CANEPARO ASSOCIATES
Transport Planning & Highway Design

Heathside Enterprises Ltd

Jack Straws Castle, London Borough of Camden

Transport Statement

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1 INTRODUCTION

1.1 Caneparo Associates have been appointed by Heathside Enterprises Ltd ('the Applicant') to provide traffic and transport advice in relation to the proposed change of use (full application) of approximately 495sqm of ground floor and basement space within the Grade II Listed Jack Straws Castle, located within the London Borough of Camden (LBC).

1.2 The existing building is mixed in use, with C3 residential on the part ground and upper floors and lawful use for D2 gym at part ground floor and basement (495sqm). Following the failure of successive gym operators, the freehold owners have recently secured planning permission for a dual use D2/B1 use – but this has yet to be implemented. It is proposed to change the permitted use of this space to D1 education.

1.3 The applicant is therefore seeking an alternative use that would successfully and viably operate from the premises, introducing a complimentary active educational/community use, that is supported by the Council's Local Plan. Whilst the proposals are principally being advanced on the basis of the alternative proposed education use for the Heathside Primary School, the leasehold and freehold owners are keen to ensure that the premises retain the commercial flexibility for the existing and proposed lawful D1, D2 and B1 uses.

1.4 The proposals therefore seek the change of use of 495sqm of D2/B1 space, to flexible D1 (education), Class D2 (leisure) or Class B1 (office) under permitted development Class V of Part 3 of Schedule 2 of the General Permitted Development (England) Order (2015) with minor associated internal alterations

1.5 Whilst the primary basis of the planning application is intended to provide alternative D1 classroom accommodation for the existing Year 6 pupils at Heathside Preparatory School, the leasehold owner/freehold owner are keen to retain the commercial flexibility to revert or change between the alternative proposed D1 and lawful D2/B1 uses over a 10-year period.

1.6 On the basis that the earlier D2 and B1 uses have recently been approved by the Council, the transport assessment focuses on the acceptability of the additional proposed education use of the premises.

1.7 In this regard, the D1 education space is proposed to be utilised by Heathside Preparatory School, with a future maximum capacity envisaged at up to 70 pupils, anticipated to be all Year

6 pupils. The proposals include cycle parking in line with current London Plan standards and no on-site car parking.

1.8 It should be noted that no increase in staff or pupil numbers are proposed as part of this application, with the proposals seeking to decant existing Year 6 pupils from the existing Heathside School sites, the locations of which are referred to later in this report, to Jack Straws Castle. A School Travel Plan has been submitted as part of the planning application and will monitor and manage staff and pupil travel to and from the Site, including for after school activities.

1.9 This Transport Statement examines the effects of the proposed change of use on the local highway network. It considers practical issues such as servicing arrangements associated with the development, trip generation, accessibility, pick-up/drop-off activity and parking.

1.10 The remainder of this report is structured as follows:

- Section 2 summarises the existing situation;
- Section 3 sets out the Site's accessibility;
- Section 4 reviews the relevant transport planning policy;
- Section 5 considers trip generation and the potential effects of the proposals; and
- Section 6 presents a summary and conclusion.

2 EXISTING SITUATION

Site Location

2.1 The Site is located on the A502 / North End Way, approximately 700m to the north of Hampstead station which provides London Underground services operating on the Northern Line. The Site is bound to the north by Heath Brow and a small car park associated with the residential element of the Site, to the south by residential properties, to the east by North End Way and a mini roundabout junction and to the west by West Heath and a public car park (operated by the City of London).

2.2 Hampstead Heath, a large public open space comprising 320ha surrounds the areas beyond the Site to the north, east and west. Several residential areas are also located in the vicinity, particularly to the south where Hampstead is located. The Golders Green, Brent Cross and Hendon areas are also located to the north of the Site via the A502, which all provide a range of public transport services, restaurants and retail stores. The Site location with respect to the local highway network, public transport and local amenities is shown at **Figure 2.1**, below.

