PARLIAMENT HILL AND WILLIAM ELLIS SCHOOLS, CAMDEN

Transport Statement

Client: A-Studio

Project No. 13-255-01 Rev A
December 2014

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1.0 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Odyssey Markides (OM) on behalf of A-Studio, in support of a detailed planning application relating to the redevelopment of Parliament Hill (PHS) and William Ellis (WES) schools on the south-eastern edge of Hampstead Heath in the London borough of Camden. The location of 'the site', comprising both schools, is indicated on **Figure 1**.

1.2 The development proposals include the redevelopment of existing facilities and are not expected to result in an increase in the number of pupils and staff or indeed a change of school 'catchment' areas. The PHS site is also to incorporate the provision for 'La Swap' and the joint sixth form for PHS and WES. The redevelopment of the combined school site additionally includes the provision of new and enhanced sports/ leisure facilities for both school and community use in the form of a Sports Hall and 2 Multi-Use Games Areas (MUGA).

1.3 This TS provides a highways/ transport assessment of the proposed redevelopment in the context of existing transport related activity at the site. The TS makes reference throughout to the masterplan for the site, included at **Appendix A**.

1.4 Scoping discussions with Camden Council (CC), who are the highway authority for the surrounding roads, have informed the preparation of this report, which has additionally been produced in accordance with appropriate Department for Transport (DfT) and Transport for London (TfL) guidance. Discussions with CC Highways Officers focused on the requirements of the TS and accompanying documents. CC also required quantification of any additional trips at the site resulting from the proposed enhanced levels of community sports use at the post development stage. A summary of pre-application discussions is provided in **Section 2.0**.

1.5 **Section 3.0** considers relevant policy (local, regional as well as national) pertaining to transportation matters, while **Section 4.0** describes

existing highways conditions at the site. **Section 5.0** considers accident data on roads in the vicinity of the development.

1.6 **Section 6.0** considers pedestrian, cycle and public transport access at the site, while **Section 7.0** provides information relating to existing operations, including existing parking provision and servicing/ delivery trips, at the respective components of the site.

1.7 **Section 8.0** describes the development proposals, including consideration of the proposed site accesses (pedestrian/ cycle and vehicular) and parking provision. **Section 9.0** considers the phasing of construction works and the potential impact of this in terms of access, servicing and parking at the site. **Section 10.0** considers servicing and emergency access at the post development stage.

1.8 **Section 11.0** sets out a description of the measures to be implemented as part of the enhancement of the existing Travel Plan(s) for both PHS and WES.

1.9 **Section 12.0** identifies the potential trip generation and transport impact across a range of modes resulting from the proposed development, taking into account the location of the site in terms of access via sustainable means of transport, as well the Travel Plan initiatives currently implemented at the schools and those which will form part of the revised/ enhanced Travel Plan(s). **Section 13.0** provides a summary and concludes.

2.0 SUMMARY OF SCOPING DISCUSSIONS

2.1 The scope of the TS is based on correspondence/discussions with CC Highways Officers with relevant correspondence included at **Appendix B**. A summary of the relevant highways issues is presented below:

- Odyssey Markides would be preparing a Transport Assessment (TS) a Pedestrian Environment Review System (PERS) Audit and a Cycling Environment Review System (CERS) Audit to accompany the planning application;
- The TS is to identify the existing transport patterns/ conditions in the vicinity of the site including existing peak hour school-related pick-up/ drop-off activity, local parking restrictions and parking demand. The TA would identify the existing number of on-site car and cycle parking spaces at the schools and comment on the observed levels of utilisation of these provisions. It was agreed that provision of an on-site pupil pick-up and drop-off facility accommodating vehicles would not be appropriate since such provision would potentially encourage access to the site by car. This matter was discussed in light of observations at the site relating to the existing pick-up and drop-off activity on Highgate Road which did not appear to cause undue harm to the operation of the public highway;
- The TS would need to include consideration of then proposed enhanced levels of community use at the site during evenings and at weekends, and the traffic impact of such;
- Expected levels of trips generated (across the modal range) by any proposed community use of the site would be quantified by means of a TRICS assessment;
- Consideration would need to be given to the accommodation of service vehicles at the site in view of the proposed revised on-site layout;
- Pedestrian and cycle access at the site would need to be considered in detail;
- The TS would need to address the operational characteristics of the site including car/ cycle parking and delivery/ servicing activity;

- Swept path analysis of the car parking area, and areas requiring access for servicing, refuse collection and emergency vehicles will be presented in the TS;
- Issues surrounding the phasing of the development in terms of construction traffic, and the implications of such, would need to be considered in the TS and Construction Management Plan accompanying the planning application;
- A review of PIA data over 36 months should be included in the TS.

2.2 With regards to the preparation of a Travel Plan (TP), it was noted that Camden would secure a School Travel Plan for each school via the S106 process. Two separate TPs would be required to ensure that on-going monitoring could readily be carried out by the relevant parties.

3.0 POLICY FRAMEWORK

National Policy

National Planning Policy Framework (NPPF)

3.1 The Government's National Planning Policy Framework as adopted in March 2012 sets out the national transport policy context and how it is expected to be applied. The NPPF supersedes Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) including PPG13 - Transport.

3.2 NPPF guidance places a focus on sustainable development policy by considering the economic, social and environmental aspects of each scheme. The main thrust of NPPF guidance is a presumption in favour of sustainable development advocated further by requiring Local Authorities to meet the development needs of an area while showing an ability to adapt to change when required.

3.3 The core objectives of the NPPF are therefore to:

- *Help empower local people in order to shape their surroundings and in doing so seek ways to improve and enhance the places in which people live their lives;*
- *Help to support sustainable economic development by promoting the use or redevelopment of previously utilised land;*
- *Actively promote business growth and seek 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.*

3.4 With respect specifically to transport matters, NPPF states that development should only be prevented or refused on highways grounds where the residual cumulative impacts of such development are "severe".

Regional Policy

The London Plan (Revised early minor alterations 11th October 2013)

3.5 The London Plan sets out the Mayor's strategic plan for London, providing an integrated framework for the future development of the City. The primary transport policies are defined in the Mayor's Transport Strategy, which in general echoes national policy in promoting transport sustainability, in particular placing emphasis on the promotion of walking, cycling and public transport.

3.6 The London Plan does not specify car parking standards relating to school use. The Plan as such highlights that any proposed car parking at D1 (school) sites should be determined by the TS relevant to the proposal, taking into account the accessibility of the site and the availability of on-street parking.

3.7 Requirements for cycle parking provision for D1 School use is set out in Table 6.3 of the London Plan and is as follows:

- 1 space per 10 staff members;
- 1 space per 10 pupils.

Local Policy

Camden's Core Strategy (8 November 2010)

3.8 In order to support Camden's growth and to promote walking, cycling and public transport, Camden's Core Strategy (2010), at Policy CS11, states that the Council will:

> *h) continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and*

i) work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.

Camden Development Policies (2010-2025) 2010

3.9 With regards to community and leisure uses DP15 states that:

To help to meet increased demand for facilities, the Council will expect:
a) developments that result in any additional need for community or leisure facilities to contribute towards supporting existing facilities or providing for new facilities;
and b) suitable developments to make rooms available for local community groups to use or hire at a discounted rate, particularly where a development displaces or replaces a community facility.

