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

FORMER HAMPSTEAD POLICE STATION,

26 ROSSLYN HILL, LONDON, NW3 1PD

TRANSPORT ASSESSMENT

April 2019

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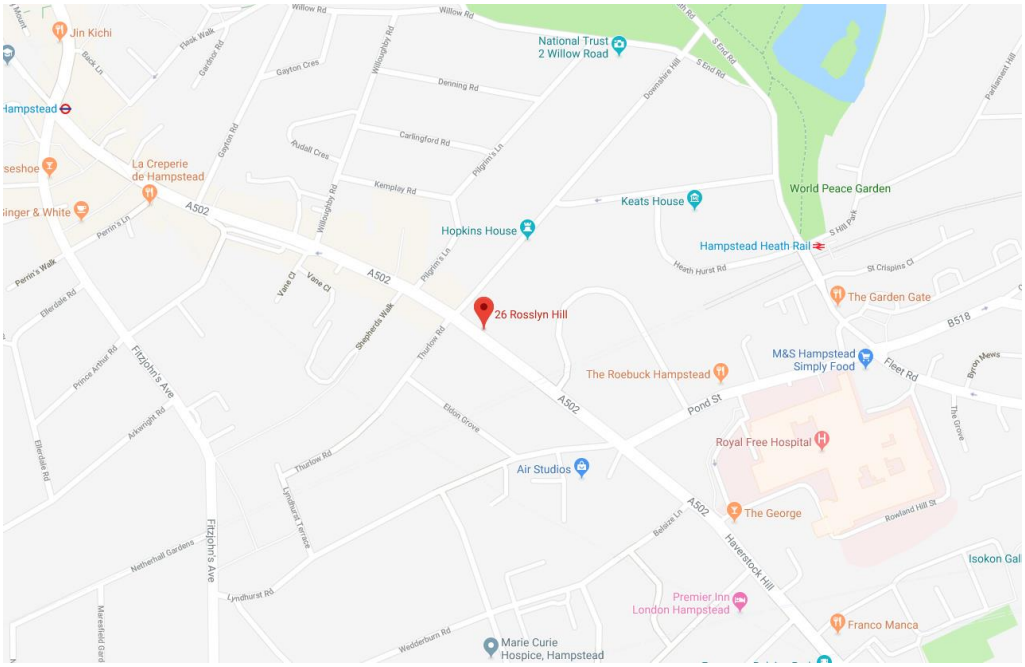
1.0 INTRODUCTION

1.1 Paul Mew Associates 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.

1.2 The local planning and highway authority is the London Borough of Camden.

Application Site Details

1.3 The application site's location is presented on a map in Figure 1 of this report (page 50); the site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.



1.4 The site is the Former Hampstead Police Station. The site occupies the corner plot of the (A502) Rosslyn Hill junction with Downshire Hill. The site currently comprises of 2,189 sqm gross internal area (GIA) in sui generis use.

1.5 The main pedestrian entrance to the site is to the front on Rosslyn Hill. There are three separate pedestrian entrances on Downshire Hill plus a vehicle access which provides access to 14 off-street car parking spaces at the rear of the site.

1.6 The roads adjoining the site are within Camden Council's controlled parking zone (CPZ) 'CA-H' which operates Monday to Saturday from 8am to 9pm.

1.7 The site has a public transport accessibility level (PTAL) score of 4 which is a 'good' rating as defined by Transport for London (TfL).

Proposed Development

1.8 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. 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."*

1.9 There are seven year groups in a traditional primary school from Reception through to Year 6. A 1FE school has 30 pupils per year group therefore the capacity of the new school will be 210 pupils plus around 24 members of staff.

1.10 The courthouse wing at ground and first floor level is proposed to be converted to 'business/enterprise space' under use class B1. The B1 space will be accessed from Downshire Hill and will be completely independent from the school in terms of access to the building and day-to-day operations.

1.11 The Council has considered the B1 use as acceptable given the business and employment benefits and the Council's Economic Development team consider

there is significant demand for business accommodation in the area, especially accommodation suitable for small businesses.

1.12 The proposed site plan is presented at Appendix B of this report.

1.13 Abacus Belsize Primary School currently operates from premises at the Jubilee Waterside Centre, 105 Camley Street, London, N1C 4PF on a temporary basis.

1.14 However 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. 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.

1.15 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.

1.16 The purpose of the Transport Assessment is to appraise the effects of the proposed school site on public and private forms of transport, local highways and footways, and identify the means by which any detrimental effects can be mitigated.

1.17 A framework Construction Management Plan has also been prepared for submission with the full planning application under a separate cover.

1.18 Abacus Belsize 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.

1.19 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.

1.20 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 in this process.

Recent Planning History

1.21 A planning application was submitted to the London Borough of Camden in April 2016 for the change of use and partial demolition and extension of the premises to provide a 2FE primary school – planning reference 2016/1590/P. The full description of development as extracted from the Council's website was as follows:

> *"Change of use from police station (sui generis) to school (Use Class D1) including the partial demolition and extension to the rear of the Grade II Listed Building and associated works."*

1.22 The above mentioned planning application was refused by Camden Council in August 2016. A total of 12 reasons for refusal have been listed in the Council's formal decision notice, five of which relate to highways issues and have been extracted as follows for ease of reference:

> *"2. The proposed development due to its scale and intensity of use would by reason of the additional trip generation and traffic congestion have a detrimental impact on the local transport network contrary to CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategy and policies DP16 (The transport implications of development) DP17 (Walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies."*
>
> *"7. The proposed development, in the absence of a legal agreement securing a school travel plan and associated monitoring and administrative costs for a period of 5 years, would fail to promote the use of sustainable means of travel, contrary to policies CS11 (sustainable travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policy DP16 (transport implications of development) of the London Borough of Camden Local Development Framework Development Policies."*
>
> *"8. The proposed development, in the absence of a legal agreement securing it as car-free, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area, contrary to policies CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and*

policies DP18 (Parking standards and the availability of car parking) and DP19 (Managing the impact of parking) of the London Borough of Camden Local Development Framework Development Policies."

"9. The proposed development, in the absence of a legal agreement securing a construction management plan and the establishment and operation of a Construction Working Group, would be likely to give rise to conflicts with other road users and would fail to mitigate the impact on the amenities of the area generally, contrary to policies CS5 (Managing the impact of growth and development), CS11 (Promoting sustainable and efficient travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP20 (Movement of goods and materials), DP21 (Development connecting to highway network) and DP26 (Managing the impact of development on occupiers and neighbours) of the London Borough of Camden Local Development Framework Development Policies."

"10. The proposed development, in the absence of a legal agreement securing necessary contributions towards highway works would fail to make provision to restore the pedestrian environment to an acceptable condition, contrary to policies CS11 (sustainable travel) and CS19 (Delivering and monitoring the Core Strategy) of the London Borough of Camden Local Development Framework Core Strategy and policies DP17 (walking, cycling and public transport) and DP21 (Development connecting to the highway network) of the London Borough of Camden Local Development Framework Development Policies."

1.23 The following chapter sets out the relevant policy considerations at the local, regional, and national level.

2.0 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 and which are the starting point for planning decisions in the borough.

2.2 The Local Plan was adopted by the Council in July 2017, formally replacing the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough.

2.3 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."

2.4 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.

2.5 The Council formally adopted the Hampstead Neighbourhood Plan on 8th October 2018.

2.6 The main aims of the Hampstead Neighbourhood Plan are to ensure that Hampstead is:

- Lively and contemporary, while safeguarding the fine heritage of streets and buildings;
- Enduringly green, with the Heath, open spaces, trees and landscapes well protected;
- Safe and walkable, with good public transport and alternatives to use of cars;
- Business-friendly – to meet needs of residents, workers and visitors and back local enterprise; and
- A community with good amenities, a sense of belonging and mutual support.

2.7 To meet the safe and sustainable transport related aims of the Neighbourhood Plan the overarching policy is to "supports development that reduces motor vehicle traffic, improves public transportation and promotes alternatives such as cycling and walking. The Plan seeks to limit the impact on the environment of heavy goods vehicles".

2.8 Policy TT1 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 TT1 is extracted in full below:

> *"Policy TT1: 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 TT1 will be controlled through condition or Section 106 Agreement."

2.9 Policy TT2 of the Hampstead Neighbourhood Plan is related to the pedestrian environments in the area and is therefore of importance to this proposal. Policy TT2 is aligned with Policy T1 of the Camden Local Plan which seeks to ensure that developments improve the pedestrian environment by supporting "high quality public realm improvement works" and the provision of high quality safe road crossings where needed. Policy TT2 is extracted in full below:

"Policy TT2: Pedestrian environments

In the context of the Plan Area, public realm improvement works supported by development should be consistent with the following objectives to:

1. Promote the permeability of roads, alleys and courtyards (i.e. they are easy to walk or cycle through).

2. Protect or complement the historic character and charm of the area's streets, pavements and sightlines.

3. Support the borough-wide 20mph speed limit.

4. Avoid unnecessary street furniture, signage and segregation.

5. Provide increased numbers of crossing points, where necessary and viable, which are of good design, are pleasant for pedestrians to use and promote safety by encouraging road users to regard the street as a shared space and hence be vigilant of other road users.

6. Avoid unnecessary barriers, width restrictions, build-outs, islands and management measures, which detract from the area's historic character or are likely to worsen rather than reduce street congestion.
7. Provide opportunities, where needed and viable, for on-street cycle parking and, where appropriate street cycle rental."

2.10 The final transport related policy relevant to this study which is set out in the Hampstead Neighbourhood Plan is related to public transport. Policy TT3 'Public transport' is extracted in full below:

"Policy TT3: Public transport
Due to the traffic congestion and air quality issues in the Plan Area there is disproportionate harm which small localised peaks in demand for travel can cause:
1. The following types of development will be supported where they are located on sites with a Transport for London PTAL score of 4 or over, up to 2023, and a score of 5 or over thereafter:
a. Sites used predominantly for medical, care or educational purposes.
b. Applications which can reasonably be expected to result in an average of 100 or more additional person-trips per day (including servicing) post completion.
2. In circumstances where a site's PTAL score is less than 4 or 5, paragraph 1 of this policy may be waived provided that public transport improvements necessary to elevate the site's PTAL score to 4 or 5 or over from completion are secured, or a Travel Plan produced which would provide good accessibility to the new development with measures to mitigate harm from congestion and air pollution. Planning obligations should be used to secure these results."

The London Plan 2016

2.11 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).

2.12 Chapter 6 of the London Plan (2016) relates to London's Transport.

2.13 At the regional level the London Plan Policy 6.1 sets out the Mayor's Strategic Approach to Transport, and policy 6.3 sets out the Mayor's approach to

assessing the effects of development on transport capacity. Policy 6.1 and parts A, B, and C of policy 6.3 are extracted as follows:

'Policy 6.1 Strategic Approach

A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

a encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs

b seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs

c supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (See Policy 8.2).

d improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3)

e seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use

f facilitating the efficient distribution of freight whilst minimising its impacts on the transport network

g supporting measures that encourage shifts to more sustainable modes and appropriate demand management

h promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced

i promoting walking by ensuring an improved urban realm

j seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing step-free access where this is appropriate and practicable.

B The Mayor will, and boroughs should, take an approach to the management of streetspace that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport and other sustainable means of transport (including policies 6.2, 6.7, 6.9 and 6.10) and a high quality public realm. Where appropriate, a

corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated."

"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."

2.14 This Transport Assessment has been prepared in accordance with TfL's *Transport Assessment Best Practice Guidance*. The impacts of the proposed development on transport capacity are fully assessed within this report in accordance with Policy 6.3 of The London Plan.

2.15 Policies 6.9 and 6.13 of the London Plan relate to the provision of cycle parking and parking in new developments respectively; at the strategic level the guidance states that:

"6.9 The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026

6.13 The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."

2.16 In terms of guidance for parking standards, the London Plan sets maximum parking standards and minimum cycle parking standards for various development use classes.

2.17 Paragraph 6A.1 of the London Plan states that *"If there is no standard provided, the level of parking should be determined by the transport assessment undertaken for the proposal, which should be in line with but not limited to the criteria set out in paragraph 39 of the NPPF, the impact on traffic congestion, and the availability of on and off street parking."*

2.18 Paragraph 6A.2 goes on to state that *"Non-residential elements of a development should provide at least one accessible on or off street car parking bay designated for Blue Badge holders, even if no general parking is provided."*

2.19 In this instance the London Plan does not prescribe a specific car parking standard for D1 'education' use classes, hence an appropriate level of parking for the development has been determined through the preparation of this report.

2.20 In respect to cycle parking, Table 6.3 of the London Plan prescribes the following minimum cycle parking standards for D1 'nurseries/schools (primary and secondary)':

- Long-stay: 1 space per 8 staff plus 1 space per 8 students; and
- Short-stay: 1 space per 100 students.

2.21 In respect to car and cycle parking, Table 6.3 of the London Plan prescribes the following maximum and minimum parking standards respectively for B1 'employment':

- Car Parking – no requirement for parking for this scheme;
- Cycle parking, long-stay - 1 space per 90 sqm; and
- Cycle parking, short-stay - 1 space per 500 sqm.

Draft London Plan

2.22 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."*

2.23 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."

2.24 In respect to cycle parking, Table 10.2 of the draft new London Plan prescribes the following minimum cycle parking standards for D1 'nurseries/schools (primary and secondary)' which are exactly aligned with the current London Plan:

- Long-stay: 1 space per 8 staff plus 1 space per 8 students; and
- Short-stay: 1 space per 100 students.

2.25 In respect to car and cycle parking, Table 10.2 of the draft new London Plan prescribes the following maximum and minimum parking standards respectively for B1 'employment':

- Car Parking – no requirement for parking for this scheme;
- Cycle parking, long-stay - 1 space per 75 sqm; and
- Cycle parking, short-stay - 1 space per 500 sqm.

2.26 Policy T6.5 sets out the non-residential disabled persons parking requirements in new development as per the draft new London Plan:

"Policy T6.5 Non-residential disabled persons parking
A All non-residential elements of a development should provide at least one on or off-street disabled persons parking bay.
B Disabled persons parking should be provided in accordance with the levels set out in Table 10.6.
C Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.

D Designated bays should be marked up as disabled persons parking bays from the outset.
E Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate.
F Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1."

National Planning Policy Framework (NPPF) 2018

2.27 The main planning policy document which provides a context for national sustainable transport is the National Planning Policy Framework (NPPF) July 2018.

2.28 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy.

2.29 An extract from section 9 'Promoting Sustainable Transport' of the NPPF July 2018 is set out as follows:

"102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
a) the potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling and public transport use are identified and pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

"103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a

genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

"106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.19 The following chapter sets out the existing traffic conditions and transport accessibility in proximity to the application site.

3.0 EXISTING SITE CONDITIONS & TRANSPORT ACCESSIBILITY

3.1 It is important that existing/baseline conditions are accurately established as part of the Transport Assessment so that the context of any future development at the site, and its potential impact on the surrounding transport and highway networks, can be satisfactorily appraised.

3.2 In order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and public transport accessibility level (PTAL) assessment has been undertaken.

Public Transport

3.3 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.

3.4 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) public transport accessibility level (PTAL) model.

3.5 Details on how PTAL scores are calculated are set out in TfL's *'Transport Assessment best practice guidance document'.*

3.6 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.

3.7 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The PTAL tool has calculated the site to have a PTAI score of 17.97 and a corresponding PTAL score of 4 which is a 'good' level of public transport service availability as defined by TfL. The full PTAL

assessment is presented in Appendix C of this report. The thresholds for PTAL calculations is illustrated as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

3.8 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.

3.9 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.

3.10 Refer to Figure 2 (page 51) which presents the public transport options available within proximity to the site.

3.11 In terms of rail services, the application site is within a PTAL prescribed walking distance (960 metres) of two train stations which will be readily available for staff and pupils to utilise under the proposals if required.

3.12 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.

3.13 The typical London Overground service at Hampstead Heath train station is four westbound trains per hour to Richmond via Willesden Junction, two westbound to Clapham Junction also via Willesden Junction, and six trains per hour eastbound to Stratford via Camden Road.

3.14 Hampstead Underground Station provides access to London underground services on the Northern Line. It is on the Edgware branch of the Northern Line between Golders Green and Belsize Park.

3.15 The location of Hampstead Heath Overground Station and Hampstead Underground Station are presented in Figure 2 of this report.

Walking

3.16 The footpaths in proximity to the site are generously wide and in a good state of repair. The walk routes from the site to local public transport access points are very straightforward as can be seen from the site location map in Figure 2 of this report.

3.17 Footpaths around the site are well maintained and well lit. There is a controlled pedestrian zebra crossing immediately north of the site which provides safe access across the (A502) Rosslyn Hill.

3.18 To the south of the site all arms of the (A502) Rosslyn Hill junction with Pond Street/Lyndhurst Road are provided with a pedestrian crossing phase to facilitate easy and safe pedestrian passage.

3.19 In summary the existing pedestrian environment in proximity to the application site is of a very high quality.

Cycling

3.20 Cycling will be encouraged through the provision of appropriate cycle facilities. Secure and sheltered cycle parking will be provided for staff and pupils in

accordance with local and regional policy guidelines. This is discussed in greater detail later in this report.

3.21 TfL publishes cycling guides; there are 14 guides in total covering the whole of London. All of the cycle routes presented in the guides have been ridden and recommended by cyclists. Copies of local guides can be picked up from any bike shops in a given area; copies can also be requested via the 'Cycling' section of the TfL website.

3.22 TfL's Local Cycling Guide 4 covers the area surrounding the application site. Within each guide, cycle routes are categorised as follows:

- Yellow – Routes on quieter roads recommended by cyclists
- Light Blue – Routes signed or marked for use by cyclists on a mixture of quiet or busier roads
- Green – Off-road routes, either alongside roads, through parks, or along towpaths.

3.23 The site is well served by predominantly 'yellow' and some 'green' (refer to paragraph 3.22) cycle routes as defined by TfL. Downshire Hill is defined as a yellow route along with other local roads leading from the (A502) Rosslyn Hill in close proximity to the site. There are sections of off-road cycling routes (green) through Hampstead Heath to the north of the site.

