



85-87 Fordwych Road, Camden

Transport Statement

Client: Cognita Schools Ltd.

i-Transport Ref: NM/JG/ITL7123-015a

Date: 28 May 2025

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Cognita Schools (the 'Applicant') has appointed i-Transport LLP to provide highways and transport advice in support of continued educational use at 85-87 Fordwych Road, London Borough of Camden, London (the 'site').
- 1.1.2 The premises have historically been covered by Use Class D1 for open educational use. However, the Use Class Order changed in 2020, resulting in nurseries falling into the E Use Class, and other education in a new specific F1a Use Class.
- 1.1.3 Prior to the change in the Use Classes, the premises were occupied by Tree Tops nursery. In September 2020, and until closure in July 2024, the premises were occupied by North Bridge House Nursery and Pre-Prep. This was for 40 children in the nursery and 37 in the Pre-Prep – a total of 77 pupils with a Department for Education (DfE) cap of 100.
- 1.1.4 The premises have historically been operated (the then D1 Use Class) and more recently as a mixed use of Class E nursery and Class F1a Education with 40 Nursery pupils and 37 Pre-Prep pupils. This proposal is to formalise the position that the premisses can continue to operate as a F1a Use Class for education.
- 1.1.5 Current interest in the premises' lease is from an education provider proposing 42 Special Educational Needs (SEND) pupil places aged 4 to 11. However, the formalisation of the Use Class will permit all ages of pupils to occupy the building, and not be limited to SEND use.
- 1.1.6 This Transport Statement therefore provides an assessment of the travel patterns associated with the former occupants of the premises, and compares this with a continued open F1a Use Class (i.e. not specifically just a SEND use).

1.2 Site Details

- 1.2.1 The site is located within Camden, London and is accessed via Fordwych Road. The site is located circa 380m (straight line distance) north of Kilburn Underground Station. The site is located within the administrative boundary of the London Borough of Camden (LBC), who is both the local planning and highway authority.
- 1.2.2 The property was recently (until July 2024) occupied by North Bridge House Nursery and Pre-Prep. Much of the surrounding area is residential in character.
- 1.2.3 A site location plan is provided in Image 1.1.

Image 1.1: Site Location Plan



Source: Google Maps

1.3 Development Proposal

- 1.3.1 The proposal is to formalise the land use at the property for Use Class F1a to allow the premises to continue to be used for daytime education. No changes to the site's layout are proposed.

1.4 Scope and Structure of Report

- 1.4.1 This Transport Statement (TS) has been prepared by i-Transport LLP to assess the transport impact of the development proposal.

- 1.4.2 This report details the transport considerations of the proposed development and is structured into the following sections:

- Section 2 – Policy Context;
- Section 3 – Existing Conditions;
- Section 4 – Existing School Arrangements;
- Section 5 – Proposed Development;

- Section 6 – Transport Impact; and
- Section 7 – Summary and Conclusions.

SECTION 2 Policy Context

2.1 Overview

- 2.1.1 This section of the TS sets out a review of the relevant national and local transport policies against which the development proposal will be assessed. The following national, regional, and local planning policy documents have been reviewed:

2.2 National Policy

National Planning Policy Framework (December 2024)

- 2.2.1 The National Planning Policy Framework (NPPF), most recently revised in December 2024, sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers both in drawing up plans and as material consideration in determining planning applications.
- 2.2.2 The NPPF sets out the Government's planning policies and provides information on how these are expected to be applied. The key transport tests are set out in Paragraphs 115 and 116

"115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
- ***safe and suitable access to the site can be achieved for all users;***
- ***the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code and***
- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.***

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

National Planning Practice Guidance (NPPG) (March 2014)

- 2.2.3 In March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Policy Guidance (NPPG) web based resource, which is intended to underpin the guiding principles of the NPPF. Within the NPPG, matters related to highways and

transportation are contained under the heading of 'Travel plans, transport assessments and statements'.

2.2.4 The NPPG discusses why Travel Plans, Transport Assessments and Statements are important:

'Travel Plans, Transport Assessments and Statements can 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.***

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.[...]

2.3 Regional Policy

The London Plan (March 2021)

2.3.1 Parking standards in London vary depending on the PTAL of a location and whether it is an Opportunity Area, as well as the land use type, as per Policy T6 of the London Plan.

2.3.2 No specific parking policies are set out for educational use, with the guidance within Policy T6 establishing the overall position of car lite development in moderately accessible locations.

2.3.3 **Table 2.2** summarises the cycle parking standards for the proposed coverage of the development uses within London and therefore the site. It is to be noted that the change in Land Use Classes documentation has occurred since the current iteration of the London Plan was published at the time of writing. Therefore, the existing site's consideration of D1 was used.

