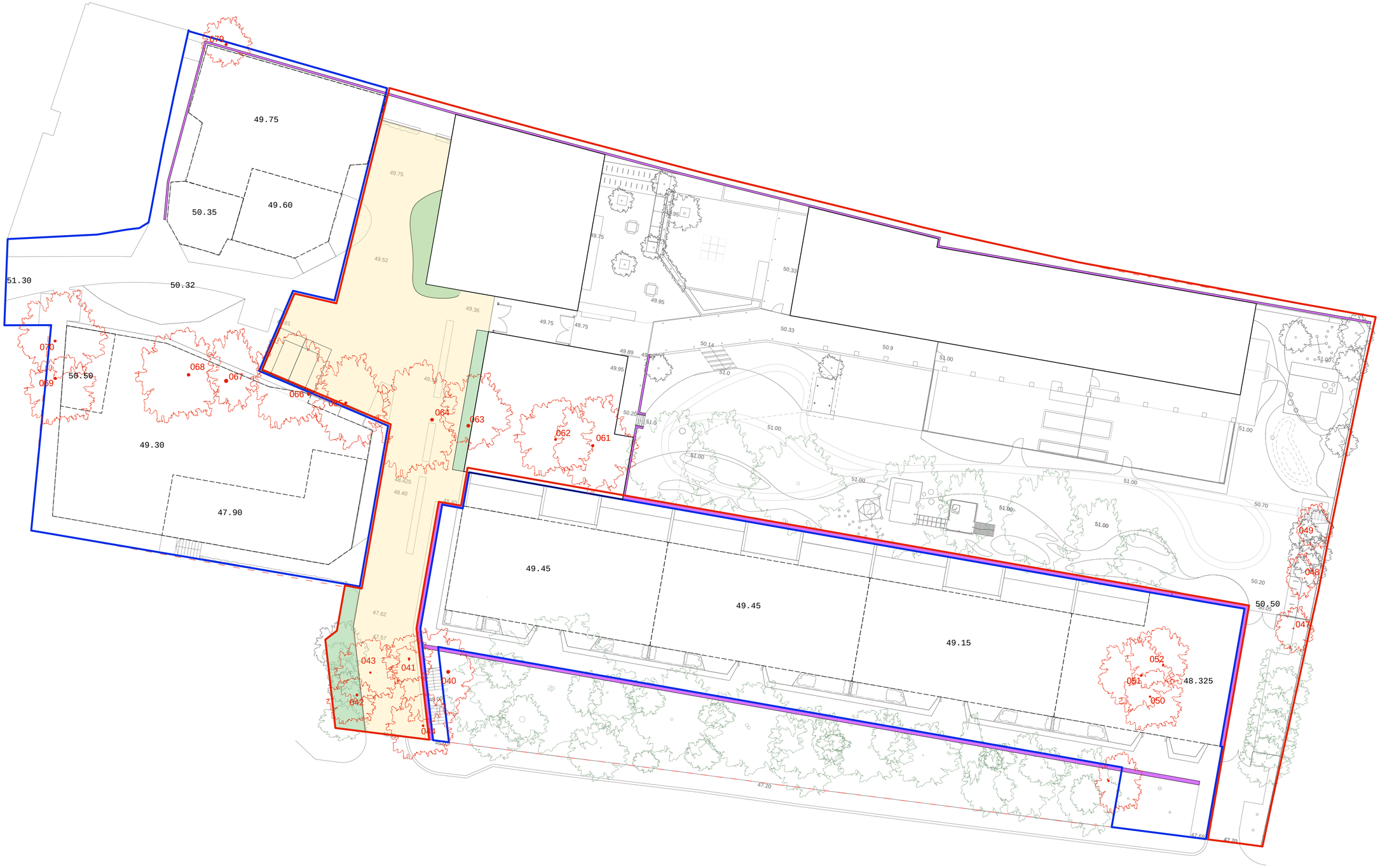
Figure 7 – Development Phasing Plan



KEY

- Temporary Tarmac Surface in Enabling Works
- Tree and shrub planting in Enabling Works
- Trees to be removed
- Retaining walls to be built in Enabling works
- Phase 2 works area
- Phase 1 School works
- Phase 2 building platforms spot levels

N

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Notes

- Do not scale from drawings.
- To be read in conjuntion with all relevant Architects', Services and Structural Engineers' drawings.
- All existing site, tree and building information has been compiled from different sources.
- All dimensions to be checked on site.