3.10 Further to the above it is stated that new community and leisure uses must be:

g) close or accessible to the community they serve;
h) accessible by a range of transport modes, in particular walking, cycling and public transport;

Camden Development Policies (2010-2025) 2010 – Parking Standards

3.11 The following minimum requirements for the provision of cycle parking at D1 use are presented as part of this document:

- *Staff - from threshold of 500sqm, 1 space per 250sqm or part thereof.*
- *Visitor - from threshold of 500sqm, 1 space per 250sqm or part thereof.;*

3.12 With regards to car parking, CC stipulate the following maximum car parking standards for D1 use:

For people with disabilities required above 2,500 sqm.

- Staff/operational - 1 space per 20,000 sqm or part thereof.
- Visitors/students - 1 space per 500 sqm or part thereof.

Other staff/operational parking

- Low provision area: maximum of 1 space per 1,500 sqm
- Rest of Borough: maximum of 1 space per 1,000 sqm

3.13 'Low Parking Provision Areas' are defined within the Camden Development Policies (2010-2025) as "Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport." The site considered within this report is within a Controlled Parking Zone, however, as discussed in **Section 5.0**, the public transport accessibility is 'average' and as such not considered as 'easily accessible by public transport', which would mean it does not qualify as a 'Low Parking Provision Area'.

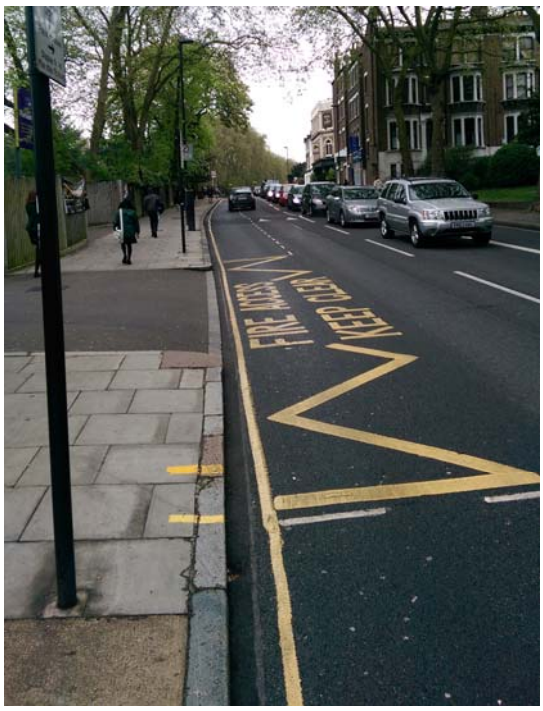
4.0 EXISTING HIGHWAY CONDITIONS

4.1 The site is bounded to the north-east by Highgate Road (B518) which provides access to Kentish Town to the south and Highgate to the north. A 20mph speed limit is operational on Highgate Road in the vicinity of the school campus.

4.2 Highgate Road has an approximate carriageway width of between 8.8 – 11.3 metres along the site frontage, with lit footways on either side of between 2.2 – 3.0 metres width.

4.3 'Fire Access Keep Clear' road markings are marked across the vehicular access to Parliament Hill School, some 55m north of the junction of Lissenden Gardens and Highgate Road (**Photo 4.1**).

Photo 4.1: Junction of Vehicular Access to PHS with Highgate Road



4.4 A southbound bus lane, operational between Monday and Friday from 07:00 to 10:00am, is present on the eastern side of Highgate Road opposite the site frontage. The locations of local bus stops are described in **Section 6**.

Waiting and Loading Restrictions

4.5 Waiting restrictions are present on Highgate Road along the majority of the site frontage by means yellow line markings with associated yellow plates restricting waiting between 07:00-10:00 Monday-Friday. Double yellow line markings restrict waiting at any time on Highgate Road within 25m of the WES vehicular access.

4.6 Loading restrictions are present on both sides of Highgate Road in the vicinity of the site between 07:00-10:00 Monday-Friday.

Pedestrian Facilities

4.7 Pedestrians are catered for in the immediate vicinity of the site by means of the following facilities:

- Pelican Crossing on Highgate Road approximately 95m to the south of the main PHS pedestrian access (**Photo 4.2**);
- Raised table crossing Lissenden Gardens at its junction with Highgate Road;
- Zebra crossing located on Highgate Road c.20m to the north of the main WES pedestrian access (**Photo 4.3**);
- Zebra Crossing c.250m to the north of the main WES pedestrian access.

Photo 4.2: Pelican Crossing on Highgate Road to the South PHS Pedestrian Access

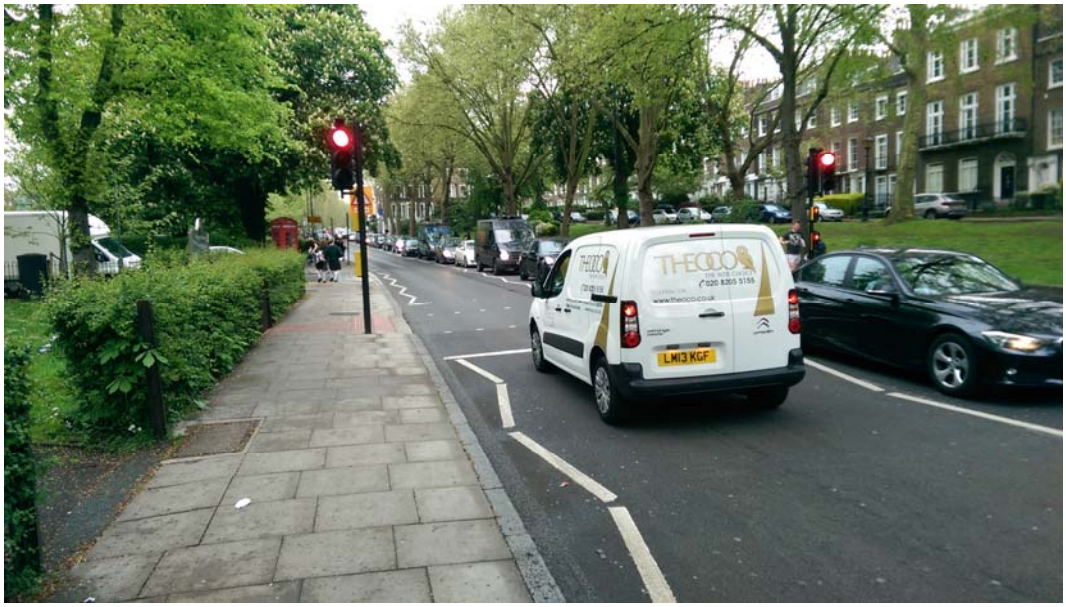
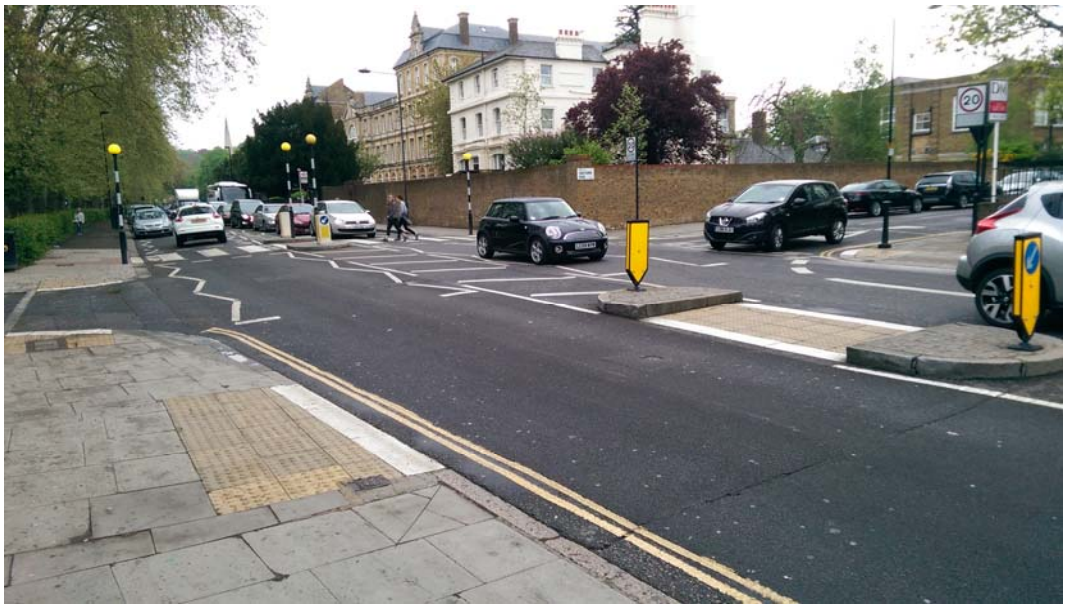