3.24 A copy of TfL's Local Cycle Guide 4, which shows the context of the site and the surrounding cycle route network, will be provided to staff of the school and spare copies will be kept on-site for general reference as part of measures to be put forward in the School's Travel Plan.

Parking

3.25 As explained in the introduction, the site currently has a vehicle access from Downshire Hill which provides access to 14 off-street car parking spaces. The site is not currently being used and no vehicles are being parked on site. As a

Police Station there would have been frequent vehicle movements however there are no specific records of these trip counts and there are no examples of similar sites in the industry standard TRICS (Trip Rate Information Computer System) database which could otherwise be used to predict daily traffic movements relating to the site's extant consented use.

3.26 The roads adjoining the site are within Camden Council's controlled parking zone (CPZ) 'CA-H' which operates for permit holders only Monday to Saturday from 8am to 9pm. There are however a number of 'pay by phone' kerb side parking opportunities on Rosslyn Hill and close to the Rosslyn Hill junctions with Downshire Hill and Thurlow Road in very close proximity to the site. Pay and display hours of operation are 9am to 6pm Monday to Saturday.

3.27 A parking survey has been carried out in June 2018 on the roads adjoining the site. The parking survey was carried out following the widely regarded industry standard Lambeth parking survey methodology which Camden Council's Highways Officers subscribe to.

3.28 The parking surveys were carried out in 20 minute intervals on Tuesday 26th and Wednesday 27th June 2018 from 7.30am to 9.30am and 2.45pm to 4.45pm, thus capturing the peak school arrival and departure periods respectively. The study area comprised of around a 200 metre walking distance from the site, an industry standard methodology for such surveys, and included sections of Rosslyn Hill, Downshire Hill, and Thurlow Road. The parking survey area is shown in Figure 3 (page 52).

3.29 The parking survey inventory, which illustrates the total number of kerb side parking opportunities by road and by parking restriction, is set out in Table 1. Figures 4 a-e (pages 53-57) present the parking survey inventory to-scale on an OS map base as is required by the Lambeth methodology.

Table 1. Parking Survey Inventory

Street	PARKING SURVEY INVENTORY			
	Total length of Permit Holder Ca-H kerb side parking space	Total number of Permit Holder Ca-H kerb side parking opportunities	Total length of Pay & Display kerb side parking space	Total number of Pay & Display kerb side parking opportunities
Rosslyn Hill	155	31	150	30
Downshire Hill	175	35	50	10
Thurlow Road	175	35	45	9
Eldon Grove	105	21	-	-
Shepherd's Walk	50	10	-	-
Hampstead Hill Gdns	160	32	-	-
Total	820	164	245	49

Source: PMA Survey

3.30 The results in Table 1 demonstrates that there are a total of 164 total permit holder Ca-H kerb side parking opportunities within the study area, and 49 total pay and display kerb side parking spaces.

3.31 As discussed, the parking surveys were carried out in 20 minute intervals on Tuesday 26th and Wednesday 27th June 2018 from 7.30am to 9.30am and 2.45pm to 4.45pm, recording the number of cars parked per street per parking restriction. A summary of the results of the parking surveys is set out in Tables 2 and 3, full details of each parking survey is presented in Appendix D.

Table 2. Parking Survey Summary – AM Peak

Time Period - AM Peak	Survey Summary - PHO Ca-H			Survey Summary - P&D		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
0730-0750	119	46	72%	15	35	30%
0750-0810	118	46	72%	19	31	38%
0810-0830	117	48	71%	21	28	43%
0830-0850	116	48	71%	22	28	44%
0850-0910	114	50	70%	25	24	51%
0910-0930	114	51	69%	24	25	49%
AVERAGE	116	48	71%	21	28	42%

NB: Minor arithmetic errors are due to rounding in the spreadsheet, values are the average of 2 surveys

Source: PMA Survey

3.32 The results in Table 2 demonstrate that the average parking stress of PHO Ca-H parking spaces within the study area in the AM peak period from 07.30-09.30 is 71% which is relatively low. Of the 164 total parking opportunities an average of 116 cars have been observed to be parked leaving 48 available spaces.

3.33 The average parking stress of pay and display parking spaces in the same AM peak period is 42% which is very low. Of the 49 total pay and display parking opportunities an average of 21 cars have been observed to be parked leaving 28 available spaces.

Table 3. Parking Survey Summary – PM Peak

Time Period - PM Peak	Survey Summary - PHO Ca-H			Survey Summary - P&D		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
1445-1505	118	47	72%	36	13	73%
1505-1525	123	41	75%	33	16	67%
1525-1545	122	42	74%	33	17	66%
1545-1605	126	38	77%	31	19	62%
1605-1625	123	42	75%	32	17	65%
1625-1645	124	41	75%	29	21	58%
AVERAGE	122	42	75%	32	17	65%

NB: Minor arithmetic errors are due to rounding in the spreadsheet, values are the average of 2 surveys
Source: PMA Survey

3.34 The results in Table 3 demonstrate that the average parking stress of PHO Ca-H parking spaces within the study area in the PM peak period from 14.45-16.45 is 75% which is three quarters of capacity. Of the 164 total parking opportunities an average of 122 cars have been observed to be parked leaving 42 available spaces.

3.35 The average parking stress of pay and display parking spaces in the same PM peak period is 65% which is again is relatively low and well within capacity. Of the 49 total pay and display parking opportunities an average of 32 cars have been observed to be parked leaving 17 available spaces.

3.36 The Lambeth methodology does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it

is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.

3.37 The results of the parking surveys demonstrate that the uptake of kerb side parking in proximity to the application site is not close to a level where parking stress is high or problematic in either the AM or the PM peak school period on a typical weekday.

Local Travel/Car Ownership Characteristics

3.38 As part of this assessment of current travel conditions local to the application site, method of travel to work and car/van availability per household data has been interrogated from the 2011 population census which is made available by the Office for National Statistics (ONS).

3.39 The method of travel to work for the London Borough of Camden and the Belsize Ward adjoining the site is set out in Table 4 below, as extracted from the 2011 census:

Table 4. Local Method of Travel to Work

Method of Travel to Work	London Borough of Camden	Belsize Ward
Work from home	6%	7%
Bus, tube, train	35%	43%
Drive private car	6%	7%
Cycle	5%	3%
Walk	10%	7%
Not in employment	38%	33%
Total	100%	100%

Source: Office for National Statistics

3.40 As is shown the majority of people that travel to work do so by bus, tube, or train with only a small number driving to work in a private car.

3.41 The car/van availability for households in the London Borough of Camden and the Belsize Ward adjoining the site is set out in the Table 5, as extracted from the 2011 census:

Table 5. Local Car or Van Availability

Household Car/Van Availability	London Borough of Camden	Belsize Ward
No car ownership	61%	53%
Single car ownership	31%	38%
Multiple car ownership	8%	9%
Total	100%	100%

Source: Office for National Statistics

3.42 As is shown over half of households in the Belsize Ward do not have access to a car or a van which illustrates that there is a low dependence on the private car in the area adjoining the site.

3.43 A recent survey of parents from Abacus Belsize Primary School taken in September 2018 confirms that around 50% of households do not own a car. This is consistent with the most recent population census which shows that 53% of households in the Belsize Ward do not own a car.

Road Safety

3.44 As requested by Camden Council's highways officer, five year personal injury accident (PIA) data for the catchment area as well as the roads immediately adjoining the application site has been obtained from TfL.

3.45 From reviewing the data provided by TfL none of the serious accidents occurred at the junction of Rosslyn Hill and Downshire Hill. The full PIA data is available in Appendix E. No fatalities have been recorded in the past five years

3.46 The following chapter sets out information on the school's travel mode share and catchment area.

4.0 SCHOOL HISTORY, ETHOS, CATCHMENT, & TRAVEL

Ethos, School History, and Catchment

4.1 Abacus Belsize Primary School currently operates from premises at the Jubilee Waterside Centre, 105 Camley Street, London, N1C 4PF on a temporary basis and has done for the last two years. Prior to this the school operated from temporary premises at the old Hampstead Town Hall on Haverstock Hill, again for a two year timeframe.

4.2 However 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 (refer to Figure 5 at page 58 of this report) therefore at the moment the school operates a coach and mini-bus service which transports its pupils and some staff to the current temporary accommodation.

4.3 The catchment area plan is illustrated on a map in Figure 5 of this report. This catchment was set out and agreed by the Department for Education (DfE) in agreement for the school to open in 2013.

4.4 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.

4.5 The school is currently growing at a rate of around one year group annually therefore the school will not reach full occupancy of 210 pupils until at least the academic year 2020/2021 allowing for a gradual increase of children over that time.

4.6 The first year of intake (2013/14) is, in particular, considered to be a set of 'pioneer' parents. These parents were also taking a risk in terms of the long term school location, as it was always known that the initial temporary location (Haverstock Hill) was for a maximum of two years only.

4.7 The same issues applied for the second year of intake (2014/15), save for the fact that the school was up and running at the time of application. The long term location was still unknown at the time of applying and accepting offers. This year group is however much more strongly biased to the school catchment area.

4.8 The addition of one year at a time allowed the head teacher and staff to form a close and direct relationship with incoming parents in all aspects, including the mode of travel to school. The ethos of walking, scooting and cycling was built into communication with parents from the outset, and included direct supervision of the arrival areas around the building used for the first two years of operation. The school has since developed a formal 'Car-Free Ethos' document which is presented at Appendix F of this report.

4.9 The Council supports the 'car-free' nature of the development, as do the school governors, the teachers, parents, and children.

4.10 Applications for the fourth year of operation (academic year 2016/17 – 171 applicants for 30 places) were very strong, with a very high bias towards those in catchment (seven siblings, 60 catchment children). Again this is despite the inconvenience of the second temporary location, at this time the school was located in its current temporary location at the Jubilee Waterside Centre, 105 Camley Street.

4.11 It can be interpreted that this is a vote of confidence and clear evidence of demand for state funded school places in the in-catchment locations for pick-up, and the outstanding quality of education as determined by Ofsted in 2015. The 2016/2017 applications were the first made in the knowledge that the Former Hampstead Police Station, Rosslyn Hill has been purchased to form the long term location for the school.

4.12 Future parents are now able to choose their school places with the hope of certainty in terms of travel plans, in contrast with the risk being taken by the first

parental groups. The school can now work with all parents (existing and future) to help develop car-free travel to/from school.

4.13 The school has established an extensive number of after-school clubs on every day of the week, and it is intended that in the permanent location these will be extended to provide a full before and after school service that can allow working parents to easily drop and collect their children in a way that supports journeys by public transport for those commuting beyond the catchment area. This will help spread the morning arrivals and afternoon departures into less concentrated peak periods.

4.14 Safe cycling clubs will be set up with the older pupils as well as scooter safety built in to the curriculum. During all tours of the school (in the past, current and future site) it has always been emphasised that the school is a 'walk to school' school and so parents know this before deciding on Abacus as a place for their child.

4.15 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.

4.16 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.

4.17 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.

4.18 All these measures and more are incorporated into the School Travel Plan document which has been submitted under a separate cover with the full planning application. The full School Travel Plan is expected to be secured by the Council as a condition of any future planning permission.

4.19 The school has mapped the evolution of its catchment area since 2013. The results are presented in Figures 6 and 7 of this report (pages 59 and 60 respectively). As is shown in Figure 6, from 2013 to 2016 a number of the school's intake were located outside of the boundary of the catchment area.

4.20 Figure 7 demonstrates that 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 7 also 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.

4.21 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 8 on page 61 for the bus route through catchment area map).

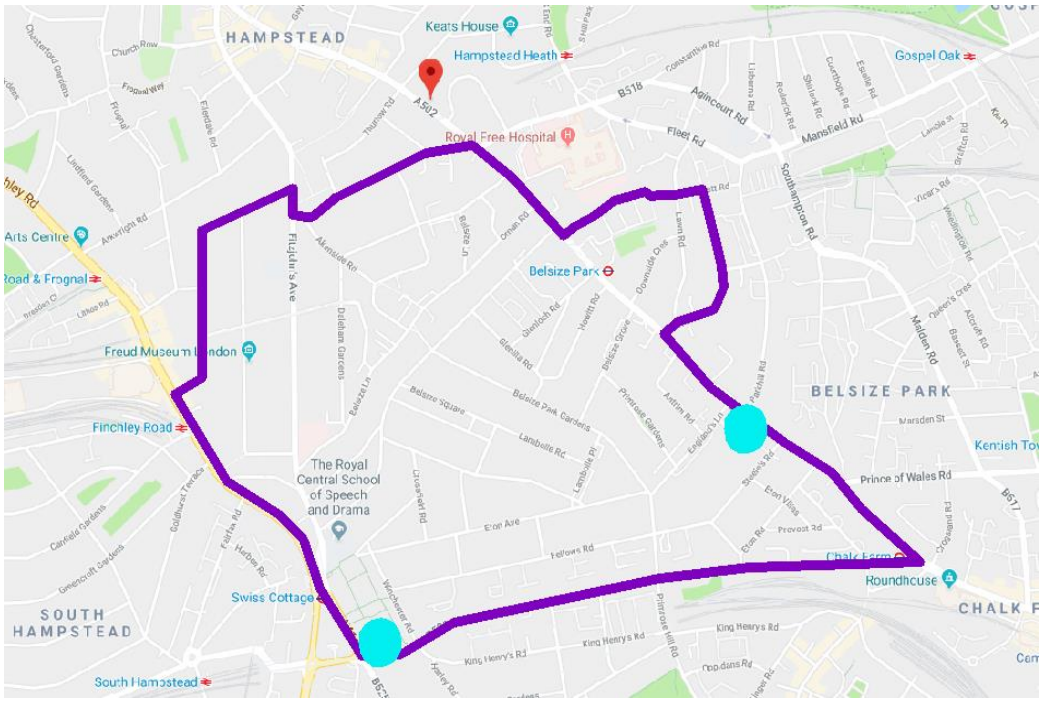
School Travel Data

4.22 As explained, Abacus Belsize Primary School was previously located at Haverstock Hill for two years on a temporary basis and throughout this time the school implemented its car free, 'Walk to School' ethos. The school was situated at Haverstock Hill (the Old Town Hall, 213 Haverstock Hill, NW3 4QP) from September 2013 to September 2015, the proposed permanent location for the school is just 0.5 kilometres to the north of the former

Haverstock Hill site therefore these previous travel characteristics are deemed to be closely comparable to the likely travel characteristics at the planned new site.

4.23 A 'hands up' survey in December 2014 showed that 70% of pupils walked, scooted or cycled to school, whilst the rest apart from two or three arrived by public transport. The two or three came by car. Numbers in attendance at the school at the time were 60. All staff used public transport.

4.24 The second temporary and now current location for the school is at Camley Street, near to Kings Cross and this is location is expected to last until September 2020. The school, in wanting to maintain their ethos of sustainable travel habits, have made arrangements to manage the daily transfers to and from the school's accepted catchment area. There are two points of collection for a school bus service to and from the temporary school location (refer to the map below). These collection locations, one on Haverstock Hill opposite the junction with Parkhill Road (NW3 4RR), and another close to Swiss Cottage Leisure Centre (NW3 3NF), are open from 8am to provide a drop-off facility for pupils.



Source: Google Maps/PMA/Abacus Belsize Primary School

4.25 Abacus staff supervise the children and supervise the buses. Teachers are on hand to meet parents to discuss the travel arrangements each week. Arrangements for after school clubs and return travel have been made along with regular weekly school/family gatherings to build a community ethos to facilitate these temporary arrangements.

4.26 Over 90% of parents use the private bus service put on by the school as is evidenced in the School's Travel Plan document which was submitted with the planning application for the temporary change of use of the Jubilee Waterside Centre site (Camden Council planning reference 2016/2335/P). Only 2% of pupils are dropped off by private car at the existing temporary school location, again as referenced in the School's Travel Plan.

4.27 In addition to the above, it is confirmed in the School Travel Plan submitted with planning application 2016/2335/P that all but one staff travels to the existing temporary premises at the Jubilee Waterside Centre using the school's private bus service or public buses, only one member of staff drives to the current site. Since this time it is understood that there are no members of staff who drive to the Jubilee Waterside Centre site. It will not be possible for staff to drive to work at the new site as off-street parking is not provided.

4.28 The following chapter sets out the trip generation projections and the traffic impact of the proposal on the adjoining highway.

5.0 TRIP GENERATION PROJECTIONS & TRAFFIC IMPACT

5.1 As explained, 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 a 1FE primary school, Abacus Belsize Primary School, from its current (temporary) site under D1 of the land use class order.

5.2 There are seven year groups in a traditional primary school from Reception through to Year 6, a 1FE school has 30 pupils per year group therefore the capacity of the new school will be 210 pupils plus around 24 members of staff.

5.3 The proposed site plan is presented at Appendix B of this report.

5.4 The catchment area plan for the school, as approved by the DfE in 2013, is marked in Figure 5 of this report. As is shown the school's catchment area is immediately to the south of the application site, the closest part of the catchment is just 200 metres from the site and the furthest point is around 1.5 kilometres. The site is therefore very well positioned for the area that it is intended to serve, and will allow the majority if not all future children to arrive/depart the site by means other than the private car. Figure 7 shows that 70% of households in the last two years of intake are within a 15 minute walking distance of the site, with the remainder within a 20 minute walk of the site.

5.5 Figure 8 (page 61) of this report provides an illustration of the local bus stops and bus routes which serve the application site and the school's catchment area. As is shown there are five bus routes and plenty of bus stops which provide ease of access to the proposed school location from throughout the catchment area. Figure 9 (page 62) demonstrates the pedestrian desire lines from the site to nearby pedestrian crossing points. As is shown the application site is very well served by controlled crossing points including pedestrian phases on all arms of the A502 signal controlled junction with Pond Street and Lyndhurst Road immediately south east of the site, a zebra crossing on the A502 Rosslyn Hill

immediately north west of the site, and a zebra crossing on East Heath Road to the north east of the site providing a secure crossing to Hampstead Heath.

5.6 The school is currently based at the Jubilee Waterside Centre, Camley Street, N1C 4PF which is some 4.5 kilometres from the application site and the catchment area of the school.

5.7 Over 90% of parents use the private bus service put on by the school as is evidenced in the School's Travel Plan document which was submitted with the planning application for the temporary change of use of the Jubilee Waterside Centre site (Camden Council planning reference 2016/2335/P). Only 2% of pupils are dropped off by private car at the existing temporary school location, again as referenced in the School's Travel Plan for its current premises.