Revisions

Project	Kingsgate Liddell
Project No.	KL037
Client	London Borough of Camden
Date	28 November 2014
Scale	1:250 @ A1
Drawing Name.	Stage D: Enabling works plan
Dwg No.	KL037.D.08.TLP.RevD

Revision D

Figure 8 - Transport Mitigation Proposals (Sheet 1 of 2)

N

3 disabled spaces within shared space, arrangement tbc

Proposed allocated disabled parking bay

2 operational school parking bays.

- Pedestrians access
- Primary vehicle access
- Emergency vehicle access
- On Street Parking Bays
- Footway Widening
- Speed Humps
- Disable Bay
- Raised Table
- Motorcycle Parking Bay
- Zebra Crossing
- Pesdetrian information

Existing disabled bay

New speed hump

New raised junction table

Removal of 4 parking bays

Existing disabled bay

Existing speed hump

Existing motorcycle parking bay

Existing speed hump

Removal of 2 parking bays

New raised junction table

Existing raised junction table

Zebra crossing relocated

KINGSGATE SCHOOL, LIDDELL ROAD	
MAYGROVE ROAD IMPROVEMENTS	
1665/90	
NOVEMBER 2014	Alan Baxter

Figure 9 – Transport Mitigation Proposals (Sheet 2 of 2)

N

Primary Walking Route

Existing footway on north side widened to 3.0m

New Raised table at Maygrove Rd/Ariel Rd

Additional speed humps added to Maygrove Road

New Raised table at Liddell Rd/Maygrove Rd.

Junction table with zebra crossings. Potential to relocate zebra crossing to east arm of junction