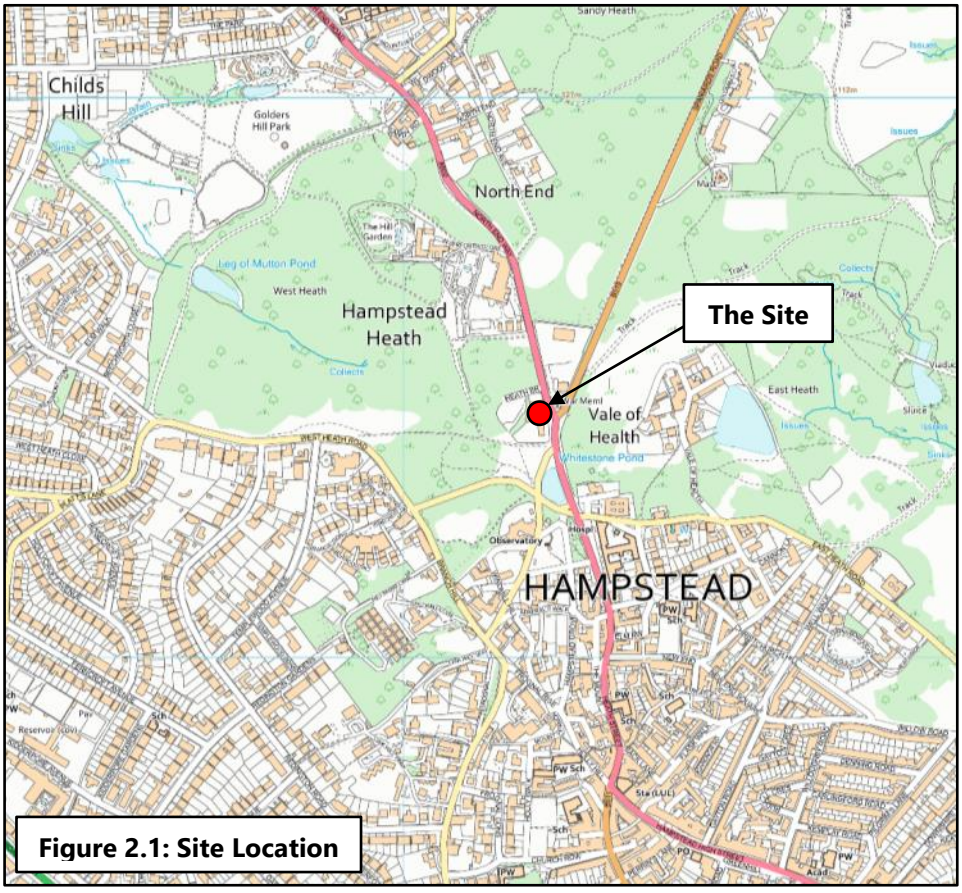


Figure 2.1: Site Location

Local Highway Network

2.3 The Site is located adjacent to the roundabout junction between North End Way, Spaniards Road and North End Way/Heath Street.

2.4 North End Way is a two-way single carriageway road which operates in a broadly northwest to southeast orientation between Heath Street to the southeast and Finchley Road / Golders Green Road, adjacent to Golders Green Underground Station, to the northwest. North End Way provides access to Heath Brow and has a wide, level pedestrian footway along the western side of the highway and on both sides of the road south of the roundabout junction adjacent to the Site.

2.5 Heath Street is a two-way single carriageway road which operates in a broadly north to south orientation between North End Way to the north and Fitzjohn's Avenue to the south, operating through the centre of Hampstead and providing a direct pedestrian and vehicle link between the existing Heathside Preparatory Lower and Middle Schools, located in central locations within Hampstead.

2.6 Footways are provided throughout Heath Street and crossings are present on key pedestrian desire lines, including the provision of zebra crossings at the junction with New End, assisting pedestrian access between the existing middle and lowers Schools.

2.7 Heath Brow is a short, two-way access only road which operates east to west directly to the north of the Site, providing access to the residential car park for Jack Straws Castle as well as to the Hampstead Heath car park, operated by the City of London. Access is taken from North End Way and footways are provided on both sides of the highway.

Existing School Operations

2.8 Heathside School is an existing private school, split across 6 sites within Hampstead, with each site providing Lower, Middle or High School Education. The school primarily utilises the below sites:

- 84a Heath Street, Hampstead (Lower School);
- 16 New End, Hampstead (Middle School); and,
- 84-86 Heath Road, Childs Hill (Boarding & High School).

2.9 The school also makes use of a further 3 temporary school sites within Hampstead, at the following locations:

- The Village Shul, New End, Hampstead;
- The Old White Bear, New End, Hampstead; and,
- Territorial Army Centre, Edinburgh House, 1 Fitzjohns Avenue, Hampstead.

2.10 The Lower School caters for pupils at Nursery age to Year 3, the Middle School is for Years 4 and 5, and the High School is for Years 6 to 10 and includes school boarding facilities. The location of each school site is shown in **Figure 2.2** below.