Table 2.2: London Plan Cycle Parking Standards

Use Class		Long stay (residents)	Short stay (visitors)
D1	Nurseries	1 space per 8 FTE staff + 1 space per 8 students	
	Primary schools and secondary schools	1 space per 8 FTE staff + 1 space per 8 students	1 space per 100 students

Source: The London Plan (March 2021)

- 2.3.4 Cycle parking for the proposed development will be provided in accordance with the London Plan.

2.4 Local Policy

London Borough of Camden Local Plan 2017

- 2.4.1 The Camden Local Plan lays out the LBC's strategy for development and a way forward for planning for the future of the Borough. Of particular relevance to the site and development are as follows.

- 2.4.2 Policy T1 – Prioritising walking, cycling and public transport sets out how each will be prioritised in the LBC.

- Regarding walking, the Council seeks to ensure developments are easy/safe to walk through, are adequately lit and that pavements/footpaths are wide enough for those expected to use them.
- Regarding cycling, the Council aims to ensure developments provide for accessible, secure cycle parking facilities exceeding the minimum standards outlined in Table 6.3 of the London Plan, as well as ensuring the development does not hinder cyclists.
- Regarding public transport, the Council sets out its aims on ensuring developments contribute towards improvements to the bus network infrastructure.

- 2.4.3 Policy T2 – Parking and car-free development sets out that the Council will not issue on-street parking permits as part of a development, and legal agreements will be in place to ensure future occupants are aware of this.

- 2.4.4 Policy T3 – Transport Infrastructure informs the Council's desire to seek improvements to the transport infrastructure in the LBC and protect existing/proposed routes for walking and cycling.

Camden Planning Guidance - Transport

- 2.4.5 The Camden Planning Guidance document sets out a strategy for guiding developments to follow and support the measures set out in the Local Plan.

- 2.4.6 Chapter 5 of the document sets out the definition of a car-free development. The document also sets out that non-residential developments are to be car-free including conversions of existing sites with new occupiers:

“...no parking spaces are provided by or associated with the development other than those reserved for disabled people where necessary and businesses/services reliant upon parking where this is integral to the nature, operational and/or servicing requirements (e.g. emergency services or builders merchants may require operational loading bays). In addition, current and future occupiers are also not issued on-street parking permits.”

2.5 Summary

- 2.5.1 The development, to be car-free is in accordance with the London Plan and LBC Local Plan, following the Camden Planning Guidance. The development also accords with paragraphs 115 and 116 of the NPPF, which detail how the UK government plans for developments to apply their planning policies to achieve greater sustainable travel usage.

SECTION 3 Existing Conditions

3.1 Overview

- 3.1.1 This section of the TS provides a review of the existing transport conditions in the area including the site and its existing use, opportunities for walking, cycling and public transport and accessibility to local facilities, as well as on-street car parking facilities.

3.2 Site Location and Existing Use

- 3.2.1 The site is located within LBC and was until July 2024 operating as a combined Prep school and nursery. Access to the site is from Goldwyn Road directly adjacent due south. Kilburn Underground Station is circa 380m (straight line distance) due south of the site, with nearest bus stops being a circa 350m walk from the site on the A5 Shoot-up Hill.
- 3.2.2 Tree Tops Nursery ran the site's facilities with Use Class D1 of the Use Classes Order until May 2019. North Bridge School then acquired the site and refurbished the site as a combined pre-Prep school and nursery from September 2020 until its closure in July 2024. The refurbished site comprised of a nursery on the ground floor and Prep school facilities on the higher floors containing a total of 77 pupils out of an assigned capacity of 100.
- 3.2.3 Due to the nature of the development in a typical residential street, there is no vehicular access onto the site, with the main entrance for pedestrians and cyclists located on 85-87 Fordwych Road, and car passengers are expected to park in the surrounding area.
- 3.2.4 The site's location plan Image 1.1, in section 1.

3.3 Walking and Cycling Opportunities

Walking

- 3.3.1 The site is located within an existing residential area, with a network of footways available. Fordwych Road, from which the site takes access, has continuous, wide, and well-lit footway provision on both sides of the carriageway. The footway provision connects to the wider pedestrian network, with the bridge on Mill Lane due north allowing pedestrians to reach further north/east.

3.3.2 Informal crossings circa 90m to the south allow safe crossing on the Fordwych Road/St Cuthberts Road priority junction. These crossings also serve to connect the footway on both sides of the pavement on Fordwych Road, enhancing the connection between the site and local public transport facilities. Fordwych Road continues beyond the aforementioned junction, for another circa 250m south, to an uncontrolled crossing point at the Fordwych Road/Maygrove Road junction.

3.3.3 St Cuthberts Road provides similar walking facilities to Fordwych Road, with continuous, wide and well-lit footways extending from the aforementioned junction onto A5 Shoot-Up Hill, where pedestrians can reach public transport facilities.