Photo 4.3: Zebra Crossing on Highgate Road North of WES Pedestrian Access



4.8 All local crossings not listed above accommodate dropped kerbs and tactile paving.

Controlled Parking Zone

4.9 The campus and surrounding roads fall within Camden's *'CA-U Highgate'* Controlled Parking Zone (CPZ). Restrictions within this zone are with the exception of Dartmouth Park Hill, as follows:

- Monday – Friday 10.00 – 12.00.

4.10 Restrictions in Dartmouth Park Hill operate between 08:30-18:30, Monday – Friday and Saturday between 8.30 – 13.30.

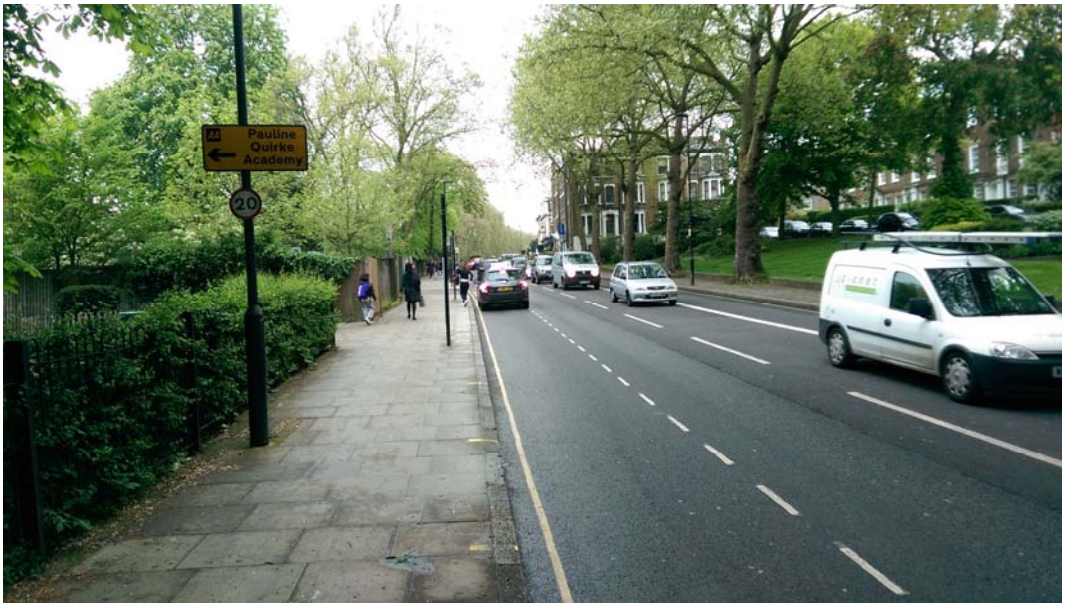
4.11 Local parking restrictions on Highgate Road take the form of two lengths of Pay and Display bays on the western side of the carriageway adjacent to the campus, as described above they operate 10:00-12:00 Monday-Friday. The length of bays to the north of the PHS vehicular access is some 20m in length (3 bays) with the bay to length of bays to the south of the PHS vehicular access being some 43m in length (7 bays). The tariff for these bays is £1.65 per hour with a maximum stay of 90 minutes.

4.12 **Drawing 13-255-301** presents the waiting/loading and parking restrictions in the immediate vicinity of the site.

Observed Conditions

4.13 A visit to the site was undertaken on a typical school day (Thursday 24th April 2014) for the purpose of observing conditions during the AM peak hour. It was noted that traffic flows of Highgate Road during this period were moderate, with **Photo 4.4** (taken at the Pay and Display bays to the south of the existing PHS vehicular access on Highgate Road) presenting typical conditions during the AM peak period.

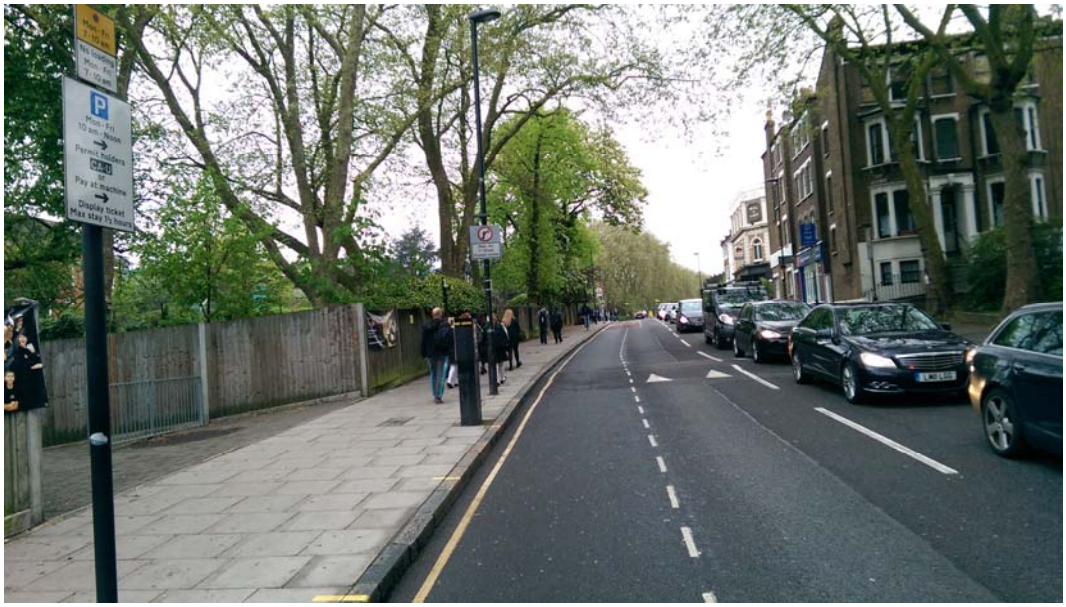
Photo 4.4: Highgate Road close to southern edge of PHS (looking North)



4.14 School related pick-up and drop-off activity was, for the purpose of this report, observed during site visits. Limited pick-up/drop-off movements were observed in the Pay and Display bays adjacent to the entrance to PHS in the morning peak. This is reflected in the results of the existing school travel surveys (discussed in detail in **Section 6.0**) which identify that 8% of PHS and 0% of WES pupils access the site via car as their usual mode of travel.

4.15 The Pay and Display parking bays adjacent to PHS on Highgate Road were observed to be largely vacant during the AM peak hour (refer **Photo 4.5**). The operational hours of the Pay and Display bays are outside that of the school peak pick-up/drop-off periods. As stated above, waiting and loading restrictions are in operation from 07:00-10:00, Monday to Friday, along the majority of the frontage of the school site on Highgate Road (including the Pay and Display bays) and as such legal pick-up/drop-off activity cannot take place in the Pay and Display bays adjacent to the school during the school AM peak drop-off period.

