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DEPARTMENT FOR EDUCATION (DfE)
ON BEHALF OF CfBT SCHOOLS TRUST

FORMER HAMPSTEAD POLICE STATION,
26 ROSSLYN HILL, LONDON, NW3 1PD

DRAFT GREEN TRAVEL PLAN

May 2019

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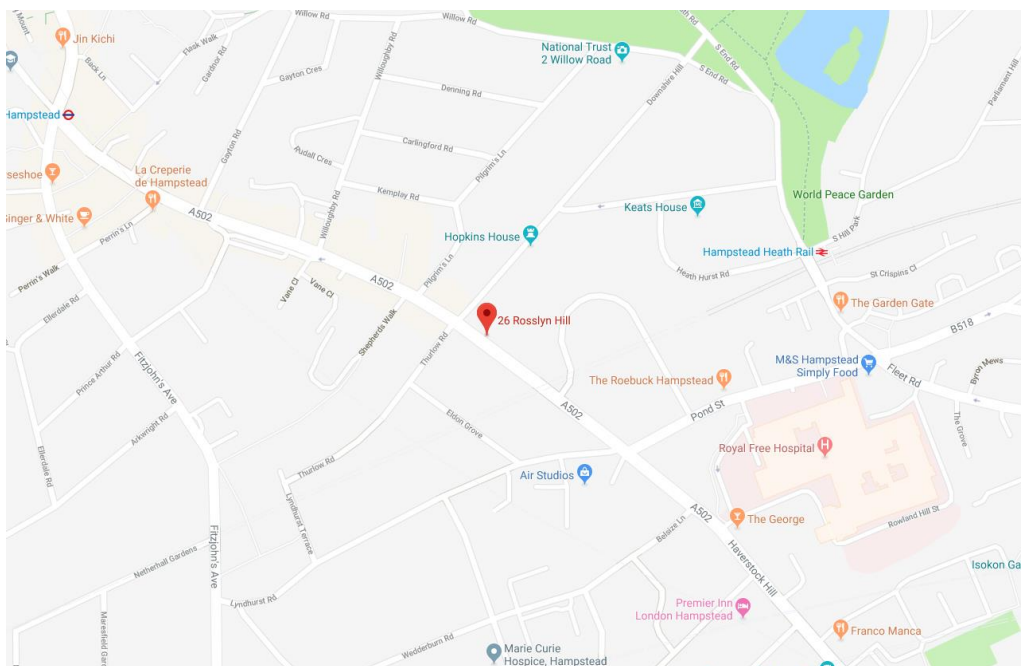
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I.0 INTRODUCTION

- I.1 Paul Mew Associates (PMA) is instructed by the Department for Education (DfE) on behalf of the CfBT Schools Trust in relation to the proposed development at the Former Hampstead Police Station, 26 Rosslyn Hill, London, NW3 1PD.
- I.2 The local planning and highway authority is the London Borough of Camden.

Application Site Details

- I.3 The site is the Former Hampstead Police Station (map below). The site occupies the corner plot of the (A502) Rosslyn Hill junction with Downshire Hill.



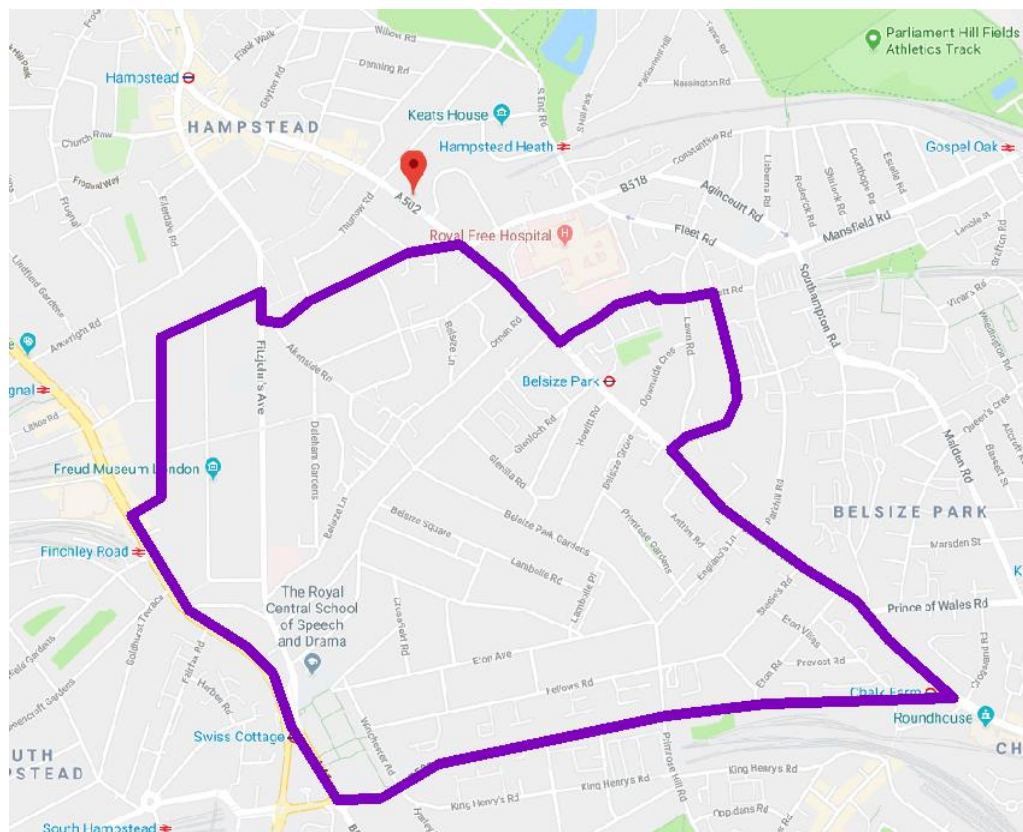
Proposed Development

- I.4 This report has been prepared to support a planning application for the proposed change of use of the Former Hampstead Police Station (which is Grade II listed) to permanently relocate an existing established one form entry

(FE) primary school, Abacus Belsize Primary School, from its current (temporary) site under D1 of the land use class order. The proposed site plan is presented at Appendix A of this report. A description of the development is set out as follows:

“Change of use of the site from a police station (sui generis) to a one-form entry school (Use Class D1) for 210 pupils and business/enterprise space (Class B1) including alterations to the rear and associated works.”

- 1.5 Abacus Belsize Primary School currently operates from premises at the Jubilee Waterside Centre, 105 Camley Street, London, NIC 4PF on a temporary basis.
- 1.6 At present the school operates a coach and mini-bus service which transports its pupils and some staff from the catchment area to the current temporary accommodation. The catchment area for the school is the area immediately south of the preferred permanent site at the Former Hampstead Police Station on Rosslyn Hill. An illustration of the school's catchment area is presented on a map below.



- I.7 Should the planning application for the proposed change of use be permitted by Camden Council, current coach/mini-bus trips will no longer be necessary as the majority of the pupils and staff will live within walking and cycling distance of the new school site. Those school-related walking, scooting, and cycling trip to the pick-up points will simply transfer to the new premises.

School Travel Plan Statement

- I.8 The purpose of this School Travel Plan Statement is to provide a summary of the school's current School Travel Plan and the Transport Assessment (prepared by PMA) submitted with the planning application, demonstrating the means by which any potential detrimental effects of the school proposal will be mitigated.
- I.9 Abacus Belsize Primary School currently implements a School Travel Plan at its existing temporary premises at the Jubilee Waterside Centre. The Travel Plan has attained a Bronze Accreditation following Transport for London's (TfL) STARS (Sustainable Travel: Active, Responsible, Safe) scheme. The current Abacus Primary School Travel Plan is provided at Appendix B of this report.
- I.10 The School Travel Plan Coordinator is the Headteacher, Vicki Briody. The role is shared with Stephanie Savvides-Howell who is a senior member of the school's management staff. Since February 2018 the school has been working closely with Camden Council's School Travel Plan Officer, Michelle Jamieson, on its new STARS compliant School Travel Plan document.
- I.11 The school will continue to implement and adapt its Travel Plan at the new premises as part of any future planning permission, in close working partnership with Camden Council's Travel Plan Department. The school's existing Travel Plan has been submitted with the planning application under a separate cover as evidence of the ongoing commitment to encouraging sustainable travel at its existing and proposed premises.

- I.12 Through the School's commitment to its Travel Plan there will be a clear obligation for continued engagement in this process if planning permission is granted. The School Travel Plan will be clear in demonstrating how the school's impacts will be mitigated. It is also the School's intention to set up a working group to review the annual travel plan and will include local resident and community representatives.
- I.13 The implementation of the School Travel Plan will be secured by Camden Council as a condition of any future planning permission as well as in the S106 Agreement at the new site and will therefore become a legally binding and enforceable document.

