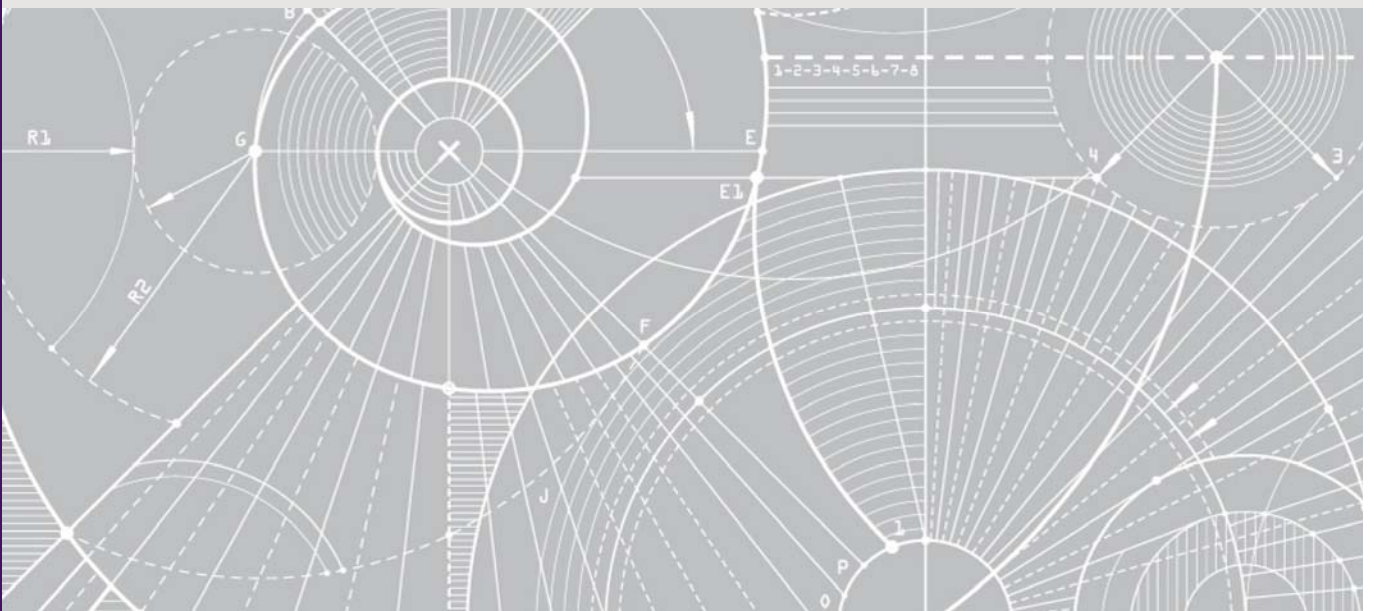


Heathside Preparatory School

76 HEATH STREET NW3 1DN

Transport Statement

15 August 2014



Heathside Preparatory School

Project no: UN60316
 Document title: Transport Statement
 Document no: 2
 Revision: Final
 Date: 15 August 2014
 Client name: Heathside Preparatory School
 Client no: 76 Heath Street NW3 1DN
 Project manager: Louis Lau
 Author: Louis Lau
 File name: I:\UNIF\Projects\UN60316\Deliverables\Reports\Heathside Preparatory School Transport Statement Final.docx

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Document history and status

Revision	Date	Description	By	Review	Approved
Final	8/7/14		L Lau	M Fitch	M Fitch
Final	18/7/14	Planning Comments	L Lau	M Fitch	M Fitch
Final	15/8/14	Planning description change	L Lau	M Fitch	M Fitch



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1. Introduction

1.1.1 SKM Colin Buchanan (SKM CB) has been appointed by Heathside Preparatory School (HPS) to provide transport advice in support of their planning application for the proposed school classroom extension at 76 Heath Street, Camden, London NW 3 1DN.

1.1.2 The scheme proposed comprises:

“Change of use from Class A3 (restaurant) to part Class D1 (school) and part Class A1 (retail). External alterations and extension (including installation of a new shopfront, extension into existing courtyard to provide a new library and covered access corridor to 86A Heath Street with associated internal access changes, a glazed covered outdoor teaching area and internal alterations at 76 Heath Street, Hampstead to provide additional curriculum facilities (library, science laboratory, music rooms, auditorium, lunch room, food preparation area, multi-functional space and outside teaching area) for the school. Internal and external alterations to existing school building at 86A Heath Street to facilitate improvements to circulation between 86A and 76 Heath Street.”

1.1.3 It should be noted that no increase in staff or pupil numbers are proposed as part of this application. A School Travel Plan has been submitted as part of the planning application and will monitor and manage staff and pupils travel to and from the site, including for after school activities.

1.2 Statement Scope

1.2.1 This Transport Statement (TS) has been prepared in accordance to London Borough of Camden’s pre-application response. The TS would outline the following:

- Catchment of where pupils travel from;
- Mode of transport taken to travel to and from school; and
- Current arrangements for children entering / exiting the school (i.e. are there strict opening/closing times).

1.3 Report Structure

1.3.1 Following this introductory section, this report is structured as follows:

- Section 2 details the development proposals;
- Section 3 outlines the existing accessibility of the site;
- Section 4 examines the existing school travel pattern and the traffic/transport impact of the proposals; and
- Section 5 provides a summary and conclusion of the report.