Cycling

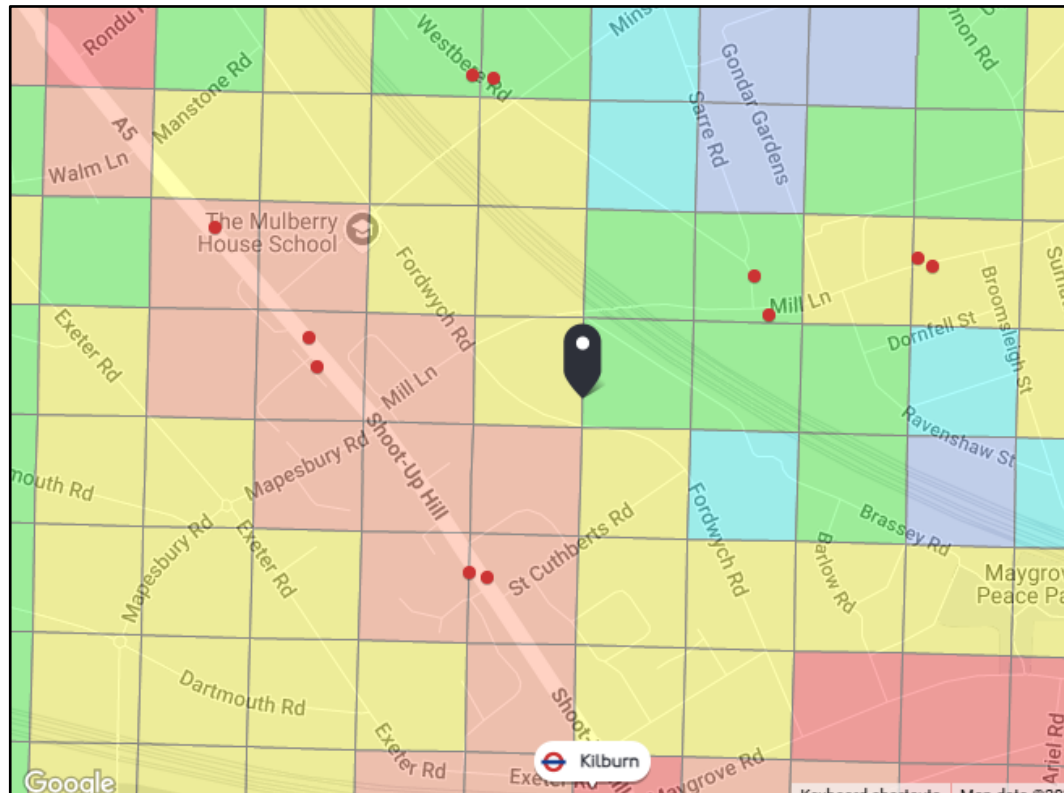
3.3.4 Fordwych Road has a 20mph speed limit, and is a local road extending to Mill Road, of which both lead onto A5 Shoot-Up-Hill Road and Maygrove Road which provide wider carriageways more fit for cycling; and thus, providing access to the wider London cycle network. Additional recommended cycle routes in the vicinity of the site, which form part of the wider cycle network, include Quietway 3, which extends due east of the Fordwych Road/Maygrove Road junction and travels westbound to the western extent of Gladstone Park.

3.4 Public Transport Connectivity

Public Transport Accessibility Level (PTAL)

3.4.1 The site has a Public Transport Accessibility Level (PTAL) of 3/4, as shown in **Image 3.1**. PTAL is a measure of the accessibility of a location to the public transport network, taking into account walking access times and service availability. The method is a way of measuring the density of the public transport network at particular locations. A PTAL score can range from 1a to 6a/b, where a score of 1a indicates a 'very poor' level of accessibility and 6a/b indicates an 'excellent' accessibility level.

Image 3.1: PTAL Output



Source: TfL WebCAT

Bus

- 3.4.2** The proposed development is located circa 300-350m walking distance from the bus stops on the A5 Shoot-Up Hill to the south of the site. The bus stop infrastructure at the stops consists of a bus stop flag, timetable information and a shelter.
- 3.4.3** The bus stops provide access to a number of bus services, **Table 3.1** summarises the destination and frequency of the bus routes served by these bus stops.

Table 3.1: Bus Services

Service No.	Route	Typical Service Headway		
		Mon-Fri	Sat	Sun
16	Brent Park Tesco – Bishop's Bridge/Paddington Station	Every 9 – 12 minutes	Every 8 – 13 minutes	Every 10 – 14 minutes
32	Edgware Station – Kilburn Park Station	Every 6 – 10 minutes	Every 7 – 11 minutes	Every 10 – 13 minutes
189	Brent Cross Shopping Centre – Marble Arch Station	Every 8 – 12 minutes	Every 10 – 12 minutes	Every 9 – 13 minutes
316	Brent Cross West Station – White City Bus Station	Every 6 – 10 minutes	Every 6 – 10 minutes	Every 10 – 13 minutes

Service No.	Route	Typical Service Headway		
		Mon-Fri	Sat	Sun
632	South Mead – Kilburn Park Station	16:53	No Service	No Service
N32	Edgware Station – Victoria Station	Night Service, Every 30 minutes	Night Service, Every 30 minutes	Night Service, Every 30 minutes
C11	Archway Station – Brent Cross Shopping Centre	Every 10 – 11 minutes	Every 9 – 13 minutes	Every 11 – 13 minutes

Source: TfL Bus Timetables (accessed May 2025)

- 3.4.4 In summary, there are very frequent bus services that operate closer to the site, from early in the morning to late in the evening. These provide future staff and pupils/parents with excellent opportunity to travel to and from the site by bus.