2.0 TRAVEL PLAN POLICY CONTEXT

Camden Council

- 2.1 The Council has adopted a number of planning documents that (alongside the Mayor's London Plan) form the 'development plan' for Camden which are the starting point for planning decisions in the borough.
- 2.2 Policy A1 of Camden Council's Local Plan sets out the ways in which the impact of development in the borough will be managed and mitigated. The policy is extracted in full as follows for ease of reference:

"Policy A1 Managing the impact of development

The Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity. We will:

- a. seek to ensure that the amenity of communities, occupiers and neighbours is protected;*
- b. seek to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities;*
- c. resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network;*
- and*
- d. require mitigation measures where necessary.*

The factors we will consider include:

- e. visual privacy, outlook;*
- f. sunlight, daylight and overshadowing;*
- g. artificial lighting levels;*
- h. transport impacts, including the use of Transport Assessments, Travel Plans and Delivery and Servicing Management Plans;*
- i. impacts of the construction phase, including the use of Construction Management Plans;*
- j. noise and vibration levels;*
- k. odour, fumes and dust;*
- l. microclimate;*
- m. contaminated land; and*
- n. impact upon water and wastewater infrastructure."*

- 2.3 As is shown, in policy terms Travel Plans play a key role in ensuring that the transport impacts of development are effectively mitigated to ensure that: the amenity of communities, occupiers and neighbours is protected, development contributes towards strong and successful communities, and that development is resisted that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network.
- 2.4 Chapter 10 and Policies T1, T2, T3, and T4 of Camden Council's Local Plan sets out the transport related policies which have been adopted to guide development in the borough. The aforementioned policies are extracted in full as follows for ease of reference:

"Policy T1 Prioritising walking, cycling and public transport

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- a. improve the pedestrian environment by supporting high quality public realm improvement works;*
- b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- c. are easy and safe to walk through ('permeable');*
- d. are adequately lit;*
- e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- f. contribute towards bridges and water crossings where appropriate.*

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

- g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*

- h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*
- i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- j. is easy and safe to cycle through ('permeable'); and*
- k. contribute towards bridges and water crossings suitable for cycle use where appropriate.*

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate. Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

"Policy T2 Parking and car-free development

The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

- a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- b. limit on-site parking to:*
 - i. spaces designated for disabled people where necessary, and/or*
 - ii. essential operational or servicing needs;*
- c. support the redevelopment of existing car parks for alternative uses; and*
- d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

"Policy T3 Transport infrastructure

The Council will seek improvements to transport infrastructure in the borough.

We will:

- a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*
- b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;"*

"Policy T4 Sustainable movement of goods and materials

The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

We will:

- a. encourage the movement of goods and materials by canal, rail and bicycle where possible;*
- b. protect existing facilities for waterborne and rail freight traffic and;*
- c. promote the provision and use of freight consolidation facilities.*

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

- d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;*
- e. accommodate goods vehicles on site; and*
- f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."*

- 2.5 These core transport planning policies have been referenced throughout the design of the development to ensure that the proposals meet with the Council's sustainable travel objectives.
- 2.6 The Council formally adopted the Hampstead Neighbourhood Plan on 8th October 2018.
- 2.7 Policy TTI of the Hampstead Neighbourhood Plan sets out the approach to mitigating the traffic impact of new development on existing traffic volume and vehicle size issues. Policy TTI is extracted in full below:

"Policy TTI: Traffic volumes and vehicle size

Due to the critical need to improve air quality and tackle congestion within the Plan Area:

- 1. Planning applications which can reasonably be expected to result in a significant number of additional motor vehicle journeys post-completion should provide the*

following information at an appropriate level of detail to allow a robust assessment of the impact of the proposal on air quality and levels of pollution:

- a. A Transport Assessment (or Statement);*
 - b. A full or outline Delivery and Servicing Management Plan (DSMP);*
 - c. An Air Quality Assessment; which should together demonstrate (if necessary through mitigation measures) that the impact of any such vehicle journeys will be offset so that approval will not lead to an overall decrease in air quality in the Plan Area.*
- 2. Where a Travel Plan is approved in connection with an application it should include provision for an annual monitoring report to be submitted to Camden Council for the first five years following construction.*
- 3. Planning applications which can reasonably be expected to result in significant additional motor vehicle journeys in the plan area during construction should provide a full or outline Construction Management Plan at an appropriate level of detail to allow a robust assessment of the impact of the proposal on air quality and levels of pollution in addition to any noise, vibration or obstruction of the highway in the Plan area. The CMP should take into account the cumulative impact of development on the Plan area and demonstrate that the impact of any such vehicle journeys will be appropriately mitigated to minimise their impact on air quality and levels of pollution.*
- 4. A DSMP or CMP should be implemented through vehicles of no more than 7.5 tonnes unladen weight within the Plan Area, other than in circumstances where this is not feasible, in which case such exceptions must be documented within the relevant plan.*
- 5. Any proposed mitigation measures necessary to comply with this Policy TTI will be controlled through condition or Section 106 Agreement."*

The London Plan 2016

- 2.8 The Mayor of London, through the legislation establishing the GLA, has to produce a spatial development strategy (SDS) that sets out strategic planning policy for the whole of London (the London Plan). Chapter 6 of the current London Plan (2016) relates to London's Transport. At the regional level the London Plan Policy 6.3 sets out the Mayor's approach to assessing the effects of development on transport capacity. Policy 6.3 is extracted as follows:

"Policy 6.3 - Assessing effects of development on transport capacity
Planning decisions

A). Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

B). Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

C). Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."

Draft London Plan

- 2.9 On 13th August 2018 the Mayor of London published a version of the draft London Plan that includes minor suggested changes. The draft new London Plan is in the advanced stages of being formally adopted and is therefore of material importance to the assessment of this proposal. Policy T1 of the draft new London Plan sets out the strategic approach to transport:

"Policy T1 Strategic approach to transport

A Development Plans and development proposals should support:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

- 2.10 Policy T2 of the draft new London Plan sets out the Mayor's strategy for 'healthy streets' and is an important new feature of this emerging version of the London Plan. Policy T2 is extracted as follows:

"Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active and public transport travel. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

TfL STARS

2.11 Transport for London's (TfL) Travel Planning Guidance November 2013 offers guidance on the content of Travel Plans. Table 2.1 of TfL's Travel Planning Guidance November 2013 document provides a development scale guideline for travel plans. Under use class D1 (Schools and Nurseries) it states that 'All school developments (are) to have a travel plan'.

2.12 A summary from TfL's Travel Planning Guidance November 2013 document is extracted as follows:

“3. What should the travel plan contain?”

The overarching purpose of any travel plan should be to influence behaviour change and lead to use of more sustainable modes of travel and/or to reduce overall travel to/from the site. This is critical for new developments in order to facilitate the use of sustainable modes among occupiers and visitors from the outset, or to mitigate the impact of trips generated by the site. Therefore, when preparing travel plans, their authors and local authority officers should consider the overarching purpose of the particular travel plan. Whilst the travel plan should be developed as a standalone document, it should aim to address any issues identified within the associated transport assessment (TA) for the development through the promotion of sustainable transport.”

- 2.13 In addition and as explained in the introduction, STARS (Sustainable Travel: Active, Responsible, Safe) is TfL’s school and nursery travel plan accreditation scheme. It rewards schools and nurseries for their engagement with the community and for carrying out initiatives which result in more parents, pupils and staff travelling sustainably.
- 2.14 The STARS travel plan site helps schools to create and implement a successful travel plan and apply for one of three awards, Gold, Silver and Bronze. Abacus Belsize Primary School’s new STARS format School Travel Plan was set-up in February 2018 in direct consultation with Camden Council’s School Travel Plan Officer, Michelle Jamieson. By July 2018 the school had already achieved a Bronze accreditation for its new School Travel Plan.
- 2.15 The levels of the STARS accreditation scheme depends on how successful a school has been in reducing car use and increasing sustainable travel, and how many travel activities a school has completed. The requirements for Bronze, Silver, and Gold STARS accreditation levels are set out as follows for ease of reference:

“Bronze

Start your journey towards a safer, healthier school environment

What you need to do:

- Within one academic year complete 10 different travel activities and 6 supporting activities

- Set at least two active travel targets to see a movement away from car use

Silver

Engage with wider school community to influence travel behaviours; start to see a shift away from car use for your pupils, parents/carers and school staff.

What you need to do:

- Within two academic years complete 20 travel activities, 10 supporting activities and 5 consultation activities
- Provide evidence for each completed activity
- Demonstrate a shift away from car use
- See pupils actively involved in the planning and running of travel activities

Gold

Be among the top 10% of London schools, setting high standards to inspire others to transform travel habits, fully engage the wider community to promote best practices, and see a measurable reduction in the number of journeys made by car every day.

What you need to do:

- Within three academic years complete 25 different travel activities, 15 supporting activities and 8 consultation activities
- Provide evidence for each activity completed
- Demonstrate at least a 6% modal shift away from the car or at least 90% of pupils travelling actively."

2.16 The school's new STARS format School Travel Plan was set-up during the last academic year 2017/2018 and had already achieved a Bronze accreditation by the end of that year. The school has continued to advance its School Travel Plan in the current academic year 2018/2019 and hopes to achieve a Silver accreditation by July 2019.