Photo 4.5: Highgate Road adjacent to the pedestrian access to PHS (looking North) AM Peak



5.0 SAFETY CONSIDERATION

5.1 The Department for Transport guidance relating to the preparation of Transport Assessments published March 2007, states the following at paragraph 4.32 in relation to the safety consideration of a proposed development:

> *"The assessment should also identify any significant highway safety issues and provide an analysis of the recent accident history of the study area. The extent of the safety issue considerations and accident analysis will depend on the scale of the proposed development and its location. The need to minimise conflicts between vehicles and other road-user groups should be adequately addressed."*

5.2 In line with the above, a review has been undertaken of Personal Injury Accidents (PIA's) occurring on roads in the vicinity of the site, over a 36 month (three year) period.

5.3 Data was to this end obtained from CC, covering the considered three year period up to December 2013. The data, the full output which is included at **Appendix D**, includes all recorded incidents on the public highway for the identified streets in the environs of the site over the considered 36 month period. Additionally included at **Appendix D** is a graphical representation of the data, indicating the location as well as severity of the recorded incidents.

5.4 A total of 50 PIA's have been recorded on Highgate Road between Leighton Road and Holly Hodge Gardens for the considered 3 year period. Of the total PIA's recorded, 44 collisions were listed as 'slight', 6 as 'serious' and there were no fatalities along Highgate Road over the study period.

5.5 In refining the study area, a total of 15 incidents were recorded on Highgate Road between Swains Lane and Chetwynd Road, respectively some 300m to the north and to the south of the WES and PHS school access. Of these, 1 was recorded as 'serious' and the remaining 14 as 'slight'.

5.6 Detailed consideration of the accident analysis data has resulted in the following key observations:

- Five of the above mentioned 15 incidents involved pedestrians, and 6 involved cyclists;
- Of the 5 pedestrian incidents, 3 involved pedestrians crossing the road away from the crossing facilities;
- Four incidents involving pedestrians were recorded at the junction of Croftdown Road and Highgate Road. Two of these incidents involved pedestrians that were of school age, with the incidents respectively occurring at 15:18 and 16:02 in the afternoon. One of these incidents involved the pedestrian 'crossing within 50m of the zebra crossing' whilst the other was noted as 'crossing road on pedestrian crossing';
- Of the 6 accidents involving cyclists, only one incident involved a cyclist of 'pupil' age. This accident was recorded as taking place on Highgate Road 30m north west of the junction with Lissenden Gardens. The description of this accident notes that a car set off from a stationary position and struck the cyclist.

5.7 Based on the accident analysis presented above, of the junctions within close proximity of the site, the junction of Croftdown Road and Highgate Road was identified as having the highest number of recorded accidents. All incidents involved vehicles travelling along Highgate Road with none recorded as involving any turning manoeuvres into the WES access or Croftdown Road. An inspection of the junction has not identified any deficiencies in forward visibility along Highgate Road and the junction is clearly identifiable from a distance with suitable road markings and a 20mph speed restriction operating in the vicinity of this junction. Furthermore, the junction is well served by pedestrian facilities on Highgate Road owing to the provision of a zebra crossing to the north of the junction and a pedestrian refuge island with tactile paving and dropped kerbs to the south of the junction. Given that the redevelopment of the site does not propose any increase or intensification of pedestrian movements, it is considered that the proposed development would

not contribute to any existing adverse road safety conditions at this junction or in the vicinity of the site.

6.0 SUSTAINABLE TRAVEL AND ACCESSIBILITY

6.1 This section of the Transport Statement (TS) considers the site in terms of its accessibility via modes of transport other than the private car.

PTAL

6.2 Parliament Hill and William Ellis Schools benefit from a Public Transport Accessibility Level (PTAL) rating of '3' which equates to an 'average' rating within TfL's 'Transport Assessment Best Practice Guidance' document. The PTAL assessment is included at **Appendix C**.

Pedestrian Accessibility

6.3 The areas surrounding the site are well served by sufficiently wide, lit footways of a high standard.

6.4 Pedestrians are catered for by means of a zebra crossing just to the north of the Croftdown/ Highgate Road Junction which is adjacent to the main site pedestrian access of WES. There is additionally a pedestrian refuge island with tactile paving, coloured surface treatment and dropped kerbs just to the south of the junction of Croftdown/ Highgate Rd. Pedestrian crossing facilities in the form of a zebra crossing are present at the Highgate Rd/ Highgate West Hill Roundabout. Signalised pedestrian crossing points are also present at the Highgate Rd/ Chetwyn Rd/ Gordon House Rd Junction with a Pelican crossing of Highgate Road some 95m to the south of the vehicular access to PHS.

6.5 A Pedestrian Environment Review System (PERS) audit of the local area has been carried out by Odyssey Markides as specified by CC at the scoping stage. It accompanies the planning application as a separate report for the proposed redevelopment that is the subject of this report. The results of the PERS audit indicate that the existing pedestrian environment is

generally of a good quality with the majority of the selected links achieving 'Good' (Green) scorings for links, crossings and public transport waiting areas.

6.6 The environment along the main route to the site from Gospel Oak Station was estimated to be of a good quality. The routes between the site and Tufnell LU Station through Ingestre Road, which evidence suggest to be the most popular route also achieved a 'Good' score. The highest scoring route between the site towards Kentish Town LU Station through Highgate Road was noted as having excellent permeability and able to provide the most direct route. Adequate capacity for pedestrians along all three routes was identified, with well-maintained bus stop facilities and good drop kerb and tactile paving provision present.

6.7 Whilst the majority of the links, crossings and public waiting areas achieved a 'Good' overall score, some sections of footway such as those along Chetwynd Road, were given an 'Average' score on the basis of width constraints and obstructions which resulted in unfavourable environment for pedestrians.

6.8 Overall, it was noted that during the day of the site visit/ audit, there was not a high number of HGV movements nor were there any observed incidents of serious user conflicts on any of the assessed routes.

Cycle Accessibility

6.9 **Figure 3** illustrates the site's location in relation to the London Cycle Network (based on TfL's Local Cycling Guide Map 14). As is evident, Highgate Road forms part of the London Cycle Network (LCN) as a designated 'busier' route for cyclists, with Croftdown Road, Swain's Lane, and Lissenden Gardens designated as 'quieter' routes suitable for cycle use.

6.10 An off-road cycle route (see **Figure 3**) exists immediately to the north of the site through Hampstead Heath, between Highgate Road to the east and Nassington Road to the west.

6.11 A Cycling Environment Review System (CERS) audit of the local area has been carried out by Odyssey Markidesas specified by CC at the scoping stage and accompanies the planning application for the proposed redevelopment as a seperatereport. The results of the CERS audit indicate that the existing cyclist environment is generally of moderate quality with the majority of the selected routes achieving 'Average' (Amber) scorings for links, junctions and cycle parking areas.

6.12 The environment along the main route to the site from Kentish Town Station was estimated to be of a good quality while the route between the site and Gospel Oak Station achieved an 'Average' score. The routes between the remaining two stations (Tufnell Park and Archway) and the site achieved the lowest scores due the lack of cycle infrastructure.

6.13 The majority of the links and junctions achieved a satisfactory score in terms of road quality, maintenance and directness. However, if is noted that there was a lack of cycle signage and cycle lanes at many of the links /junctions. As a result, it is expected that there is a significant risk of conflict between cyclists and other road users within the assessed area. It is suggested that when possible, cycle infrastructure should be incorporated into the following routes:

- Gospel Oak Station to site;
- Tufnell Park via Ingestre Road Station to site;
- Archway Station via Chetwynd Road to site;

Bus Accessibility

6.14 **Table 6.1** below provides information relating to levels and frequency of local bus services (all buses within 640m of the site as per TfL PTAL methodology). All local bus services are presented on **Figure 2**.