London Underground

- 3.4.5 The closest London Underground services from the site are accessible from Kilburn Underground Station, some 500m south of the site to access the Metropolitan line.

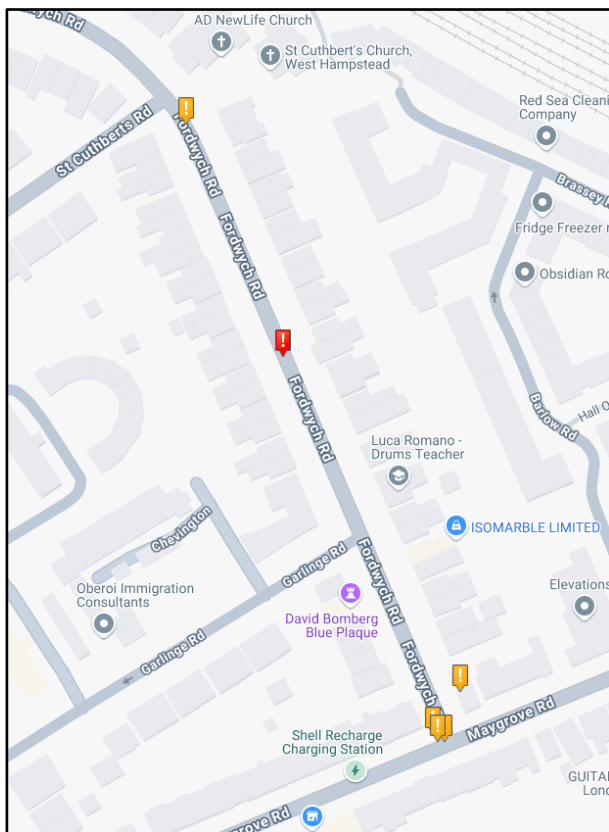
National Rail

- 3.4.6 The nearest railway station is Cricklewood Station 1.2km north of the site., served by Thameslink, with four hourly trains from Bedford/Luton to Sutton/Brighton via Central London.

3.5 Road Safety

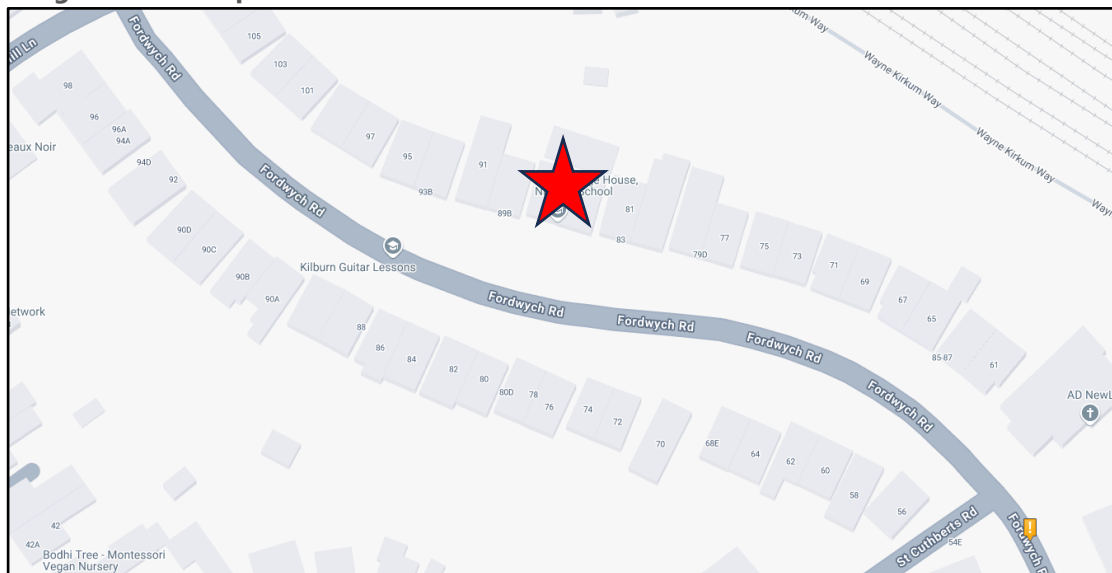
- 3.5.1 Personal Injury Accident (PIA) data for the latest available, at the time of the request, five-year period (from May 2019 to May 2023) has been obtained for the local highway network in the vicinity of the site from Crash Map. The property was occupied by Tree Tops or North Bridge House throughout this time period.
- 3.5.1 The data covers a study area of which includes the entirety of the southern extent of Fordwych Road, where pedestrians are expected to typically walk along. A map highlighting the locations of the recorded PIAs is provided at **Image 3.2** and **Image 3.3**.