2.17 A Gold accreditation requires, amongst other initiatives, either a 6% modal shift away from the car or at least 90% of pupils travelling actively. At its current temporary location 'active travel' (i.e. scooting, cycling, and walking) is completely impractical for the vast majority of the roll call who currently travel to the site from within the catchment area by the bus service put on by the

school. Gold accreditation is therefore something that the school will aim to achieve at its new premises assuming planning permission is granted.

3.0 SCHOOL TRAVEL PLAN SUMMARY, MONITORING, & TARGETS

Abacus Belsize Primary School Travel Plan Summary

- 3.1 A summary of the Abacus Belsize Primary School Travel Plan is set out as follows for ease of reference (for the full document refer to Appendix B):

"Abacus Belsize Primary School is a car free school currently operating out of a temporary location in Camley Street. We are a small, one form entry school with 147 children currently on roll. We hope to move to our permanent site within the next few years and aspire to be 100% car free due to our location close to our catchment area. Our staff and community are committed to operating a school and promoting an ethos that has outdoor learning at the heart of what we do and we want children to be environmentally aware of their impact in their local community. We therefore promote and facilitate active, healthy, safe and sustainable travel to and from school. The school encourages pupils and their parents to walk, cycle, scoot to school wherever possible."

- 3.2 The ethos of walking, scooting and cycling is built into communication with parents from the outset. The school has developed a formal 'Car-Free Ethos' document which is presented at Appendix B of this report. The Council supports the 'car-free' nature of the development, as do the school governors, the teachers, parents, and children.
- 3.3 While the school recognises that it cannot exclude children whose parents do not comply with a 'no-car' policy, they can use positive incentives to support and encourage healthy and sustainable travel.
- 3.4 This is fully in line with the outdoor learning ethos which was part of the proposal when the school was established. Such incentives can include pupil project work, competitions and events which are focussed on sustainable travel. The school currently has a cycling to school award. This will extend to other incentives once they relocate to the Former Police Station at Rosslyn Hill. The school always uses public transport or walking for all school trips within London.

- 3.5 The school intends to explore the use of staff as 'arrival wardens' in high visibility clothing to greet children outside the boundaries of the site, giving verbal warnings to any parents who are seen to be using car transport. This can be followed up with parents being called to warning meetings with the Headteacher at which the importance of using alternative means can be discussed and constructive solutions found. This happened in the first term of opening at the first temporary site. This will happen again when they move to Rosslyn Hill.
- 3.6 All these measures and more will be formally incorporated into the School Travel Plan.
- 3.7 The school is in an area where accessibility by non-car modes is plentiful. A total of five day time bus services with high hourly service frequencies operate from stops within 600 metres of the application site. The closest of these stops is on Rosslyn Hill immediately to the north of the site which provides access to routes 46 and 268. A further two bus services, the C11 and 168 can be reached at stops at the Rosslyn Hill junction with Pond Street around 375 metres to the south of the site. One further service, the 24, is within a reasonable walking distance of the site (circa. 550 metres) at South End Green close to Hampstead Heath train station to the east of the site.
- 3.8 In terms of rail services, the new site is within a short walking distance of two train stations which will be readily available for staff and pupils to utilise if required. The two rail stations, Hampstead Heath overground station and Hampstead underground station, are both around 500 metres to the east and to the west of the site respectively. Refer to Figure 1 (page 30) which presents the public transport options available within proximity to the site.
- 3.9 The school has mapped the evolution of its catchment area since 2013. As is shown in Figure 2 (page 31), the most recent intake from the 2017 and 2018 school years are almost entirely within catchment. Accordingly as the older children from outside of the catchment move up to secondary school the future school intake will be almost entirely concentrated within the catchment area.

Figure 2 demonstrates that 70% of the last two years of school intake lives within a 15 minute walking distance of the new site, with the remainder living within a 20 minute walking distance of the site.

- 3.10 The catchment area is within an easy walking, scooting, and cycling distance from the site and multiple local bus services provide an easy alternative throughout the catchment in adverse weather conditions (refer to Figure 3 at page 32 for a bus route through catchment area map).

School Travel Plan Monitoring

- 3.11 Through the school's commitment to its Travel Plan there will be a clear obligation for continued engagement in this process if planning permission is granted. The School Travel Plan will be clear in demonstrating how the school's impacts will be mitigated.
- 3.12 A key factor in monitoring the performance and effectiveness of a School Travel Plan is to carry out regular monitoring surveys of pupils and staff. As a minimum the school will carry out a STARS compliant pupil and staff travel plan monitoring survey every academic year.
- 3.13 It is also the School's intention to set up a working group to review the annual travel plan and will include local resident and community representatives.
- 3.14 The most recent STARS compliant pupil and staff travel plan monitoring survey was carried out in February 2018 in the last academic year. Of the 126 pupils and staff who responded to the survey 11% travelled actively (8% walked, 2% scooted), 85% travelled by public transport (76% by school bus, 5% by tube, 4% by public bus), and 4% travelled by car.
- 3.15 The current travel survey data confirms that pupils and staff already travel by predominantly sustainable travel modes with 96% of pupils and staff travelling by non-car modes.

School Travel Plan Targets

- 3.16 In accordance with best practice guidance, Travel Plan targets must be 'SMART' (Specific, Measurable, Achievable, Realistic and Time-bound).
- 3.17 The key aspect of the SMART assessment detailed above is to development measures that are 'realistic' in the context of the school's travel patterns. The added context for the current Abacus Belsize Primary School Travel Plan is the fact that the school currently operates from temporary premises some three kilometres from the school's defined catchment area.
- 3.18 As detailed in the previous section, the majority of pupils travel to school by the school bus service. This is the most appropriate means of transport for children attending the site and it would be completely impractical to achieve a shift away from the school bus service to 'active travel' modes such as walking, cycling, and scooting.
- 3.19 As discussed, 70% of the last two years of school intake lives within a 15 minute walking distance of the new site, with the remainder living within a 20 minute walking distance of the site. The catchment area is therefore within an easy walking, scooting, and cycling distance from the planned new site making 'active travel' target setting an achievable and realistic outcome of the School Travel Plan at its new location.
- 3.20 The school will target a Gold accreditation for its School Travel Plan within two academic years of being at its new site, assuming planning permission is granted. This means that Abacus Belsize Primary School would be among the top 10% of London schools, and would: complete 25 different travel activities, 15 supporting activities, and 8 consultation activities, provide evidence for each activity completed, and demonstrate at least 90% of pupils travelling actively.

4.0 SCHOOL TRAVEL PLAN MEASURES

- 4.1 Travel Plan 'measures' are the main drivers set up to realise the objectives of a School Travel Plan and to ensure that modal shift targets are being met. This section sets out the measures that the Abacus Belsize Primary School and its stakeholders will adopt at the new premises, managed by the Travel Plan Coordinators, to reduce the traffic impact of the development on the local highway.

'Hard' Measures – Site Design

- 4.2 Many physical aspects of the design of the proposed development will influence travel patterns, and will have a significant impact upon reducing dependence upon the private car from the outset (occupation). The hard engineering measures that are incorporated into the design of the development are set out as follows:

1. The site has been designed to be highly accessible for mobility impaired persons with step-free access to the school building as well as step-free access across the internal parts of the school site.
2. The school will be 'car-free'. No off-street car parking spaces will be provided under the proposals. The principle of an entirely car-free and zero on-site car parking scheme has been discussed and agreed with Camden Council's Highways Officers during formal pre-application dialogue.
3. There is currently no demand for Blue Badge parking for the school. However, it is proposed to provide a new Blue Badge parking bay on Rosslyn Hill immediately outside the site which could be used by visiting Blue Badge holders or future staff whom might be Blue Badge holders. The on-street Blue Badge bay would be publically available and therefore of potential benefit to the local community. The Blue Badge bay would be created by converting the Traffic Regulation Order (TRO) of a section of the existing pay and display parking bay on Rosslyn Hill immediately

outside the site. Refer to Figure 4 (page 33) for an illustrative plan demonstrating the intended changes to the TRO on Rosslyn Hill.

4. During formal pre-application discussions with Camden Council, the Council's highways team has stated that it intends to remove the remainder of the pay and display bay on Rosslyn Hill outside the site to provide 'School Keep Clear' yellow zig-zag markings as is shown illustratively in Figure 4. Exact details of the TRO works and any other off-site highways works under the proposals are considered to be adequately secured by the Council as a condition of any future planning permission and incorporated within a S278 Agreement.
5. A total of 28 secure and sheltered cycle parking spaces will be provided on-site comprising of separate stores for staff and for children as well as an additional secure and covered store for 18 scooters. Two Sheffield stands will be provided on the pavement on Rosslyn Hill immediately adjacent to the main entrance to the building which will serve as the requirement for two short-stay spaces in relation to the school use. Refer to Appendix A. This level of cycle parking provision is in accordance with the London Plan and the emerging New London Plan standards and has been discussed and agreed as acceptable by Camden Council's highways department during formal pre-application correspondence.
6. A staff shower and changing room as well as sufficient ancillary secure staff space for lockers etc is provided within the building to encourage and facilitate members of staff to walk, jog, and cycle to the new site.
7. At present the school operates a coach and mini-bus service which transports its pupils and some staff from the catchment area to the current temporary accommodation. Should the planning application for the proposed change of use be permitted by Camden Council, these coach/mini-bus trips will no longer be necessary as the majority of the pupils and staff will live within ready walking and cycling distance of the new school site. Those

school-related walking, scooting, and cycling trip to the pick-up points will simply transfer to the new premises.