Northbound bus stop

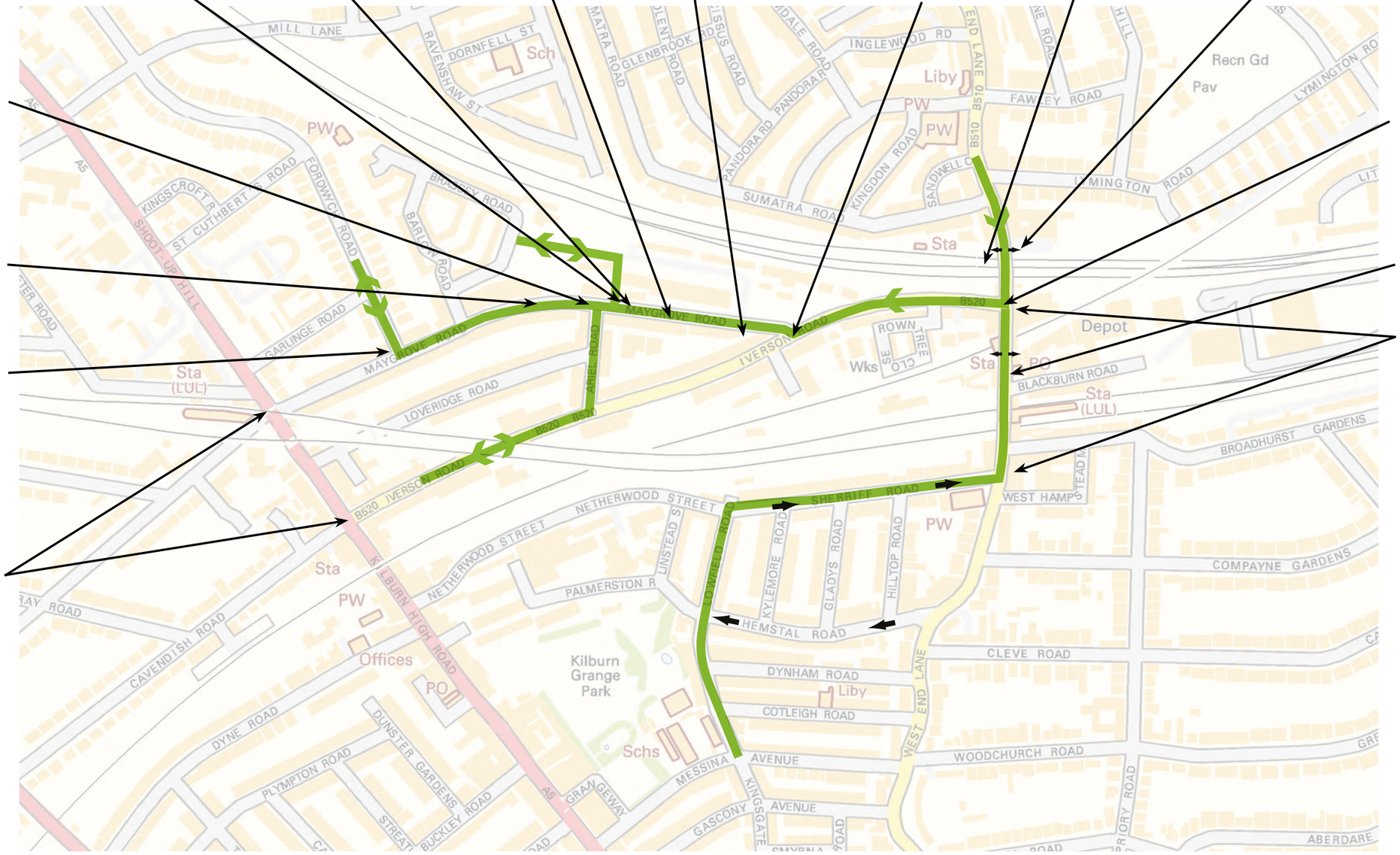
Existing pelican crossing

Existing junction with build-outs to be raised table

Additional speed hump added to Maygrove Road

Existing junction table

Pedestrian Information



Existing signal controlled crossing with controlled pedestrians facilities

Southbound bus stop

Pedestrian Information

KINGSGATE SCHOOL, LIDDELL ROAD

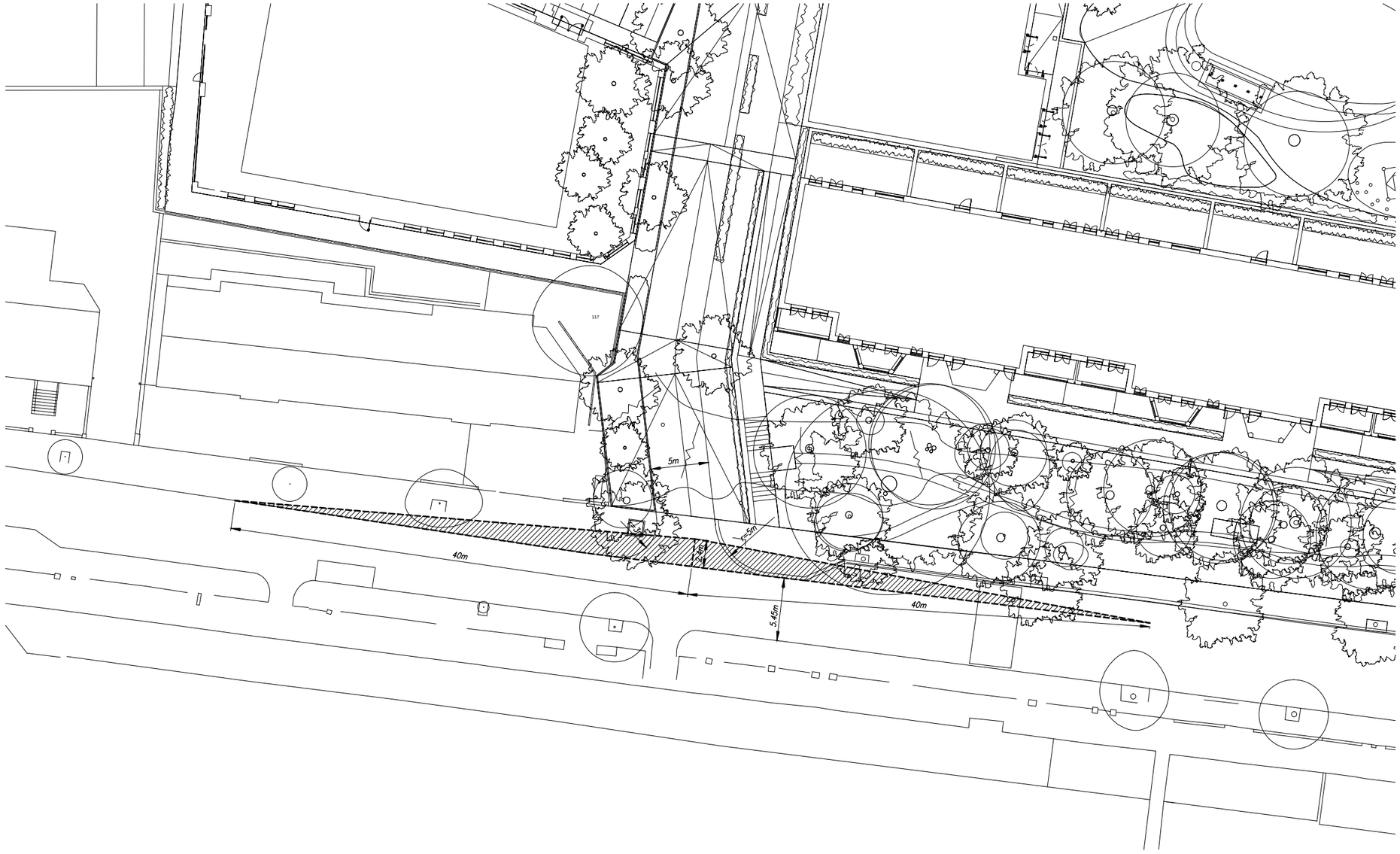
TRASPORT MITIGATION PROPOSALS

1665/90

NOVEMBER 2014

Alan Baxter

Figure 10 – Outline Junction Design



notes

FOR INFORMATION ONLY

ISSUED FOR

job
KINGSGATE SCHOOL
LIDDELL ROAD

title
NEW ACCESS OUTLINE DESIGN

drawn	checked
KM	MT
date	scale (original - A1)
NOV'14	1:200

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drg. no.
1665/90/013

rev.

Appendix 3 – Public Realm Assessment

Public Realm Assessment

Introduction

A broad qualitative assessment of the public realm in the vicinity of the two sites in West Hampstead has been undertaken. The extent of assessment is shown in Appendix A. Within this area, the assessment focussed on pedestrian environment features including:

- Links;
- Crossings;
- Public Transport Waiting areas;
- Interchange Spaces; and ,
- Public Space

Each character area has been assessed separately as set out below. It should be noted, the assessment took place on 14 August 2014 (AM) during the school summer break.

Kingsgate Primary School, Messina Avenue / Kingsgate Road

Kingsgate Primary School is located at the corner of Messina Avenue and Kingsgate Road. The school's main entrance via the reception is located on Kingsgate Road with the two additional pedestrian points of access and one vehicle entrance to the playground situated on Messina Avenue. Both Kingsgate Road and Messina Avenue (west) are two-way residential roads with three storey properties set back along the footway opposite from the school. The block paved footways surrounding the school are 1 to 2 metres wide and appear to be in good condition. Parking immediately outside the school is provided opposite to the school. 'Keep Clear' zig-zag lines restrict waiting and loading directly outside the school.

As can be seen in Figure 1.1, a raised junction table forms the cross-road intersection of Messina Avenue and Kingsgate Road with a shared surface continuing south along Kingsgate Road to its junction with Gascony Avenue. The shared surface at Kingsgate Road (south) has ground floor retail spaces with on-street frontages. Four invitations to cross are provided at the intersection, utilising tactile paving. These are the closest points of crossing to any of the school pedestrian access.