5.8 The school's ethos of walking, scooting and cycling, which was built into communication with parents from the outset, is therefore constrained by its current location.

5.9 However it is evident that rather than revert to the private car, parents are keen to take up the school's offer of bus transport to/from its temporary location which is encouraging.

5.10 The school was situated at Haverstock Hill (the Old Town Hall, 213 Haverstock Hill, NW3 4QP) from September 2013 to September 2015. The proposed permanent location for the school is just 0.5 kilometres to the north of the former Haverstock Hill site therefore these previous travel characteristics are deemed to be closely comparable to the likely travel characteristics at the planned new site.

5.11 A 'hands up' survey in December 2014 showed that 70% of pupils walked, scooted or cycled to school, whilst the rest apart from two or three arrived by public transport. The two or three came by car. Numbers in attendance at the school at the time were 60. All staff used public transport.

5.12 The school's ethos of walking, scooting and cycling, which as explained was built into communication with parents from the outset, was therefore very much endorsed by the initial uptake of parents at Haverstock Hill and illustrates that it will be closely applicable to the proposed new site at the Former Hampstead Police Station.

5.13 Applying the Travel Plan data from December 2014 to the proposals at the Former Hampstead Police Station, the trip generation estimates can be derived for pupils and staff once the school is fully operational:

Table 6. Trip Generation Projections, 1FE School

Travel Mode	Abacus Belsize Primary School Trip Projections			
	Pupils		Staff	
	% Mode Split	Total Trips	% Mode Split	Total Trips
Walk / Scooter / Cycle	70%	147	0%	0
Public Transport	25%	53	100%	24
Private Car	5%	11	0%	0
Total	100%	210	100%	24

NB: minor arithmetic errors are due to rounding

Source: Abacus Belsize School 'Hands-Up' Survey December 2014

5.14 As is shown in Table 6, based on the recent 'hands-up' travel mode data from the school's time at the Haverstock Hill site a short distance to the south of the proposed permanent site, the development will generate 147 total walk/scooter/cycle trips, 53 trips on public transport, and eleven trips by private car in the morning and again in the afternoon peak periods.

5.15 In respect to staff, it is anticipated that all staff will either use public transport or walk/cycle on their daily commute to the new site. No staff parking is proposed to be provided on-site and parking on-street is heavily controlled therefore this is a wholly reasonable and realistic assumption.

5.16 The projected increase in footfall generated by the proposed new school on the footways adjoining the application site in the morning and afternoon peak periods is considered to be easily absorbed. As discussed in Chapter 3 the existing pedestrian environment in proximity to the application site is excellent

with very wide, well-lit and well maintained footways adjoining the site and ample pedestrian crossing facilities in the vicinity of the site.

5.17 Drop-offs and pick-ups will be spread out over the morning and afternoon peak periods which are around 830-9am and 330-4pm. The school will provide a breakfast club and after school clubs.

5.18 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.

5.19 Similarly the projected increase in the use of public transport generated by the proposed new school in the morning and afternoon peak periods is considered to be easily absorbed onto the existing network.

5.20 There are five bus services currently operating within a reasonable walking distance of the site, two of which run directly past the site on the A502 Rosslyn Hill with stops immediately north of the proposed main entrance. There are also two train stations in close proximity to the site.

5.21 Finally, the projected number of private car trips generated by the proposed new school in the morning and afternoon peak periods is again considered to be easily absorbed onto the surrounding highway as the number is expected to be minimal.

5.22 The kerb side parking survey data in Chapter 3 of this report illustrates that an average total of 28 and 17 available on-street pay and display parking opportunities are available within a 200 metre walking distance of the site in the morning and afternoon school peak periods respectively. This level of spare kerb side capacity adjoining the site is more than sufficient to accommodate any ad-hoc demand for child drop-offs/pick-ups by private car under the proposals.

5.23 It should again be stressed that Abacus Belsize Primary School has a 'Walk to School' ethos and therefore the use of the private car for drop-offs/pick-ups

goes completely against the school's philosophy in this respect. It is therefore quite likely that the predicted number of private car trips set out herein will not materialise.

5.24 The School Travel Plan will target 0% private car use amongst pupils and staff at the proposed permanent location through a range of physical and promotional/educational measures which will be included in the School's Travel Plan which would be secured by the Council as a condition of any future planning permission. The School Travel Plan has been prepared as a standalone document for submission with the planning application.

5.25 It must also be recognised and taken into account that the site has an extant, albeit currently vacant, consented lawful use as a Police Station and magistrate's court under the Sui Generis land use class. The level of 'new' trips generated by the proposed 1FE primary school as set out herein therefore needs to be considered in the context of the trips that would have been generated by the current consented use.

5.26 Given that the site is vacant it has not been possible to carry out a survey of traffic movements in relation to the site's extant consented use.

5.27 The TRAVL (Trip Rate Assessment Valid for London) and TRICS (Trip Rate Information Computer System) traffic databases are the industry standard systems for trip generation analysis. Both the TRAVL and TRICS databases have been interrogated to project the number of trips likely to have been generated by the application sites former use as a Police Station, however there is no data available in either database for this specific land use class.

5.28 It is a reasonable expectation that a Police Station has the potential to generate a significant number of vehicle and person trips throughout a typical weekday and at weekends. The Police Station was a 24 hour, 7 day a week, 365 day a year operation whereas the school will be open from around 8am to 6pm Monday to Friday during term time only. Most of the transport operations for

the proposed site use will be limited to two peak periods; one in the morning and one in the afternoon.

5.29 In addition the former use of the site as a police station included the use of the rear car park providing access to 14 off-street car parking spaces off of Downshire Hill. This vehicle access and off-street car park would have generated a number of vehicle trips by staff and police cars/vans throughout a typical weekday and at weekends. The off-street car park will be removed under the proposals and therefore it is a reasonable assumption that the proposals will result in a decrease in vehicle activity at the site compared against the former use.

5.30 The B1 business and enterprise space will generate a number of additional trips throughout a typical day and these trips will be made by sustainable modes of travel.

5.31 The Council's Economic Development team consider there is significant demand for business accommodation in the local area, especially accommodation suitable for small businesses. Refer to the following extract from Camden Council's formal pre-application response dated 4th January 2019:

> *"5.3 The principle of the use of the courthouse wing at ground and first floor level to 'business/enterprise space' is considered acceptable given the business and employment benefits. I have discussed the proposals with our Economic Development team who consider there is significant demand for business accommodation in the area, especially accommodation suitable for small businesses."*

5.32 As these trips will be borne locally and there is no designated provision for parking within or around the site for the business and enterprise space, it is a reasonable conclusion that all trips generated by the B1 aspect of the development will be made on-foot, by bicycle, or by public transport. In summary the multi-modal trip generation and traffic impact of the development is expected to be adequately absorbed onto the adjoining highway network without detriment to highway capacity, safety, or neighbouring amenity.

6.0 SITE ACCESS, PARKING, & SERVICING

Site Access

6.1 The proposed site plan is presented at Appendix B of this report which illustrates the site access arrangements.

6.2 As is shown, it is proposed to retain the front pedestrian entrance to the main building on Rosslyn Hill. A wheelchair/pushchair ramp will also be installed at the main entrance. The main pedestrian entrance from Rosslyn Hill is anticipated to be used by Years 1, 2, 3, and 4 for drop-offs and collections.

6.3 An existing entrance into the building will be retained on Downshire Hill and will be used to access the business and enterprise space aspect of the scheme.

6.4 The existing access to the site on Downshire Hill will be maintained for access by foot for pupils and will provide a secure and gated entrance into the proposed playground area. Drop-offs and pick-ups on-foot by years Reception, Year 5, and Year 6 are expected to take place from Downshire Hill.

6.5 The site access arrangements under the proposals are largely in-keeping with the extant established arrangements and are therefore considered to be acceptable.

Parking

6.6 As explained, it is not proposed to provide any off-street car parking spaces for the school under the proposals. The development will effectively be car-free. No staff will drive to the site under the proposals. This assertion is backed up by recent staff travel mode data from the school's temporary location at the former Hampstead Town Hall site on Haverstock Hill around 0.5 kilometres to the south of the application site.

6.7 The roads adjoining the site are within a CPZ, therefore it will not be possible for staff to park on the adjoining highway. Parking within the CPZ is controlled

either by pay and display restrictions or for 'resident permit holders only'. Staff are not 'residents' and would therefore not be able to purchase a permit to park in the adjacent CPZ even if they wanted to. Notwithstanding, the applicant is willing if necessary to sign a legal agreement with Camden Council restricting any access to the adjacent CPZ.

6.8 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.

6.9 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 10 (page 63) for an illustrative plan demonstrating the intended changes to the TRO on Rosslyn Hill.

6.10 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 10.

6.11 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.

6.12 The Council's minimum cycle parking standards as per the London Plan and emerging New London Plan will be adhered to under the proposals. Table 6.3 of the London Plan prescribes the following minimum cycle parking standards for D1 'nurseries/schools (primary and secondary)':

- Long-stay: 1 space per 8 staff plus 1 space per 8 students; and
- Short-stay: 1 space per 100 students.

6.13 The new school will have a maximum of 210 pupils plus around 24 members of staff, the minimum cycle parking requirement is therefore 29 secure and sheltered long-stay cycle parking spaces and two secure short-stay cycle parking spaces.

6.14 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 taking the overall cycle/scooter parking provision to 46 spaces which is well in excess of the minimum policy requirements. A Sheffield stand 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.

6.15 The aforementioned cycle provision has been discussed and agreed as acceptable by Camden Council's highways department during formal pre-application correspondence.

6.16 The B1 business and enterprise space is 231 sqm floor area in size. In accordance with the Council's B1 use class minimum cycle parking standards this aspect of the proposal will require three secure and covered long-stay spaces and two secure short-stay spaces. A total of four secure and sheltered cycle parking spaces will be provided within the entrance to the business/enterprise space plus a further Sheffield stand will be provided on Rosslyn Hill which will serve as the requirement for two short-stay spaces

6.17 The minimum cycle parking requirements will be provided, refer to the proposed site plan in Appendix B. In summary the proposed parking provision is in accordance with policies T1 and T2 of the Council's adopted Local Plan and policies 6.9 and 6.13 of the London Plan and is therefore considered to be acceptable.

Servicing

6.18 The school is likely to generate demand for once weekly collections of waste and recycling and up to say three to four deliveries a week (i.e. food, stationery, and general supplies etc).

6.19 In terms of refuse and recycling, a secure bin store will be provided within the rear part of the site. It would be the duty of the school caretaker to ensure that the bins are presented close to the vehicle access to Downshire Hill at the appropriate time on the day of collection so that the bins can be quickly and easily emptied into a waiting lorry.

6.20 This method of refuse collection is considered to be satisfactory and will result in no material disruption to traffic on the adjoining highway. Refuse collection from the kerb on Downshire Hill is in-keeping with adjoining residents and businesses and is therefore a well-established arrangement.

6.21 In order to accommodate deliveries it is proposed to create an on-site loading area at the rear of the site accessed from Downshire Hill. Refer to Figure 11 (page 64). The largest size of delivery vehicle that would be used to serve the school would be a 7.5 tonne 'Sprinter' style panel van, but predominantly smaller transit vans. Figure 11 of this report presents vehicle swept path diagrams of a 7.5 tonne panel van entering and exiting the on-site loading area from Downshire Hill. The school would be able to manage its delivery servicing arrangements so as not to coincide with the morning and after peak periods.

6.22 Please refer to the Servicing and Refuse Strategy/Management Plan submitted alongside this application for further details. The principle of these arrangement have been discussed and agreed as acceptable by Camden Council's highways officer in recent pre-application dialogue. In summary the site's servicing arrangements are considered to be in accordance with policy T4 of the Council's adopted Local Plan and policy 6.1 of the London Plan and therefore satisfactory. The proposal will not result in conditions prejudicial to highway capacity, road safety, or neighbouring amenity.

7.0 SUMMARY

7.1 In summary, 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.

7.2 There are seven year groups in a traditional primary school from Reception through to Year 6, a 1FE school has 30 pupils per year group therefore the capacity of the new school will be 210 pupils plus around 24 members of staff.

7.3 The roads adjoining the site are within Camden Council's controlled parking zone (CPZ) 'CA-H' which operates Monday to Saturday from 8am to 9pm. The site has a public transport accessibility level (PTAL) score of 4 which is a 'good' rating as defined by Transport for London (TfL).

7.4 The proposed development will generate 147 total walk/scooter/cycle trips, 53 trips on public transport, and eleven trips by private car in the morning and again in the afternoon peak periods. In respect to staff, it is anticipated that all staff will either use public transport or walk/cycle on their daily commute to the new site.

7.5 The projected increase in footfall generated by the proposed new school in the morning and afternoon peak periods is considered to be easily absorbed onto the surrounding highway. The existing pedestrian environment in proximity to the application site is excellent with very wide, well-lit and well maintained footways adjoining the site and ample pedestrian crossing facilities in the vicinity of the site. Similarly the projected increase in the use of public transport generated by the proposed new school in the morning and afternoon peak periods is considered to be easily absorbed by the five local bus services in the existing network.

7.6 The projected worst case number of private car trips generated by the proposed new school in the morning and afternoon peak periods is again considered to be easily absorbed onto the surrounding highway. A kerb side parking survey illustrates that an average total of 28 and 17 available on-street pay and display parking opportunities are available within a 200 metre walking distance of the site in the morning and afternoon school peak periods respectively. This level of spare kerb side capacity adjoining the site is more than sufficient to accommodate any ad-hoc demand for child drop-offs/pick-ups by private car under the proposals.

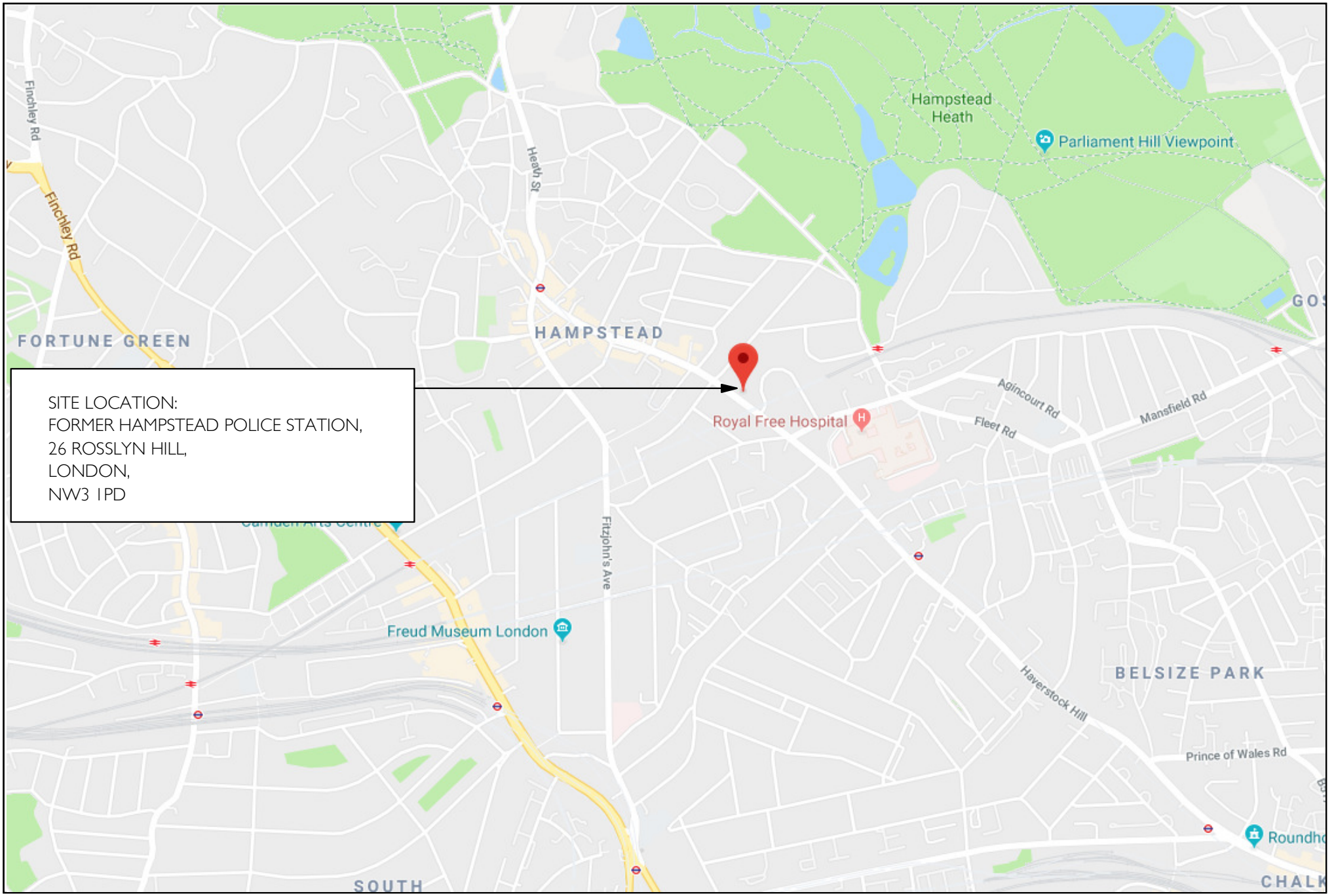
7.7 Notwithstanding the above, Abacus Belsize Primary School has a 'Walk to School' ethos and therefore the use of the private car for drop-offs/pick-ups goes completely against the school's philosophy. It is therefore quite likely that the predicted number of private car trips set out herein will not materialise.

7.8 The School Travel Plan will target 0% private car use amongst pupils and staff at the proposed permanent location through a range of physical and promotional/educational measures which will be included in the School's Travel Plan which would be secured by the Council as a condition of any future planning permission. As discussed, the School Travel Plan has been prepared as a standalone document for submission with the planning application.

7.9 The site access arrangements under the proposals are largely in-keeping with the extant established arrangements and are therefore considered to be acceptable.

7.10 The proposed car and cycle parking provision is in accordance with policies T1 and T2 of the Council's adopted Local Plan and policies 6.9 and 6.13 of the London Plan and is therefore considered to be acceptable. The site's servicing arrangements are considered to be in accordance with policy T4 of the Council's adopted Local Plan and policy 6.1 of the London Plan and therefore satisfactory. The proposal will not result in conditions prejudicial to highway capacity, road safety, or neighbouring amenity. In all aspects the proposal meets the policies of the Hampstead Neighbourhood Plan.