8. Coaches will be used twice a year for trips outside London – Hampstead Heath car park would be used for that. The school is willing to have s106 obligation that coaches will not be used, except for out of London trips.
9. The school would manage its delivery servicing arrangements so as not to coincide with the morning and after peak periods. The school pupils will have arrived by 9am and departures would start at around 3pm. Deliveries will be consolidated as much as possible to minimise the total number of deliveries over the course of a typical week.

'Soft' Measures – Marketing, Management and Promotion

- 4.3 The marketing, management and promotion of the School Travel Plan are similarly the keys to its success. A number of tasks will be carried out to ensure that the Abacus Belsize Primary School Travel Plan is promoted effectively. The Travel Plan Coordinators will oversee the completion of these actions. The soft marketing, management, and promotional measures that have been and will be employed at the new site are detailed as follows:

1. The school has developed a formal 'Car-Free Ethos' document which is presented at Appendix C of this report. The 'Car-Free Ethos' is communicated to all staff and parents/carers at the outset of each new school year and on a semi-regular basis thereafter.
2. A 'Travel Information Leaflet' will be compiled and distributed to all staff. The leaflet will include details of all local public transport access points (including a map and timetables), and the walk and cycle network in proximity to the site.
3. A travel section will be set up on the school's website; this will include details on accessibility to the site by all modes of travel, and links to the TfL journey planner.

4. Travel information will also be supplied on staff and community notice boards within the school building.
5. The Travel Plan Coordinators will offer personalised travel planning advice for staff and parents/carers whom wish to take up this offer.
6. Walk and cycle to school / work weeks will be publicised by the Travel Plan Coordinators.
7. Drop-offs and pick-ups will be spread out over the morning and afternoon peak periods which are around 830-9am and 330-4pm which will help to minimise the impact on the transport network and on neighbouring amenity. The school will provide a breakfast club and after school clubs. Years 1, 2, 3, and 4 will be dropped-off and collected from the main entrance on Rosslyn Hill. Reception and Years 5 and 6 will be dropped-off and collected from the playground via the gated entrance on Downshire Hill.

'Soft' Measures – Educational and Curriculum Based

- 4.4 There are additional educational and curriculum based measures which are currently being implemented by the school at the current location and will continue to be implemented at the new site. These measures are specific to targeting the children and the parents of the children of the school, set out as follows:

1. Working in partnership with local police. The school has organised for a local police officer to visit the school and talk to all children about safety in the community. This will start as a whole school assembly around road and general safety when out and about, and then focussed workshops with year 3 and 4.
2. Safe cycling clubs will be set up with the older pupils as well as scooter safety built in to the curriculum.
3. Promote responsible behaviour on public transport. Before any school trip, each class promotes responsible behaviour on public transport. The school discusses why other people use the buses

and the meaning of priority seats on buses and trains. Pupils are taught to understand the need for using quieter voices when on public transport and how to respect others in the same carriage or bus. Discussions also take place as to how to stay safe.

4. Other road safety activity. The school promotes positive travel behaviours and safety whilst travelling by coach, which is how the majority of children get to school every day. Staff are aware that sitting on coaches, using seat belts, calm behaviour etc are important to safety. Staff reinforce good, safe behaviour day to day and children can explain clearly how they stay safe on a daily basis using the school buses.
5. Road safety talks. The school teach road safety as part of its curriculum with a real focus in the autumn term. The school also discuss the green cross code and how to keep safe as a pedestrian the day before the school leave for school trips.
6. Walking trips. School students always walk to local trips, with a maximum walking time of 25 minutes. For example, children have walked to London Zoo and the British Library for recent trips as well as going on a walking tour of other historical sites of London. The school has walked to Buckingham Palace from Green Park to watch the changing of the guards, and from there walked to see Big Ben before taking the tube from Westminster.
7. Health benefits of active travel. The health benefits of active travel are covered in the curriculum and through assembly time.
8. Mapping exercises. For the Reception class 'Transport' topic, children created their own versions of the London Underground map, talking about the trains they use and the purpose of them. These are part of a transport display in their classroom.
9. A walk around the Heath. The school took part in the national 'Walk 4 Wildlife' initiative whereby the school walked for an hour on a trail around Hampstead Heath along with parents and carers to raise awareness and money for local wildlife charities (Abacus Belsize Primary School's was the RSPB). The school encouraged additional walking by not using the school buses at home time,

with families collecting children from Hampstead Heath to walk or travel back home at the end of the day.

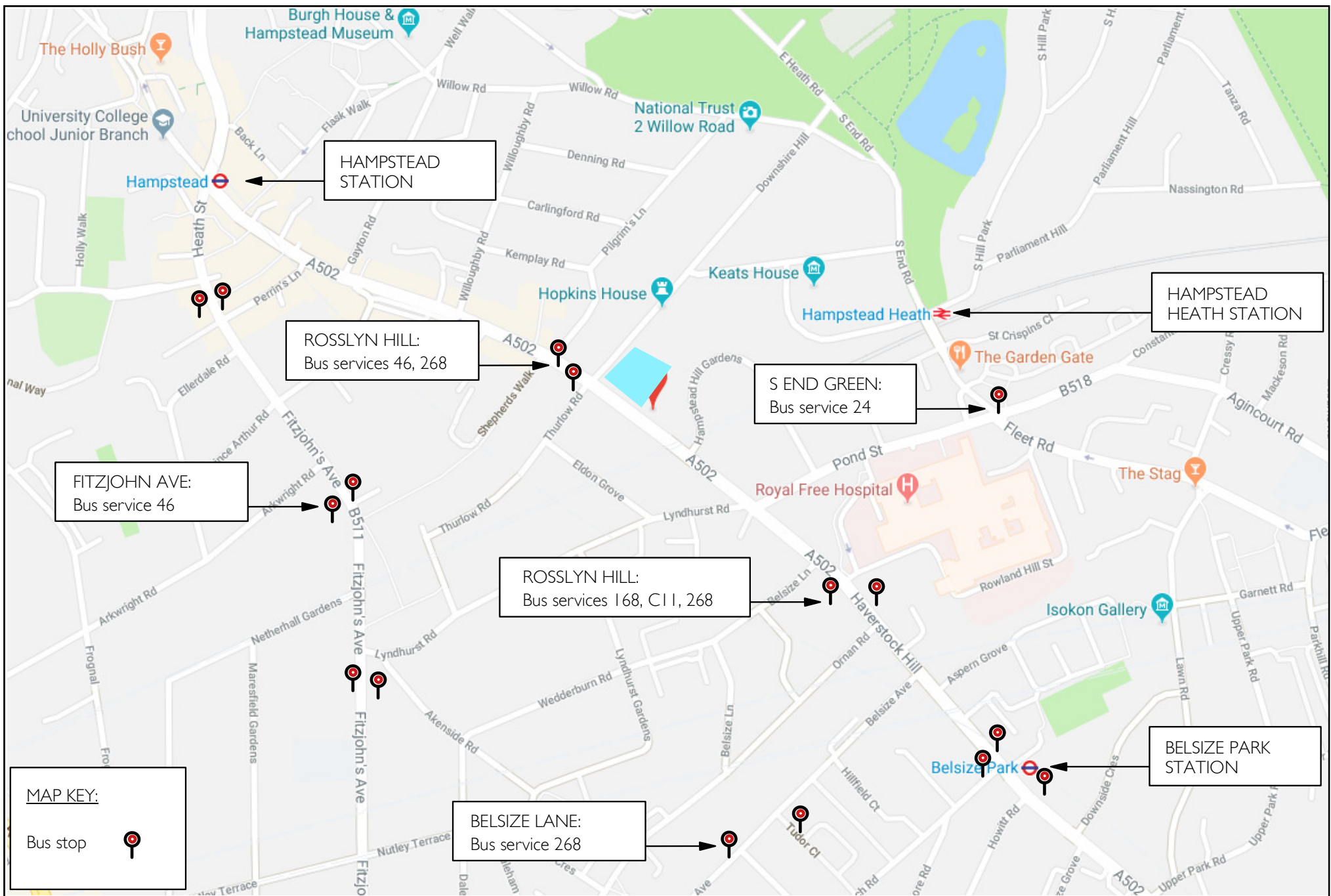
10. Publicity within the local community. The school set a half term project for families to describe their walking journey to school. The stories were then collated and the school has met with an author who will be turning them into a published book. This book will be available within the school's local community and library.
11. Outdoor classroom day. Year 3 walked to Granary Square (around 20 minutes) and did Maths outdoors. They looked for arrays in the local areas and then drew these into their Maths books as part of their multiplication unit.
12. Outdoor learning week. As part of the school's commitment to Outdoor Learning, the school holds half termly 'Outdoor Learning Week's. The majority of lessons that week happen outdoors and outside of the classroom. At the end of every full term, the school spends a day on Hampstead Heath where parents are invited to participate. Every half term, classes explore the local area by foot and visit areas such as Camley Street Natural Park, St Pancras Cemetery and gardens, a walking route along the canal, and Granary Square. Children also explore areas further afield – e.g. key stage 2 children went 'mud larking' along the riverbed of the Thames.
13. Public transport for school trips. The school always use the tube/buses for school trips.