2. Development Proposals

2.1 The School

- 2.1.1 HPS is a co-educational, non-denominational school for boys and girls aged from 3 to 11 years. It is a small and friendly local day school housed in two historic buildings a few minutes' walk from Hampstead Heath, where the children play every lunchtime.
- 2.1.2 The Nursery accepts pupils from the term in which they turn three. Children can attend the nursery part-time. The Lower School takes pupils from Reception to Year 2 (ages 4 to 7). The Upper School takes pupils from Year 3 to Year 6 (ages 7 to 11).
- 2.1.3 The school is split between two sites, which are walking distance apart. The Lower School is located at 86A Heath Street and the Upper School is located at 16 New End.
- 2.1.4 The school starts at 08:05, with the kindergarten (for the youngest pupils) starting at 08:20. The school finishes at 15:05, with the kindergarten released slightly earlier at 14:30.
- 2.1.5 The school has after school programmes and activities for pupils of all ages, between 15:00 and 19:00, with most finishing around 17:00. There are also occasional irregular events (including plays, concerts and athletic games) taking place in evenings and weekends.
- 2.1.6 The school employs 38 full-time staff, 26 part-time staff.

2.2 Planning History

76 Heath Street

- 2.2.1 Planning permission was granted on 7th August 1968 for a change of use on rear of premises from showroom and ancillary office to Architect's Studio and ancillary offices.
- 2.2.2 Planning permission was granted on 1st March 1963 for alterations to form a self-contained maisonette on first and second floors.

Heathside Preparatory School

- 2.2.3 Planning permission and listed building consent were granted on 31st July 2012 for alterations associated with the reconfiguration of shared church and school space (Class D1) including the erection of a single storey rear extension.
- 2.2.4 Planning permission and listed building consent were granted on 10th May 2013 for the erection of timber clad structure with roof lantern to provide a classroom at upper ground level on roof of existing classroom and reduction in size of existing roof lantern to existing school (Class D1).

2.3 Proposals

- 2.3.1 HPS are seeking planning permission for:

"Applications for planning and listed building consent for change of use from Class A3 (restaurant) to part Class D1 (school) and part Class A1 (retail), external alterations (including installation of a new shopfront, a glazed school link and minor covered access corridor to rear storage area) and internal alterations at 76 Heath Street, Hampstead to provide additional curriculum facilities (science laboratory, auditorium, lunch room, food preparation area, internal breakout space and outside teaching area) for the school. Internal and external alterations to existing school building at 86A Heath Street to facilitate improvements to circulation between 86A and 76 Heath Street."

- 2.3.2 The proposed floor layouts can be found in Appendix A. It should be noted that the development proposals do not include any increase in staff or pupil numbers.
- 2.3.3 The location where parents drop off and pick up their children will remain unchanged. Parents will continue to pick up and drop off at the school entrance on 86A Heath Street immediately south of the Heath Street Baptist Church. The current school entrance is outlined in Figure 2.1.

3. Accessibility Review

3.1 Existing Situation

- 3.1.1 The development site is located on the eastside of Heath Road, Hampstead, in the London Borough of Camden (LBC). The site location with respect to the local road network is shown in Figure 3.1.
- 3.1.2 The entrance to the HPS is located approximately 30 metres north of the development site at 86A Heath Street, immediately south of the Heath Street Baptist Church entrance.

3.2 Local Highway

Heath Street

- 3.2.1 Heath Street, fronting the development site, forms part of the A502 and provides a key link between Golders Green to the north-west and Camden Town to the south-east.
- 3.2.2 Heath Street, located within the Hampstead Conservation Area, is a lively commercial area with most the premises consisting of commercial units on the ground floor and residential above. It is a two-way road subject to a speed limit of 30mph. Heath Street has well lit, well maintained and generally wide footways.
- 3.2.3 There is a zebra crossing on Heath Street approximately 15 metres north of the development. The section of Heath Street within the vicinity has double yellow parking restriction which prohibits vehicles stopping at any time.

New End

- 3.2.4 New End forms a priority junction with Heath Street approximately 120 metres north of the development and is a moderately trafficked one-way road. It is a predominantly residential street, but also accommodates two public houses, HPS's Lower School, New End Primary School and the New End Theatre.
- 3.2.5 New End runs one-way from west to east from the A502 Heath Street to the west and New End Square/Willow Road, to the east. New End is subjected to speed limit of 30 mph and has a carriageway width of circa 6 metres. Footways are well maintained but narrow in places. There is a zebra crossing on Heath Street immediately to the north of New End.

Parking Control

- 3.2.6 The entire Borough is subjected to Controlled Parking Zone (CPZ) and the site lies within the CPZ CA-H, with control in place between 09:00 am to 08:00 pm, Monday to Saturday.

3.3 Public Transport

Public Transport Accessibility Level

- 3.3.1 The Public Transport Accessibility Level (PTAL) is a method of measuring accessibility to the public transport network, taking into account walk access time and service availability. The rating is from 1 (very poor) to 6 (excellent). *Appendix B* of TfL's Transport Assessment Best Practice Guidance details the calculation for determining PTAL. The calculation is based on a two way frequency of public transport facilities.

3.3.2 The site is located within an area of PTAL level 4. This has been calculated from the TfL Planning Information Database (<http://webpid.elgin.gov.uk/>), the report is included as Appendix B. This indicates that the site has “good accessibility”.

3.3.3 Location of the nearest bus stops and London Underground station are shown in Figure 3.2.

Bus

3.3.4 Three bus services serve the immediate area, services that stop close to the site are summarised in Table 3.1.

Table 3.1 Bus Frequency per Hour

Service	Route	Bus Frequency per hour (Peak)
210	Finsbury Park Station – Hempstead Heath – Brent Cross Shopping Centre	8
268	02 Centre / Sainsbury's – Heath Street - Golders Green	5
46	Lancaster Gate – Heath Street - City Thameslink	6

3.3.5 These buses give access to a number of destinations, during the weekday peak period, there are up to 19 services per hour running within the area. The nearest bus stop is located along north end of Heath Street and Hampstead High Street.

London Underground Ltd (LU)

3.3.6 Hampstead LU Station is within 150 metres south of the development, a summary of the services provided at the station is given in Table 3.2.