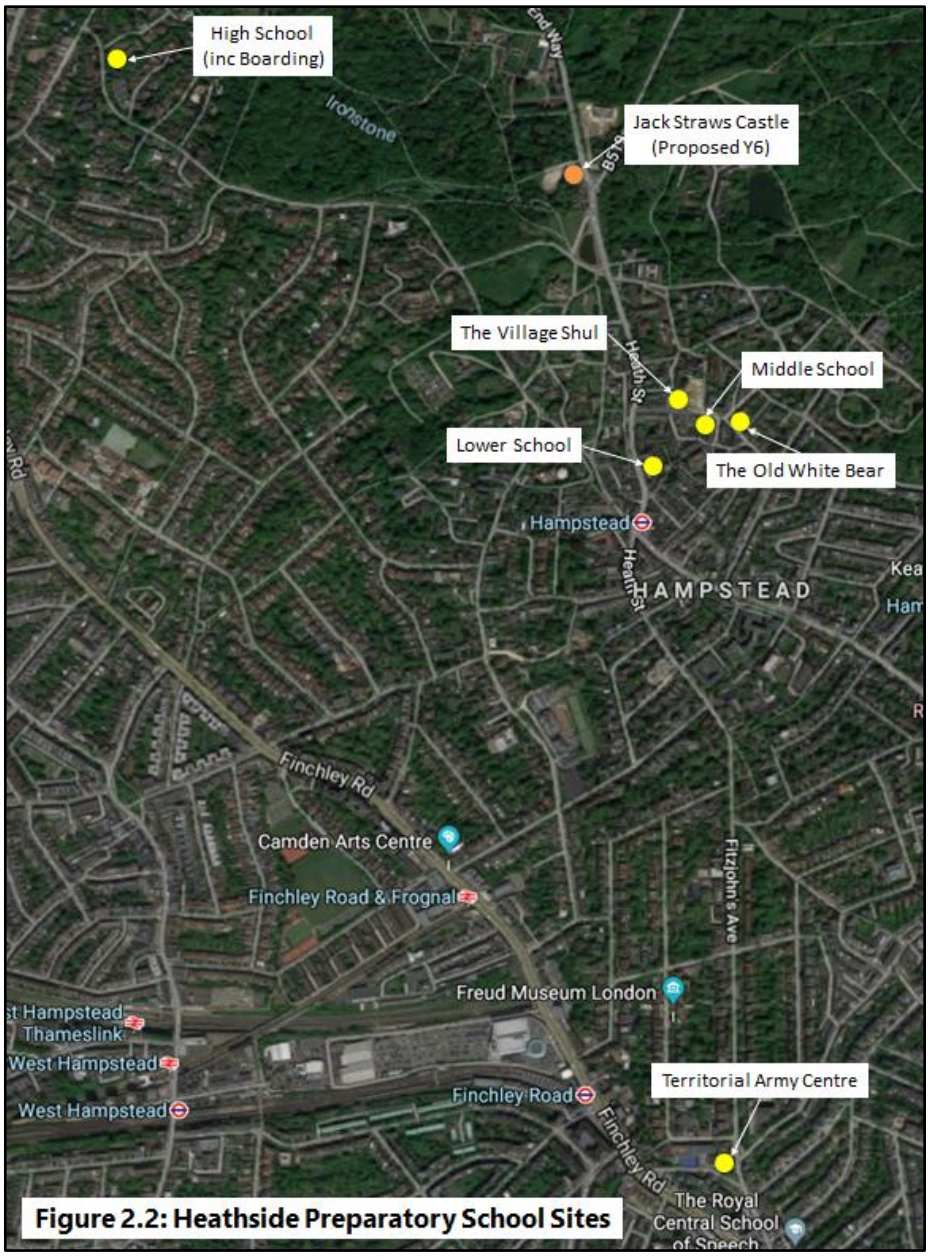


Figure 2.2: Heathside Preparatory School Sites

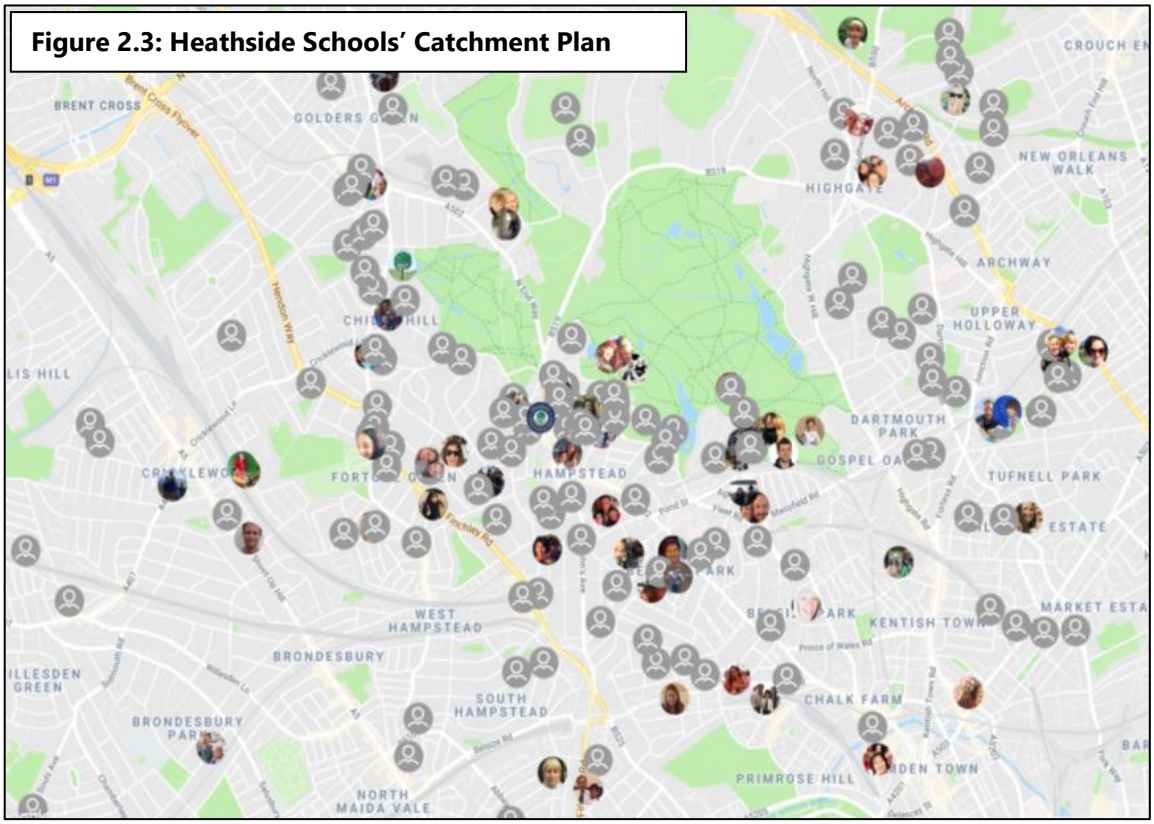
2.11 The Lower School is located approximately 560m (7 minutes' walk) to the south of the Site, the Middle School is approximately 600m (8 minutes' walk) to the south of the Site and the High School is approximately 1km (12 minutes' walk) to the west of the Site. As such, the Jack Straws Castle is located within a walkable distance of the other school sites, reducing the potential for travel issues for existing pupils who would be decanted from existing school sites to Jack Straws Castle, as well as new pupils.

Existing Pupil Travel Surveys

2.12 Travel Surveys of existing pupils at Heathside Preparatory School was undertaken in October 2016 for all school years. The data recorded a number of travel choice factors including postcode information and method of travel to school.

2.13 **Figure 2.3** below, illustrates the school pupil catchment area, recorded based on postcodes provided by parents. It is evident from this plan that a large proportion of pupils are within walking and cycling distance of the Site and would be able to utilise sustainable modes to travel to school, with others likely to utilise school buses, public transport or private cars for travel to school.

Figure 2.3: Heathside Schools' Catchment Plan



2.14 In addition to the above catchment information, pupils and parents were asked what method of travel they utilise to get to school. This data is presented within **Table 2.1** below. It is pertinent to note that the below travel to school data covers all year groups and therefore has a higher percentage of pupils using cars to travel than may be the case for Year 6 pupils, who are commonly more independent in their travel methods.