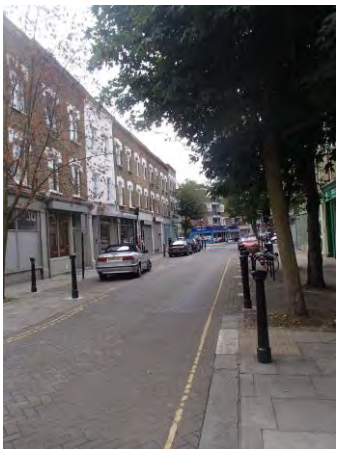
Along Messina Avenue the railings are provided opposite the westerly pedestrian access to the school but not the easterly, closer to the intersection. Similarly railings are provided opposite the main entrance on Kingsgate Road. Minimal road markings and signage provides motorists with any warning of the school. A single 'SLOW' road marking is located adjacent to the vehicle access on Messina Avenue and a warning sign is placed approximately 150m north of the school on Kingsgate Road.

Messina Avenue has a speed hump and a build-out as traffic calming measures. However when observing, the measures had no influence on the speed of motorists as they were witnessed accelerating along Messina Avenue away from the school.

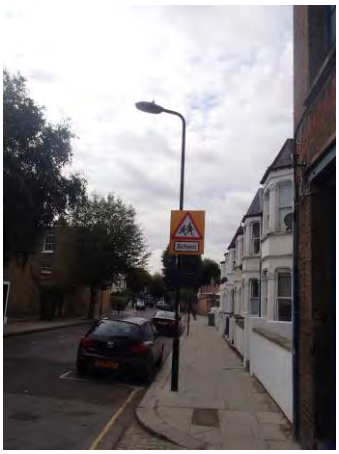
Overall the area has a quiet residential sub-urban character with good pedestrian environment. The raised table and shared surface adjacent to the school provides a good sense of place to the location. However, a greater emphasis of the school and safety measures could be provided.

Figure 0.1 - Messina Avenue / Kingsgate Road

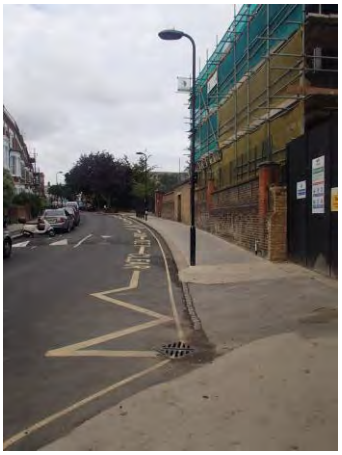
a) Messina Ave / Kingsgate Road raised junction table



b) Kingsgate Road south



c) Kingsgate Road north



d) Messina Avenue

Sherriff Road

As can be seen in figure 1.2, Sherriff Road is a quiet tree lined residential road with three storey terraced houses set back approximately 1.5m from the footway. The block paved footway on both sides of the road is between 1 to 2 metres and appears in good condition.

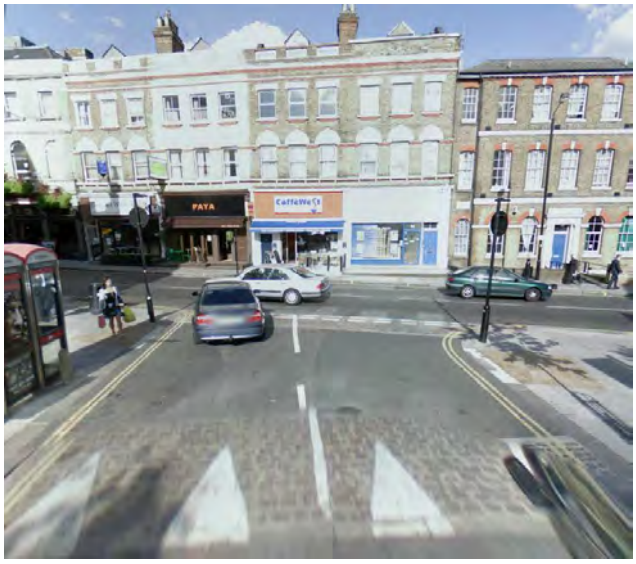
The road is a possible rat-run for motorists between the two sites. Speed humps are located along the highway at approximately 25m intervals. However, due to the good visibility and minimal traffic obstacles, motorists where observed to accelerate up the hill towards West End Lane without any care for traffic calming measures. Parking is permitted on both sides of the street, which (judged conservatively) only leaves room for one-way traffic. With no formal passing places, motorists are forced to weave in and out of the empty park spaces.