Table 3.2 LUL Service and Frequency per Hour

LUL Station	LUL Line	Frequency (Peak)
Hampstead	Northern Line	23

3.3.7 During the peak period, there are up to 23 Northern Line trains operating through Hampstead LU Station.

3.4 Pedestrian and Cyclist

3.4.1 There are footways along the majority of Heath Street apart from an approximately 75 metres section where it runs parallel to The Mount where there is only footway on the eastside on the side where the school is situated.

3.4.2 Pedestrian crossing facilities are incorporated within the signal phasing at the Heath Street/Hampstead High Street junction.

3.4.3 Zebra crossings are located at the following locations:

- Heath Street south of The Mount; and
- Heath Street north of the Heath Street/New End junction.

3.4.4 There are different types of cycle routes in the vicinity of the development and they are as follows:

- Routes signed for use by cyclists on a mixture of quiet and busier roads; some have cycle lanes marked on the road surface;
- Quieter roads that have been recommended by other cyclists, may connect blue route sections; and

- Where cyclists can ride next to but separated from the road; usually for difficult junctions, where the road is very busy, or against the flow on one-way streets. These routes may be shared with pedestrians.

3.4.5 The different types of cycle routes in the vicinity are shown in Figure 3.3. It should be noted that the Heath Street rises up towards Hampstead Heath to the north which makes cycling to HPS difficult for staff as well as its pupils.

4. Travel Demand

4.1 Introduction

4.1.1 This chapter discusses the existing travel patterns to the school and the expected traffic impact of the development proposals.

4.2 Existing trip profile

4.2.1 The school undertook a 'hands up' survey of pupils and an electronic survey of staff in March 2014, the results of which have been used to produce the HPS Travel Plan.

4.2.2 The school acts as a strong centre point for the local Hampstead community, reflected by its large local catchment. In total, over 85% of pupils live within 2 miles of the school. Figure 4.1 displays the existing pupils' spatial distribution.

4.2.3 The existing methods of travel to school based on a 'hand up' survey of pupils in March 2014 are shown in Table 4.1.

Table 4.1 Pupil Modal Split

Mode	Number	Percentage
Car	35	15%
Car share	0	0%
Park and Stride	9	4%
Rail	4	2%
Tube	15	6%
Public bus	30	12%
School bus	0	0%
Cycle	9	4%
Scooter	2	1%
Walk	137	57%

4.2.4 It can be seen from Table 4.1 that walking is the most popular means of travel to the school accounting for 57% of all travel (equating to 137 pupils), followed by public transport with 20% (49 pupils) and travel by car 15% (35 pupils).

- 4.2.5 Based on staff travel survey undertaken in March 2014, the existing staff methods of travel to work are shown in Table 4.2

Table 4.2 Staff Modal Split

Mode	Percentage
Car	0%
Car share	0%
Park and Stride	0%
Rail	23%
Tube	10%
Public bus	19%
Cycle	0%
Walk	48%

- 4.2.6 Public transport is the most common mode of transport for staff, being used by 52% of staff. The remaining 48% of the staff walk to school.

4.3 Traffic Impact

- 4.3.1 It should be noted that the development proposals do not include any increase in staff or pupil numbers. Also the location where parents drop off and pick up their children will remain unchanged. Parents will continue to pick up and drop off at the school entrance immediately south of the Heath Street Baptist Church.
- 4.3.2 There will also be no change in the travel profile of pupils and staff travelling to and from the school.
- 4.3.3 Therefore the proposed school facilities will create no traffic impacts on the surrounding highway network.