Table 2.1: Pupil Method of Travel to School	
Mode	**Split**
Car (one family)	22%
Car Pool	4%
Shuttle Bus	37%
Rail / Underground	7%
Bus	5%
Walking	19%
Cycling	6%
Total	**100%**

3 ACCESSIBILITY

3.1 The Site is accessible by all modes of transport with an excellent network of footpaths, cycle facilities and public transport services in the immediate vicinity.

Walking

3.2 It is commonly accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres, with journeys under 800 metres considered a comfortable walking distance. Guidance from the Chartered Institution of Highways and Transportation (CIHT) in its publication 'Guidelines for Providing for Journeys on Foot' (2000), suggests that in terms of education, commuting and leisure journeys, walk distances up to 2 kilometres can be considered as reasonable.

3.3 A 2-kilometre walking catchment for the Site includes a significant range of public transport nodes, services, facilities and shops and covers areas within Child's Hill, Golders Green and Hampstead.

3.4 The local highway network provides footways throughout, excluding along the eastern side of North End Way to the north of the Site. Footways are suitably wide in the vicinity of the Site and numerous crossing facilities are present, including zebra crossings directly adjacent to the Site on North End Way and also on Spaniards Road and Heath Street, close to the Site. The pedestrian footway provisions in the area are well suited to travelling to the Site by both children and adults, especially given the local residential catchments to the north, south and west.

Cycling

3.5 It is commonly accepted that cycling has the potential to substitute for driving for distances up to 5 miles. Large areas of north London including Brent Cross, Brent Park, Finchley, Arnos Grove, Chalk Farm, Wood Green, Haringey, Finsbury Park and Holloway are located within a 5-mile (8 kilometres) cycle ride from the Site, as well as areas further afield within central London such as Regent's Park, White City, Shepard's Bush, Kensington, Hyde Park, Belgravia, Mayfair, Covent Garden and Clerkenwell.

3.6 The roads in the vicinity of the Site provide plenty of additional space to accommodate cyclists.

3.7 Several shared pedestrian / cycle paths are available within Hampstead Heath, as shown on the City of London map of Hampstead Heath included in **Appendix A**.

Public Transport

Bus Services

3.8 The local area is served by regular buses, with the nearest bus stop being located approximately 80m from the Site in Spaniard's Road and approximately 200m north of the Site on North End Lane. These bus stops provide access to bus routes 210 and 268, which operate between Brent Cross Shopping Centre and Finsbury Park Station and between Golders Green Station and the O2 Centre / Finchley Road, respectively. The N5 night bus also operates outside the Site every night. A summary of bus services available in the locality is provided in **Table 3.1**. The bus route 'spider map' prepared by Transport for London (TfL) is included at **Appendix B** and shows interchange opportunities available from these routes.

Table 3.1: Bus Services Operating in Proximity of the Site

No.	Route	Frequency (in minutes)		
		Mon-Fri	Saturday	Sunday
210	Brent Cross Shopping Centre – Finsbury Park Station	9 – 12	9 – 13	10 – 13
268	Golders Green Station – O2 Centre / Sainsbury's	14 – 15	14 – 15	20

Underground Services

3.9 Hampstead Station is the closest underground station to the Site. It is located approximately 690m to the south of the Site. The station provides access to Northern Line London Underground services operating on the Edgware branch. Services are frequent, with trains available every 3 – 4 minutes.

Public Transport Accessibility Level (PTAL) Rating

3.10 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.

3.11 The PTAL is categorised in six levels, where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. It is then further sub-sectioned into 'a' and 'b', with 'a' being at the lower end of the spectrum and 'b' at the higher.

3.12 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

3.13 The PTAL rating of the centre of the Site is 3, meaning the Site has an 'moderate' level of accessibility to public transport. **Appendix C** contains the TfL PTAL summary.

4 POLICY CONTEXT

4.1 This section summarises the relevant transport policies at national, regional and local level which have been considered.

National Guidance

National Planning Policy Framework (NPPF)

4.2 The revised NPPF was published in July 2018. Section 9 of the NPPF considers 'Promoting sustainable transport'. It identifies that transport issues should be considered from the earliest stages of plan-making so that:

- '*The potential impacts of development on transport networks can be addressed';*
- '*…the scale, location or density of development can be accommodated*' appropriately;
- *'Opportunities to promote walking, cycling and public transport use are identified and pursued';*
- *'Opportunities to promote walking, cycling and public transport can be identified'* in order to arrange mitigation strategies if / when necessary;
- *'patterns of movement, streets, parking and other transport considerations are integral to the design of schemes'*.

4.3 When setting local parking standards, Councils should ensure:

a) 'Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) Safe and sustainable access to the site can be achieved for all users; and

c) Significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

4.4 Importantly, paragraph 109 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

4.5 As part of the proposals cycle parking will be provided within the Site in accordance with minimum policy standards. The planning application also includes a draft School Travel Plan to promote travel by sustainable and active modes of travel by staff and pupils.

4.6 The available public transport opportunities for longer journeys and local facilities within walking distance, ensure the proposal is in accordance with the aspirations of the NPPF for sustainable development.

Regional Guidance

The London Plan

4.7 The London Plan (2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan relevant to the proposed development are detailed below.

4.8 Paragraph 1.53 sets outs the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

4.9 Chapter 6 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effects – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their

neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."

4.10 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:

a) "encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;

c) supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

d) promoting walking by ensuring an improved urban realm."

4.11 Policy 6.13 sets out the Mayor's parking policy. The London Plan's maximum car parking levels are designed to prevent over reliance on the private car and to encourage travel by more sustainable modes of travel.