FIGURES



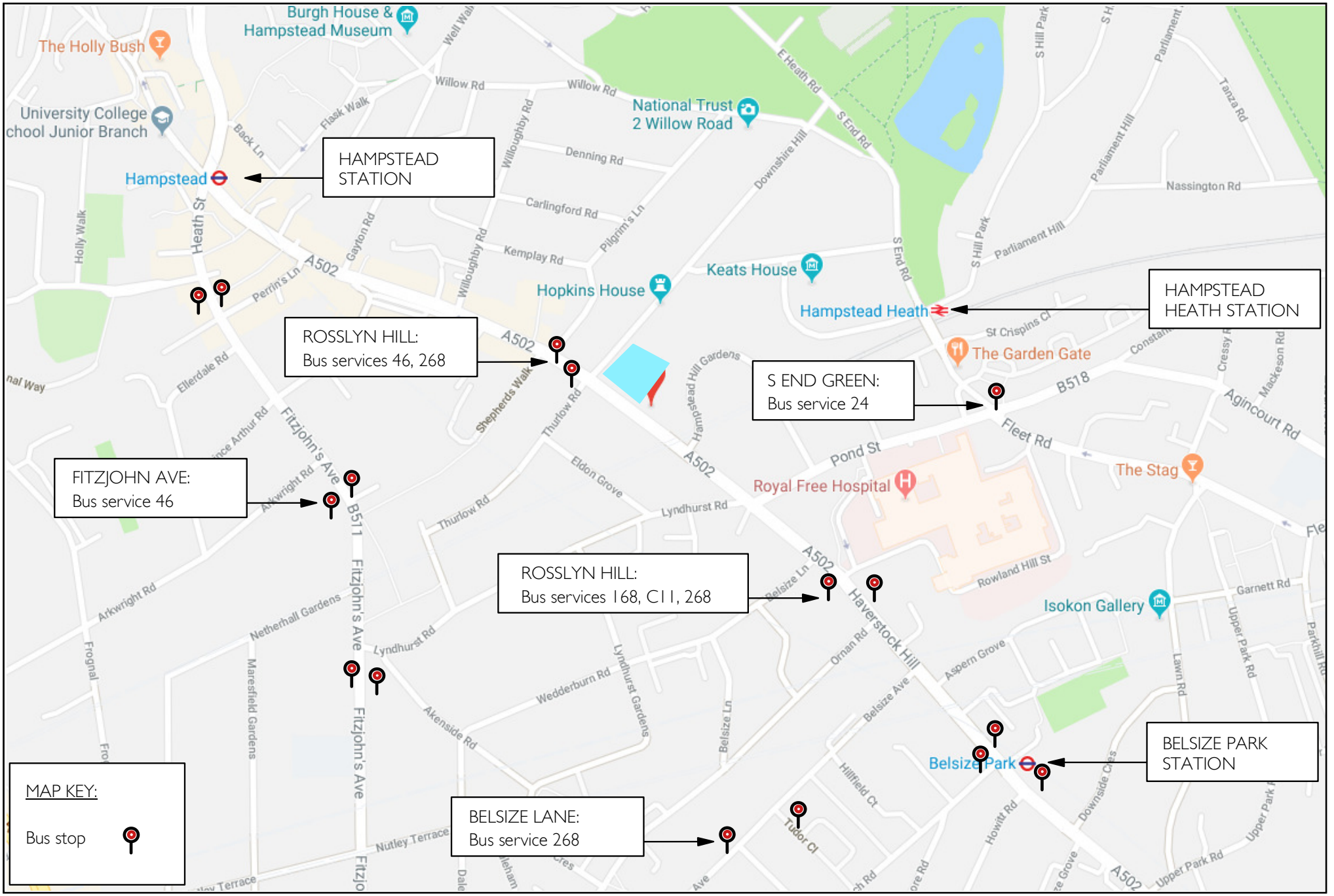
Date: 12-September-2018
Scale: NTS
Source: Google Maps
Drawing No: P1839/TA/01

N

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

Figure 1.
Site Location

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS



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 2.

Public Transport Accessibility Map

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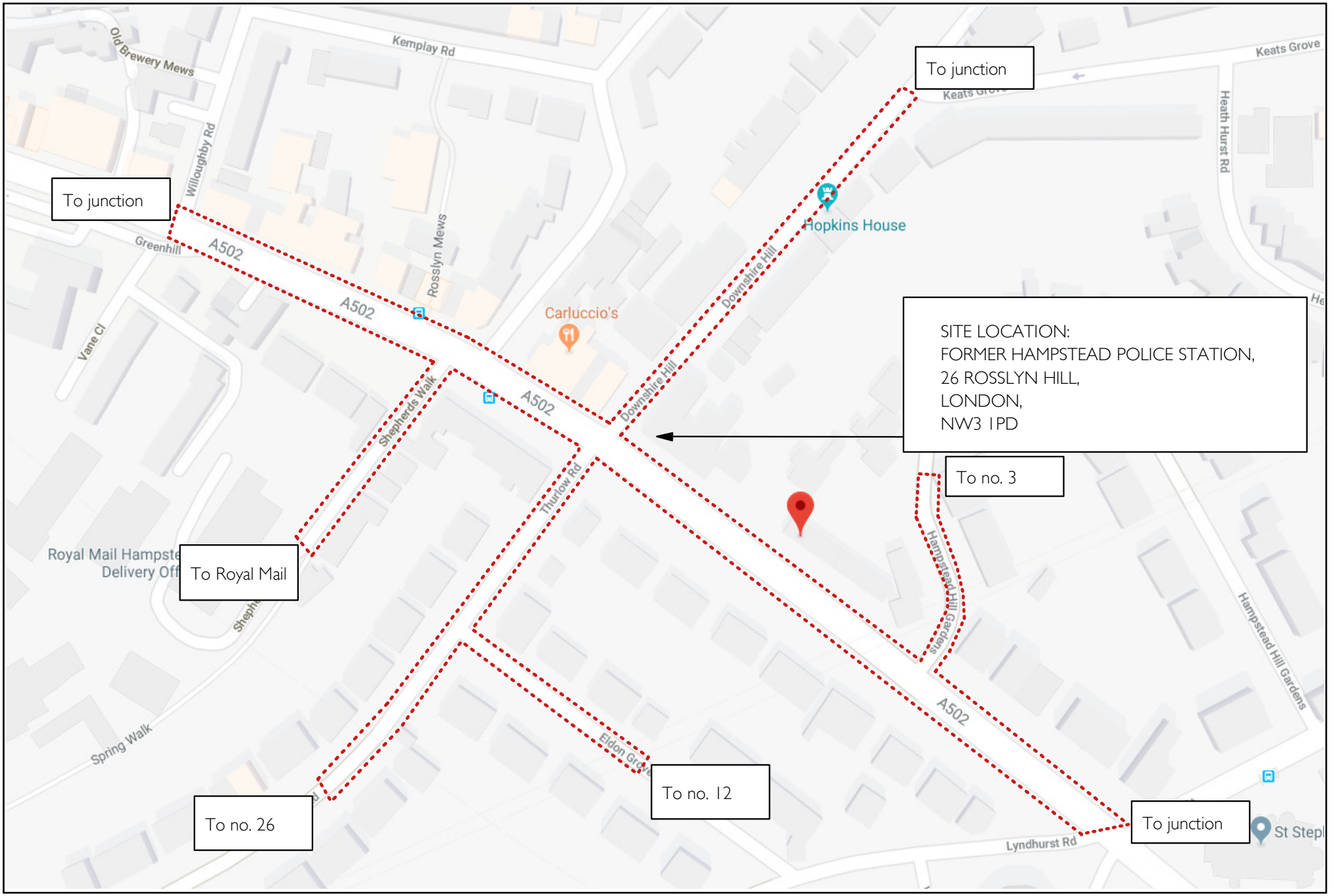


Date: 20-June-2018
Scale: NTS
Source: Google Maps
Drawing No: P1839/TA/03

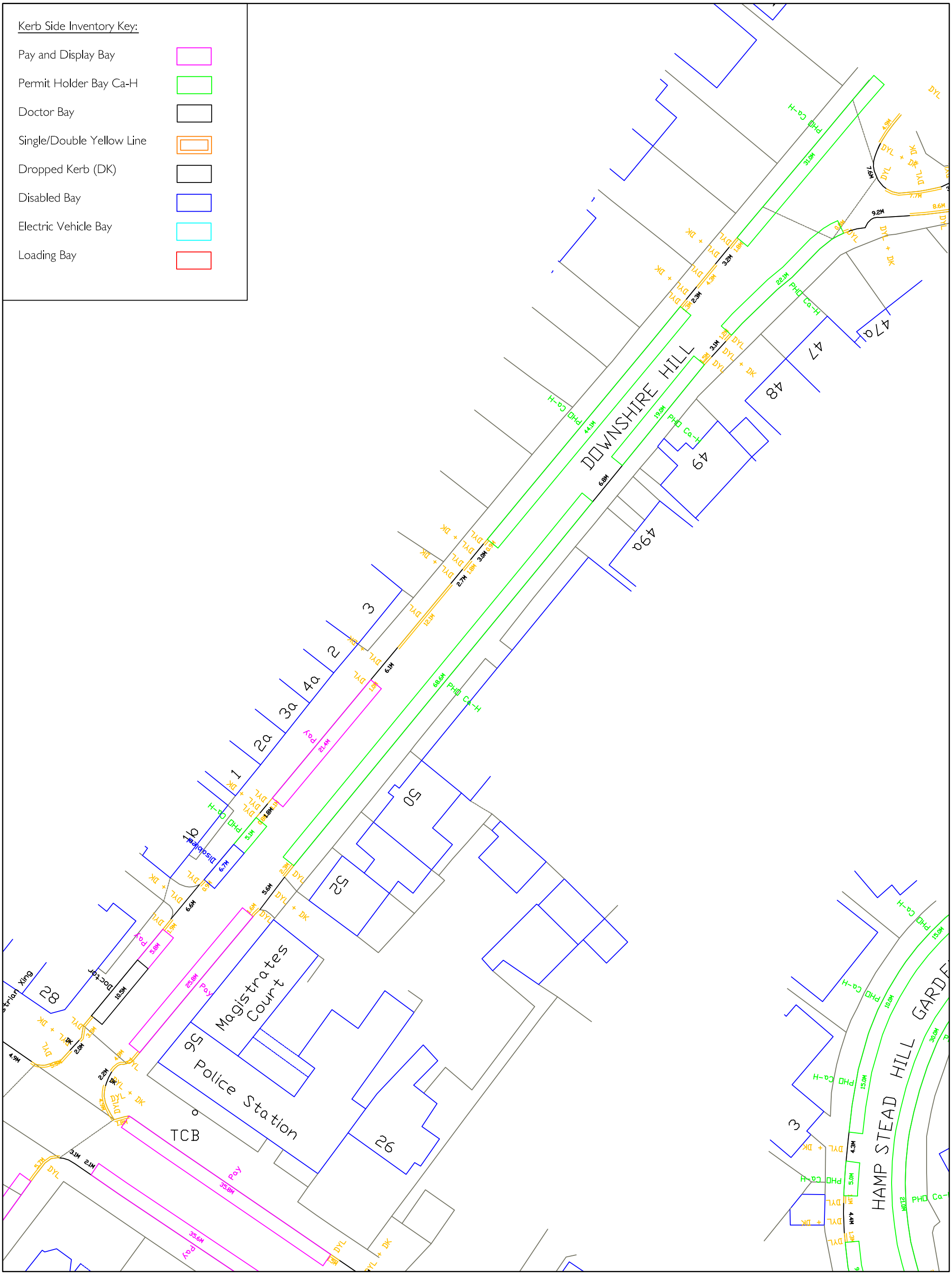
P1839: FORMER HAMPSTEAD POLICE STATION, 26 ROSSLYN HILL, NW3 1PD

Figure 3.
Parking Survey Area

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

Kerb Side Inventory Key:

- Pay and Display Bay
- Permit Holder Bay Ca-H
- Doctor Bay
- Single/Double Yellow Line
- Dropped Kerb (DK)
- Disabled Bay
- Electric Vehicle Bay
- Loading Bay



Date: 20-June-2018 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1839/TA/04	N	P1839: 26 ROSSLYN HILL, NW3 1PD Figure 4a. Kerb Side Inventory; Downshire Hill

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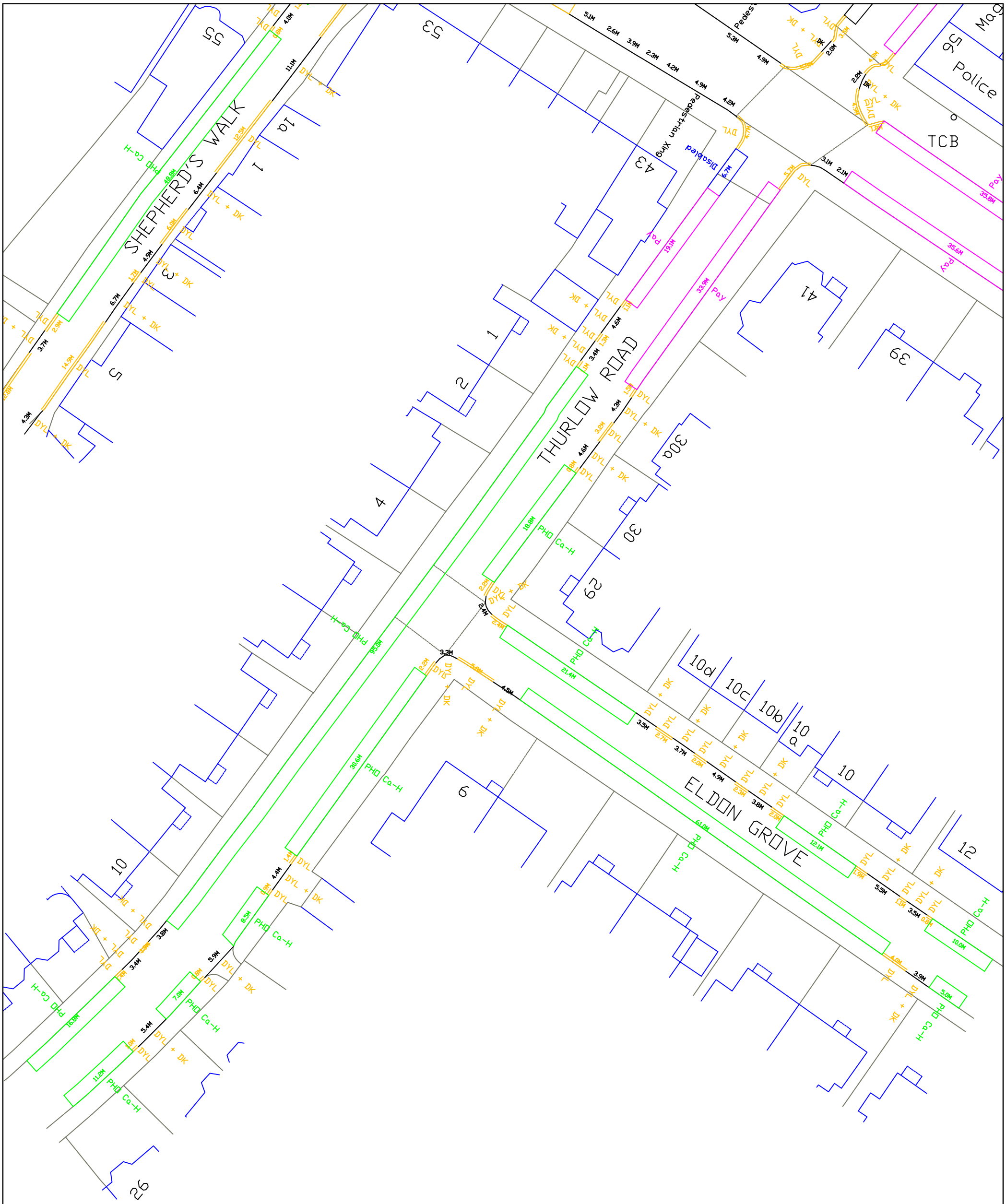

Date: 20-June-2018 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1839/TA/04	N	P1839: 26 ROSSLYN HILL, NW3 1PD Figure 4b. Kerb Side Inventory; Thurlow Road/Eldon Grove

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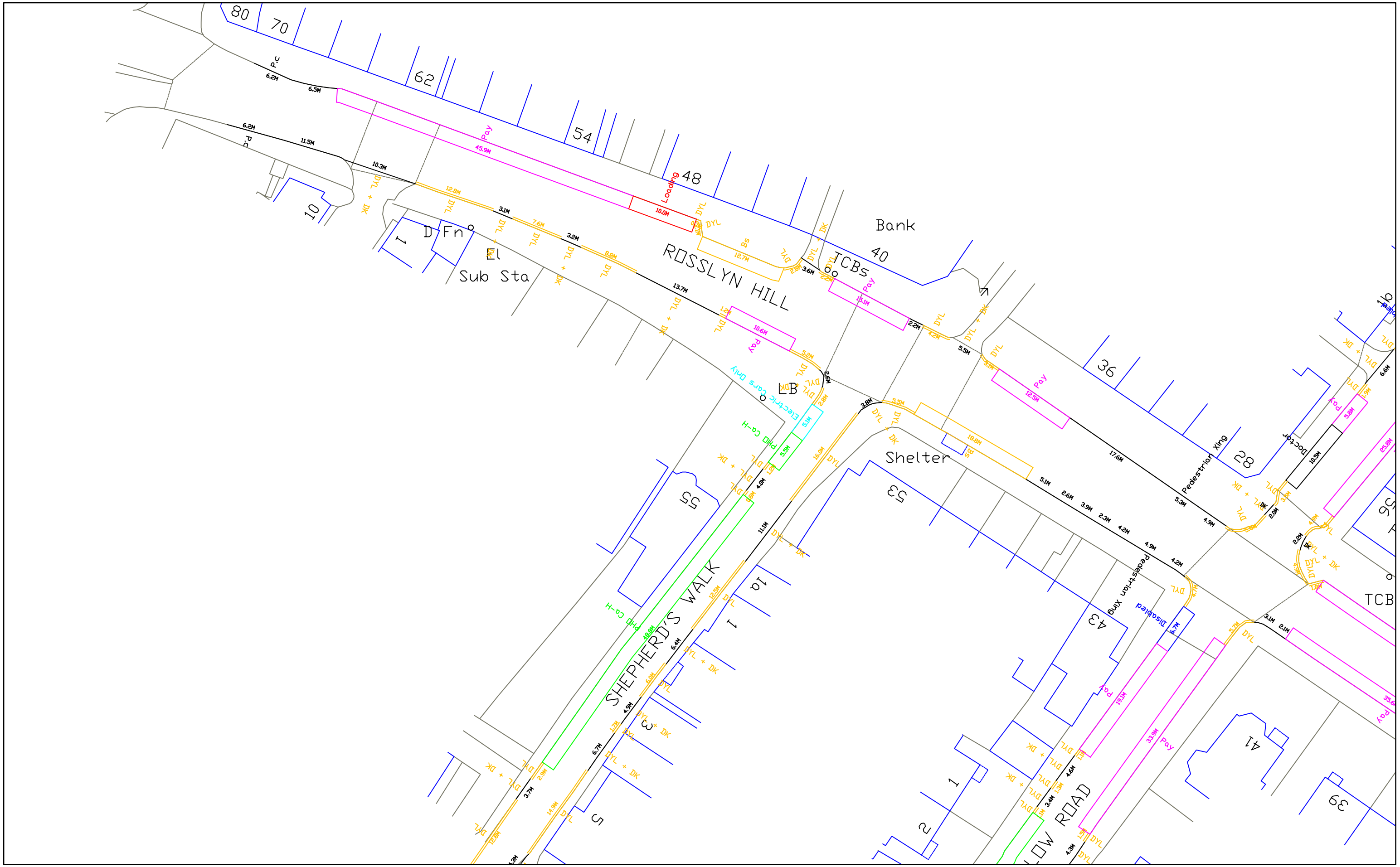

Date: 20-June-2018
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1839/TA/04

N

P1839: 26 ROSSLYN HILL, NW3 1PD

Figure 4c.