5. Summary and Conclusion

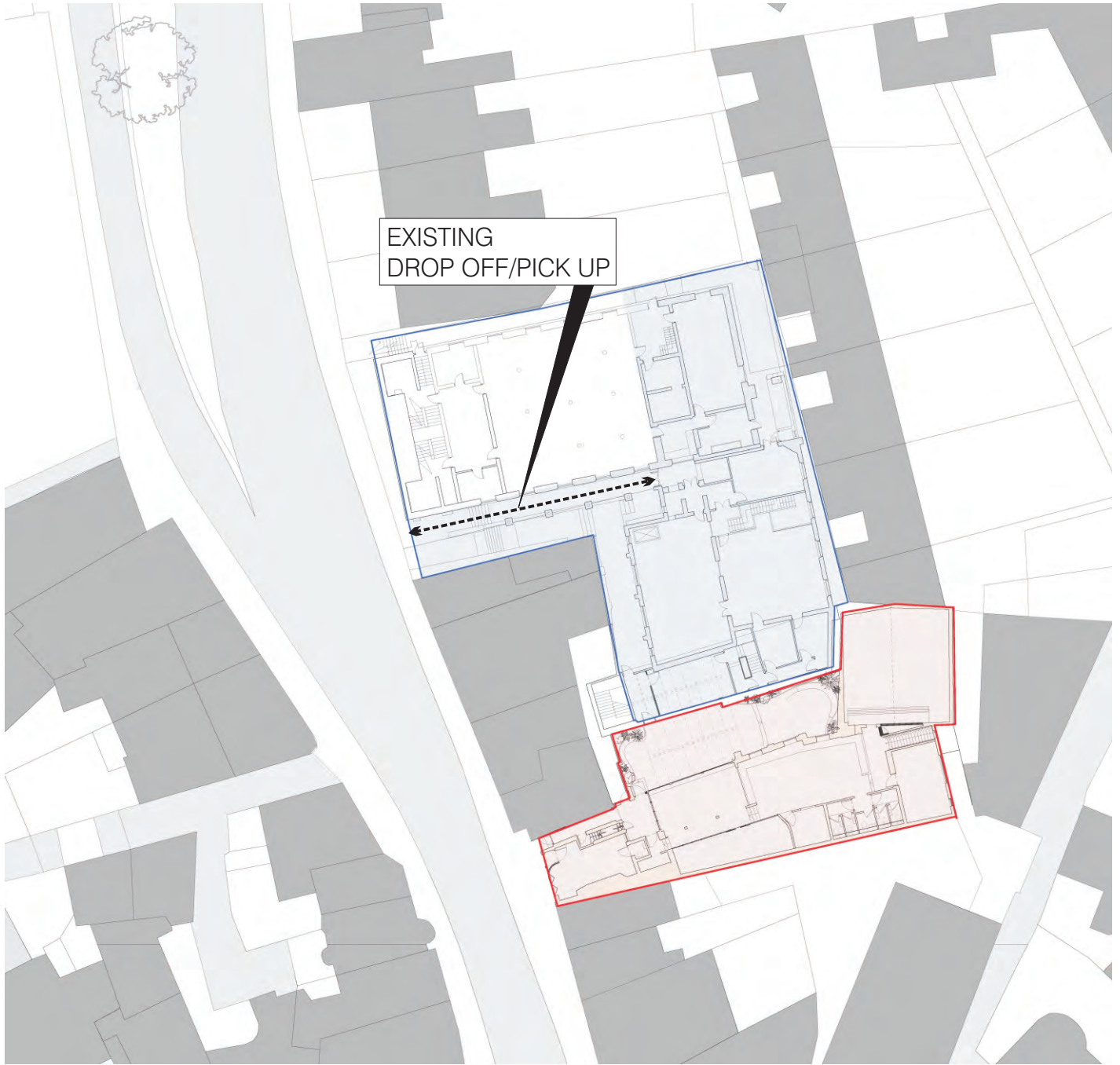
5.1 Summary


- 5.1.1 The development site is located on the eastside of Heath Road, Hampstead, in the London Borough of Camden. The application will enhance the facilities available to pupils at the school, but will not result in an increase in the number of staff or pupils at the school.
- 5.1.2 A School Travel Plan has been produced as part of the planning application and will monitor and manage staff and pupils travel to and from the site, including for after school activities.
- 5.1.3 The development proposed will provide improved play and assembly facilities within school and will not attract any new trips, not alter the arrival and departure profiles for pupils or staff.

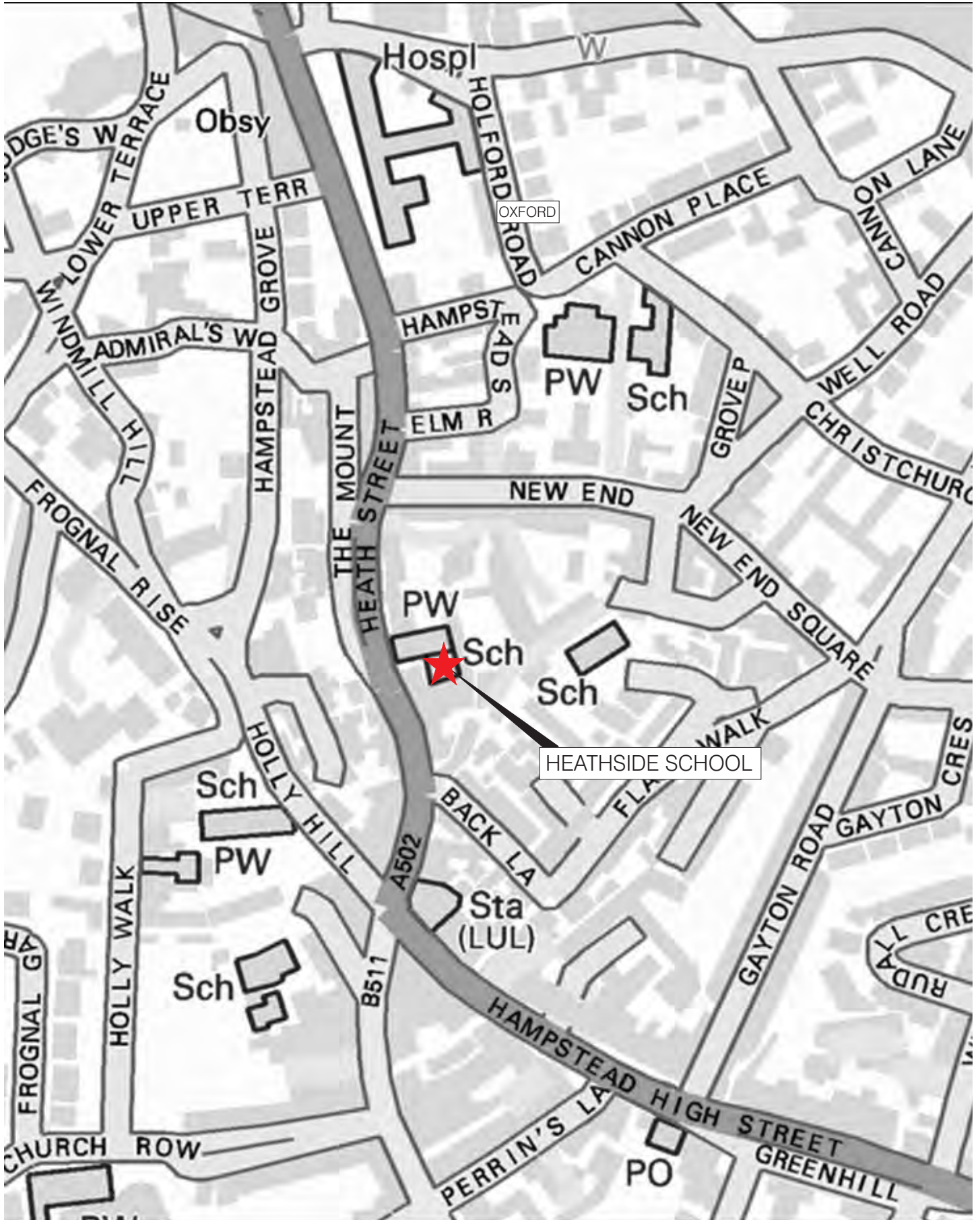
5.2 Conclusion


- 5.2.1 The development proposal at 76 Heath Street will not attract any new trips to the site, nor change the trip profile of Heathside Preparatory School. The development will therefore have no detrimental impact on the surrounding highway network.