The Draft New London Plan (August 2018)

4.12 Though currently in draft format, the new London Plan has been considered within this report. Six core 'good growth' policies are identified and state the following with regards to transport:

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lifestyles for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.13 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

"b) Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.

The Mayor's Transport Strategy (March 2018)

4.14 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.

4.15 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below, all of which are considered and addressed by the proposed change of use.

1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
2. A good public transport experience – shifting journeys by private car to the public transport network.
3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Guidance

London Borough of Camden Local Plan (2017)

4.16 The Camden Local Plan, adopted in June 2017, sets out the Council's planning policies and covers the period from 2016 – 2031 and outlines the Council's vision for the borough.

4.17 The document sets out several strategic objectives. Those that relate specifically to transport are as follows:

'*To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links.'*

4.18 The Local Plan lists one of its main challenges as "improving transport" and states that "Camden benefits from some of the best transport accessibility in the country. It is well served by bus, tube and rail, providing links within London, to other parts of the country and to Europe… We want to continue to promote travel that is easy, safe, healthy and does not harm our local environment or contribute to climate change."

4.19 Under *"Prioritising walking, cycling and public transport"* the Local Plan states that *"To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site."*

Policy Summary

4.20 The location of this Site with its existing public transport facilities and opportunities for the use of active modes of transport means that the Site is well suited for use as an educational facility. The Site benefits from a moderate level of accessibility, which will minimise vehicular trips to and from the Site and comply with policy at a national, regional and local level, which advocates for sustainable and accessible developments. The School will provide cycle parking in line with current London Plan standards and will implement a School Travel Plan to promote sustainable travel.

5 EFFECTS OF DEVELOPMENT

5.1 This section considers the potential effects of the planning application proposals in relation to trip generation, parking and servicing.

Proposals

5.2 The existing building is mixed in use, with C3 residential on the part ground and upper floors and lawful use for D2 gym at part ground floor and basement (495sqm). Following the failure of successive gym operators, the freehold owners have recently secured planning permission for a dual use D2/B1 use – but this has yet to be implemented. It is proposed to change the permitted use of this space to D1 education.

5.3 Whilst the proposals are principally being advanced on the basis of the alternative proposed D1 education use for the Heathside Primary School, the leasehold and freehold owners are keen to ensure that the premises retain future commercial flexibility for the existing lawful D2 and B1 uses.

5.4 The proposals therefore seek the change of use of 495sqm of D2/B1 space, to flexible D1 (education), Class D2 (leisure) or Class B1 (office) under permitted development Class V of Part 3 of Schedule 2 of the General Permitted Development (England) Order (2015) with minor associated internal alterations

5.5 On the basis that the earlier D2 and B1 uses have recently been approved by the Council, the transport assessment focuses on the acceptability of the additional proposed education use of the premises.

5.6 The future pupils at the Site will be decanted Year 6 pupils from the existing Heathside Preparatory School sites and there will therefore not be an increase in pupil movements within Hampstead, given the existing sites are within walking distance of Jack Straws Castle. The Lower School is located approximately 560m (7 minutes' walk) to the south of the Site, the Middle School is approximately 600m (8 minutes' walk) to the south of the Site and the High School is approximately 1km (12 minutes' walk) to the west of the Site.

5.7 The proposals include cycle parking in line with London Plan standards and no on-site car parking.

Trip Generation

5.8 The current permitted use of the proposed Site is D2 leisure or B1 office and it is expected that the proposed use for D1 education space for approximately 70 pupils will give rise to a similar, if not reduced number of daily trips. Staff numbers are anticipated to be low and therefore, have not been included in this trip generation exercise, with all staff anticipated to utilise active and sustainable modes of travel to reach the Site.

Existing Trip Generation

5.9 A TRICS trip rate assessment has been undertaken to calculate the likely number of total person trips at the existing Site, assessing both D2 leisure and B1 office uses. This data has then been compared to the anticipated number of trips to be generated by the proposed D1 use for 70 pupils, analysing the weekday AM Peak of 08:00 – 09:00 (based on pupils at Heathside School starting between 08:30 – 09:00 each day), the School PM Peak of 16:00 – 17:00 (based on middle and upper schools finishing at 16:00 – 16:15) and traditional network PM Peak (17:00 – 18:00) hours.

5.10 **Table 5.1** below summarises the estimated trips the existing D2 leisure use could generate if the 495sqm of floorspace was fully occupied. **Table 5.2**, below this, has utilised TRICS modal split data for the trip rates used to estimate the method in which visitors travel to the Site. A copy of the TRICS trip rates used for the D2 use is included at **Appendix D**.

Table 5.1: TRICS Person Trip Rates and Trip Generation – Existing D2 Use (495sqm)						
Weekday Time Period	**Total Person Trip Rates**			**Total Person Trips**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak (08:00-09:00)	1.259	0.770	2.029	6	4	10
School PM (16:00 – 17:00)	4.837	3.370	8.207	24	17	41
PM Peak (17:00-18:00)	4.689	4.596	9.285	23	23	46
Daily (07:00-19:00)	41.145	41.434	82.579	204	205	409

Table 5.2: Existing D2 Leisure Use Trip Generation by Mode									
Mode	**Split**	**AM Peak**		**School PM**		**PM Peak**		**Daily**	
		In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**

Single Car Occ	13%	1	1	3	2	3	3	27	27
Multi Car Occ	26%	2	1	6	4	6	6	53	53
Bus / Coach	23%	2	1	6	4	5	5	47	47
Tube / Rail	2%	0	0	0	0	0	0	4	4
Walking	34%	2	1	8	6	8	8	82	82
Cycling	2%	0	0	0	0	0	0	4	4
Total	**100%**	**6**	**4**	**24**	**17**	**23**	**23**	**204**	**205**

5.11 **Table 5.3** below summarises the estimated trips that the existing B1 office use could generate. **Table 5.4**, below this, utilises method of travel to work (daytime population) data from the 2011 Census for workers within the Super Output Middle Layer: Camden 002, in which the Site is located. A copy of the TRICS trips rates used for the B1 use is included at **Appendix E**.