Image 3.2: PIA Map – southern extent



Source: Crash Map

Image 3.3: PIA Map – northern extent



Source: Crash Map

3.5.2 Images 3.7 and 3.8 highlight that there were five slight incidents in the study area, and one serious incident.

- 3.5.3 One serious incident occurred at night during November 2021 between a cyclist and a car driver. This Incident occurred outside the operational hours of the school time. No incidents were recorded in close proximity to the property. The full report is provided in Appendix A.

3.6 Highway/Parking

- 3.6.1 Fordwych Road is a two single carriageway road It is in a 20mph area, and part of a Controlled Parking Zone (CPZ) CA-Q Kilburn. This operates Monday to Friday between the hours of 08:30 and 18:30. Only permit holder can park in the allocated bays during the restricted time periods, with no parking permitted elsewhere in the operational hours as indicated by the presence of single yellow lines.
- 3.6.2 Mill Lane contains a separate CPZ area from the junction with Fordwych Road and that with Westbere Road. This area holds the same day/time restrictions as above, but additionally serves as a series of Pay-by-phone bays, offering alternative parking. These bays are located a circa 200m walking distance from the site.

SECTION 4 Previous/Historic School Travel Arrangements

4.1 Overview

- 4.1.1 This section outlines the existing site's arrangements. That is, parking in context of the school's associated travel facilities is discussed alongside further details on the servicing, and how pupil pick-up/drop-off operations are carried out.

4.2 Parking Arrangements

- 4.2.1 Before the school's closure in July 2024, parents intending on visiting the school utilised the CPZ on-street parking bays to serve as impromptu visitor drop-off bays. The applicant has disclosed that a member of the management team of the school would patrol the immediate vicinity to discuss the matter with parking wardens, who accepted the scenario.
- 4.2.2 An informal measure previously made was for parents to display signs in their vehicles for the warden to see as proof that the vehicle was used as a drop-off/pick-up facility, rather than using the CPZ bay for extended periods of time. This measure was for instances where drop-offs and pick-ups of pupils were typically outside of the standard times.

4.3 Servicing and delivery arrangements

- 4.3.1 The Applicant has disclosed that kitchen-related deliveries utilised an alleyway entrance on the west side of the main building. These would be transported as appropriately to the upper floors.
- 4.3.2 Other deliveries would be dropped off via the school's minibus, which parking directly or as close as possible on a given day to the site's main entrance.

4.4 Drop-off/pick-up/minibus

- 4.4.1 Pupil drop-off commenced between 08:30 – 08:50 via the front doors and alternative entrance on the east side of the building, with parents departing via the western access point. Drop-offs made via the front door would not constitute to this rule, and the parent would not enter the site and only reach the front door.
- 4.4.2 Pick-up operations commenced in an identical method to drop-off operations, commencing at 15:00-15:15 either at the rear of the site via the eastern gate and departing via the western gate, or when via the front door the pupils would be taken outside to prevent parents from entering.

4.5 Trip Generation

4.5.1 The site historically occupied a nursery/nursery plus pre-prep of 77 pupils. It also has a DfE cap of 100 pupils' educational use, meaning that it has the potential to be occupied by up to 100 pupils of various age groups.

4.5.2 As the property is currently vacant, it is not possible to survey existing movements. Therefore, an estimate of existing/historic travel patterns at the property has been assessed. This is based on three scenarios:

- Scenario 1: 77 nursery/pre-prep pupils, utilising information from the applicant where possible;
- Scenario 2: 100 pupil primary school (as the potential lawful occupation prior to the 2020 changes in the Use Class order), based on other schools operated by the client and TfL Travel in London 2024 data¹; and
- Scenario 3: 100 pupil secondary school (as the potential lawful occupation prior to the 2020 changes in the Use Class order), based on other schools operated by the client².

Table 4.1: Scenario 1 – Trip Generation of 77 Nursery/Pre-Prep Pupils

Mode	% Mode Share	Trips
Car	36%	28
Public Transport (including Underground/train/bus)	10%	8
Walk	42%	32
Cycle	0%	0
Other	1%	1
Total	100%	77

Source: Cognita Schools and Consultants' estimates

¹ TfL Travel to Work 2024 data - <https://content.tfl.gov.uk/travel-in-london-2024-the-travel-behaviour-of-london-residents-based-on-the-ltds-acc.pdf#>.