5.0 SUMMARY

- 5.1 To summarise, the purpose of this School Travel Plan Statement is to provide a summary of the School's current Travel Plan, the Transport Assessment submitted with the planning application, demonstrating the means by which any potential detrimental effects of the school proposal will be mitigated.
- 5.2 The implementation of the School Travel Plan will be secured by Camden Council as a condition of any future planning permission as well as in a S106 Agreement at the new site and will therefore become a legally binding and enforceable document. This should give the local community reassurance that the school will take its travel behaviours seriously.
- 5.3 The School Travel Plan Coordinator is the Headteacher, Vicki Briody. The role is shared with Stephanie Savides-Howell who is a senior member of the school's management staff. Since February 2018 the school has been working closely with Camden Council's School Travel Plan Officer, Michelle Jamieson, on its new STARS compliant School Travel Plan document.
- 5.4 Of the last two years of school intake 70% lives within a 15 minute walking distance of the new site, with the remainder living within a 20 minute walking distance of the site. The new site is also in an area where accessibility by non-car modes is plentiful. The school has developed a formal 'Car-Free Ethos' document which is fully supported by staff, parents/carers as well as the children themselves.
- 5.5 A key factor in monitoring the performance and effectiveness of a School Travel Plan is to carry out regular monitoring surveys of pupils and staff. As a minimum the school will carry out a STARS compliant pupil and staff travel plan monitoring survey every academic year and it is the school's intention to set up a working group to review the annual travel plan and will include local resident and community representatives.

- 5.6 The school will target a Gold accreditation for its School Travel Plan within two academic years of being at its new site, assuming planning permission is granted. This means that Abacus Belsize Primary School would be among the top 10% of London schools, and would: complete 25 different travel activities, 15 supporting activities, and 8 consultation activities, provide evidence for each activity completed, and demonstrate at least 90% of pupils travelling actively.

FIGURES



Date: 16-February-2018
 Scale: NTS
 Source: Google Maps
 Drawing No: P1839/TS/02



P1839: FORMER HAMPSTEAD POLICE STATION, 26 ROSSLYN HILL, NW3 1PD

Figure 1.

Public Transport Accessibility Map



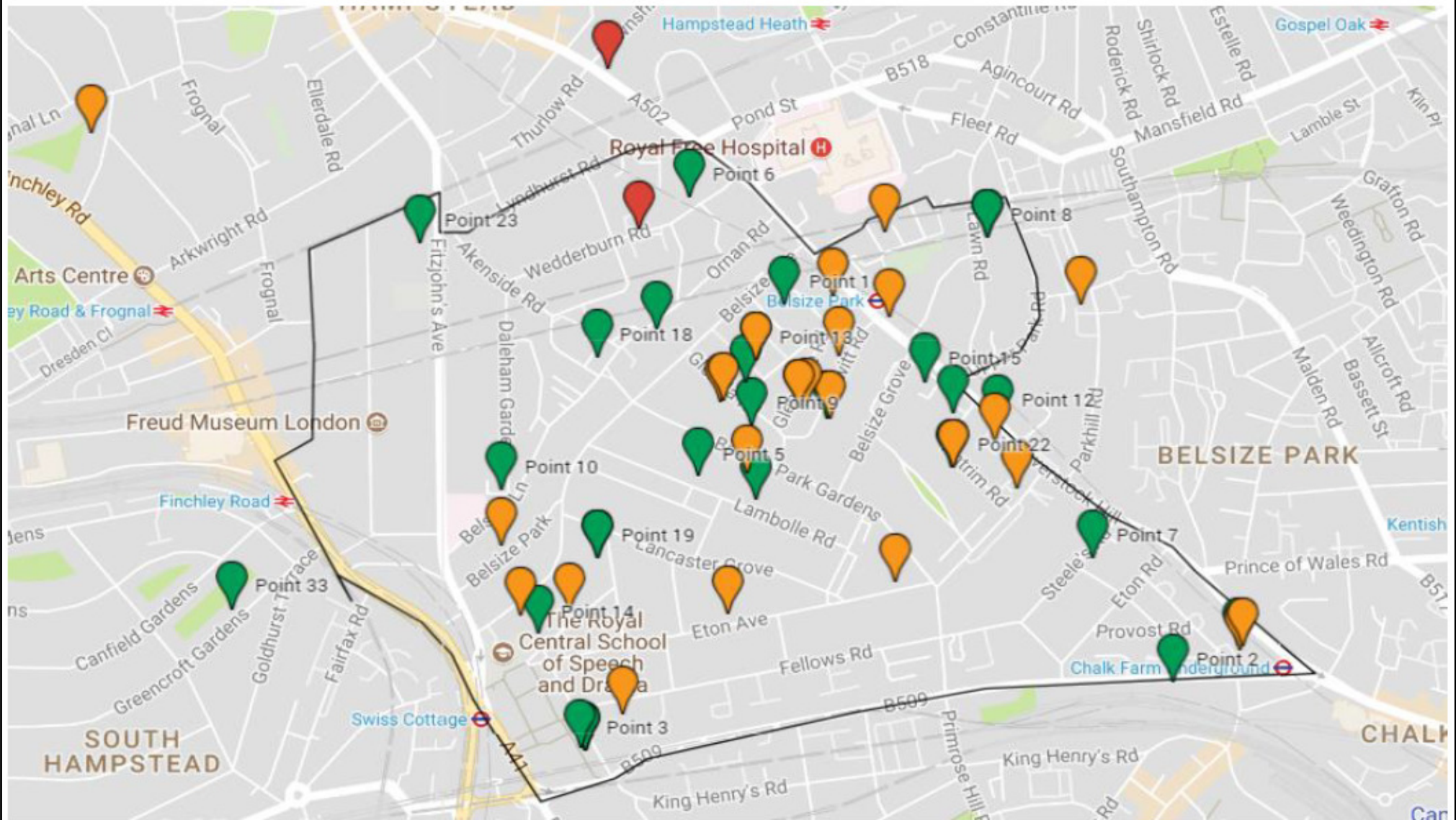
PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS

Existing children 2022

Reception 2017 | 2018

Hampstead Police Station

St Peter's Church (measure point)



Date: 12-September-2018
Scale: NTS
Source: Abacus Belsize School
Drawing No: PI839/TA/07



PI839: FORMER HAMPSTEAD POLICE STATION, 26 ROSSLYN HILL, NW3 1PD

Figure 2.

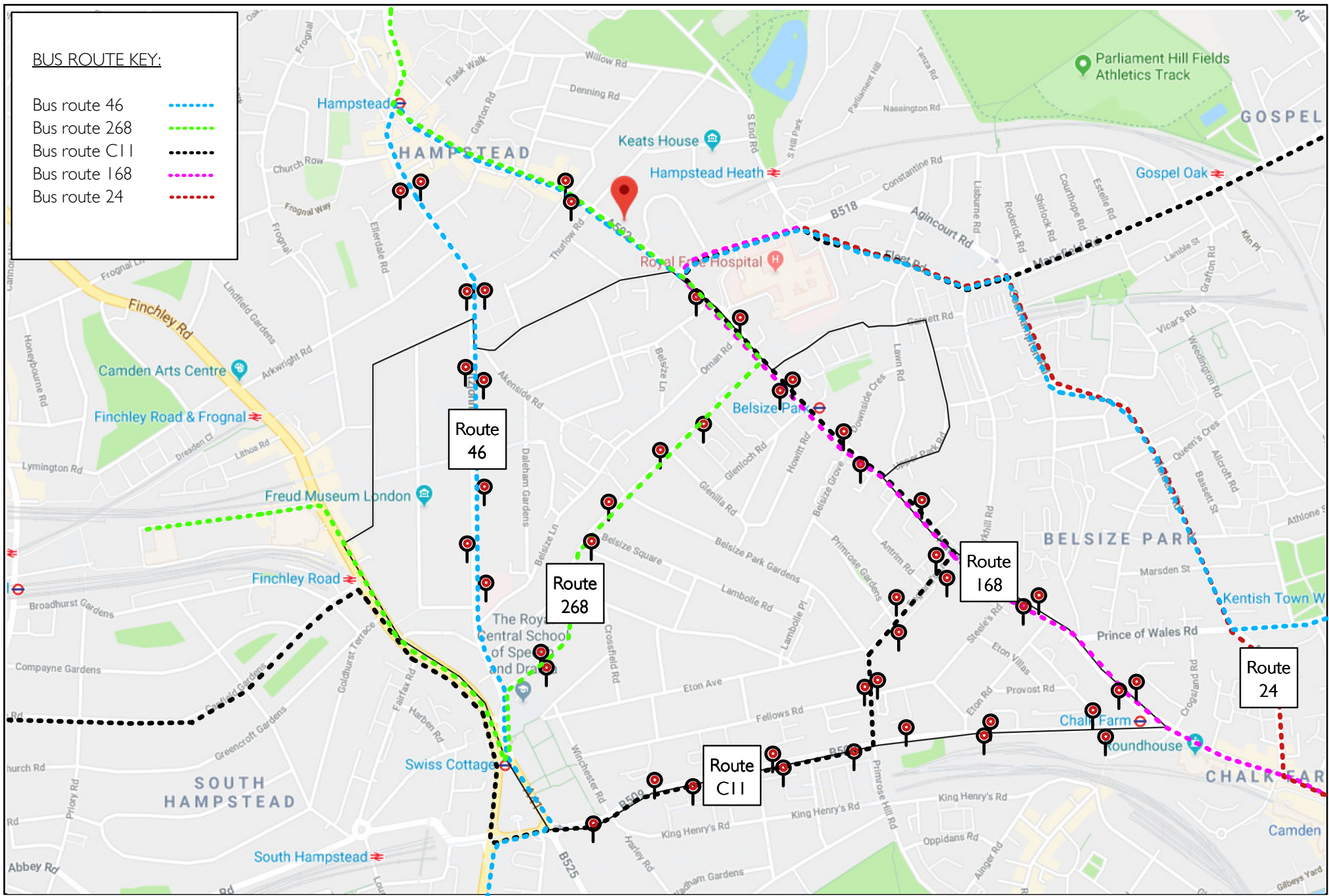
Abacus Belsize Primary School Intake 2017-2018