Table 5.3: TRICS Person Trip Rates and Trip Generation – Existing B1 Use (495sqm)

Weekday Time Period	Total Person Trip Rates			Total Person Trips		
	In	Out	Total	In	Out	Total
AM Peak (08:00-09:00)	3.057	0.164	3.221	15	1	16
School PM (16:00 – 17:00)	0.720	2.590	3.310	4	13	16
PM Peak (17:00-18:00)	0.392	2.918	3.310	2	14	16
Daily (07:00-19:00)	18.116	16.852	34.968	90	83	173

Table 5.4: Existing B1 Office Use Trip Generation by Mode

Mode	Split	AM Peak		School PM		PM Peak		Daily	
		In	Out	In	Out	In	Out	In	Out
Car Driver	24%	4	0	1	3	0	3	22	20
Car Passenger	2%	0	0	0	0	0	0	2	2
Motorcycle	1%	0	0	0	0	0	0	1	1
Bus	15%	2	0	1	2	0	2	14	12
Tube	33%	5	0	1	4	1	5	30	27
Rail	9%	1	0	0	1	0	1	8	7
Walking	13%	2	0	1	2	0	2	12	11

Cycling	3%	0	0	0	0	0	0	3	2
Total	100%	15	1	4	13	2	14	90	83

Proposed Trip Generation

5.12 It is anticipated that the proposals will provide sufficient educational space to accommodate up to 70 pupils on-site.

5.13 Trip generation for the proposed use assumes pupils' arrival and departure trips only, as it is not anticipated that, on an average day, pupils will leave the Site for extra-curricular activities or for lunch, or if they do, will walk to nearby facilities, as currently found. As a basis for trip estimations, it can be assumed that the Site will generate up to circa 140 two-way total person trips for pupils, i.e. 70 arrivals in the morning and 70 departures in the afternoon.

5.14 In order to estimate the breakdown of these pupil trips, existing pupil travel surveys have been assessed and method of travel to school data has been applied to daily trips. **Table 5.5** below provides a summary of trips based on method of travel, with AM peak, school finish and daily trips outlined.

Table 5.5: Proposed D1 Use Trip Generation by Mode

Mode	Split	AM Peak		School Finish (16:00)		Daily	
		In	Out	In	Out	In	Out
Car (one family)	22%	15	0	0	15	15	15
Car Pool	4%	3	0	0	3	3	3
Shuttle Bus	37%	26	0	0	26	26	26
Rail / Underground	7%	5	0	0	5	5	5
Bus	5%	4	0	0	4	4	4
Walking	19%	13	0	0	13	13	13
Cycling	6%	4	0	0	4	4	4
Total	**100%**	**70**	**0**	**0**	**70**	**70**	**70**

5.15 The modal split data includes shuttle bus travel. At present, pupils at the existing Heathside Preparatory Schools' Lower, Middle and Upper Schools (years 2 to 10) make use of shuttle buses for travel to and from school each day. It is anticipated at this stage that pupils will

continue to make use of the shuttle buses using existing routes and alighting at the lower school, followed by a short, circa 7 minute walk north to the Site, accompanied by staff (if necessary / appropriate). Alternatively, pupils can make use of bus route 268 which follows Heath Street and passes the Site on North End Way. As such, shuttle buses will be effectively maintained as a primary mode of travel by pupils, though no changes to bus routes are currently envisaged.

5.16 At this stage, potential afterschool activities at the Site have not been determined. As such, it is not anticipated that any pupils will leave the Site during the PM Peak hour (17:00 – 18:00). The School will implement a School Travel Plan which will be regularly updated to include all morning and afterschool activities.

Net Change

5.17 **Table 5.6** and **Table 5.7** below show the net change in trip generation between the existing D2 and B1 use (Table 5.6 and Table 5.7 respectively) and proposed D1 education use (i.e. proposed trips minus existing trips).

5.18 To provide a comparative number of vehicle arrival and departures, car driver trips and parent and own children trips are grouped as single occupancy car trips and trips with multiple passengers and car-pooling trips have been grouped as multiple occupancy car trips.

Table 5.6: Net Change in Trip Generation D2 to D1

Period	Trips by Mode							Total
	Single Occ Car	Multi Occ Car	Shuttle Bus	Bus / Coach	Tube / Rail	On Foot	Cycling	
AM In	+14	+1	+26	+2	+5	+11	+4	**+64**
AM Out	-1	-1	0	-1	0	-1	0	**-4**
School PM In	-3	-6	0	-6	0	-8	0	**-24**
School PM Out	+13	-1	+26	0	+5	+7	+4	**+53**
PM In	-3	-6	0	-5	0	-8	0	**-23**
PM Out	-3	-6	0	-5	0	-8	0	**-23**
Daily In	-12	-50	+26	-43	+1	-69	0	**-134**
Daily Out	-12	-50	+26	-43	+1	-69	0	**-135**

5.19 As can be seen from Table 5.6, the proposal to change the lawful use from D2 leisure has the potential to reduce the number of two-way daily trips by 269 trips, a significant reduction. Within this, it is anticipated that there will be a reduction in the number of single and multiple

occupancy vehicle trips to the Site, equivalent to a two-way daily reduction of 24 and 100 trips respectively.