Kerb Side Inventory; Rosslyn Hill/Shepherd's Walk

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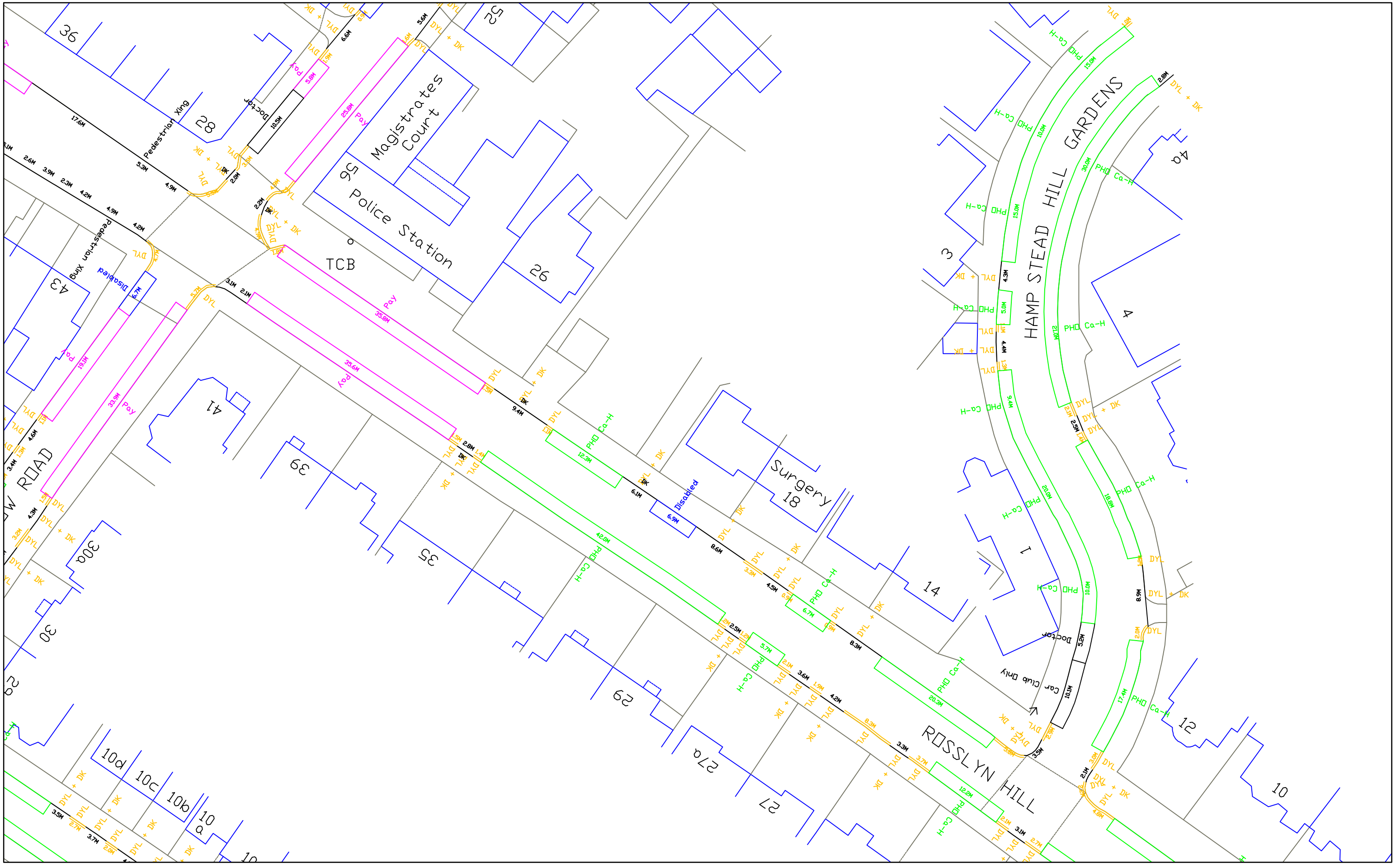

Date: 20-June-2018
Scale: 1:500@A3
Source: OS/PMA
Drawing No. P1839/TA/04

N

P1839: 26 ROSSLYN HILL, NW3 1PD

Figure 4d.

Kerb Side Inventory; Rosslyn Hill/Hampstead Hill Gardens

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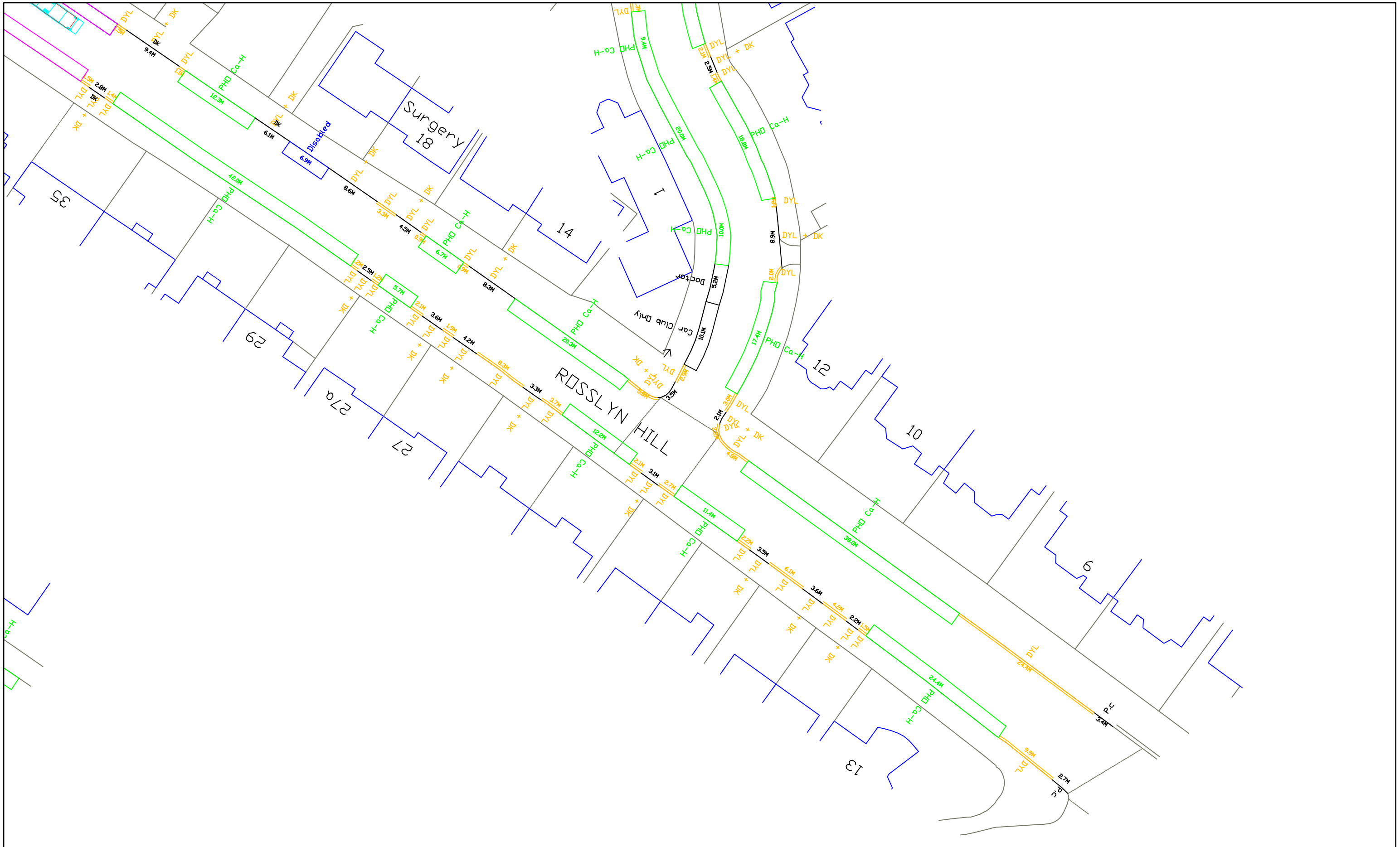

Date: 20-June-2018 Scale: 1:500@A3 Source: OS/PMA Drawing No. P1839/TA/04	N	P1839: 26 ROSSLYN HILL, NW3 1PD Figure 4e. Kerb Side Inventory; Rosslyn Hill	PAUL MEW ASSOCIATES TRAFFIC CONSULTANTS Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ Tel: 020 8780 0426 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

Date: 20-June-2018
Scale: NTS
Source: Google Maps/ESFA
Drawing No: P1839/TA/05

N

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

Figure 5.

Abacus Belsize Primary School Catchment Area

PAUL MEW ASSOCIATES
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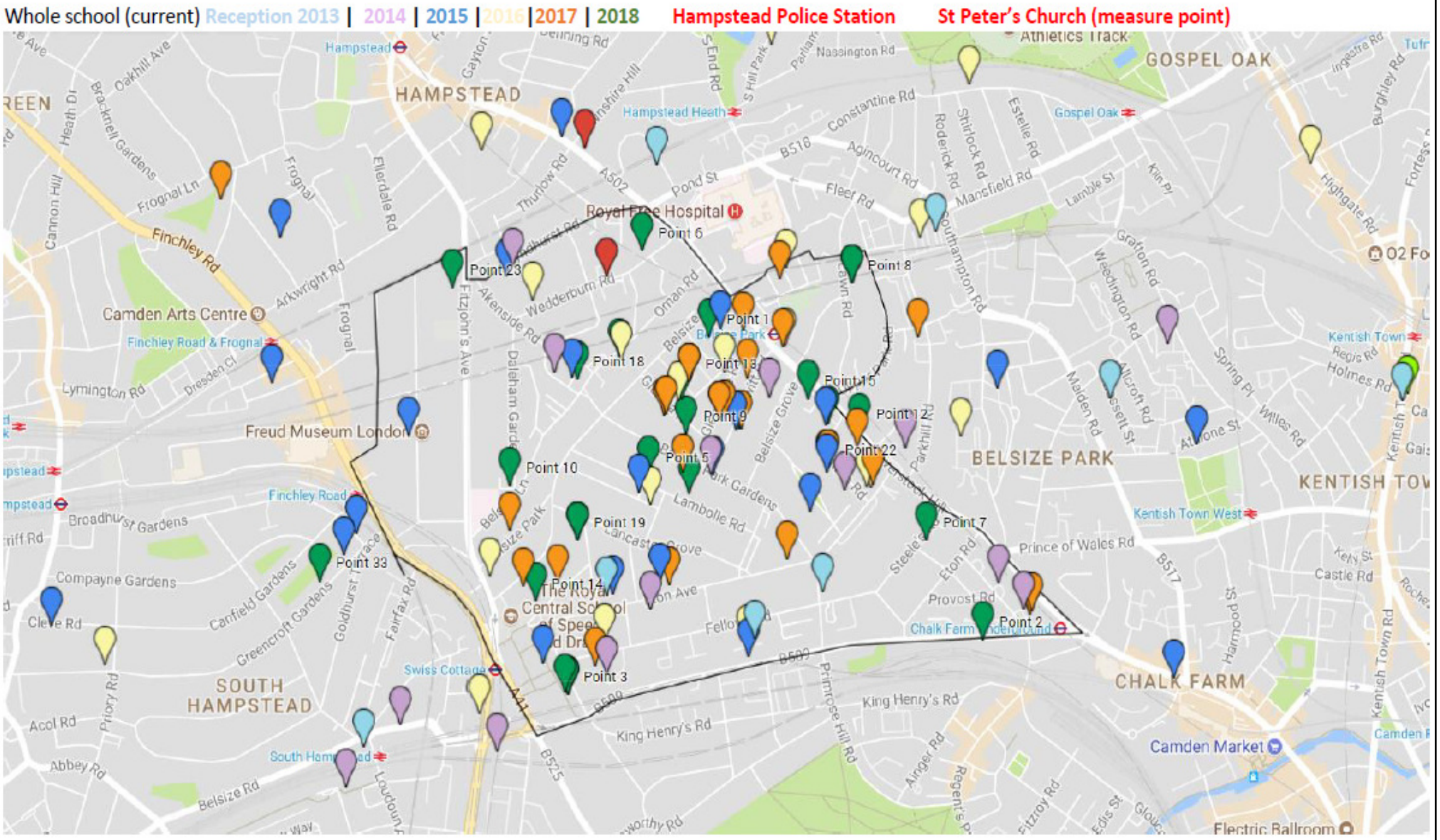

Date: 12-September-2018
Scale: NTS
Source: Abacus Belsize School
Drawing No: P1839/TA/06

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

Figure 6.

Abacus Belsize Primary School Intake 2013-2018

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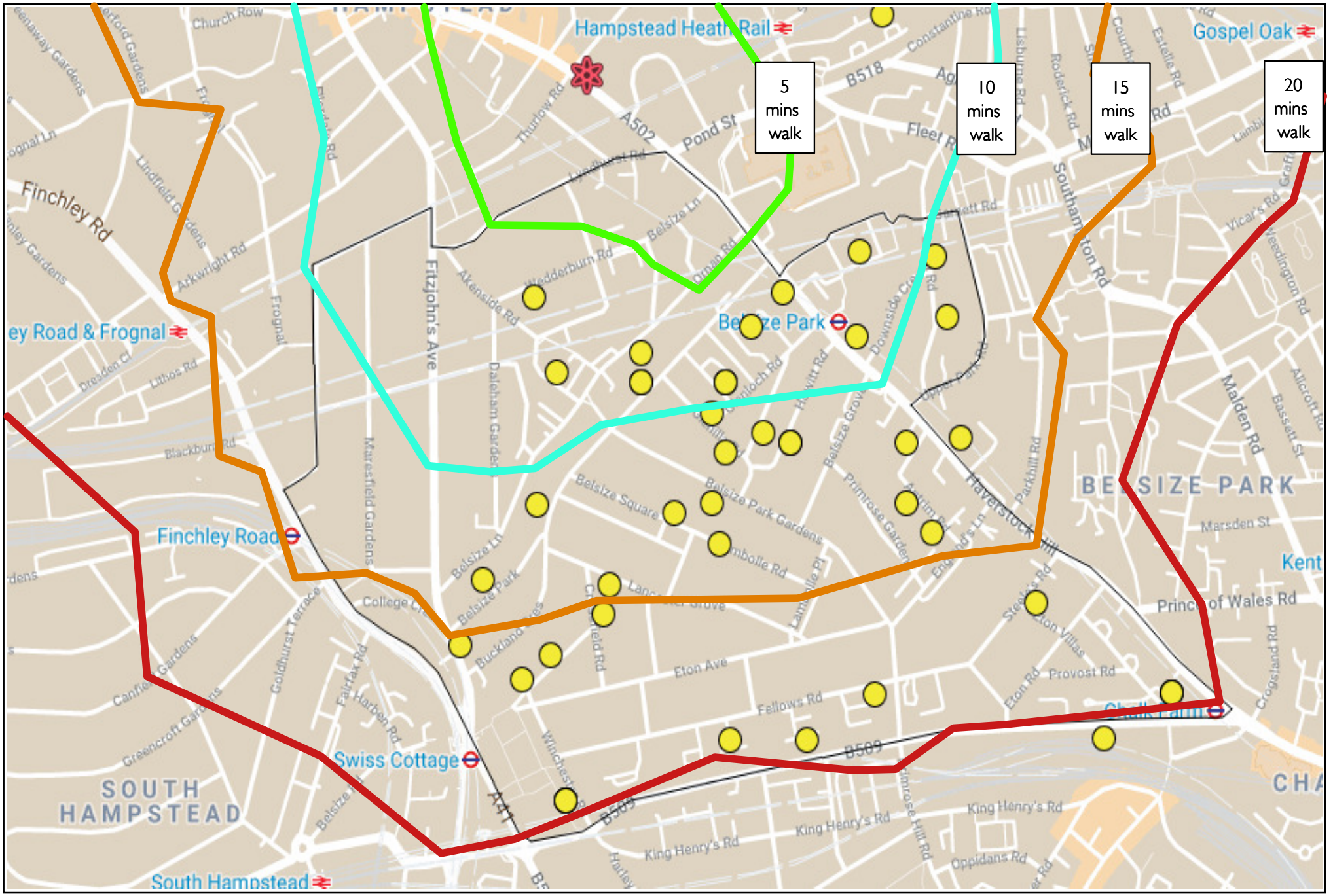

Date: 30-January-2019
Scale: NTS
Source: Google Maps/PMA
Drawing No: P1839/TS/07

N

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

Figure 7.