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

BUS ROUTE KEY:

- Bus route 46
- Bus route 268
- Bus route C11
- Bus route 168
- Bus route 24



Date: 20-June-2018
Scale: NTS
Source: Google Maps/PMA
Drawing No: PI839/TA/08



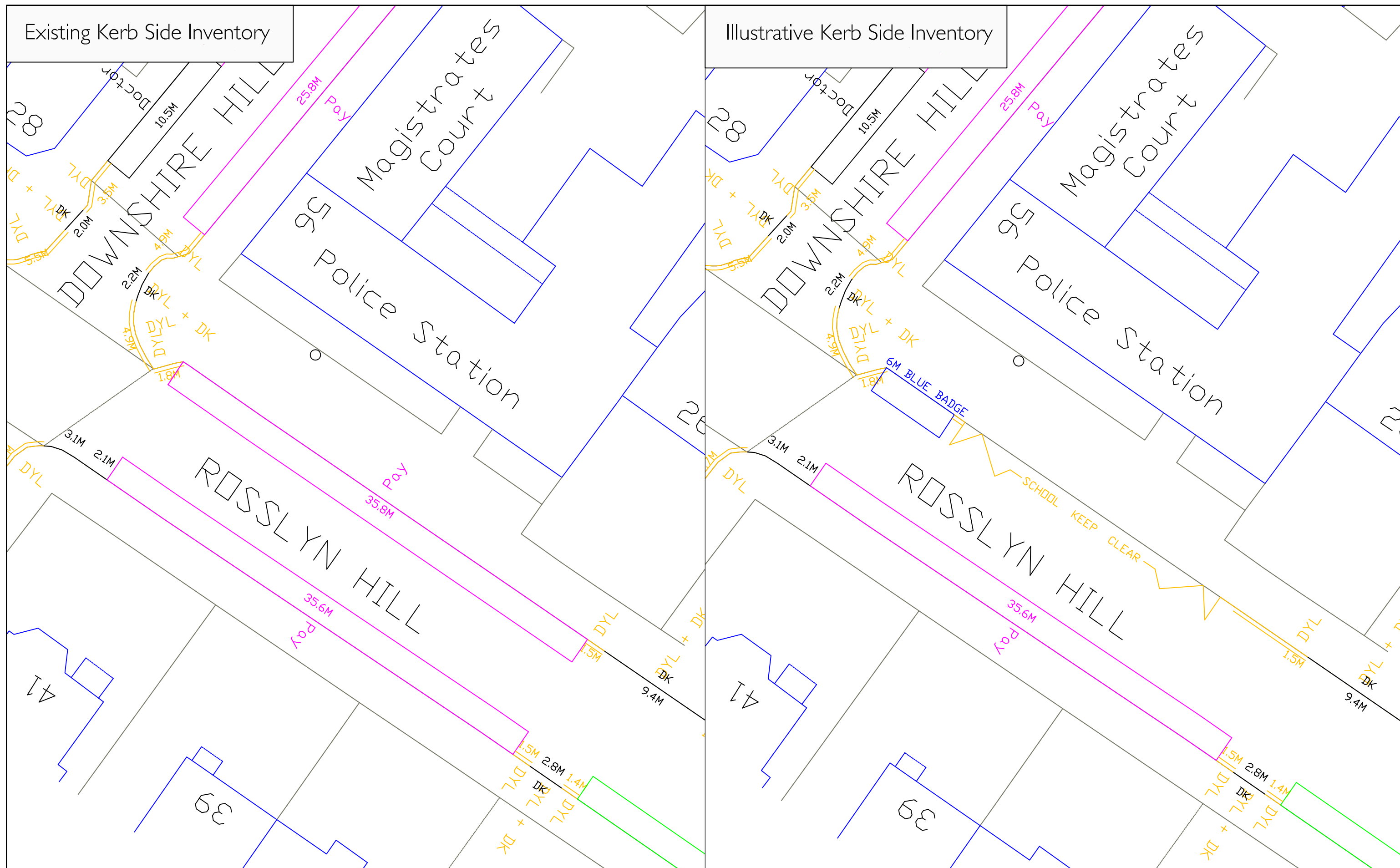
PI839: FORMER HAMPSTEAD POLICE STATION, 26 ROSSLYN HILL, NW3 1PD

Figure 3.

Bus Routes and Bus Stops in Catchment Area

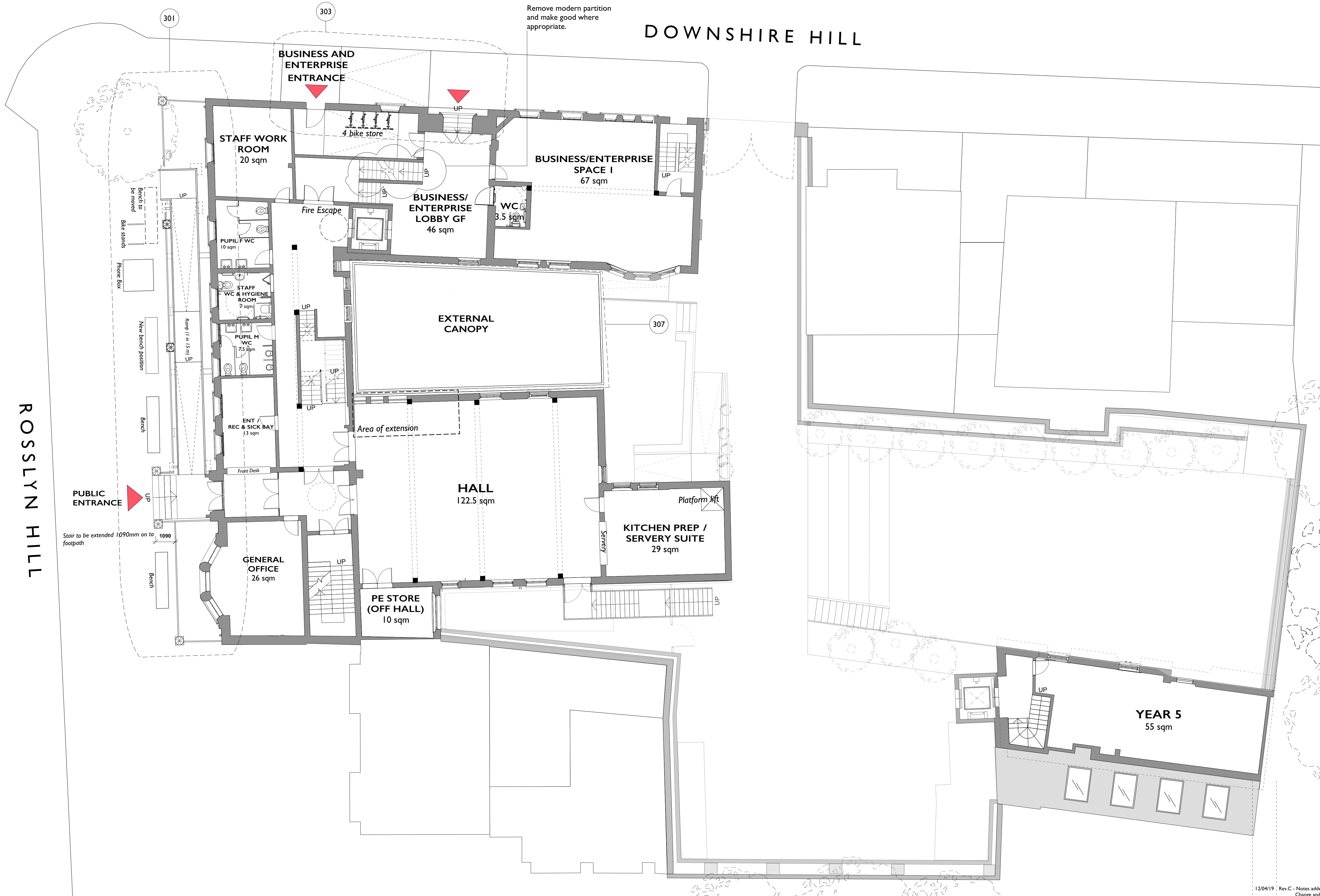


PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



APPENDIX A

Proposed Site Plan



PROPOSED GROUND FLOOR PLAN



12/04/19 Rev.C - Notes added
Change and add bench
Acoustic wall included
Annex lift amended
Canopy columns included
26/02/18 Rev.B - Bike storage enclosed
Date: Revision: DR:CH: Thumbnail:

Type:
GENERAL ARRANGEMENT

Dwg.no:
P - 1732 - 101 C

Scale: 1:200@ A3 Job Title: **Abacus Belsize Primary School**

Client: **DFE** Drawing Title: **Proposed Ground Floor Plan**

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should be taken from figured dimensions only.
All dimensions to be checked on site.
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41 Corsham Street, London N1 6DR

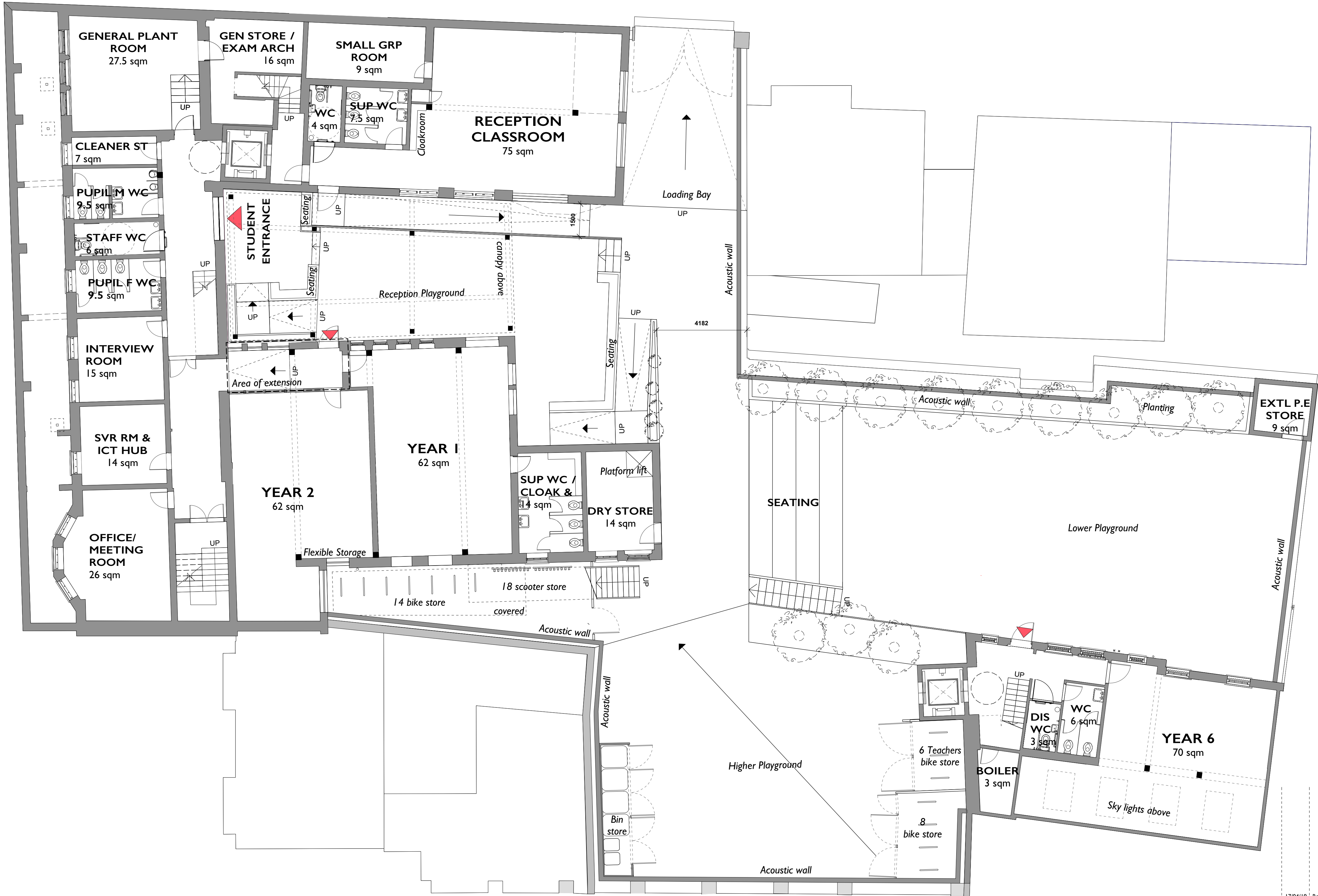
satellitearchitects

PROPOSED

SA

DOWNSHIRE HILL

ROSSLYN HILL



All flooring will be retained and covered over where necessary.

PROPOSED LOWER GROUND FLOOR PLAN



17/04/19	Rev.D - Teacher cycle number changed
12/04/19	Rev.C - Notes added
	Add post for new ramp
	Canopy beams added
	Acoustic wall included
	Annex lift amended
	Canopy columns included
26/02/18	Rev.B - Bike storage enclosed
# Date:	Revision:
	DR:CH: Thumbnail:

Type: GENERAL ARRANGEMENT

Dwg.no: P - 1732 - 100 D

1:1000@ A1	Job Title: Abacus Belsize Primary School
Scale: 1:2000@ A3	Drawing Title: Proposed Lower Ground Floor Plan
Client: DFE	41 Cornham Street, London N1 6DR
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PROPOSED

sa

APPENDIX B

Abacus Belsize Primary School Travel Plan – Bronze Acc. (Valid to August 2019)

London Borough of Camden

Abacus Belsize Primary School



Bronze accredited

Abacus Belsize Primary School Travel Plan

01/09/2017 - 15/10/2018

Summary

Abacus Belsize Primary School is a car free school currently operating out of a temporary location in Camlet Street. We are a small, one form entry school with 147 children currently on roll. We hope to move to our permanent site within the next few years and aspire to be 100% car free due to our location close to our catchment area. Our staff and community are committed to operating a school and promoting an ethos that has outdoor learning at the heart of what we do and we want children to be environmentally aware of their impact in their local community. We therefore promote and facilitate active, healthy, safe and sustainable travel to and from school. The school encourages pupils and their parents to walk, cycle, scoot to school wherever possible.

School information

Current Level

Bronze accredited

Awarded

September 2018

Valid until

August 2019

Basic information

Opening hours

08:00 - 18:00

Student school hours

09:00 - 15:00

Breakfast club opening hours

08:00 - 09:00

Extended school visiting time

16:00

Number of staff

19

Site crossing points

0 crossings

Site crossing patrol

No

Joint access

Unknown

Travel and planning

Bus routes

Our children take a private bus to school, as part of our travel plan due to being temporarily located outside of our catchment area.

Bus stop procedure

Children meet our staff in 2 location drop off points: Belsize Park library and the Swiss Cottage Leisure Centre. Our staff then walk children to the busses, which are located on the main road.

Catchment area

Our catchment area is Belsize Park and our temporary location is on Camley

Street, in the Camden/Kings Cross area.

Expansion plans

We are due to move into our permanent site on Rosslyn Hill and so our Travel Plan will change significantly.

Engineering measures

Unknown

Other travel information

Unknown

Rules relating to school travel

We impose a no car rule to all families. This is reiterated on school tours and when Reception parents join us for transition days in the Summer Term.

Notes about travel in the area

Unknown

Cycle routes

Unknown

Facilities and parking

Covered sheffield stand

0 spaces

Helmet lockers

Unknown

Motorcycle parking

Unknown

Sheffield stand

Unknown

Student storage lockers

Unknown

Staff parking

0 spaces

Cycle racks

3 spaces

Staff storage lockers

Unknown

Staff car share parking

Unknown

Other cycle parking

Unknown

Staff shower facilities

Yes

Disabled parking

0 spaces

Scooter parking

6 spaces

Number of entrances

1 entrances

Visitor parking

0 spaces

Access to car park

We do not have a car park at school.