² Portland Place – Southbank International School - 63-65 Portland Pl, London W1B 1QR

Table 4.2: Scenario 2 – Trip Generation of 100 Pupil Primary School

Mode	% Mode Share	Trips
Car	43%	43
Public Transport (including Underground/train/bus)	21%	21
Walk	36%	36
Cycle	0%	0
Other	0%	0
Total	100%	100

Source: Cognita Schools, TfL Travel in London 2024, and Consultants' estimates

Table 4.3: Scenario 3 – Trip Generation of 100 Pupil Secondary School

Mode	% Mode Share	Trips
Car	6%	6
Public Transport (including Underground/train/bus)	83%	83
Walk	10%	10
Cycle	1%	1
Other	0%	0
Total	100%	100

Source: Cognita Schools and Consultants' estimates

- 4.5.3** It is clear from the results that broadly as the age profile increases, so does the propensity for independent travel by active travel and public transport. Therefore, there would be greater impact on the local highway network from the historic occupation of a nursery compared to 100 secondary school aged pupils. The calculations for a primary school are based of TfL data for inner London, which suggests marginally higher number of trips compared to a Nursery use. Given the sustainable location of the site, the vehicular trips would likely be reduced.
- 4.5.4** Under the pre-2020 land use class changes, any of the Scenarios 1 to 3 could have occurred at the premises without any change of planning, under the D1 land use classification.
- 4.5.5** These movements were managed effectively by staff on street, and did not result in any recorded PIAs on the local network, as demonstrated by the data in the previous section.

SECTION 5 **Proposal**

5.1 **Overview**

- 5.1.1 The proposal is to formalise the F1a land use at the property.
- 5.1.2 Whilst current interest for the property is from a SEND occupier, the proposal is to enable the property to be occupied by any school, primary or secondary, for up to 100 pupils.
- 5.1.3 Therefore, an assessment is made for a 42 pupil SEND occupation, and a traditional school for 100 pupils (on the basis that such a school could have lawfully occupied the premises until the 2020 changes in the Use Class order).
- 5.1.4 This section provides details regarding staff and pupil numbers, access arrangements and parking.

5.2 **Pupil and Staff Numbers**

- 5.2.1 A potential SEND school would accommodate up to 42 pupils and be supported by 21 members of staff. This is a lower number of pupils than the potential 100 that could occupy the property, and similar number of staff.

5.3 **The School Day**

- 5.3.1 Irrespective of occupier, it is likely that the school day will be staggered based on pupil ages. The operational hours are to be between 08:30 and 15:30 for students.
- 5.3.2 Staff will arrive between 0730-0800 and depart between 1700-1800.

5.4 **Access**

Pedestrian / Cycle

- 5.4.1 The pedestrian entrance to the site on Fordwych Road will remain as existing.
- 5.4.2 An additional pedestrian entrance is also provided on the western side of the building, predominantly for staff and deliveries.
- 5.4.3 Cyclists will be able to use the main pedestrian access on Fordwych Road, which will take them directly into the site and to the cycle parking.

Vehicular

- 5.4.4 There will continue to be no vehicular access to the site.

5.4.5 Due to the nature of a SEND school, all pupils would be dropped off and collected from site by local authority funded transport (taxis and minibuses) for that occupation. A taxi service will collect pupils from their homes. Based on the professional experience, these taxis can provide places for between 3 and 12 pupils per vehicle. For a robust assessment, it is assumed that all pupils will arrive by taxi, with a minimum of three pupils per vehicle.

5.5 **Parking**

5.5.1 The site does not have a car park and on-street parking is prohibited by way of the existing CPZ restrictions. Pupils will be dropped off / picked up in local authority operated taxis/mini-buses, and the majority of staff will use sustainable modes to travel to work.

5.6 **Servicing and Deliveries**

5.6.1 Deliveries to the school will be of a similar frequency and kind to the previous, including post, stationery, toiletries, etc.

5.6.2 Kitchen-related deliveries will be delivered and carried out via an alleyway entrance on the west side of the main building. These will be transported as appropriately to the upper floors.

5.6.3 Refuse will also be collected on-street, via Fordwych Road.

5.7 **Trip Generation**

5.7.1 An estimate of potential travel patterns at the property has been assessed. This is based on three scenarios:

- Scenario 1: 42 pupil SEND pupils, utilising information from a potential occupier where possible;
- Scenario 2: 100 pupil primary school, based on other schools operated by the client and TfL Travel in London 2024 data³; and
- Scenario 3: 100 pupil secondary school, based on other schools operated by the client⁴.

³ TfL Travel to Work 2024 data - <https://content.tfl.gov.uk/travel-in-london-2024-the-travel-behaviour-of-london-residents-based-on-the-ltds-acc.pdf#>.