School Intake 2017 & 2018; Walk Time Map from the Site Through the Catchment Area;

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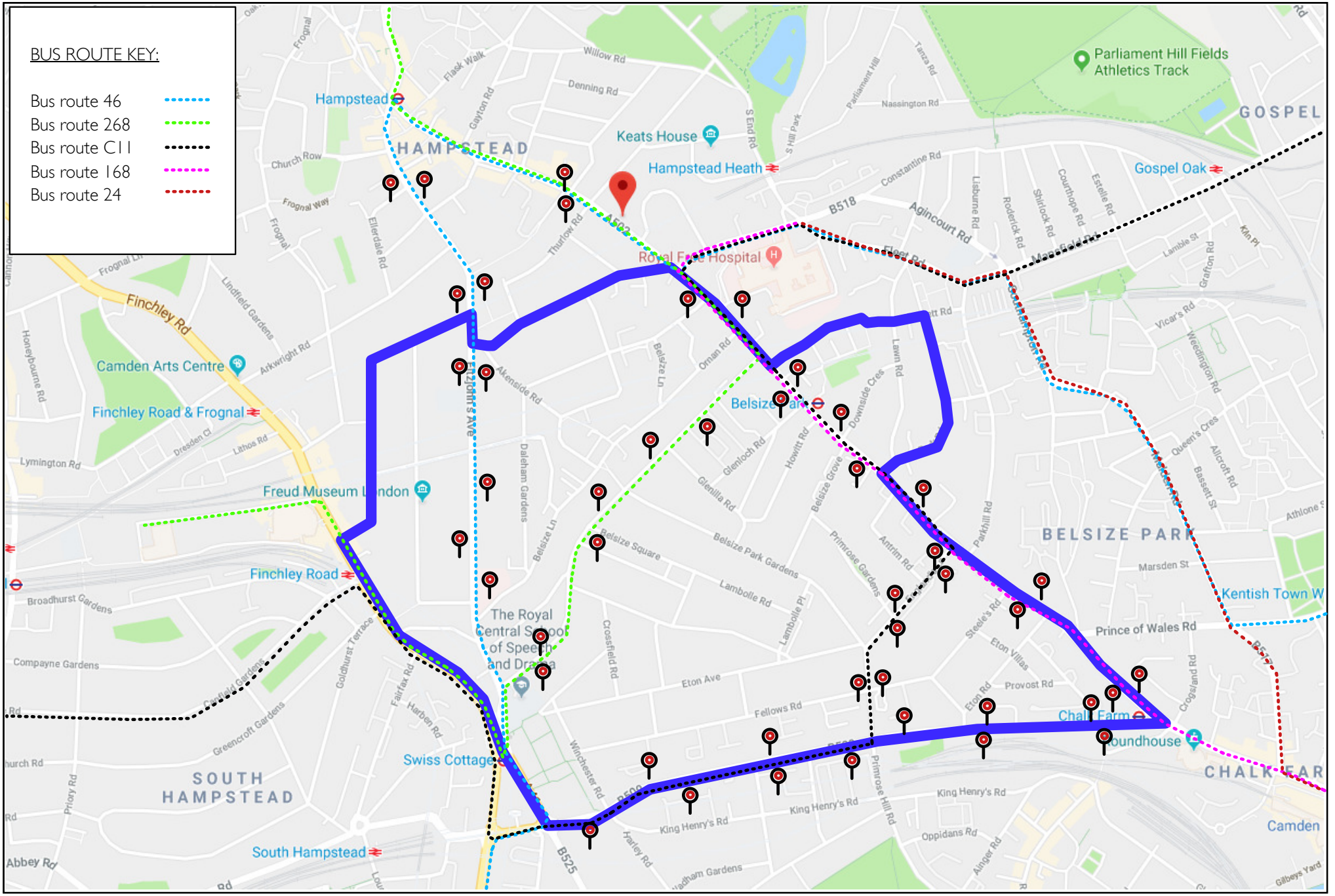

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Source: Google Maps/PMA
Drawing No: P1839/TA/08

N

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

Figure 8.

Bus Routes and Bus Stops in Catchment Area

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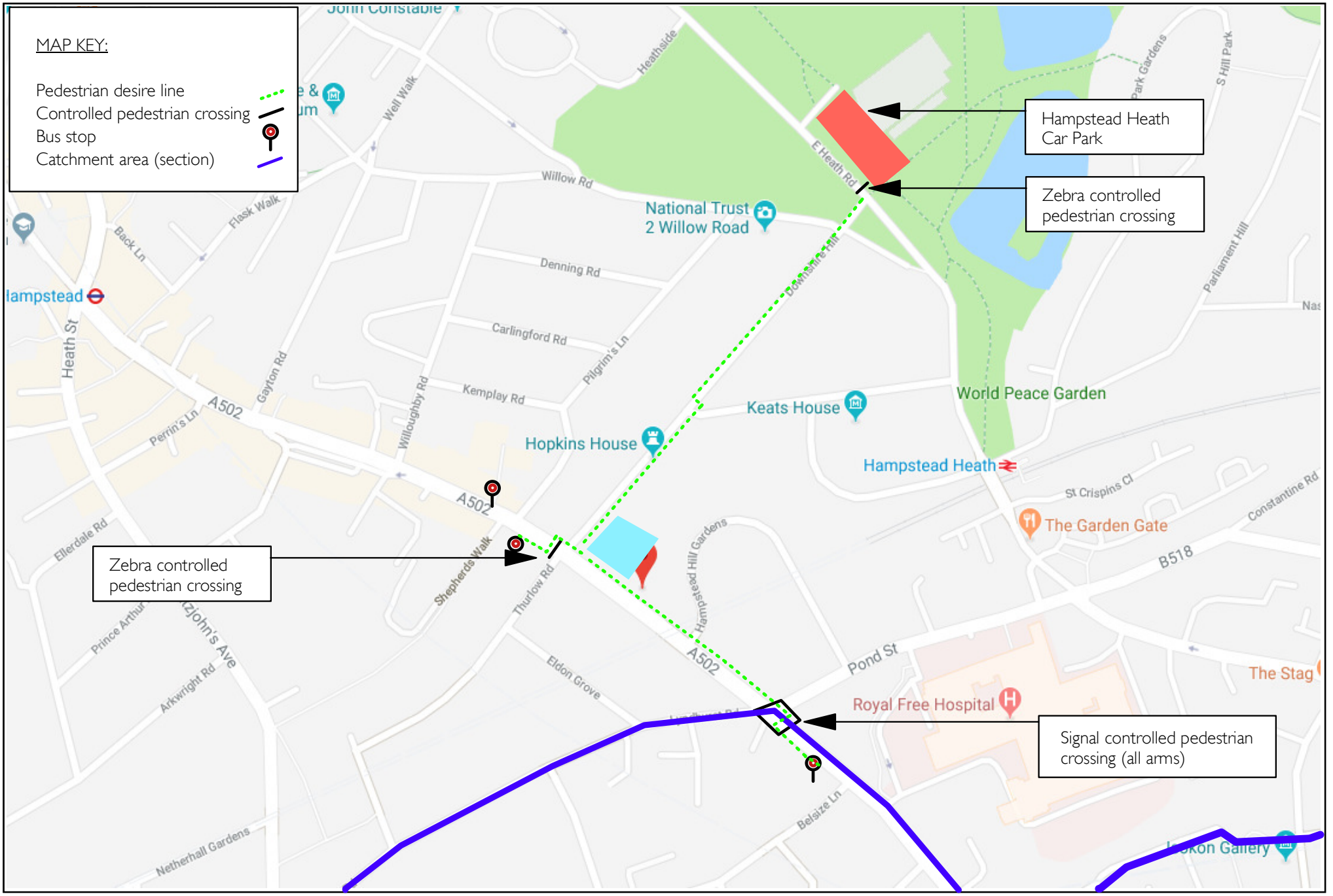

Date: 20-June-2018
Scale: NTS
Source: Google Maps/PMA
Drawing No: P1839/TA/09

N

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

Figure 9.

Pedestrian Crossings and Desire Lines Adjoining the Site

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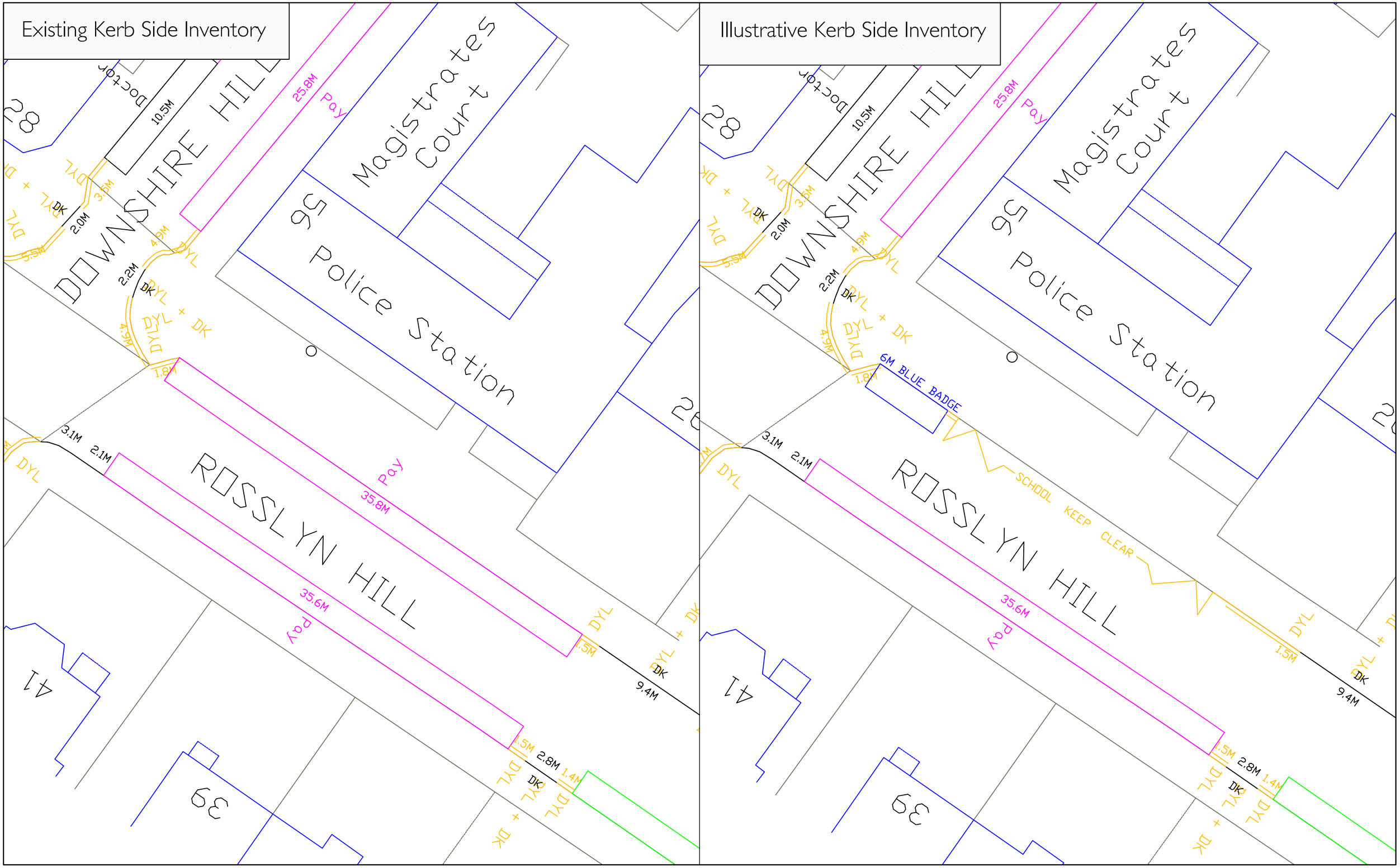
TRAFFIC CONSULTANTS

Existing Kerb Side Inventory

Illustrative Kerb Side Inventory



Date: 16-January-2019 Scale: 1:250@A3 Source: OS/PMA Drawing No. P1839/TS/10	N	P1839: 26 ROSSLYN HILL, NW3 1PD Figure 10. Kerb Side Inventory; Existing Kerb Side Restrictions and Illustrative Changes to the TRO

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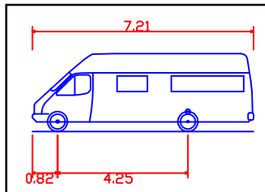

7.5t Panel Van

Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	7.400m

Date: 16-January-2019 Scale: 1:200@A3 Source: AutoTrack Drawing No. P1839/TS/11	N	P1839: 26 ROSSLYN HILL, NW3 1PD Figure 11. AutoTrack; 7.5t Panel Delivery Van Entering the Site (Left) and Exiting the Site (Right)

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APPENDIX A
Site Boundary

PROPOSED BLOCK PLAN

SCALE 1:1500

0 5 10

PROPOSED

#	Date:	Revision:	DR:	CH:	Thumbnail:
	12/04/19	Rev. A Neighboring site line amended			

Type:
GENERAL ARRANGEMENT

Dwg.no:
P - 1732 - 001 A

Status:

Scale: 1:500@ A3

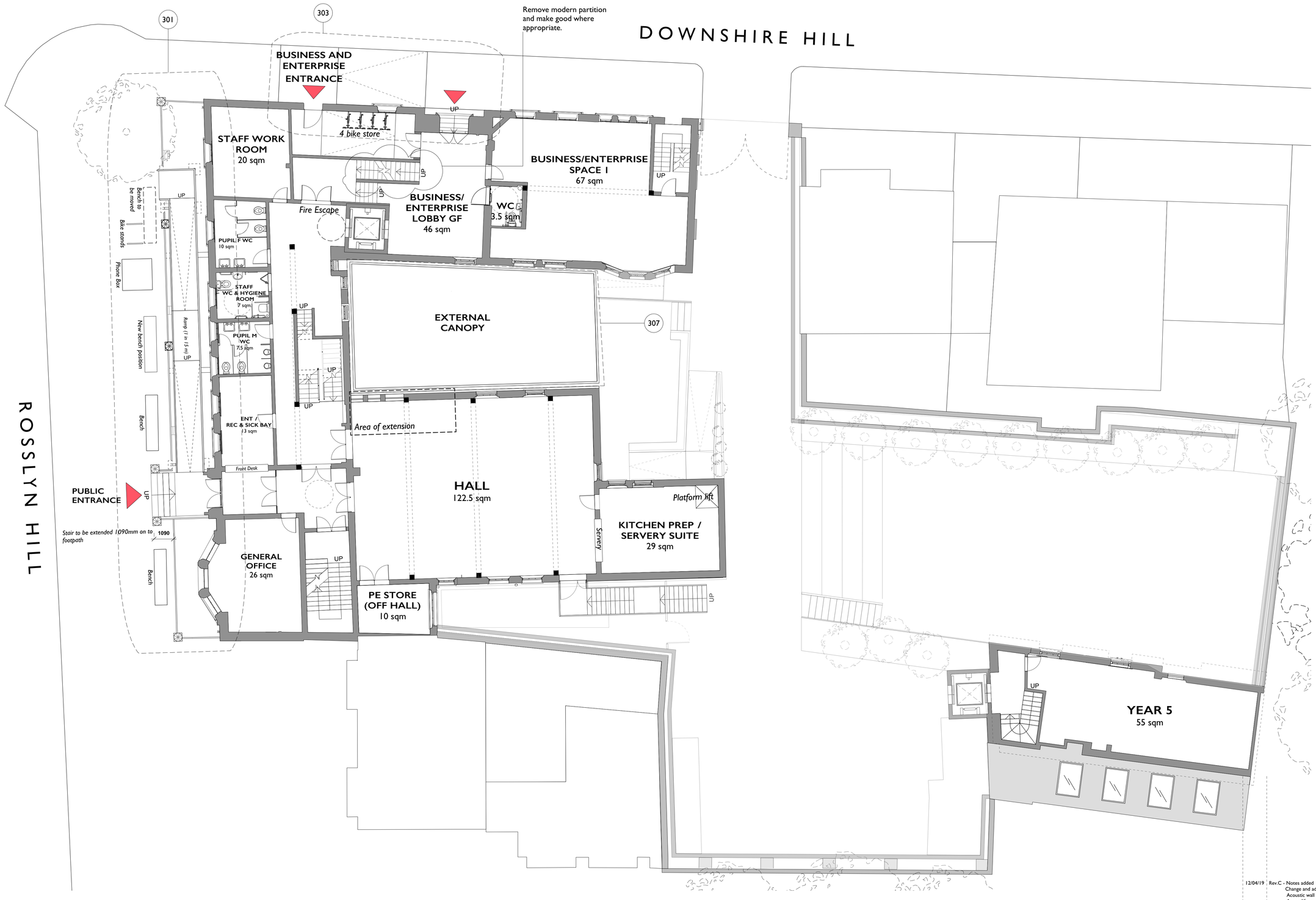
Job Title: Abacus Belsize Primary School

Client: DFE

Drawing Title: Proposed Block Plan

41 Corsham Street, London N1 6DR
satellitearchitects

APPENDIX B
Proposed Site Plan



All flooring will be retained and covered over where necessary.