6.15 The closest bus stop for north/ westbound services is located on Highgate Road, approximately 1 minute walking distance (80m) from the site.

The closest bus stop for south/ eastbound services is located on Highgate Road 1 minute walking distance (75m) from the site.

Table 6.1: Bus Routes and Frequencies

	Frequency (Buses per Hour)				
Service No.	**Monday - Friday**			**Saturday**	**Sunday**
	Peaks	**Day**	**Evening**	**Day**	**Day**
214	8	8	6	8	5
C2	8	8	6	8	6
C11	7	7	5	7	5

Source: Transport for London Website (www.tfl.gov.uk)

6.16 Routing details of bus routes which serve the site on Highgate Road, are as follows:

- 214: between Highgate Village and Moorgate (via Camden Town)
- C2: between Parliament Hill Fields and Victoria (via Camden Town)
- C11: between Brent Cross and Archway (via Swiss Cottage)

London Underground/ Rail Accessibility

6.17 The site is situated approximately 1,100m (14 minutes' walk distance) from Tufnell Park London Underground (LU) station which is served by the Northern Line. Underground services at the above station operate between 05:41 hours and 00:49 hours the following morning. The peak hour frequency of services at Tufnell Park LU is in the region of 10-12 trains per hour in each direction.

6.18 Gospel Oak Overground Station is approximately 9 minutes' walk distance (700m) from the site via pedestrian footways on Highgate Road and Gordon House Road. Direct services to Barking, Stratford (London), Richmond and Clapham Junction operate from this station, with journey

durations respectively of, 35 minutes, 30 minutes, 36 minutes, and 38 minutes.

Existing School Travel Modal Split

6.19 As discussed above, the site benefits from a level of accessibility via sustainable modes of transport that is considered to be 'average' for London. However, it is observed from existing travel behaviour that a significant majority of school trips are made by sustainable modes of transport.

6.20 The existing modes of travel to/from school for both staff and pupils at each school has been established as follows:

- travel surveys contained in the 2014 Travel Plan for WES;
- a 'hands-up' travel surveys commissioned at PHS as part of this TS. The results of these surveys are presented in **Tables 6.2 – 6.5** below.

Table 6.2: PHS Surveyed Pupil School Travel Modal Split (2014)

Usual Mode of Travel	Number of Pupils	Percentage Mode Share
Walk	135	43%
Cycle	5	2%
Bus	114	36%
School Bus	-	-
Underground/Rail	9	3%
Car	24	8%
Taxi	-	-
Total	**314 (25% of 1265 Total Pupils)**	**100%**

Table 6.3: PHS Surveyed Staff School Travel Modal Split (2014)

Usual Mode of Travel	Number of Staff	Percentage Mode Share
Walk	4	15%
Cycle	1	4%
Bus	1	4%
Underground/Rail	3	12%
Car	11	42%
Car (as Passenger)	1	4%
Taxi	0	0%
Total	**26 (17% of 150 Total Staff)**	**100%**

Table 6.4: WES Pupil School Travel Modal Split (2014)

Usual Mode of Travel	Number of Pupils	Percentage Mode Share
Walk	256	61%
Cycle	16	4%
Bus	123	29%
School Bus	1	0%
Underground/Rail	14	3%
Car	0	0%
Car Share (with non-family members)	5	1%
Taxi	0	0
Total	**420 (51% of Total 830 Pupils)**	**100%**

Table 6.5: WES Staff School Travel Modal Split (2014)

Usual Mode of Travel	Number of Staff	Percentage Mode Share
Walk	9	15%
Cycle	6	10%
Bus	3	5%
Underground/Rail	11	18%
Car	25	42%
Car (as Passenger)	0	0%
Taxi	0	0%
Total	**60 (42% of Total 120 Staff)**	**100%**

6.21 As can be observed from **Tables 6.2-6.5**, 81% of pupils surveyed at PHS, and 93% of pupils surveyed at WES walk or utilise public transport in accessing the school. In both schools less than half (42%) of the staff travel to/from school by car. The existing school travel modal split is discussed further in **Section 12** in the context of trips generated by the two schools.

7.0 EXISTING SITE CONDITIONS AND OPERATION

7.1 The location and extent of the application site, which comprises approximately 3.5ha, is indicated on **Figure 1**. The site is bounded by Highgate Road along its eastern boundary, and playing fields associated with Hampstead Heath to the north and west. The south eastern boundary of the site is formed by the 'Gospel Oak' residential area.

7.2 William Ellis School is a 4FE boys school serving pupils between the ages of 11–18. WES caters for approximately 600 pupils in years 7 – 11 and in the region of 250 post 16 pupils (sixth form). The official school opening hours are 08:35 – 15:10. The school currently operates various after school clubs which extend into the late afternoon – early evening. A breakfast club is operational at the site from 08:00 - 08:30 on weekdays. There is community use of the site in the form of Twilight lessons from 08:00 and after school on weekdays, and Young Music Makers use the school building, and Farmer's Market use the playground from 08:00-15:30 on Saturdays. The North London Choir use the hall on Tuesday evenings between 19:00-21:30. The Gym is used by a basketball club two evenings a week from 19:00-21:30.

7.3 Parliament Hill School is a 6FE secondary school for girls catering for some 900 pupils in years 7 – 11 and approximately 365 post 16 pupils (sixth form). Official school hours at PHS are between 08:40 – 15:15. The school currently operates a breakfast club from 08:15 and after school clubs from 16:15 extending into the late afternoon – early evening. Various elements of the site are let out for community use as summarised below:

- Monday: Gym - 19:30 – 21:30, Main Hall - 19:30 – 22:00
- Tuesday: Gym - 17:00 – 21:30
- Thursday: Gym - 17:00 – 21:30
- Saturday: Various (90% of site) - 9:00 – 19:00
- Sunday: Various (65% of site) - 9:00 – 19:00

7.4 Both of the schools are part of the La Swap sixth form consortium which also includes La Sainte Union School and Acland Burghley School. LaSwap is the largest sixth form consortium in Camden. 365 Pupils from PHS and 250 from WES attend La Swap. These pupils are not on site at all times as they additionally attend lessons at La Sainte Union and Acland Burghley Schools

7.5 PHS is served by a single vehicle access onto Highgate Road. Some 10m to the north of this is located the school's pedestrian access, which has a dog-leg barrier which prevent pupils from being able to run straight from the site into the road.

7.6 The main vehicular access to the WES site is via Highgate Road and is shared with the pedestrian access. Pedestrian footpaths flank both sides of the on-site access road. Physical segregation between the vehicular and pedestrian routes are provided by means of a kerb and bollards along the perimeter of the pedestrian footpath.

Existing Parking Provisions

7.7 24 No. staff parking spaces are currently available on the WES site. Of the 24 No. parking spaces 1 No. is designated for disabled users.

7.8 The PHS site contains 41 No. staff car parking spaces and 5 parking spaces designated for disabled users.

7.9 WES currently accommodates 8 cycle parking stands for staff and 12 cycle parking stands for pupils. 20 No. storage lockers are provided for staff and there are 450 No. storage lockers for use by pupils. There are on-site shower facilities available for staff and separate shower facilities are also provided for pupils.

7.10 PHS currently makes provision of 20 cycle parking spaces for staff in the form of Sheffield stands situated in a covered area on site. 10 No. staff and pupil storage lockers are provided.