5.20 During the AM and School PM peak hours, it is anticipated that there will be an increase in trips to/from the Site, given the regular nature of school operational times. It is estimated that there will be an increase of circa 60 two-way trips during the AM peak and an increase of circa 29 trips during the School PM peak. It is worth noting however, that there is anticipated to be a reduction of circa 46 two-way trips during the PM peak hour (17:00 – 18:00).

Table 5.7: Net Change in Trip Generation B1 to D1

Period	Trips by Mode							Total
	Single Occ Car	Multi Occ Car	Shuttle Bus	Bus / Coach	Tube / Rail	On Foot	Cycling	
AM In	+11	+3	+26	+2	-1	+11	+4	**+55**
AM Out	0	0	0	0	0	0	0	**-1**
School PM In	-1	0	0	-1	-1	-1	0	**-4**
School PM Out	+12	+3	+26	+2	0	+11	+4	**+57**
PM In	0	0	0	0	-1	0	0	**-2**
PM Out	-3	0	0	-2	-6	-2	0	**-14**
Daily In	-7	+1	+26	-10	-33	+1	+1	**-20**
Daily Out	-5	+1	+26	-8	-29	+2	+2	**-13**

5.21 **Table 5.7** outlines that the proposed D1 use of the Site in place of the current B1 use is anticipated to reduce the number of two-way daily trips relating to the Site by circa 33 trips. During the AM and School PM peak hours, it is anticipated that there will be an increase in two-way trips to/from the Site of circa 54 and 53 trips respectively. It is worth noting however, that there is anticipated to be a reduction of circa 16 two-way trips during the PM peak hour (17:00 – 18:00).

5.22 It is also worth noting that future pupils will likely be decanted from the other existing school sites, the trips generated will effectively be transferred rather than new trips to the transport and highway network. This is an important consideration when bearing in mind the actual net impact of the change of use, which would be greater if this was an entirely new school generating primary trips, for example.

Access

5.23 The proposals will retain the same pedestrian access as the existing Site, with pedestrians entering the Site via a double door entrance onto North End Way. The entrance is located on a wide (2-3m) section of footway and is in the immediate proximity of a zebra crossing over North End Way, allowing pupils and staff to cross the road immediately, should they need to.

5.24 Vehicular access to the Site is not formally provided, however, to the rear of the Site is a large car park for Hampstead Heath, operated by the City of London, which is largely underutilised during weekday peak periods.

Car Parking

5.25 The Site does not provide car parking for staff or visitors. In the event that a vehicle arrives at the Site and wishes to park, they will be expected to make use of the Hampstead Heath pay and display car park, located directly behind the Site, accessible from Heath Brow.

5.26 Staff will be expected to make use of sustainable or active modes of travel to get to school. While it is difficult to prevent pupils from arriving by car, the school provides a number of travel options for pupils to utilise instead of arriving by private car, details of which are included within the School Travel Plan.

Car Park Utilisation Survey

5.27 In order to assess the current utilisation of the existing Heath Brow public car park, located directly to the rear of Jack Straws Castle, and whether the proposals will have a material impact on car park occupancy, utilisation surveys have been undertaken across three weekday periods where it would be expected that parents could use the car park.

5.28 The surveys were undertaken on the 18th, 19th and 20th December 2018, between the hours of 07:00 – 10:00 and 14:00 – 18:00. The car park is of a gravel/dirt surface and is unmarked. A conservative figure for the capacity of the car park has been determined of 35 total spaces, though in practice the car park could accommodate additional cars should the central area of the car park be used.

5.29 The car park utilisation survey recorded that during the morning period (07:00 – 10:00) the highest parking utilisation level recorded was on Wednesday 19th December 2018 at 09:45-10:00, where 18 cars were recorded within the car park, a utilisation level of 51% based on 35

spaces. The highest afternoon (14:00 – 18:00) utilisation level was recorded on Tuesday 18th December 2018 at 14:30 – 14:45, where 14 cars were recorded within the car park, a utilisation level of 40% based on 35 spaces. The survey data is included at **Appendix F**.

5.30 It is evident from the above data that the car park operates well within capacity and given the proposals are anticipated to generate circa 18 arrival and 18 departure trips by car during the school AM and PM peak periods, the car park will be able to accommodate any parent drop-off/pick-up arrivals, even in the worst case scenario of all arrivals occurring simultaneously during the busiest car park utilisation period.

5.31 Furthermore, it is reasonable to suggest that the existing D2 use of the Site would also have generated some level of usage of the Heath Brow car park, assuming patrons of the gym would park their car, visit the gym and leave.

5.32 Car travel will be discouraged and sustainable travel modes will be promoted and prioritised to parents and staff, through means including the Travel Plan and regular Newsletter.

Cycle Parking

5.33 Cycle Parking will be provided in accordance with the London Plan standards. Table 6.3 of the London Plan sets out the cycle parking minimum standards. Those relevant to the proposals are included below in **Table 5.8**.

Table 5.8: Cycle Parking Minimum Standards

Use Class	Long Stay	Short Stay
D1 nurseries/schools (primary and secondary)	1 space per 8 staff 1 space per 8 students	1 space per 100 students

5.34 The Site will have on-site secure and sheltered cycle spaces which, with the proposals, will provide space for 12 cycles (inclusive of 1 short-stay space and 2 spaces for staff).

Drop-Off / Pick-Up Arrangements

5.35 As outlined above, the Site does not benefit from an on-site car park. As such, the Site is not capable of formally providing on-site pick-up / drop-off provisions.

5.36 It is anticipated that parents who drop-off / pick-up their children from the Site will make use of the existing, underutilised Hampstead Heath car park, located directly to the rear of the Site.