Two crossings are located at each end of the road. A dropped kerb invitation to cross Sherriff Road is provided at the junction with Lowfield Road utilising tactile paving. A raised junction table forms the access to Sherriff Road from West End Lane. A build-out of the footway at the West End Lane junction gives priority to traffic approaching from the main road. However, no priority signs are provided for traffic exiting Sherriff Road.

Overall Sherriff Road has a welcoming sense of community. Traffic calming measures along the road could be improved to maintain its quiet residential atmosphere.

Figure 0.2 - Sherriff Road

a) Sherriff Road



b) Sherriff Road / West End Lane

West End Lane

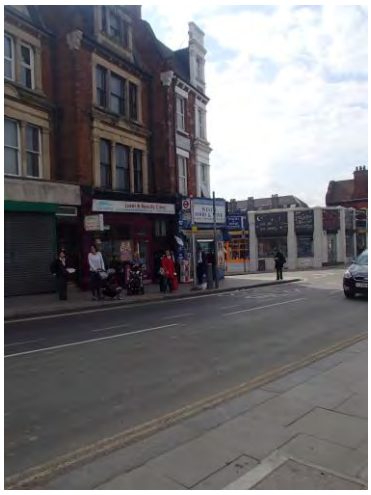
The section of West End Lane from Sherriff Road to Iverson Road is seen as a primary access route from Kingsgate Primary School to public transport interchanges at West Hampstead train, Overground and Underground stations, and bus links.

West End Lane is the arterial route through West Hampstead linking the A41 to the north and Kilburn High Road to the south-west. Traffic along West End Lane is heavy and fairly fierce. Although a speed limit of 20mph is enforced, vehicles seemed to be travelling beyond the speed limit. This gives a certain intensity and uncomfortable atmosphere to the pedestrian environment.

Buildings exit directly onto the footway and as both the footway and road narrow to along the rail over-bridge, creating a compact and intense pedestrian environment with the traffic imposing on the pedestrian. The three stations and the public transport options they provide to the surrounding area are of value to the site. However, at peak times of the day in the morning and evenings the pavements between the three stations are at capacity due to the constraints of the rail over-bridge. This can present difficulties in moving through the area and as a gateway to the town centre as a whole.

Currently the bus stands at West End Lane, approximately 400m from the site, consist of flag and route timetabling but provide no shelter or lighting. As can be seen in Figure 1.3, the southbound stop does not provide the opportunity for a shelter or lighting due to the footway width and proximity to building.

Figure 0.3 - West End Lane



a) Southbound bus stop

b) West end Lane street frontage

West End Lane Stations: London Underground, Overground and Thameslink

West Hampstead has a good range of transport connections with the London Underground, Overground and Thameslink all having stations within approximately 200m of each other along West End Lane and within a 5 minute walk of both proposed sites.

Underground Station

The entrance to the underground station is situated within a row of local shops, set back 5 to 6 metres from the kerb line. As shown in Figure 1.4 below, the space provides a sufficient area of interchange, the uncluttered footway allows for a flow of pedestrians accessing the station. Cycle parking provisions are provided immediately outside the station in the form of Sheffield bike stands. Northbound and southbound bus stands are situated 50 to 60 metres away from the station entrance.

The busy and unclean footway exudes a transient atmosphere; somewhere pedestrians do not feel invited to dwell.

Overground Station

The Overground station hall is compact with the stairs from the platform, ticket gates and ticket machines all within the 10 metre station hall. Shown in Figure 1.4, the station entrance is directly onto West End Lane, with the footway 2 to 3 metres in width. A pelican crossing is situated directly outside the station entrance. The area is prone to congested at times of Overground arrivals, as pedestrians wait at the crossing utilise the majority of the narrow footway, other pedestrians are obstructed from passing.