⁴ Portland Place – Southbank International School - 63-65 Portland Pl, London W1B 1QR

Table 5.1: Scenario 1 – Trip Generation of 42 SEND Pupils

Mode	% Mode Share	Trips
Local Authority minibus/taxi	100%	42
Car	0%	0
Public Transport (including Underground/train/bus)	0%	0
Walk	0%	0
Cycle	0%	0
Other	0%	0
Total	100%	42

Source: Cognita Schools and Consultants' estimates

Table 5.2: Scenario 2 – Trip Generation of 100 Pupil Primary School

Mode	% Mode Share	Trips
Car	43%	43
Public Transport (including Underground/train/bus)	21%	21
Walk	36%	36
Cycle	0%	0
Other	0%	0
Total	100%	100

Source: Cognita Schools, TfL Travel in London 2024, and Consultants' estimates

Table 5.3: Scenario 3 – Trip Generation of 100 Pupil Secondary School

Mode	% Mode Share	Trips
Car	6%	6
Public Transport (including Underground/train/bus)	83%	83
Walk	10%	10
Cycle	1%	1
Other	0%	0
Total	100%	100

Source: Cognita Schools and Consultants' estimates

Staff

- 5.7.2 A review of the local Census data for existing employees in the area has been obtained and applied to the proposed staff (21) at the site. This is illustrated in Table 5.4 below:

Table 5.4: Proposed Trip Attraction - Staff

Mode	% Mode Share	Staff Count
Car Driver	11%	0
Public Transport (including Underground/train/bus)	74%	18
Walk	8%	2
Cycle	5%	1
Other	2%	0
Total	100%	21

Source: 2011 Census (Employees of Camden MSOA 013) and Consultant's Estimates

- 5.7.3 Census data suggest that the school has the potential to attract up to 2 staff driving to work, with a further 16 travelling by public transport and 3 by active modes (i.e. walking and cycling). However, with the lack of parking available at the site on or local roads, the reality is that car driver trips will transfer to public transport. This has been accounted for in the data in Table 5.4.

Total Trip Attraction

Total Persons

- 5.7.4 Local Authority Transport will take the form of minibuses and taxis. Based on the client's other school operations, it should be expected that breakdown will be as follows:
- Two minibuses with 12 pupils in each
 - Five taxis with two pupils in each
 - Eight taxis with one in each
- 5.7.5 The total person trip attraction of the proposed school for scenario 1 (including pupils and staff) is presented in Table 5.5.

Table 5.5: Proposed Trip Attraction – Total Persons

Mode	Pupils	Staff	Vehicles
Local Authority Transport Minibus	24	0	2
Local Authority Transport taxis	18	0	13
Car	0	0	0
Public Transport	0	18	18
Walking/ Cycling	0	3	3
Total	42	21	63

5.7.6 This totals to fifteen vehicles during drop off / pick up periods.

5.7.7 Whilst beyond the control of the applicant, over time the fleet of local authority transport will move to electric vehicle provision – the NPPF defines EV transport as sustainable. The proposed occupier of the site caters for SEND children and it is not possible to rely on independent travel modes, so walking, cycling, and public transport is not possible for the vast majority of the new pupils.

5.7.8 Similar to the existing / historic use, it is clear from the results that as the age profile increases, so does the propensity for independent travel by active travel and public transport. In particular, an occupation by a SEND use is heavily reliant on motorised vehicles, with no independent travel possible.

SECTION 6 Transport Impacts

6.1 Overview

6.1.1 This section of the TS details the transport impact of the proposal.

Pupils

6.1.2 Vehicular trips from all assessed uses, both currently permitted (the 77 pupil nursery/pre-prep) and historically permitted and now proposed open educational use, have been summarised in Table 6.1 below.

Table 6.1: Vehicular Trips

Use	Vehicle Count
Historic Nursery of 77 Pupils	28
Potential SEND use of 42 Pupils	15
Historically Permitted and Proposed Primary School with 100 pupils	43
Historically Permitted and Proposed Secondary School with 100 pupils	6

6.1.3 Table 6.1 shows that the highest vehicle trip attractor at the property would be a 100 pupil primary school. Such an occupier was able to occupy the building until the recent 2020 changes in the Use Class order.

6.1.4 However, in recent history the site has been accommodated by nursery/pre-prep which for 77 pupils, which had the potential to attract up to 28 vehicles.

6.1.5 Current interest in the site is for use by a SEND school of 42 pupils, which would attract a lower number of vehicles at the site, of 15 across a mixture of local authority minibuses and taxis. Equally, the premises could be occupied by a 100 pupil senior school, which would attract up to 6 vehicles.

6.2 Drop Off and Pick Up Impact

- 6.2.1 Due to the nature of pupils and the school site, all vehicles arriving to drop off and pick up pupils are highly managed by senior members of staff. All vehicles dropping off and picking up pupils will be directed to the specific drop off and pick up area in unoccupied parking spaces within the CPZ on . The arrangements include sufficient space for vehicles to drop off and pick up pupils which will be managed by staff. The management of the drop off / pick up area by senior staff allows for pupils to alight from the taxis in a safe and efficient manner, thus minimising the duration a taxi will remain near the site.
- 6.2.2 As stated in Table 6.1, the number of vehicular trips will be significantly less for the proposed SEND school, and for a secondary school. The historically permitted use of the primary school will produce a marginally higher vehicular rate, but these would likely be for short stay.
- 6.2.3 Therefore, there is no material difference between a lower occupancy the greatest impact on the local highway network would be from the historic occupation by a nursery, with even 77 nursery aged pupils attracting a greater volume of vehicular trips to the property than 100 primary or secondary aged pupils.
- 6.2.4 These movements were managed effectively by staff on street, and did not result in any recorded PIAs on the local network, as demonstrated by the data in the previous section.