Local speed limit

20 mph

Coach parking

No

Edubase data

Address

Jubilee Waterside Centre
105 Camley Street
London
N1C 4PF

Phase of education

Primary

DfE Number

202/2001

School type

Free Schools

URN

139837

2073878018

[Go to website](#)

Gender

Mixed

Status

Open

Age range

4 - 11

Number of pupils

101

Targets

 In progress

Car free travel policy

Description

As a school, we wish to create a car free travel policy to deter parents from driving into school, especially when we move to our permanent site. This will be presented to all parents (and staff) and be part of our transition meetings in Reception.

Planned date

26/06/2018

Closed date

29/09/2018

Create Active Travel Plan Policy

Description

We would like to consult parents and the community on creating an active travel policy both for our temporary site and for our permanent site.

Planned date

26/06/2018

Closed date


29/03/2019

Survey Groups


Whole school (pupil and staff) hands-up survey 2017/18

Participants	Date	Responses	Response rate
Pupils & staff	19/02/2018	126	93%


Active travel (11%/0%)



Walking (8%/0%)




Scooting (2%/0%)



Buggy (0%/0%)

Cycling (1%/0%)



Public transport (85%/0%)



Rail/Overground
(0%/0%)


Tube (5%/0%)



DLR (0%/0%)

Tram (0%/0%)

Public bus (4%/0%)



School bus/Taxi
(76%/0%)




River (0%/0%)

Car (4%/0%)



Car/Motorcycle
(4%/0%)



Car share (0%/0%)

Park and stride
(0%/0%)

Stories

Working in partnership with local police

Our story

We have organised for our local police officer to come in and talk to all children about safety in the community on Thursday 12th July. This will start as a whole school assembly around road and general safety when out and about, and then focussed workshops with year 3 and 4 later in the morning.

Dates of activity

12/07/2018 - 12/07/2018

Number of participants

120

Other smarter driving activity

Our story

For school events, we offer transport on our school buses for parents to avoid them driving in to school.

Dates of activity

26/06/2018 - 26/06/2018

Number of participants

120

Promote responsible behaviour on public transport

Our story

Before any school trip, each class promotes responsible behaviour on public transport. We discuss why other use the buses and the meaning of priority seats on buses and trains. In the past, our children have offered priority seats to those less able to stand, without being prompted. They understand the need for using quieter voices when on public transport and how to respect others in the the same carriage or bus. We have also discussed how to stay safe.

Dates of activity

26/06/2018 - 26/06/2018

Number of participants

120

Other road safety activity-school bus

Our story

We operate a school bus system which transports our children everyday. This is more convenient and better for the environment (less air pollution) then asking parent/carers to drive children to our temporary site (which is out of the catchment area). We hire our school buses through Camden transport.

Dates of activity

26/06/2018 - 26/06/2018

Number of participants

120

Cycle parking installed

Our story

We have cycle parking installed which is now used by a member of staff and both parents and children (who currently use it for their scooters)

Dates of activity

26/06/2018 - 26/06/2018

Number of participants

1

Other road safety activity

Our story

We promote positive travel behaviours and safety whilst travelling by coach, which is how we get our children to school everyday. Staff are aware that sitting on coaches, using seat belts, calm behaviour etc are important to safety. Staff reinforce good, safe behaviour day to day and children can explain clearly how they stay safe on a daily basis using the school buses.

Dates of activity

26/06/2018 - 26/06/2018

Number of participants

130

Road safety talks

Our story

<p>We teach road safety as part of our curriculum with a real focus in the Autumn term in our topic "Transport". We also discuss the green cross code and how to keep safe as a pedestrian the day before we leave for school trips. We have previously had police officers deliver an assembly, discussing road safety with the whole school.</p>

Dates of activity

26/06/2018 - 26/06/2018

Number of participants

120

Walking trips

Our story

Our students always walk to local trips, with a maximum walking time of 25mins. For example, children have walked to London Zoo and the British Library for recent trips.

Next week, our pupil premium children are going on a walking tour of some of the historical sites of London. We are walking to Buckingham Palace from Green Park to watch the changing of the guards, and then we will be walking to see Big Ben and then taking the tube from Westminster.

Dates of activity

22/06/2018 - 13/07/2018

Number of participants

120

Health benefits of active travel

Our story

The health benefits of active travel are covered in the curriculum and through assembly time.

Dates of activity

22/06/2018 - 13/07/2018

Number of participants

48

Removal of car parking to encourage active travel

Our story

We have recently closed our staff car park and informed staff that they will no

Dates of activity

22/06/2018 - 23/06/2018

longer be able to drive in or park near the school. We have also informed all visitors to the school that there is no parking available on site and directed them to the pay and display road on Camley Street. In the mornings, our facilities manager stands outside the gate to monitor for cars and to turn anyone away arriving by car. Because this is our temporary site, we will be using this space as an additional playground, but have plans in our permanent site for bike and scooter shelters. We currently have 4 bike stands in the area that used to be a car park.

Number of participants

16

Mapping exercises

Our story

For the Reception class 'Transport' topic, children created their own versions of the London Underground map, talking about the trains they use and the purpose of them. These are part of a transport display in their classroom.

Dates of activity

22/06/2018 - 22/06/2018

Number of participants

30

A Walk Around the Heath

Our story

The school took part in the national 'Walk 4 Wildlife' initiative whereby as a school, we walked for an hour on a trail around the Heath along with parents and carers to raise awareness and money for local wildlife (ours was RSPB). We encouraged additional walking by not using the school buses at hometime, with families collecting children from the Heath to walk or travel back home at the end of the day.

Dates of activity

19/05/2018 - 19/05/2018

Number of participants

100

Publicity within the local community

Our story

We set a half term project for families to describe their walking journey to school. Now we have collated these, we have met with an author who will be turning our stories into a published book. This book will be available within our local community and library.

Dates of activity

07/05/2018 - 06/07/2018

Communicating with parents/carers

Our story

We send out regular reminders to parents that we are a car free school and every morning, a member of staff in a high vis will patrol the front area of the school to discourage parents from dropping off their children by car. We also discuss this with prospective parents who join us on school tours and in the induction for all new Reception families every year.

Dates of activity

01/04/2018 - 01/05/2018

Number of participants

240

Outdoor Classroom Day

Our story

Year 3 walked to Granary Square (around 20 minutes) and did Maths outdoors. They looked for arrays in the local areas and then drew these into their Maths books as part of their multiplication unit.

Dates of activity

30/01/2018 - 30/01/2018

Number of participants

25

Outdoor Learning Week

Our story

As part of our commitment to Outdoor Learning, we hold half termly 'Outdoor Learning Week's. The majority of lessons that week happen outdoors and outside of the classroom. At the end of every full term, we spend a day on the Heath where parents are invited to participate. Every half term, classes explore the local area by foot and visit areas such as Camley Street Natural Park; St Pancras Cemetery and gardens; a walking route along the canal; Granary Square. Children also explore areas further afield - out Key Stage 2 children went 'mud larking' along the riverbed of the Thames.

Dates of activity

29/01/2018 - 02/02/2018

Number of participants

120

Public transport for school trips

Our story

we always use the tube/buses for school trips

Dates of activity

20/09/2017 - 20/07/2018

Number of participants

120

APPENDIX C

Abacus Belsize Primary School, Car-Free Ethos Document

Abacus Belsize Primary School Car Free Policy

September 2018

Ethos

Abacus Belsize Primary School is a car free school. As a local, community school, we want to promote a healthier lifestyle for our children. With outdoor learning at the heart of what we do, we want children to be environmentally aware of their impact in their local community. We therefore promote and facilitate active, healthy, safe and sustainable travel to and from school. The school encourages pupils and their parents to walk, cycle, scoot to school wherever possible. We will not provide parking facilities for families or staff unless there is a valid, medical reason for the need for transport.

The school run accounts for a large proportion of rush-hour traffic. Here are some of the key benefits of taking to your feet instead:

Health

Soaring rates of childhood obesity and illnesses such as type 2 diabetes associated with this can be prevented through a healthy dose of walking. In fact, walking helps protect the body from many serious illnesses later on in life. On average around half of all children do not do the minimum one hour a day of physical activity recommended by the Health Education Authority. A brisk walk to school can help them get their daily exercise and arrive at school or home, refreshed and energised.

Social

Walking can have a positive effect on a child's emotional wellbeing. It can encourage independence, road sense and also be an opportunity to chat with friends.

Environmental

The average drive to school and back releases 800g of CO₂ into the air – enough to inflate over 60 balloons.

Economical

Encouraging your child to walk to school will save you money on transport fares or petrol money.

To make active travel a positive experience for everybody concerned, we expect our pupils to:

- Behave in a sensible, safe and respectful manner and to consider the needs of others when travelling
- Use lights and high-visibility clothing where appropriate and consider wearing a cycle helmet
- Store their bike or scooter in the areas provided
- Check that their bicycle or scooter is roadworthy and well maintained
- Follow the rules of the road (Highway Code) when travelling Parents and carers are reminded that they are responsible for the safety of their child on the journey to and from school.

We would like to thank you in advance for supporting our travel policy. If you have any ideas on how to promote, or provide new opportunities for active travel please get in touch with the school