The car park provides a large turning space for vehicles making a quick exit, as well as providing space for at least 35 cars (estimated due to unmarked, dirt/gravel nature of the car park). During AM Peak and School PM hours, the car park provides a suitable location for parents to drop their children off and also to park whilst waiting for their child to finish school, subject to purchasing a displayable parking ticket.

5.37 The car park is accessible via Heath Brow, which provides two lanes at the approach to and at its junction with North End Way, reducing the potential for vehicles blocking North End Way.

5.38 It is noted that a mini roundabout and pedestrian crossing are located along the site frontage, where it is prohibited for vehicles to stop. The information for parents provided within the school newsletter will also reiterate the implications associated with parents driving pupils to the site and causing congestion in the area. A member of staff (or Traffic Marshall) will be present at the school entrance during pick-up and drop-off times to ensure no parents park on-street adjacent to the school.

Coach / School Bus Travel

5.39 At present, Heathside School provides school coach travel for pupils. In a recent pupil travel survey (see **Table 2.1**) it was recorded that 37% of pupils, across year 2 to 10, made use of school coaches.

5.40 The Site does not provide a suitable off-street location for coaches to stop for dropping-off / picking-up pupils. It is currently envisaged that, given the proximity to Heathside Preparatory Schools' existing lower, middle and upper schools (7, 8 and 12 minute walks respectively), pupils who will be taught at the Jack Straws Castle Site will be dropped off at one of the other school sites, retaining the existing coach travel strategy, and will then walk to the Site accompanied by staff (if necessary / appropriate).

Servicing and Refuse Collection

5.41 The existing Site has deliveries and refuse collections occur from on-street on North End Way or Heath Brow, with some deliveries likely to occur from the existing on-site car park.

5.42 It is proposed that servicing and refuse collections continue to be undertaken on-street, in the same manner as the existing Site. Given the proposed D2 use of the Site, deliveries and refuse

collection are anticipated to be minimal (no hot food 'canteen' provided on-site for pupils) and are not anticipated to have a material impact on the local highway network.

Travel Planning

5.43 Heathside School is developing a School Travel Plan which will apply to their Lower, Middle and High Schools. The School Travel Plan will outline the Schools commitment to sustainable travel and active travel activities, as well as their aspiration for seeking STARS Accreditation.

5.44 Schools in London are now encouraged to use the STARS (Sustainable Travel: Active, Responsible, Safe) accreditation scheme. STARS provides a framework and guidance for nurseries, schools, colleges and academies to help them put an accredited travel plan in place. The scheme helps schools to identify issues, set targets, monitor progress and celebrate success.

5.45 It is envisaged that the Jack Straws Castle Site will become part of the Heathside School Travel Plan and will partake in ongoing sustainable and active travel activities, as well as setting personalised active travel targets for reducing private car use by parents. As part of this application, a draft School Travel Plan has been prepared which focuses on the Jack Straws Castle Site only.

Aims and Objectives

5.46 The primary objective of the Travel Plan will be to set out a long term strategy to facilitate and encourage modes of travel to the Site by means other than the private car, which reflects current central Government policy. It will also seek to promote active modes of travel to pupils at the school and will outline the health benefits of active travel.

5.47 The strategy needs to be long term as changing travel habits takes time and will only occur through a combination of incentives, improved facilities, Government initiatives and changes in individual's attitudes.

Measures and Initiatives

5.48 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures.

5.49 The 'hard' measures include the provision of facilities such as safe and secure cycle and scooter parking.

5.50 The 'soft' measures include initiatives such as cycle training sessions and providing information on public transport services.

5.51 Upon occupation of Jack Straws Castle by the School, travel surveys will be undertaken for staff and pupils at the Site and the overarching Heathside Preparatory School Travel Plan will be updated to include the Site. In the event an overarching Travel Plan for the whole school has not been formalised upon occupation, the draft Travel Plan provided as part of this application will be formalised for the Jack Straws Site.

6 SUMMARY AND CONCLUSION

Summary

6.1 Caneparo Associates have been appointed by Heathside Enterprises Ltd ('the Applicant') to provide traffic and transport advice in relation to the proposed change of use (full application) of approximately 495sqm of ground floor and basement space within the Grade II Listed Jack Straws Castle, located within the London Borough of Camden (LBC).

6.2 The proposals seek the change of use of 495sqm of D2/B1 space, to be changed to D1 education space to accommodate Heathside Preparatory School, with a future maximum capacity envisaged on 70 pupils, anticipated to be all Year 6 pupils.

6.3 In summary:

- The Site is located within an accessible London location in Hampstead and as such the majority of trips associated with the proposals can be expected to be made by sustainable modes of travel as well as by existing school shuttle buses for pupils living further afield.

- Future pupils at the Site are anticipated to be current pupils who attend one of Heathside Preparatory Schools' existing sites and these pupils will be decanted to the new Site, so as to provide improved schooling across the School as a whole.

- The Site does not provide car parking for staff or visitors. In the event that parents drop-off/pick-up their child from school, they are anticipated to make use of the car park located to the rear of the Site, which has been shown to contain ample spare capacity.

- Cycle parking will be in accordance with London Plan standards. The provision will offer secure, sheltered and accessible cycle parking facilities for use by pupils and staff.

- Servicing and refuse collection will be undertaken in the same manner as the existing Site.

- The trip generation impact of the proposals has been considered in relation to the surrounding highway network and concludes that there will not be a material or noticeable impact on the local highway or public transport networks.

Conclusion

6.4 In light of the above, we conclude that the proposed development will not result in a material impact in highways and transportation terms. Furthermore, in accordance with revised NPPF paragraph 109, the residual cumulative impacts of the development are not considered severe, and, as such, should not be prevented or refused on transport grounds.

APPENDIX A

APPENDIX B

APPENDIX C

APPENDIX D

APPENDIX E

APPENDIX F