FIGURES



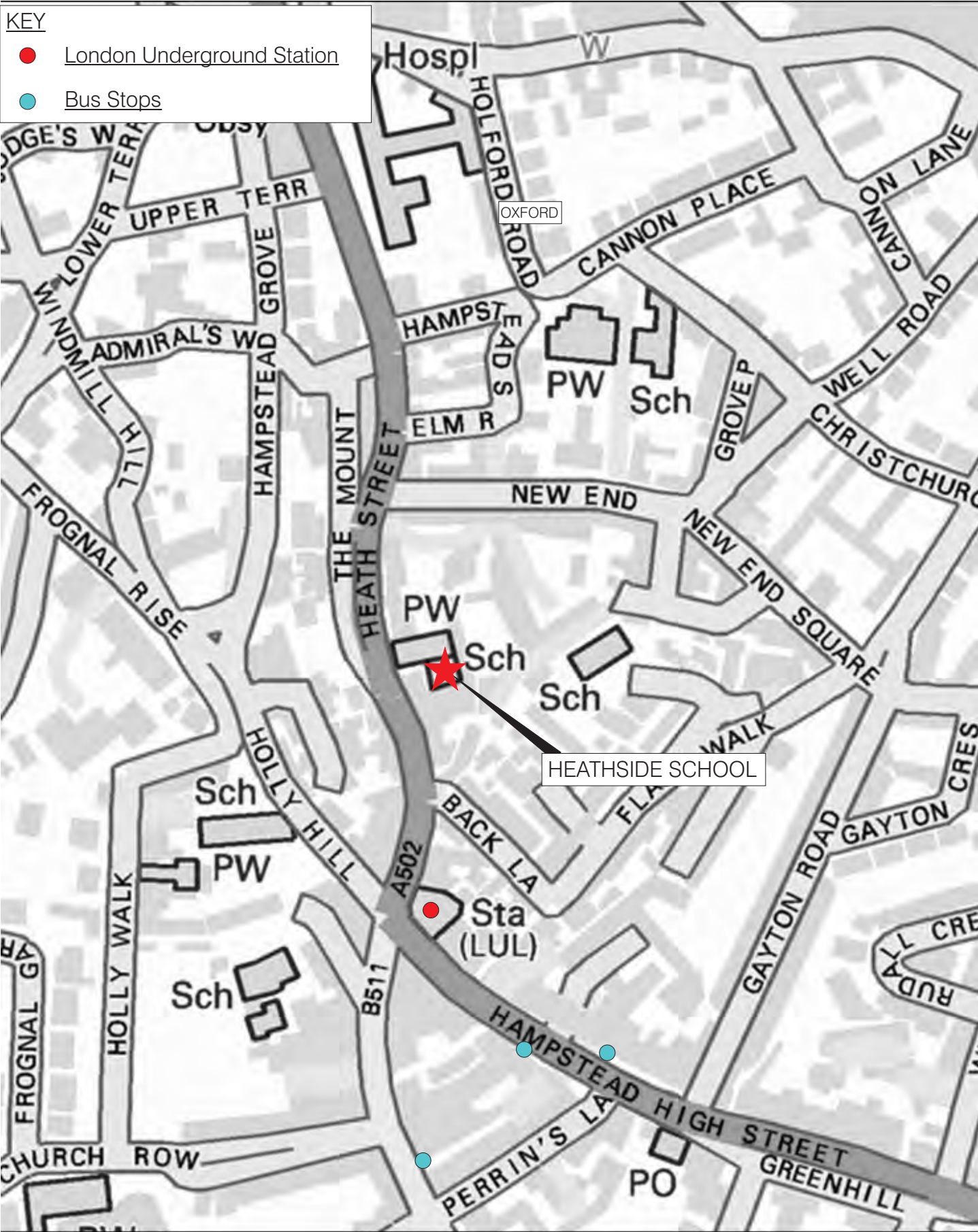
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	Job Title HEATHSIDE SCHOOL	Scale: NTS	Ckd/Appd: AKC.	Drg No: FIGURE 2.1
		Designed by: L.L.	1st Issued: JUL 14	
		Drawn by: L.L.	Job No: Un60316	



Drawing Title SITE LOCATION PLAN	Client HEATHSIDE PREP SCHOOL			File Extension:
	Job Title HEATHSIDE SCHOOL			Scale: NTS
		Designed by: L.L.	1st Issued: JUL 14	
		Drawn by: L.L.	Job No: Un60316	

KEY

- London Underground Station
- Bus Stops



Drawing Title
PUBLIC TRANSPORT NODE LOCATIONS

Client
HEATHSIDE PREP SCHOOL



File Extension:

