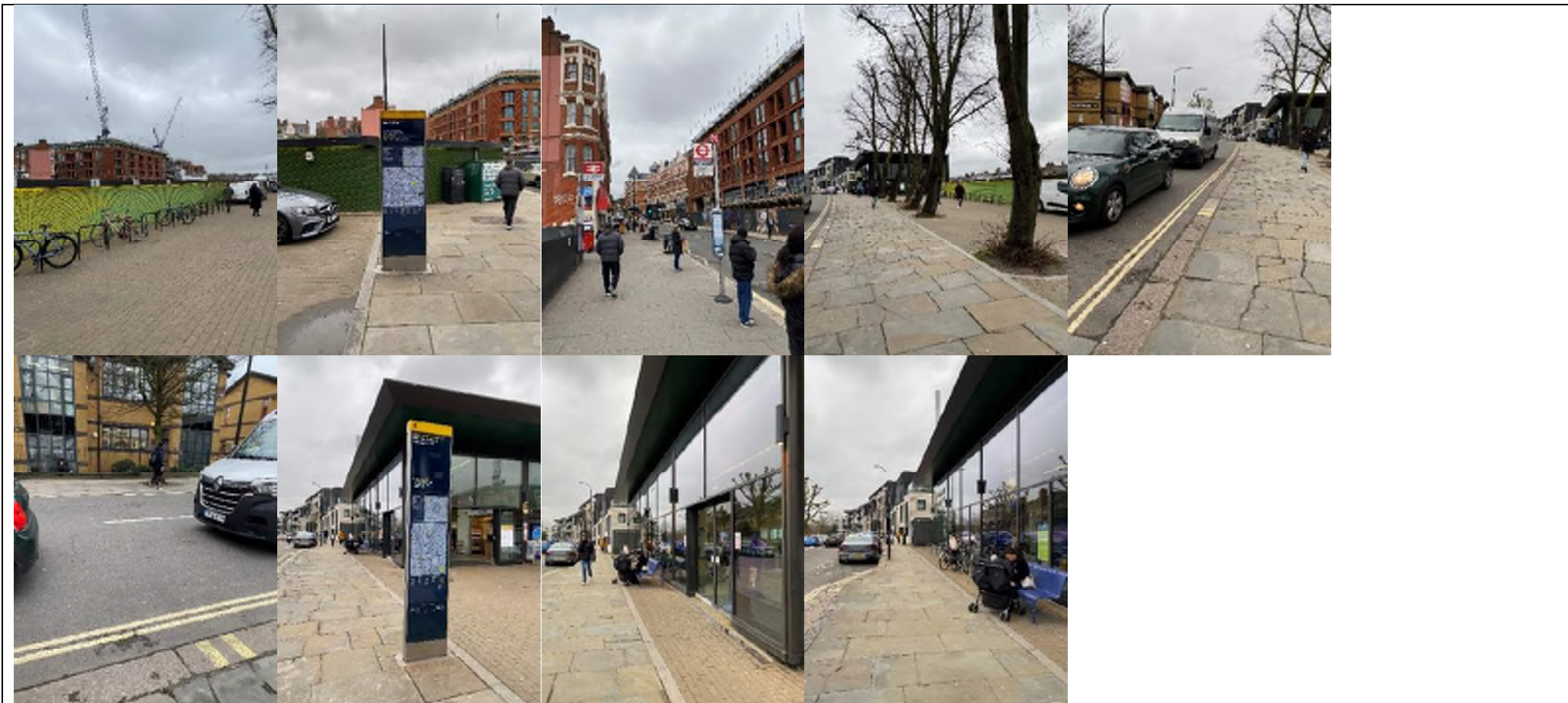






West End Lane to West Hampstead National Rail Station







Route 4 – West Hampstead high street to University College School Sports Fields along West End Lane

West Hampstead High Street













Fortune Green Road





Fortune Green footpath to University College School Sports Fields





ROUTE 5 - University College School Sports Fields along Finchley Road and Froggnal Lane to University College School

Hocroft Road and Ranulf Road





Finchly Road to West End Lane