6.3 Impact

- 6.3.1 The previous use had a total of 77 nursery aged pupils, which generated significantly more trips than a 100-occupation secondary school. Reduced levels of vehicle movements would occur for a 42 pupil SEND school, but if such a school occupied the building, pick up / drop off on the adjacent network would be highly managed.

SECTION 7 **Summary and Conclusions**

7.1 **Summary**

- 7.1.1 Cognita Schools (the 'Applicant') has appointed i-Transport LLP to provide highways and transport advice in support of a planning application for a change of use at 85-87 Fordwych Road. This proposal is to formalise the property's F1a education land use class, following the removal of the previous D1 education land use class in 2020.
- 7.1.2 No changes are proposed to the building. This Transport Statement is to demonstrate any change in travel patterns that could occur at the site following the change from D1 land use to F1a land use, and that it has been operating under a mixed E and F1a land use for nursery and pre-prep school purposes between 2020 and 2024.
- 7.1.3 The need for clarification in the property's land use has resulted due to interest from a SEND school occupier, although the property can equally be occupied by any educational occupier within the DfE's 100 pupil cap at the property.
- 7.1.4 The site is well located in terms of public transport, with close proximity to a number of bus stops, Kilburn tube station, and Cricklewood rail station. There are footways outside of the site which provide direct connections to public transport services and also a number of local roads surrounding the site which are identified as suitable for cyclists. A review of the PIA data does not demonstrate local highway safety issues or problems relating to the existing site on Fordwych Road.
- 7.1.5 The greatest vehicle dependency at the property is for the historic use as a 77 pupil nursery and pre-prep school. Should the property be occupied as a 100 pupil primary or secondary school, or 42 pupil SEND school, the impact on the local highway network would be reduced from the recent historic position, or maintained at historically permitted levels.
- 7.1.6 The significant majority of staff trips will be made using sustainable modes that do not require car parking. The property is well placed to accommodate walking, cycling, and public transport trips from primary and secondary aged pupils.

7.2 **Conclusions**

- 7.2.1 With reference to the key transport tests set out in the NPPF, the main conclusions of the TS are that:

- The site is in a sustainable location in transport terms. The site is located where the need to travel will be minimised and well located for staff to 'take up' the opportunities for sustainable travel and travel by non-private car modes;
- The site will provide safe and appropriate access to the site for all people, including a highly managed process for pupils;
- The transport impact will not result in 'severe' impacts on the local capacity or congestion of the local highway network.

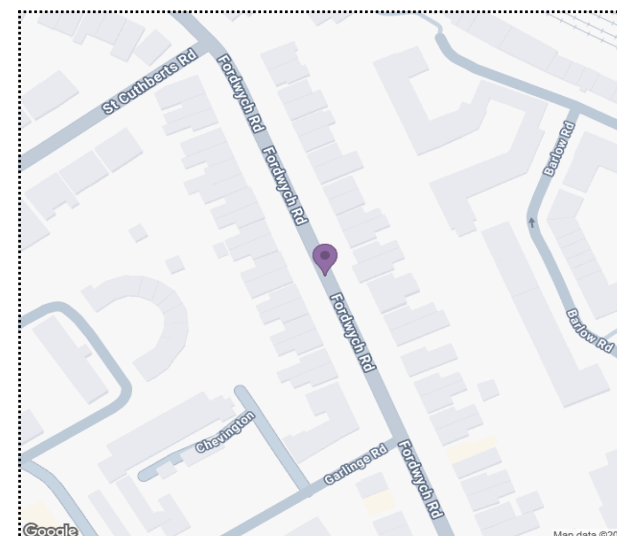
7.2.2 Against this background, the formalisation of the site's land use as within the F1a education land use class should be approved, as it has been demonstrated that the level of impact on the local transport networks is the same as, or less than, that which occurred from its previous land use D Class, and occupation by nursery and pre-prep schools.

APPENDIX A. PIA Data



Validated Data

Crash Date:	Saturday, November 27, 2021	Time of Crash:	19:15:00	Crash Reference:	2021010347966
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Camden			Vehicles:	2
Local Authority:	Camden			OS Grid Reference:	524738 184862
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, November 27, 2021

Time of Crash: 19:15:00

Crash Reference: 2021010347966

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Female	56 - 65	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown
2	Car (excluding private hire cars 2005 onwards)	-1	Unknown	Unknown	Unknown	Did not impact	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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