Job Title
HEATHSIDE SCHOOL

Scale: NTS
Ckd/Appd: AKC.
Designed by: L.L.
1st Issued: JUL 14

Drg No:
FIGURE 3.2

Drawn by: L.L.
Job No: Un60316

Key

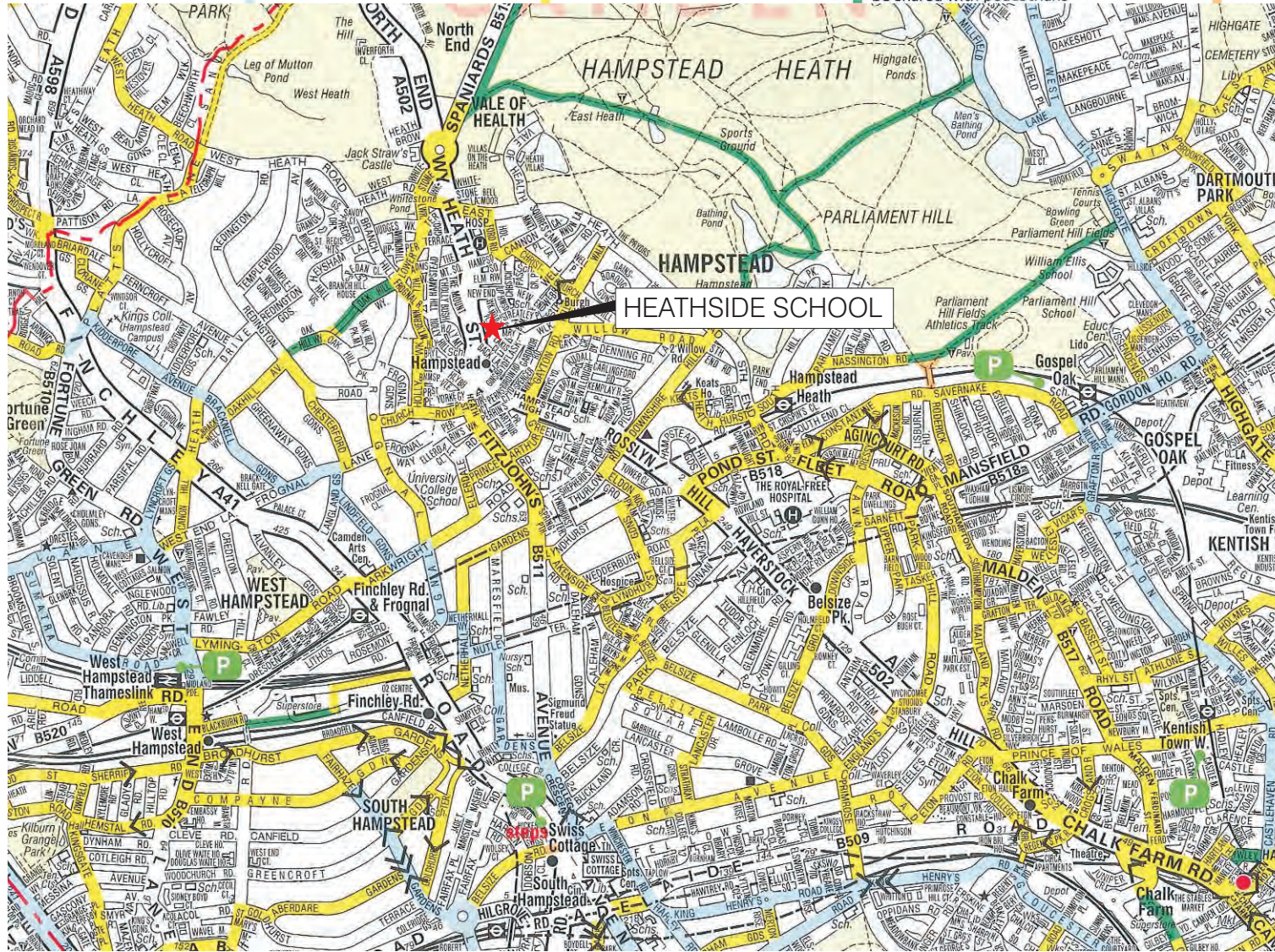
2012 Games Walking and Cycling Routes to east London Games venues


Routes signed or marked for use by cyclists on a mixture of quiet or busier roads

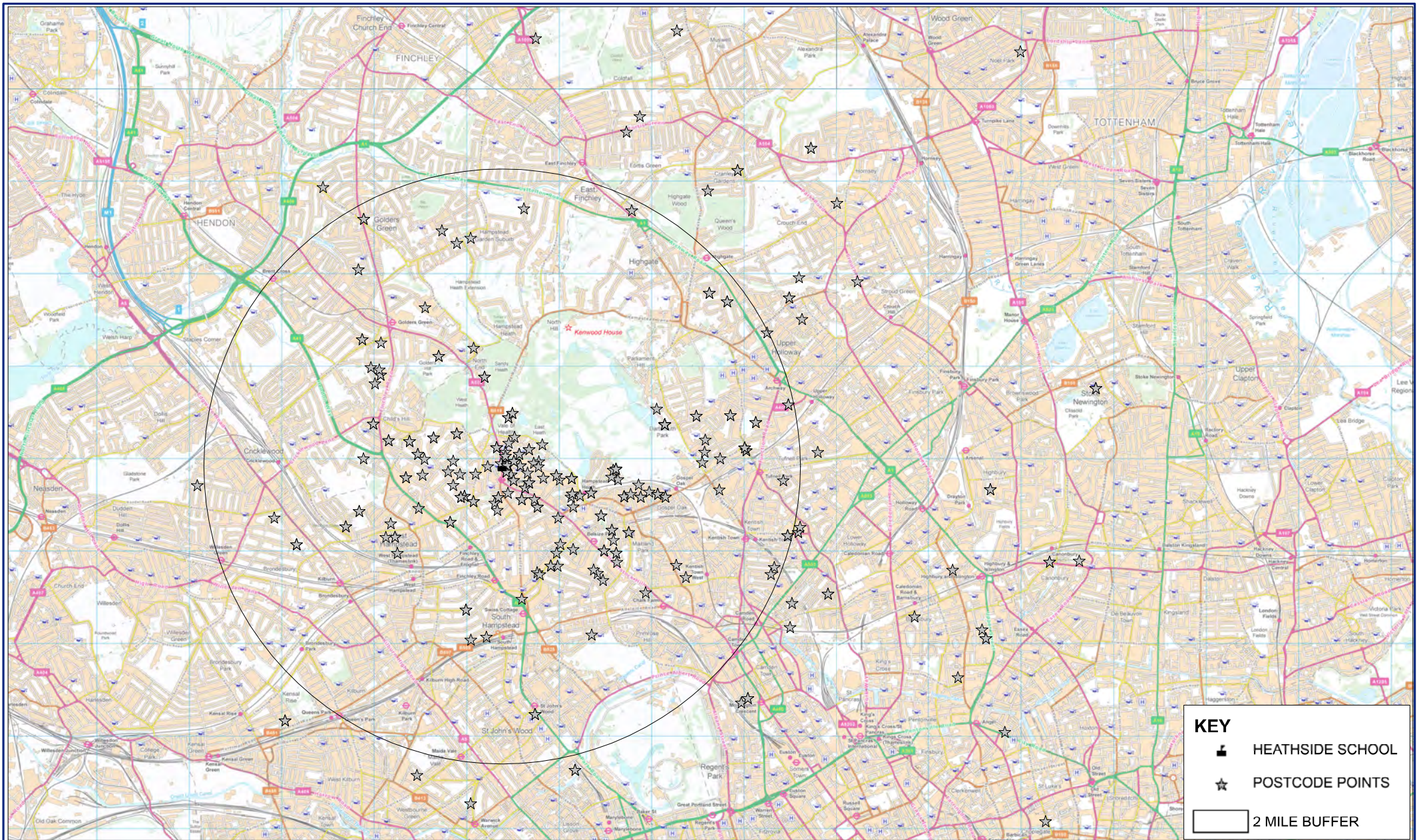
Quieter roads that have been recommended by other cyclists, may connect other route sections