Existing Refuse Collection and Servicing

7.11 Refuse collection for WES currently takes place on-site from a point immediately to the south-east of the WES school building adjacent to the caretaker's building. Collection is undertaken by Camden Council's waste collection services. Refuse vehicles were, during site visits, observed to enter the site via the vehicular access from Highgate Road and reverse into the road flanking the eastern elevation of the WES school building and stop adjacent to the refuse bins. Refuse vehicles, from this point, exit the site in forward gear via the vehicular access.

7.12 Deliveries to the WES kitchen area are not allowed on-site during school break times. Other deliveries are sent to the main entrance – students cannot access this area during the school day.

7.13 Refuse collection for Parliament Hill School currently takes place on-site in the car parking area accessed via Highgate Road. The collection is undertaken by Camden Council's waste collection services. Vehicles accessing the site in forward gear and utilising the car park circulation space to execute a three point turning manoeuvre and egress in forward gear. Line markings in this area indicate routes that are dedicated to pedestrians, and as such

7.14 It is understood that deliveries to the PHS are accepted on-site via the WES access road from Highgate Road.

8.0 DEVELOPMENT PROPOSALS AND ACCESS

8.1 The development proposals at the site seek to address building needs at Parliament Hill School, William Ellis School and LaSwap to provide buildings of improved condition, suitability and sustainability. There are currently 1265 pupils that attend Parliament Hill School and 830 pupils that attend William Ellis School The development proposals are not expected to result in an increase in the number of pupils and staff.

Parliament Hill School

8.2 As part of the redevelopment proposals, the main existing building on site, the Edwardian Morant building, is to be retained and refurbished internally. The two newest buildings, the Performing Arts building and the Courtyard building, are also to be retained (Refer to Proposed Architectural Layout presented at **Appendix A**).

8.3 The 1950's buildings, the Heath building, the Main Hall, the Gym and the School Keeper's house are all in a poor state of repair and are considered life-expired. The single storey building adjacent to Lissenden Gardens is also considered to be life expired. The 1970's Octagonal building, although not life expired has ongoing maintenance issues. It is proposed to demolish the following buildings as part of the development proposals (Refer to "Aerial photograph showing the buildings that are proposed to be demolished" at **Appendix A**):

- Heath Building
- Main Hall
- Gym Building
- School Keeper's House
- Octagonal Building

William Ellis School

8.4 The existing site consists of one main building; which has been added to and extended several times. It is proposed to remodel and refurbish the existing building internally. The single storey building situated in the west courtyard is to be demolished as is the external store to the playground. is proposed to be demolished to allow a new rear extension to the East wing to be built.

La Swap

8.5 A single storey building will be constructed on land currently occupied by hard surfaced tennis courts and facing onto Highgate Road.

8.6 The La Swap building will create a base for the La Swap consortium as a whole. This building will also accommodate administrative and seminar spaces for the Joint Sixth Form space utilised by both PHS and WES.

8.7 The overall development proposal for the PHS, WES and LAS will not result in any increase in pupils or staff. However, there will be an increase in community use of the site as described below.

Community Use

8.8 At the time of the preparation of this report details of the potential levels of community use post development were not available. As part of the development considered by this report, however, a new Sports Hall and 2 No. Multi Use Games Areas (MUGA) will be provided on the PHS site. It is considered that these facilities will potentially be available for community use, and the assessment of potential transport impact has proceeded on this basis.

8.9 The community use hours at these facilities are expected to be as follows:

- 4pm – 10pm Monday - Friday;
- 10am – 6pm Saturday.

Access

8.10 As indicated on the architect's masterplan included at **Appendix A** (drawing title "Parliament Hill and La Swap Landscape Layout"), access to the PHS, WES and LAS, at the post development stage, is as follows:

Parliament Hill School

8.11 A new pedestrian access is to be introduced directly opposite the existing main entrance of the Morant building.

8.12 The proposed redevelopment of the site has provided an opportunity for a re-organisation of the existing car parking such as to rationalise pedestrian desire lines and to reduce conflict points between pedestrian and vehicle traffic.

8.13 Vehicular access will remain as existing, at the retained car park access from Highgate Road opposite the junction with Grove Terrace.

William Ellis School

8.14 Vehicular and pedestrian access will be retained in the existing location accessed from Highgate Road opposite the junction with Croftdown Road.

La Swap

8.15 A dedicated pedestrian entrance to the building is to be provided directly off Highgate Road. Separate entrances are provided to the west for student access to the WES site and to the east for PHS students (Refer Proposed Architectural Site Layout presented at **Appendix A**).

Cycle Access

8.16 Cycle access to the site will be via the two vehicular access points from Highgate Road. PHS will additionally include a pedestrian/cycle access way just north of the existing vehicular access point adjacent to the proposed cycle parking spaces. Direct on-site routes will be provided from these access points to the proposed cycle parking provisions, which are discussed below in greater detail. The proposed improvements to the layout of the car parking areas will rationalise circulation areas, providing a safer internal route for cyclists.

Parking

Car Parking

8.17 The overall campus currently makes provision for 70 on-site car parking spaces. It is proposed that this provision will be retained at the post development state. The redevelopment of the site however proposes rationalisation of the car parking layouts to provide necessary circulation area improvements and to reduce the number of on-site conflict points. A breakdown of the on-site car parking is presented below in **Table 8.1**.

Table 8.1: Existing/Proposed On-Site Car Parking

	Parking Spaces	Disabled Parking Spaces	Total
Parliament Hill School	41	5	**46**
William Ellis School	23	1	**24**
Total	**64**	**6**	**70**

8.18 On-site observations confirmed that the existing car parking areas are currently fully utilised and some double parking currently takes place which is managed by means of announcements over the school public address system. Nonetheless, no additional on-site parking provision has been proposed as part of the redevelopment. It is expected, by limiting the on-site parking provision to existing levels of provision, that an opportunity exists for travel

planning initiatives to further discourage private car use for staff travel to/from school trips.

Cycle Parking

8.19 At the scoping stage it was stipulated by CC Highways Officers that the proposed redevelopment of the school campus should provide cycle parking in line with levels set out in the London Plan minimum cycle parking standards which specify cycle parking spaces should be provided for a minimum 10% of staff and pupils.

8.20 The redevelopment of the site proposes a total of 240 on-site cycle parking spaces which presents a provision that is in adherence with the London Plan minimum cycle parking standards. **Table 8.2** presents a breakdown of the proposed cycle parking in the context of the minimum requirements set out by the London Plan minimum cycle parking standards.

Table 8.1: Proposed On-Site Cycle Parking

	Staff	**Pupils**	**London Plan Minimum Cycle Parking Requirement**			**Proposed Cycle Parking Provision**
			Staff	**Pupils**	**Total**	
Parliament Hill School	150	1265	15	127	**142**	**182 (including La Swap)**
William Ellis School	120	850	12	85	**97**	**60**
Total			**27**	**212**	**239**	**242**

9.0 PHASING AND CONSTRUCTION

9.1 A draft Construction Management Plan (CMP) has been prepared by Odyssey Markides to support the planning application for PHS and WES. That plan forms part of the planning submission for the scheme.

9.2 Since the CMP has been produced to support a planning application, there is accordingly, at the time of writing, insufficient details to allow wholly accurate estimation of the number of construction vehicular movements associated with the works, or indeed the exact construction periods for each of the construction phases. The Plan therefore, as agreed with Camden Council highways officers during pre-application discussions, takes the form of a 'draft' document to be revised post receipt of any planning permission once more detailed design has been completed and a main contractor appointed.