Figure 0.4 - West Hampstead Stations

a) West Hampstead Underground Station

b) West Hampstead Overground Station

Iverson Road

As Figure 0.5 illustrates overleaf, at the junction with West End Lane Iverson Road has a generous 10 to 12 metre footway on the northern side leading to the Thameslink Station entrance, approximately 60 metres west along Iverson Road. The highway forms a large raised surface adjacent to the station, however no form of tactile paving is provided to delineate the edge of carriageway.

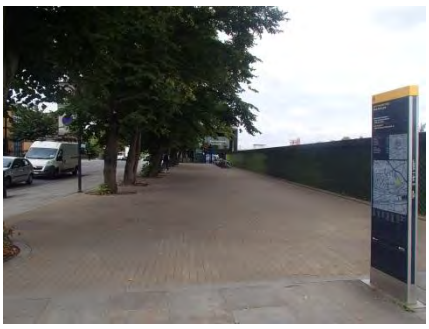
Approaching the Thameslink station from West End Lane on the northern footway, large mature trees set 2 to 3 metres back from the kerb line act as a screen between the highway and the expansive footway. Beyond the tree line, the footway is surfaced with tarmac. The area is bounded by a 2 to 3 metre high wall, behind which the topography falls away to the rail-lines. Fifteen Sheffield Cycle Stands are provided outside the station, which is the only street furniture in the vicinity of the station. The space feels oversized to the pedestrian but does accommodate a farmers market and food stalls on occasion.

Iverson Road accommodates a mixed use of residential, light industrial and light commercial units. Opposite the station is a small industrial estate of two-storey residential style units. A retaining wall lines the southern, 1.5 to 2 metre wide footway which retains ten two-storey terraced houses and their front gardens. The footway is generally to a good standard, level and trip free.

Speed cushions are utilised as traffic calming measures. However, the road has on-street parking along both sides of the road. This means that two of the three speed cushions are situated within the parking bays and as a result the single speed hump in the centre of the road becomes in effective.

Figure 0.5 - Iverson Road

a) Iverson Road / West Hampstead Station



b) West Hampstead Thameslink Station

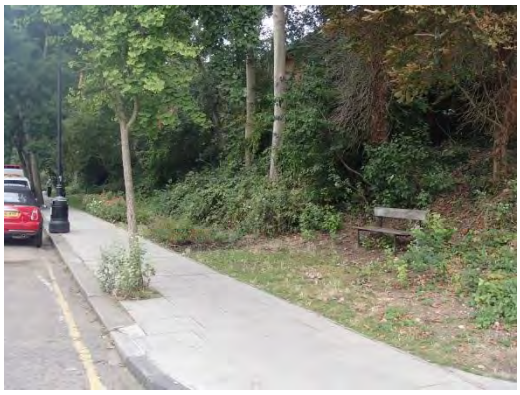
c) Speed Cushions

Maygrove Road

A raised junction table encompasses the junction with Iverson Road. The junction layout shown in Figure 0.6 provides some level of pedestrian priority, accommodating two zebra crossings; one crossing Iverson Road and one across the mouth of Maygrove Road. The only other controlled crossing on Maygrove Road is at its western end where a pelican crossing is located at the junction with Kilburn High Road. Opportunities to cross in between these locations are in the form of dropped kerbs and a raised table at the junction with Fordwych Road.

Figure 0.6 - Maygrove Road

a) Iverson Road / Maygrove Road Junction



b) Linear Green Space

c) Maygrove Road

d) Maygrove Road / Fordwych Road

As shown in Figure 1.5, the mouth to Liddell Road is approximately 20m wide. Although the junction provides an opportunity to cross via dropped kerbs, it feels an uncomfortable distance for the pedestrian to traverse. The linear green space adjacent to Liddell Road is evidently maintained in places and adds to the pleasant atmosphere of the street. However there are sections which are overgrown and un-kept, particularly around the junction with Liddell Road. Three public benches are set within the open space, which creates a place for pedestrians to engage with the setting.