Off-road routes: Either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night. Routes may be shared with pedestrians




Pedestrian only route which connects cycling sections – you must dismount as cycling is not permitted at any time



Drawing Title	EXISTING CYCLE ROUTES		Client	HEATHSIDE PREP SCHOOL			File Extension: I:\WINIF\Projects\VN50026\Deliverables\Drawings\Images	
	Job Title	HEATHSIDE SCHOOL		Scale:	NTS			Ckd/Appd:
				Designed by:	LL	1st Issued:	MAY 14	Drg No:
			Drawn by:	LL	Job No:	Un60316		



KEY

-  HEATHSIDE SCHOOL
-  POSTCODE POINTS
-  2 MILE BUFFER

SCHOOL CATCHMENT

HEATHSIDE PREP SCHOOL

76 HEATH STREET NW3 1DN

New City Court
20 St Thomas Street
London SE1 9RS

T 020 2079 6100
F 020 7939 6103

Scale: NTS

Designed by: LL

Drawn by: LL

Chkd/Appd: LL

1st Issued: JULY 2014

Job No: UN60316

SKM COLIN BUCHANAN

Drg No: **FIGURE 4.1**

APPENDIX A



new internal access to existing school

new library and internal pedestrian link addition to fit within existing courtyard. New internal link to join to existing school circulation

existing roof structure, skylights and trusses retained. Additional acoustic lining applied to roof

new timber framed, free-standing, glazed canopy over courtyard. Canopy to match adjacent glazed roof over classroom 00.14

existing uneven courtyard resurfaced with impact absorbing safety surface (or similar) on new bedding

new sliding door joinery configuration to fit within existing opening, clear double glazing within painted timber frame. No change to existing opening size

new painted metal gate

existing gate to rear garden of 78 Heath Street retained

controlled access to retractable seating from lunch room

existing blocked-up window reinstated. Window joinery to receive new frosted, double glazing

existing blocked-up window reinstated. Window joinery to receive new frosted, double glazing

new stair configuration to lower ground floor; minor excavation required

3no. original trusses retained and exposed to original extent

00 Proposed Ground Floor

Scale 1:50 @ A1, 1:100 @ A3

Existing access to first floor flat to be retained. New partition to existing (non-original) opening to create self contained retail unit

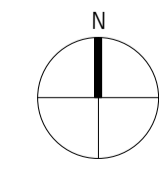
new refurbished retail space with new WC facilities

new shop front facade inline with historic precedence

existing rear door removed and replaced with new timber window in keeping with adjacent. Paint finish

new stepped access into auxiliary school building. Existing floor levels rationalised throughout

- Existing building fabric to be retained
- Proposed new building fabric
- External courtyard/uncovered outdoor space
- Project work area
- Property boundary line of 76 Heath Street
- Existing finished floor level
- Rainwater pipe



Client Heathside Preparatory School	Gate House 1 St John's Square London EC1M 4DH
Project 76 Heath Street Addition NW3 1DN	T +44 20 7490 7674 studio@harperdownie.com www.harperdownie.com
Drawing Title General Arrangement Proposed Ground Floor Plan	Status Planning
Drawn JM	Checked AJ
Scale 1:50 @ A1	Date Jun 2014
Drwg. No. & Revision 682_GA00_P1	

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Revisions	Date	Description
P1	15/8/14	Issued for Planning

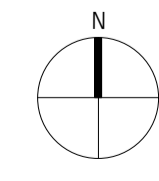


B1 Proposed Lower Ground Floor
Scale 1:50 @ A1, 1:100 @ A3

Revisions		
P1	15/8/14	Issued for Planning

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- Existing building fabric to be retained
- Proposed new building fabric
- External courtyard/uncovered outdoor space
- Project work area
- Property boundary line of 76 Heath Street
- FFL +109.91 Existing finished floor level
- Rainwater pipe