PROPOSED GROUND FLOOR PLAN

SCALE 1:100

0 5 10

PROPOSED

#	Date:	Revision:	DR:	CH:	Thumbnail:
	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			

Type: GENERAL ARRANGEMENT

Dwg.no: P - 1732 - 101 C

Status:

1:100@ A1
Scale: 1:200@ A3

Job Title: Abacus Belsize Primary School

Client: DFE

Drawing Title: Proposed Ground Floor Plan

41 Corsham Street, London N1 6DR
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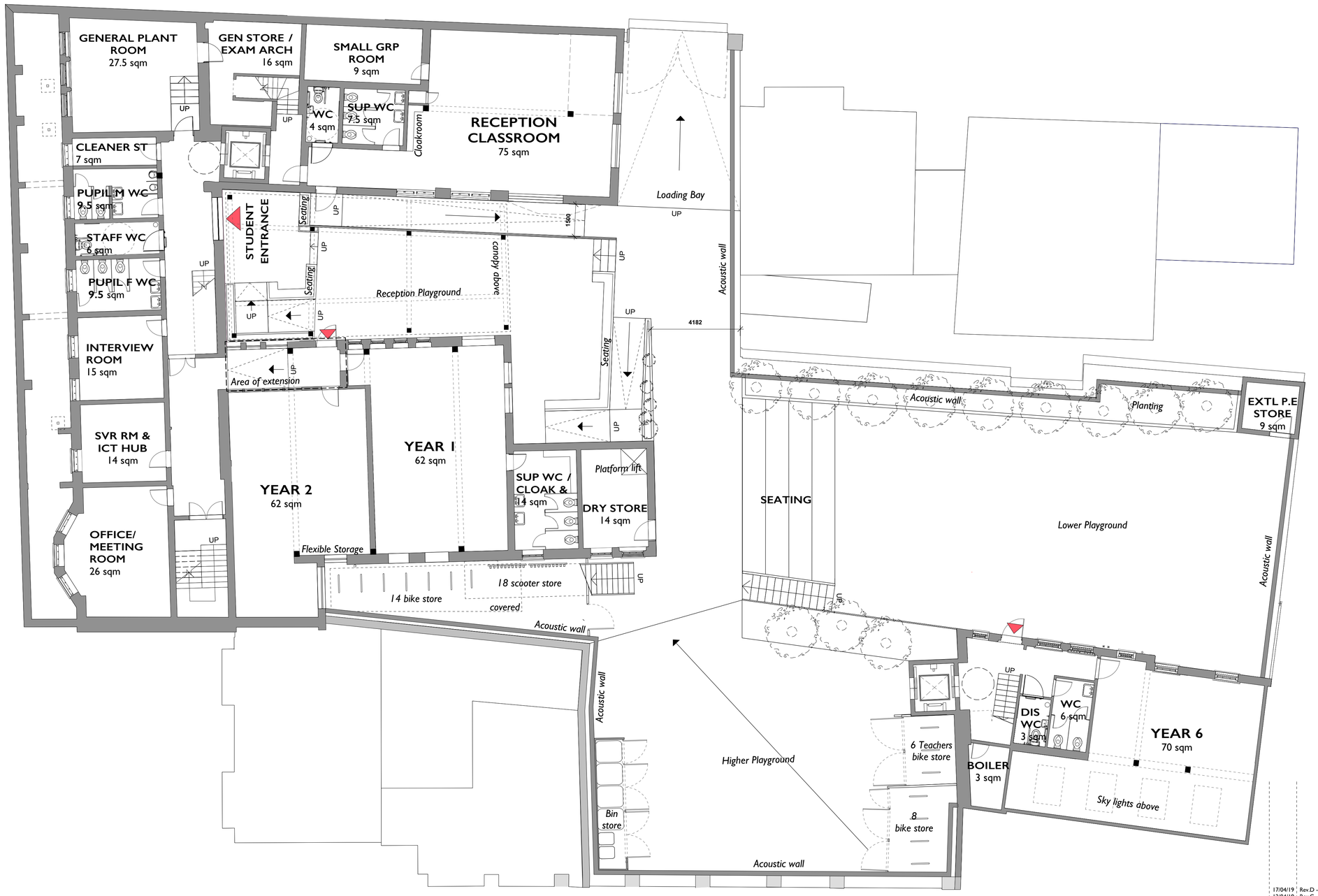
DOWNSHIRE HILL

ROSSLYN HILL



All flooring will be retained and covered over where necessary.

PROPOSED LOWER GROUND FLOOR PLAN

SCALE 1:100

0 5 10

PROPOSED

#	Date:	Revision:	DR:	CH:	Thumbnail:
	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			

Type: GENERAL ARRANGEMENT

Dwg.no: P - 1732 - 100 D

Status:

1.100@ A1
Scale: 1.200@ A3

Job Title: Abacus Belsize Primary School

Client: DFE

Drawing Title: Proposed Lower Ground Floor Plan

41 Corsham Street, London N1 6DR
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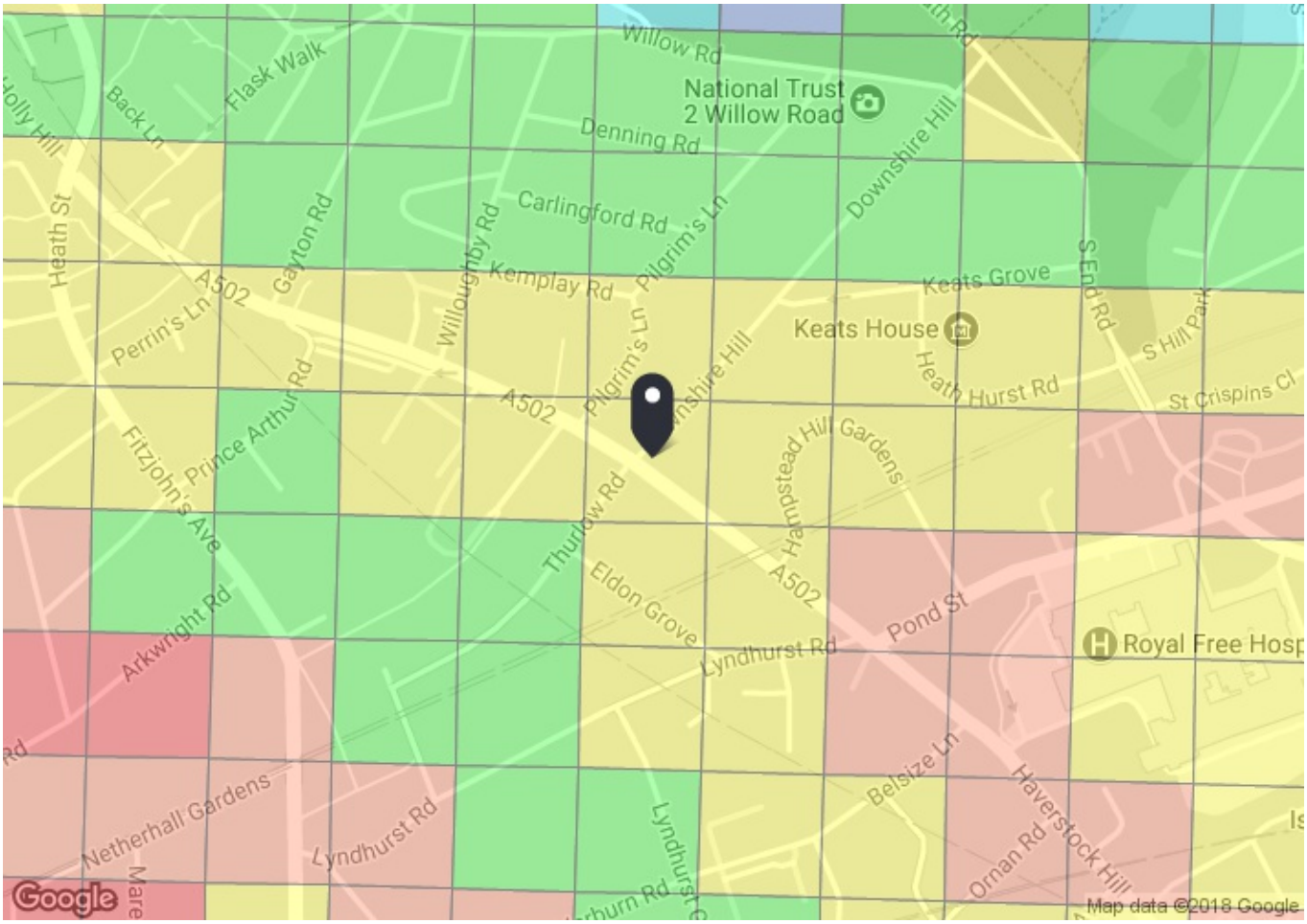
APPENDIX C
TfL PTAL Site Plan

TRANSPORT FOR LONDON



PTAL output for Base Year
4

26 Rosslyn Hill, Hampstead, London NW3, UK
Easting: 526852, Northing: 185544

Grid Cell: 106985

Report generated: 08/01/2018

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ROYAL FREE HOSPITAL	C11	379.34	7.5	4.74	6	10.74	2.79	0.5	1.4
Bus	ROYAL FREE HOSPITAL	168	379.34	9	4.74	5.33	10.08	2.98	0.5	1.49
Bus	SOUTH END GREEN	24	594.7	10	7.43	5	12.43	2.41	0.5	1.21
Bus	ROSSLYN HILL PILGRIMS LN	46	84.92	6	1.06	7	8.06	3.72	1	3.72
Bus	ROSSLYN HILL PILGRIMS LN	268	84.92	5	1.06	8	9.06	3.31	0.5	1.66
LUL	Hampstead	'Edgware-Morden'	537.87	9	6.72	4.08	10.81	2.78	0.5	1.39
LUL	Hampstead	'Morden-Edgware'	537.87	4.67	6.72	7.17	13.9	2.16	0.5	1.08
LUL	Hampstead	'Kennington-Edgware'	537.87	14.67	6.72	2.79	9.52	3.15	1	3.15
Rail	Hampstead Heath	'CLPHMJ2-STFD 2L50'	533.92	3.67	6.67	8.92	15.6	1.92	1	1.92
Rail	Hampstead Heath	'STFD-CLPHMJ2 2Y11'	533.92	3.67	6.67	8.92	15.6	1.92	0.5	0.96
									Total Grid Cell AI:	**17.97**

APPENDIX D
Parking Survey Results

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

PARKING SURVEY RESULTS

Tuesday 26th June 2018, surveys at 20 minute intervals from 0730-0910 & 1445-1625

PERMIT HOLDERS ONLY CA-H

Street	Tuesday 26/06/2018 0730-0930																	
	0730-0750			0750-0810			0810-0830			0830-0850			0850-0910			0910-0930		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	11	20	35%	12	19	39%	18	13	58%	16	15	52%	18	13	58%	19	12	61%
Downshire Hill	30	5	86%	30	5	86%	28	7	80%	30	5	86%	27	8	77%	28	7	80%
Thurlow Road	26	9	74%	26	9	74%	25	10	71%	28	7	80%	27	8	77%	26	9	74%
Eldon Grove	15	6	71%	15	6	71%	15	6	71%	15	6	71%	15	6	71%	14	7	67%
Shepherd's Walk	10	0	100%	10	0	100%	8	2	80%	8	2	80%	8	2	80%	9	1	90%
Hampstead Hill Gds	24	8	75%	22	10	69%	22	10	69%	22	10	69%	23	9	72%	22	10	69%
Total	116	48	71%	115	49	70%	116	48	71%	119	45	73%	118	46	72%	118	46	72%

Source: PMA Survey

PAY & DISPLAY

Street	Tuesday 26/06/2018 0730-0930																	
	0730-0750			0750-0810			0810-0830			0830-0850			0850-0910			0910-0930		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	11	19	37%	14	16	47%	13	17	43%	11	19	37%	16	14	53%	13	17	43%
Downshire Hill	3	7	30%	4	6	40%	3	7	30%	3	7	30%	3	7	30%	4	6	40%
Thurlow Road	2	7	22%	5	4	56%	5	4	56%	7	2	78%	6	3	67%	5	4	56%
Eldon Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shepherd's Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hampstead Hill Gds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	16	33	33%	23	26	47%	21	28	43%	21	28	43%	25	24	51%	22	27	45%

Source: PMA Survey

Street	Tuesday 26/06/2018 1445-1645																	
	1445-1505			1505-1525			1525-1545			1545-1605			1605-1625			1625-1645		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	20	11	65%	22	9	71%	18	13	58%	22	9	71%	18	13	58%	21	10	68%
Downshire Hill	24	11	69%	25	10	71%	25	10	71%	27	8	77%	28	7	80%	29	6	83%
Thurlow Road	26	9	74%	28	7	80%	28	7	80%	27	8	77%	28	7	80%	28	7	80%
Eldon Grove	14	7	67%	15	6	71%	15	6	71%	15	6	71%	15	6	71%	15	6	71%
Shepherd's Walk	10	0	100%	10	0	100%	9	1	90%	10	0	100%	10	0	100%	10	0	100%
Hampstead Hill Gds	24	8	75%	26	6	81%	26	6	81%	24	8	75%	24	8	75%	22	10	69%
Total	118	46	72%	126	38	77%	121	43	74%	125	39	76%	123	41	75%	125	39	76%

Source: PMA Survey

Street	Tuesday 26/06/2018 1445-1645																	
	1445-1505			1505-1525			1525-1545			1545-1605			1605-1625			1625-1645		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	22	8	73%	20	10	67%	20	10	67%	18	12	60%	18	12	60%	16	14	53%
Downshire Hill	7	3	70%	7	3	70%	7	3	70%	9	1	90%	7	3	70%	6	4	60%
Thurlow Road	7	2	78%	6	3	67%	5	4	56%	4	5	44%	7	2	78%	7	2	78%
Eldon Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shepherd's Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hampstead Hill Gds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	36	13	73%	33	16	67%	32	17	65%	31	18	63%	32	17	65%	29	20	59%

Source: PMA Survey

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

PARKING SURVEY RESULTS

Wednesday 27th June 2018, surveys at 20 minute intervals from 0730-0910 & 1445-1625

PERMIT HOLDERS ONLY CA-H

Street	Wednesday 27/06/2018 0730-0930																	
	0730-0750			0750-0810			0810-0830			0830-0850			0850-0910			0910-0930		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	17	14	55%	17	14	55%	15	16	48%	16	15	52%	17	14	55%	19	12	61%
Downshire Hill	30	5	86%	29	6	83%	30	5	86%	28	7	80%	25	10	71%	25	10	71%
Thurlow Road	26	9	74%	26	9	74%	23	12	66%	23	12	66%	24	11	69%	24	11	69%
Eldon Grove	14	7	67%	15	6	71%	15	6	71%	14	7	67%	13	8	62%	13	8	62%
Shepherd's Walk	9	1	90%	9	1	90%	9	1	90%	9	1	90%	8	2	80%	8	2	80%
Hampstead Hill Gds	25	7	78%	25	7	78%	25	7	78%	23	9	72%	23	9	72%	20	12	63%
Total	121	43	74%	121	43	74%	117	47	71%	113	51	69%	110	54	67%	109	55	66%

Source: PMA Survey

PAY & DISPLAY

Street	Wednesday 27/06/2018 0730-0930																	
	0730-0750			0750-0810			0810-0830			0830-0850			0850-0910			0910-0930		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	8	22	27%	10	20	33%	15	15	50%	12	18	40%	12	18	40%	12	18	40%
Downshire Hill	4	6	40%	3	7	30%	3	7	30%	4	6	40%	5	5	50%	5	5	50%
Thurlow Road	1	8	11%	1	8	11%	3	6	33%	6	3	67%	8	1	89%	9	0	100%
Eldon Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shepherd's Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hampstead Hill Gds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	13	36	27%	14	35	29%	21	28	43%	22	27	45%	25	24	51%	26	23	53%

Source: PMA Survey

Street	Wednesday 27/06/2018 1445-1645																	
	1445-1505			1505-1525			1525-1545			1545-1605			1605-1625			1625-1645		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	20	11	65%	22	9	71%	20	11	65%	25	6	81%	20	11	65%	20	11	65%
Downshire Hill	26	9	74%	26	9	74%	28	7	80%	28	7	80%	27	8	77%	28	7	80%
Thurlow Road	25	10	71%	24	11	69%	27	8	77%	27	8	77%	27	8	77%	28	7	80%
Eldon Grove	13	8	62%	13	8	62%	13	8	62%	12	9	57%	13	8	62%	13	8	62%
Shepherd's Walk	10	0	100%	10	0	100%	9	1	90%	10	0	100%	10	0	100%	10	0	100%
Hampstead Hill Gds	23	9	72%	25	7	78%	26	6	81%	25	7	78%	25	7	78%	23	9	72%
Total	117	47	71%	120	44	73%	123	41	75%	127	37	77%	122	42	74%	122	42	74%

Source: PMA Survey

Street	Wednesday 27/06/2018 1445-1645																	
	1445-1505			1505-1525			1525-1545			1545-1605			1605-1625			1625-1645		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	21	9	70%	19	11	63%	20	10	67%	19	11	63%	20	10	67%	17	13	57%
Downshire Hill	7	3	70%	8	2	80%	7	3	70%	7	3	70%	6	4	60%	5	5	50%
Thurlow Road	8	1	89%	6	3	67%	6	3	67%	4	5	44%	6	3	67%	6	3	67%
Eldon Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shepherd's Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hampstead Hill Gds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	36	13	73%	33	16	67%	33	16	67%	30	19	61%	32	17	65%	28	21	57%

Source: PMA Survey

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

PARKING SURVEY RESULTS

Average of Tuesday 26th and Wednesday 27th June 2018, surveys at 20 minute intervals from 0730-0910 & 1445-1625

PERMIT HOLDERS ONLY CA-H

Street	Average of Tuesday 26 & Wednesday 27 June 2018 0730-0930																	
	0730-0750			0750-0810			0810-0830			0830-0850			0850-0910			0910-0930		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	14	17	45%	15	17	47%	17	15	53%	16	15	52%	18	14	56%	19	12	61%
Downshire Hill	30	5	86%	30	6	84%	29	6	83%	29	6	83%	26	9	74%	27	9	76%
Thurlow Road	26	9	74%	26	9	74%	24	11	69%	26	10	73%	26	10	73%	25	10	71%
Eldon Grove	15	7	69%	15	6	71%	15	6	71%	15	7	69%	14	7	67%	14	8	64%
Shepherd's Walk	10	1	95%	10	1	95%	9	2	85%	9	2	85%	8	2	80%	9	2	85%
Hampstead Hill Gds	25	8	77%	24	9	73%	24	9	73%	23	10	70%	23	9	72%	21	11	66%
Total	119	46	72%	118	46	72%	117	48	71%	116	48	71%	114	50	70%	114	51	69%