9.3 The CMP has been prepared in accordance with TfL and LB Camden's guidance and requirements. This Plan considers construction vehicle access to the site on local roads in the context of existing road geometry and on-street parking provision, relying on swept path analysis of relevant construction vehicles. That exercise has confirmed that construction vehicles are suitably able to access and exit the site during all stages of construction within the existing highway constraints.

9.4 Loading/ unloading at the site by means of construction vehicles will take place on-site, therefore minimising the effect on the local highway network that would result from on-street loading. Access between the site and the strategic highway network can be achieved via main roads within the local area as shown on **Figures 4** and **5**. Appropriate construction site entry and exit for stages of construction diagrams are presented in the CMP.

9.5 Suitable measures have been identified in the CMP which will be implemented at the site with a view to reduce the traffic impact of the works on the public highway.

10.0 SERVICING AND EMERGENCY VEHICLE ACCESS

10.1 It is relevant to note that the levels of servicing at the site, owing to the redevelopment of the PHS, WES and LAS school is not expected to change.

Refuse Collection

10.2 After the proposed redevelopment, refuse storage areas for both PHS and WES sites will be accessible from the WES vehicular access point. **Drawing 13-255-201** demonstrates that a large refuse vehicle (based on specifications obtained from CC refuse collection contractors Veolia) is suitably able to execute the required on-site turning manoeuvres. The refuse vehicle is able to reverse to a point within close proximity of the refuse storage point for WES. Refuse bins for PHS will be wheeled from the storage point (by PHS site management personnel) to a point that is within a drag distance of 25m for collection by CC refuse collection operatives. This activity will be coordinated by PHS site management and be contained to specific collection times so as to avoid obstruction of other on-site vehicular movements and pedestrian activity.

Servicing

10.3 Deliveries to the WES and PHS will be carried out on-site via the WES access road from Highgate Road. Deliveries will be arranged for arrival/departure outside of school peak hours to minimise risk of conflict with pedestrians and vehicular movements related to on-site parking.

10.4 Owing to the nature of the community facilities, it is not expected that these will generate any significant levels of deliveries. Any deliveries for these facilities will be accommodated within the school delivery areas and will need to take place subsequent to prior arrangement with the schools.

Emergency Vehicles

10.5 Emergency access is proposed from the PHS vehicular access via Highgate Road. 'Emergency Access Keep Clear' markings are currently provided across this entrance. **Drawing 13-255-109** demonstrates that the swept path envelope of a Fire Tender can be accommodated along an on-site route that passes through the PHS car parking area and runs along the eastern face of the PHS buildings. This route links to the WES on-site access road at a point roughly between the WES building and the proposed LaSwap. The Fire Tender is able to exit the site via the WES vehicular access point.

11.0 TRAVEL PLAN

11.1 As set out previously in this report, both PHS and WES are currently subject to existing Travel Plans (TP). It has been agreed at the scoping stage of this project that Camden Council would secure updated School Travel Plan via the S106 process. Two separate TPs will be updated to ensure on-going monitoring can be readily carried out by the relevant parties. This section of the Transport Assessment, sets out relevant School travel planning measures for the potential inclusion in any updated school TPs. It is anticipated that PHS and WES will be required to implement the proposed measures, where appropriate, as part of their respective revised School TPs.

11.2 It is envisaged that the updated plans for both schools will aim to:

- Reduce the number of vehicle trips to each school site by encouraging and/or developing alternative travel options;
- Promote ‘active’ travel including walking and cycling;
- Raise awareness about travel issues such as air pollution and road safety.

11.3 The full Plan could include, but not be limited to, the following measures:

- Appointment of a Travel Plan Co-ordinator to manage the delivery of the Travel Plans, promote and encourage sustainable travel and provide up-to-date travel information;
- Encouraging the use of walking to and from the site by providing information on local pedestrian routes to/ from local facilities;
- Promoting participation in local programmes which encourage and promote travelling by foot. This would include CC’s “Walking to School Week” initiatives, as well as “Walk on Wednesday” or “Walk Once a Week” schemes;
- Provision of a point-of-contact for pedestrian travel for the pupils;

- Develop a walk to school scheme in liaison with CC's Safer Routes to School initiative (I can't find something similar to this for Camden);
- Provision of cycle maps showing safe cycle routes for the local area and cycle parking facilities;
- Promoting participation in local and national campaigns which encourage and promote travelling by bicycle for journeys such as Bike Week and SUSTRANS "Bike It" project;
- Promoting participation in local programmes which encourage cycling. This would include CC's "Bikeability" initiatives, as well as "On your bike week" or "Rollapaluza" schemes;
- Promotion of lift sharing amongst staff in conjunction with liftshare.com;
- Provision of up-to-date travel information for the use of public transport services;

11.4 The Travel Plans will set out modal shift targets together with a programme of monitoring and review in liaison with the schools and other key stakeholders as appropriate.

12.0 TRIP GENERATION

School Trip Generation

12.1 This section assesses the trips across all modes of travel expected at PHS, and WES, including the pupils that are part of the La Swap. Estimated quantum of school trips and mode of travel have been derived by means of reliance on the travel surveys carried out as part of the Travel Plan at WES (2014), and those commissioned at PHS for this TS (2014), as discussed in **Section 6.0**.

12.2 The modal split derived from the travel surveys has been applied to the number of pupils and staff attending each school and the results of this exercise are presented in **Table 12.1-12.4**. The quantum of trips presented in these tables assumes one arrival/departure trip per pupil and assumes full occupancy of each school including pupils associated with each school that attend LaSwap.

Table 12.1: Estimated School Peak Hour Trips Generated by PHS Pupils (Full Occupancy)

Usual Mode of Travel	Percentage Mode Share	Arrival/Departure Trip
Walk	43%	544
Cycle	2%	20
Bus	36%	459
School Bus	-	0
Underground/Rail	3%	36
Car	8%	97*
Taxi	-	0
Total	**100%**	**1265 (=900 PHS + 365 LAS)**

** This value represents person trips and not vehicle trips, since no account has been taken of car sharing/occupancy*

Table 12.2: Estimated School Peak Hour Trips Generated by PHS Staff (Full Occupancy)

Usual Mode of Travel	Percentage Mode Share	Arrival/Departure Trip
Walk	15%	23
Cycle	4%	6
Bus	4%	6
Underground/Rail	12%	17
Car	42%	63
Car (as Passenger)	4%	6
Taxi	0%	0
Total	**100%**	**150 Staff**

Table 12.3: Estimated School Peak Hour Trips Generated by WES Pupils (Full Occupancy)

Usual Mode of Travel	Percentage Mode Share	Arrival/Departure Trip
Walk	61%	518
Cycle	4%	32
Bus	29%	249
School Bus	0%	1
Underground/Rail	3%	28
Car	0%	0
Car Share (with non-family members)	1%	10
Taxi	0	1
Total	**100%**	**850 (=600 WES + 250 LAS)**

Table 12.4: Estimated School Peak Hour Trips Generated by WES Staff (Full Occupancy)

Usual Mode of Travel	Percentage Mode Share	Arrival/Departure Trip
Walk	15%	18
Cycle	10%	12
Bus	5%	6
Underground/Rail	18%	22
Car	42%	50
Car (as Passenger)	0%	0
Taxi	0%	0
Total	**100%**	**120 Staff**

12.3 As presented in **Section 6.0** of this report, the modal split derived from travel surveys at both PHS and WES showed car mode share to be very low amongst pupils. As such, it is demonstrated in **Table 12.1** and **Table 12.3** that, at full capacity, some 97 (8%) and 10 (1%) pupils at PHS and WES respectively arrive/depart via this mode. With regard to these trips at PHS, it is relevant to highlight that the surveys did not allow identification of car sharing activity. It is thus reasonable to assume that a proportion of pupils who utilise this mode, do so via a car sharing arrangement.