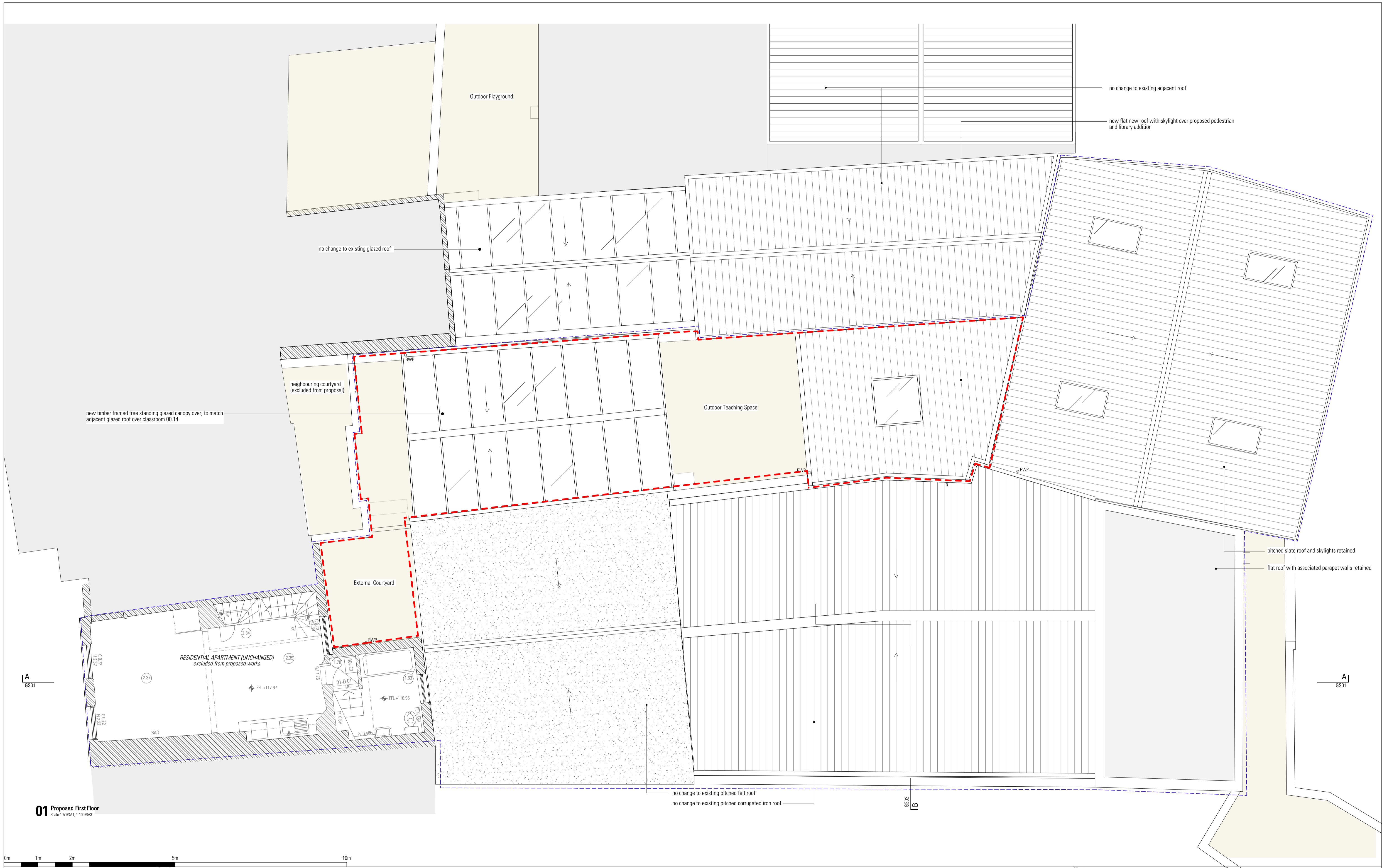


Client Heathside Preparatory School	Project 76 Heath Street Addition NW3 1DN	
Drawing Title General Arrangement Proposed Lower Ground Floor Plan	Status Planning	Drawn JM
	Scale 1:50 @ A1	Checked AJ
	Drwg. No. & Revision 682_GAB1_P1	Date Jun 2014

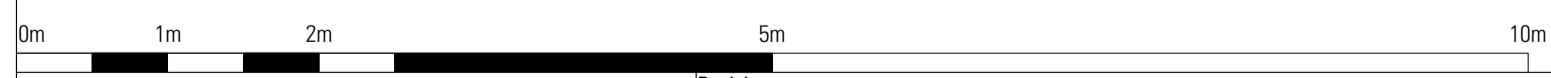
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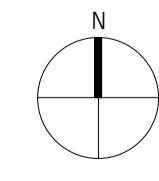
01 Proposed First Floor
Scale 1:50@A1, 1:100@A3



Revisions		
P1	15/8/14	Issued for Planning

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- Existing building fabric to be retained
- Proposed new building fabric
- External courtyard/uncovered outdoor space
- Project work area
- Property boundary line of 76 Heath Street
- FFL +109.91 Existing finished floor level
- RWP Rainwater pipe



Client
Heathside Preparatory School
Project
76 Heath Street Addition
NW3 1DN
Drawing Title
General Arrangement
Proposed Roof Plan

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Status Planning	Drawn JM	Checked AJ
Scale 1:50 @ A1	Date Jun 2014	
Drwg. No. & Revision 682_GA01_P1		

APPENDIX B

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20142403163239
Description 20142403163239
Run by user PTAL web application
Date and time 24/03/2014 16:32

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 526372, 185904

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	JACK STRAW'S CASTLE	210	578.9	7.5	0.5	7.24	6.0	13.24	2.27	1.13
BUS	Heath St Hampstead Stn	268	38.87	5.0	1.0	0.49	8.0	8.49	3.54	3.54

BUS	HAMPSTEAD STATION	46	262.86	6.0	0.5	3.29	7.0	10.29	2.92	1.46
LU LRT	Hampstead	Northern Line Edgware to Morden	127.01	9.7	1.0	1.59	3.84	5.43	5.52	5.52
LU LRT	Hampstead	Northern Line Edgware to Morden	127.01	8.3	0.5	1.59	4.36	5.95	5.04	2.52
LU LRT	Hampstead	Northern Line Kennington to Edgware	127.01	5.0	0.5	1.59	6.75	8.34	3.6	1.8

NR SAP Points Not Found

Total AI for this POI is 15.97.

PTAL Rating is 4.