12.4 With regards to pick-up/drop-off activity it is worth noting that the Pay and Display bays adjacent to the school campus on Highgate Road are not operational until 10:00, Monday to Friday, and are subject to no loading and no waiting restrictions between 07:00 and 10:00. As such, legal pick-up/drop-off activity cannot take place along the site frontage on Highgate Road in the School morning peak. It is thus reasoned that the car trips associated with pupil drop-off in the morning are distributed in local streets and are not focused at the school access points on Highgate Road.

12.5 It is anticipated that the identified modal split will remain relevant for travel to/from school for pupils of both schools. It is considered that the existing travel profiles provide a strong basis for promoting ‘active’ travel to/from school through updated travel planning initiatives and measures that are outlined in **Section 11.0**.

12.6 The improvement and increase in cycle parking provisions, proposed as part of the redevelopment of the combined school site, is expected to increase the cycling mode share.

12.7 **Table 12.2** and **Table 12.4** show that the number of staff travelling to/from school via car mode on a day where all teaching staff are in full attendance is estimated as 69 and 50 for PHS and WES respectively. As stated previously in this report, there is some double parking currently observed at the on-site parking areas in both schools. Nonetheless, it must be assumed that some local on-street parking takes place. Given that there is no proposed increase in the number of staff it is not expected that there will be any transport impact on the local road network resulting from the proposed redevelopment.

12.8 Considering that there is no proposed change in the number of staff and pupils at both schools post redevelopment, it can be considered the trip generation exercise presented above is representative of both the existing and post redevelopment scenarios. As such, no impact on the local transport network is expected as a result of the proposed redevelopment of the combined school site.

Proposed Community Use

12.9 As described in **Section 7.0** of this report, after school and weekend use of the site currently takes place in the form of classes, and activities. The provision of a Sports Hall and 2 MUGAs as part of the redevelopment of the PHS site will however create facilities that will be open to local community use. At the time of the preparation of this report, details of the potential community use was not available. This report for completeness however, herewith sets out the potential traffic impact of the community use.

12.10 In order to derive an appropriate modal split for the proposed community facilities at the site, small leisure centres and 5-a-side Football sites contained within the TRICS database have been considered and the

modal split thus obtained applied to this proposed element of community use (TRICS output included at **Appendix E**);

12.11 **Table 12.3** below, provides information relating to the proposed sports/ community use at the site, including the theoretical resultant car trips based on the TRICS derived modal split. The modal share to car thus derived was 54%.

Table 12.3: Proposed Afterhours Activity at the School Campus

Activity/ Group	Max Number of people	Sessions per Evening	Resultant Car Trips/ Evening at Maximum Use (in/ out trips)
Sports Hall	36	2	39
2 x MUGA	30	2	32

12.12 The above results assume maximum use, both in terms of the maximum number of visitors at the site, as well as full utilisation of all "sessions" per evening. The total resultant number of car trips, based on the above assumptions (the TRICS mode split applied to the proposed number of afterhours trips) is 71 per evening (arriving/ departing). Taking into consideration that the above total is spread over 3 to 4 hours of use (up to 2 sessions per evening) it is reasonable to expect in the order of 35 vehicles accessing the available on-street parking in the locality at any one time.

12.13 No on-site provision for afterhours car parking is to be made by the PHS and WES. Discussions are still on-going at the time of the production of this report relating to the provision of such on-site parking in relation to the community use. However it is assumed that on-site car parking provision will not be made available in the interest of promoting use of sustainable modes of transport. A final decision on this matter will be made in due course and will be based on further consultation with CC planners and highways teams.

12.14 As noted in **Section 4.0** of this report, the Pay and Display bays on Highgate Road adjacent to the School site are free to use in the evening. This period is outside of the operational hours of the waiting and loading restrictions that are associated with the single yellow line and kerb markings.

As such, the Pay and Display bays can cater for parking and pick-up/drop-off activity relating to afterhours use of the school campus.

13.0 CONCLUSION

13.1 This Transport Assessment considers the impact in highways and transport terms, relating to the proposed redevelopment of the existing school site of Parliament Hill School (PHS) and William Ellis School (WES) in Hampstead, London.

13.2 This report has been prepared in accordance with national guidance on the preparation of Transport Assessment, produced by DfT. Scoping discussions with Camden Council (CC) who are the relevant Highway Authorities, have additionally informed the assessment.

13.3 This assessment considers local, regional as well as national sustainable transport policy, and has found the development to be compliant with such.

13.4 The site has been assessed in the context of the local highway and transport network. The site has been found to be well served by pedestrian, cycling and bus modes of travel.

13.5 The proposed pedestrian and vehicle access arrangements at the site have been presented in the report and are deemed to be satisfactory from a road safety and sustainability viewpoint.

13.6 Detailed consideration has been given to highway safety aspects in the vicinity of the site. Such consideration analysed accident data for a period of three years prior to December 2013 and concluded that the proposed development would not contribute to any existing adverse road safety conditions in the vicinity of the site.

13.7 **Section 8.0** of this TS described the development proposals in terms of access and car parking. There is no change to the number of staff and pupils resulting from the redevelopment. The redevelopment will provide the

same quantum of on-site car parking that is currently available, within an improved parking layout that reduces the number of on-site conflict points. A significant increase in the number of cycle parking provision is proposed, in adherence to cycle parking standards set out in the London Plan. The location of the proposed cycle parking areas are served by clear routes from the access points from Highgate Road.

13.8 A new sports hall and 2 No. Multi-Use Games Areas (MUGA) are proposed as part of the redevelopment of PHS. As well as providing improved sporting facilities for pupils, it is proposed that these facilities will be available for community use after school hours and on weekends.

13.9 The scale and proposed phasing of the related construction has been set out in the report. A draft Construction Management Plan (CMP) has been prepared to support the planning application for PHS and WES.

13.10 Refuse collection, deliveries and general servicing will be carried out on site. Relevant swept path assessments have informed the layout of the proposed service areas. The proposed redevelopment site layout provides an on-site route that can accommodate access for a fire tender.

13.11 It has been agreed at the scoping stage of this project that Camden Council would secure a School Travel Plan via the S106 process. Two separate TPs will be updated to ensure that on-going monitoring can readily be carried out by the relevant parties. Relevant school Travel Plan measures have to this end been outlined in this TS. It is anticipated that PHS and WES will be required to implement the proposed measures, where appropriate, as part of their respective revised school Travel Plans.

13.12 The potential vehicle trip generation at the development has been quantified in **Section 12.0** of this report. Considering the fact that there is no proposed changed in the number of staff and pupils at both schools post redevelopment of the school sites, the trip generation exercise is representative of the existing and post redevelopment scenarios. As such, it is considered that no significant impact on the local transport network will result

from the proposed redevelopment of the combined school site. An assessment of additional trips generated by the community use of the proposed Sport Hall and MUGA has demonstrated that, assuming a 4 hours spread of use (up to 2 sessions per evening) it is reasonable to expect in the order of 35 vehicles accessing the available on-street parking in the locality at any one time. Pay and Display bays adjacent to the site on Highgate Road can cater for parking and pick-up/drop-off activity relating to afterhours use of the school campus.

13.13 In view of the above, it is considered that the development here assessed conforms to requirements set out by local, regional as well as national transport policy. It is therefore considered that this application should be viewed favourably by the local highway authority.