Source: PMA Survey

PAY & DISPLAY

Street	Average of Tuesday 26 & Wednesday 27 June 2018 0730-0930																	
	0730-0750			0750-0810			0810-0830			0830-0850			0850-0910			0910-0930		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	10	21	32%	12	18	40%	14	16	47%	12	19	38%	14	16	47%	13	18	42%
Downshire Hill	4	7	35%	4	7	35%	3	7	30%	4	7	35%	4	6	40%	5	6	45%
Thurlow Road	2	8	17%	3	6	33%	4	5	44%	7	3	72%	7	2	78%	7	2	78%
Eldon Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shepherd's Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hampstead Hill Gds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	15	35	30%	19	31	38%	21	28	43%	22	28	44%	25	24	51%	24	25	49%

Source: PMA Survey

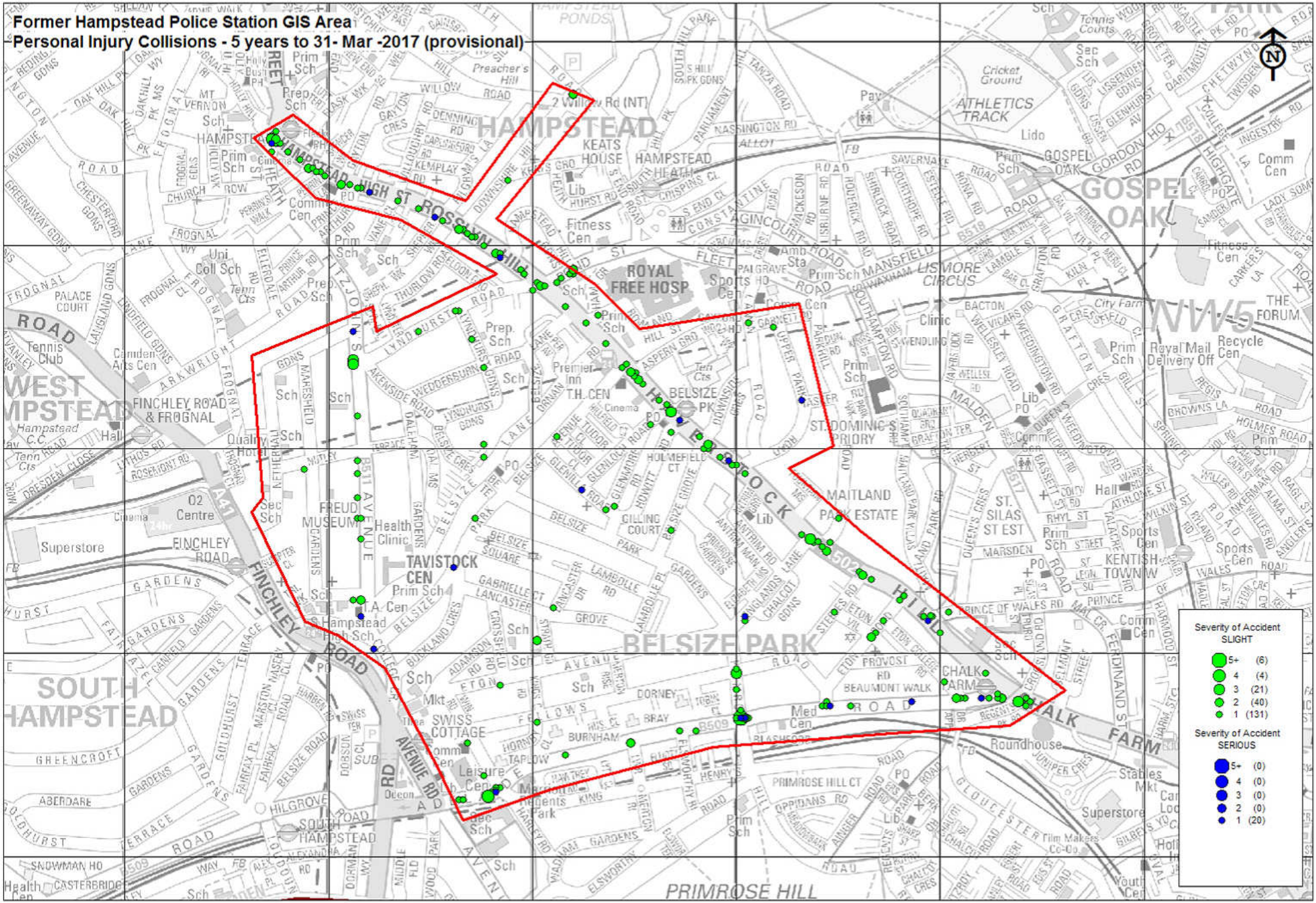
Street	Average of Tuesday 26 & Wednesday 27 June 2018 1445-1645																	
	1445-1505			1505-1525			1525-1545			1545-1605			1605-1625			1625-1645		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	20	11	65%	22	9	71%	19	12	61%	24	8	76%	19	12	61%	21	11	66%
Downshire Hill	25	10	71%	26	10	73%	27	9	76%	28	8	79%	28	8	79%	29	7	81%
Thurlow Road	26	10	73%	26	9	74%	28	8	79%	27	8	77%	28	8	79%	28	7	80%
Eldon Grove	14	8	64%	14	7	67%	14	7	67%	14	8	64%	14	7	67%	14	7	67%
Shepherd's Walk	10	0	100%	10	0	100%	9	1	90%	10	0	100%	10	0	100%	10	0	100%
Hampstead Hill Gds	24	9	73%	26	7	80%	26	6	81%	25	8	77%	25	8	77%	23	10	70%
Total	118	47	72%	123	41	75%	122	42	74%	126	38	77%	123	42	75%	124	41	75%

Source: PMA Survey

Street	Average of Tuesday 26 & Wednesday 27 June 2018 1445-1645																	
	1445-1505			1505-1525			1525-1545			1545-1605			1605-1625			1625-1645		
	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress	Cars Parked	Free Spaces	% Stress
Rosslyn Hill	22	9	72%	20	11	65%	20	10	67%	19	12	62%	19	11	63%	17	14	55%
Downshire Hill	7	3	70%	8	3	75%	7	3	70%	8	2	80%	7	4	65%	6	5	55%
Thurlow Road	8	2	83%	6	3	67%	6	4	61%	4	5	44%	7	3	72%	7	3	72%
Eldon Grove	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shepherd's Walk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hampstead Hill Gds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	36	13	73%	33	16	67%	33	17	66%	31	19	62%	32	17	65%	29	21	58%

Source: PMA Survey

APPENDIX E
PIA Data



Scale : 1:8000

Created: 19-FEB-2018

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MD01 GIS AREA B02_Hampstead_PS (P)	60 MTS TO MAR-2017	222

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	1	2	3	4	5	6	7	8	9	10
Accident Reference	0112EK40163	0112EK40167	0112EK40201	0112EK40228	0112EK40234	0112EK40261	0112EK40286	0112EK40339	0112TB00635	0112EK40391
Day	FRIDAY	TUESDAY	TUESDAY	THURSDAY	MONDAY	THURSDAY	SATURDAY	MONDAY	SUNDAY	TUESDAY
Date	06/04/2012	10/04/2012	24/04/2012	10/05/2012	21/05/2012	31/05/2012	02/06/2012	04/06/2012	17/06/2012	03/07/2012
Time	20:53	16:31	14:50	08:25	10:55	01:20	16:30	00:30	01:00	16:17
Light Conditions	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Pedestrian Location				0					0	
Contributory Factors (* denotes pre 2005)	406 V001 A 308 V001 A	405 V001 A 406 V002 A 403 V002 A	405 V002 A	405 V001 A 407 V001 A 602 V001 A	405 V002 A 602 V002 A	405 V002 A	405 V001 A 302 V001 A 403 V001 A	405 V001 A 406 V001 A 308 V001 A 602 V001 A	405 V001 A 701 V001 A 801 C001 A 802 C001 A	407 V002 A 403 V002 A 602 V002 A
Easting/Northing	527720 184750	527240 184280	526490 185670	526400 185730	526890 184150	526370 185780	527810 184690	526970 185440	527730 184370	527840 184550

Pedestrian	54	24 %
Wet	36	16 %
Dark	74	33 %

Site Diagram

Severity / Months To	12 03/2013	12 03/2014	12 03/2015	12 03/2016	12 03/2017	Total	Pct
Fatal	0	0	0	0	0	**0**	**0.0 %**
Serious	5	4	2	3	6	**20**	**9.0 %**
Slight	36	36	40	54	36	**202**	**91.0 %**
Total	**41**	**40**	**42**	**57**	**42**	**222**	
Pct	**18.5 %**	**18.0 %**	**18.9 %**	**25.7 %**	**18.9 %**		

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	11	12	13	14	15	16	17	18	19	20
Accident Reference	0112TB00691	0112EK40380	0112EK40348	0112EK40363	0112EK40395	0112EK40415	0112EK40420	0112EK40444	0112EK40458	0112EK40501
Day	WEDNESDAY	SATURDAY	SUNDAY	WEDNESDAY	MONDAY	MONDAY	THURSDAY	FRIDAY	WEDNESDAY	FRIDAY
Date	04/07/2012	07/07/2012	08/07/2012	11/07/2012	16/07/2012	30/07/2012	02/08/2012	03/08/2012	15/08/2012	17/08/2012
Time	17:55	21:29	20:00	14:55	16:40	09:40	18:00	10:36	19:05	14:08
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0			X		0				
Contributory Factors (* denotes pre 2005)	701 V001 A 801 C001 A 802 C001 A 808 C001 A	308 V002 A 601 V002 A 602 V002 A	103 V001 B 408 V001 A 307 V001 A 403 V002 A 605 V001 A	405 V001 A 802 C001 A	405 V001 A 403 V001 A	802 C001 A 405 V001 A 403 V001 B	405 V002 A 302 V002 A 403 V002 A	405 V001 A 904 V001 A	405 V001 A 405 V002 A	405 V001 A 403 V001 A
Easting/Northing	526920 185470	527680 184780	526560 185210	526370 185750	527240 184280	527520 184580	527180 185260	526580 185640	528190 184380	526980 185430

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	21	22	23	24	25	26	27	28	29	30
Accident Reference	0112EK40447	0112EK40482	0112EK40498	0112EK40495	0112EK40550	0112EK40619	0112EK40632	0112EK40610	0112EK40665	0112EK40664
Day	SUNDAY	SUNDAY	WEDNESDAY	SUNDAY	WEDNESDAY	WEDNESDAY	MONDAY	TUESDAY	MONDAY	MONDAY
Date	19/08/2012	19/08/2012	05/09/2012	16/09/2012	10/10/2012	07/11/2012	12/11/2012	20/11/2012	26/11/2012	17/12/2012
Time	18:45	19:35	09:03	20:22	07:10	16:00	18:45	00:30	16:40	16:11
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	DARK	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	WET	WET	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location				0			0	0		
Contributory Factors (* denotes pre 2005)	306 V001 A 410 V001 A	405 V001 A 308 V001 A 408 V002 B	405 V001 A 904 V001 A	405 V001 A 602 V001 A	406 V002 B 405 V002 A 601 V002 A 602 V002 B	405 V002 A 302 V002 A 403 V002 A	806 C001 A	801 C001 A 802 C001 A 808 C001 A	405 V002 A 308 V002 A	405 V001 A
Easting/Northing	526880 185500	526860 185520	526580 184630	526880 184980	526880 185010	527740 184600	526890 184150	526480 185680	527520 184940	527000 185390

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	31	32	33	34	35	36	37	38	39	40
Accident Reference	0113TB00042	0113EK40039	0113EK40009	0113EK40026	0113EK40060	0113TB00061	0113EK40098	0113EK40084	0113EK40115	0113EK40247
Day	FRIDAY	SATURDAY	FRIDAY	FRIDAY	FRIDAY	WEDNESDAY	SATURDAY	SUNDAY	MONDAY	WEDNESDAY
Date	04/01/2013	05/01/2013	11/01/2013	18/01/2013	01/02/2013	13/02/2013	23/02/2013	24/02/2013	11/03/2013	20/03/2013
Time	11:35	05:35	18:00	07:25	10:15	02:42	18:20	15:34	16:45	13:23
Light Conditions	LIGHT	DARK	DARK	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SERIOUS	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0	50M				X			
Contributory Factors (* denotes pre 2005)	904 V001 A 405 V001 A	810 C001 A 804 C001 A	802 C001 A 804 C001 A	403 V002 A 405 V002 A	405 V001 A 904 V001 B	301 V002 A 410 V002 A 902 V002 A 903 V001 A	405 V001 A 304 V001 A	405 V001 A 302 V001 A	405 V001 A 403 V001 A 402 V001 A	308 V002 A 406 V002 B
Easting/Northing	528100 184390	527930 184380	527360 185070	526360 185760	526840 185530	528210 184390	526850 185520	526830 185540	527100 185870	527400 184310

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	41	42	43	44	45	46	47	48	49	50
Accident Reference	0113EK40154	0113EK40150	0113EK40221	0113EK40271	0113EK40248	0113EK40209	0113EK40239	0113EK40342	0113EK40263	0113EK40403
Day	THURSDAY	TUESDAY	WEDNESDAY	FRIDAY	SATURDAY	SUNDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Date	21/03/2013	02/04/2013	17/04/2013	19/04/2013	20/04/2013	21/04/2013	02/05/2013	17/05/2013	18/05/2013	02/06/2013
Time	11:18	00:08	11:55	11:15	14:02	21:38	08:30	18:30	18:16	23:13
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										
Contributory Factors (* denotes pre 2005)	999 C001 B	405 V001 A 410 V001 A 601 V001 A	310 V002 A 405 V002 A	405 V001 A 403 V001 A	406 V001 A 308 V001 A	405 V001 A 302 V001 A 403 V001 A	405 V002 A 302 V002 A 602 V002 A	405 V002 A	405 V001 A 403 V001 A	406 V002 A 308 V002 A
Easting/Northing	527060 185410	527730 184770	527430 185000	526910 185480	526580 184630	527680 184780	526560 185220	527220 185200	526450 185690	527253 185188

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	51	52	53	54	55	56	57	58	59	60
Accident Reference	0113EK40333	0113EK40352	0113EK40368	0113EK40371	0113EK40500	0113EK40537	0113EK40544	0113EK40568	0113EK40620	0113EK40626
Day	WEDNESDAY	FRIDAY	TUESDAY	WEDNESDAY	WEDNESDAY	SATURDAY	THURSDAY	SATURDAY	MONDAY	TUESDAY
Date	05/06/2013	21/06/2013	02/07/2013	03/07/2013	07/08/2013	17/08/2013	29/08/2013	07/09/2013	16/09/2013	01/10/2013
Time	11:15	18:30	18:44	17:41	07:51	23:00	17:57	21:26	16:40	13:15
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location										
Contributory Factors (* denotes pre 2005)	406 V002 A 403 V002 A	406 V002 A 307 V002 A	405 V001 A 403 V001 A	405 V002 A 301 V002 A 602 V002 A	405 V001 A 302 V001 A 403 V001 A	408 V001 A 405 V001 A	999 C001 A	405 V001 A 301 V001 A 403 V001 A	405 V001 A 403 V001 A	403 V001 A 405 V001 A
Easting/Northing	527330 185110	526820 185340	526670 185610	527020 185400	526560 185220	527010 185410	526760 185570	527970 184580	527510 184340	527100 185430

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	61	62	63	64	65	66	67	68	69	70
Accident Reference	0113EK40680	0113EK40718	0113EK40743	0113EK40749	0113EK40827	0113EK40810	0113EK40817	0113EK40838	0113EK40883	0114EK40212
Day	TUESDAY	WEDNESDAY	MONDAY	WEDNESDAY	SUNDAY	TUESDAY	WEDNESDAY	SUNDAY	FRIDAY	MONDAY
Date	15/10/2013	16/10/2013	04/11/2013	06/11/2013	17/11/2013	26/11/2013	27/11/2013	08/12/2013	20/12/2013	13/01/2014
Time	13:20	16:34	08:20	14:20	20:13	06:55	18:45	19:40	17:25	07:00
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK	DARK	DARK	DARK
Road Surface	DRY	WET	WET	DRY	WET	DRY	DRY	DRY	DRY	WET
Severity	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0			0			0		0	0
Contributory Factors (* denotes pre 2005)	801 C001 A 802 C001 A	405 V001 A 404 V001 B 403 V001 A	405 V001 A 302 V001 A	802 C001 A 808 C001 A	405 V002 A 403 V002 A	403 V001 A 405 V001 A	802 C001 A 808 C001 A	403 V001 A 410 V001 A	410 V001 A	802 C001 A 803 C001 A 405 V001 B
Easting/Northing	527660 185120	527520 184340	527500 184450	527160 185330	526810 185340	526570 184880	527090 185430	528190 184380	527270 185160	528040 184390

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	71	72	73	74	75	76	77	78	79	80
Accident Reference	0114EK40016	0114EK40066	0114EK40041	0114EK40105	0114EK40126	0114EK40120	0114EK40178	0114EK40285	0114EK40190	0114EK40279
Day	SATURDAY	WEDNESDAY	FRIDAY	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	FRIDAY	WEDNESDAY	SATURDAY
Date	25/01/2014	29/01/2014	31/01/2014	02/03/2014	03/03/2014	04/03/2014	12/03/2014	21/03/2014	26/03/2014	29/03/2014
Time	09:00	15:30	23:42	15:26	19:30	10:52	19:15	18:30	21:25	11:20
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	DARK	LIGHT	DARK	LIGHT
Road Surface	WET	DRY	WET	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0	0							
Contributory Factors (* denotes pre 2005)	410 V001 A 103 V001 A 307 V001 B	405 V001 A 802 C001 A 808 C001 A	802 C001 A 803 C001 A 808 C001 A 103 V001 B	402 V002 A 406 V002 A 308 V002 B	405 V001 A 904 V001 A 602 V001 A	406 V001 A 405 V001 A 404 V002 B 403 V002 A	405 V002 A 406 V002 A	406 V002 A 601 V002 B 602 V002 A	408 V002 A 602 V002 A 601 V002 B	602 V002 A
Easting/Northing	526900 184160	527010 184530	527420 185000	527510 184340	527010 184330	527100 185870	526570 184970	526360 185760	526580 184780	527200 184860

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	81	82	83	84	85	86	87	88	89	90
Accident Reference	0114EK40251	0114EK40354	0114EK40356	0114EK40367	0114EK40381	0114EK40450	0114EK40462	0114EK40468	0114EK40493	0114EK40503
Day	MONDAY	SATURDAY	TUESDAY	FRIDAY	TUESDAY	THURSDAY	SUNDAY	TUESDAY	TUESDAY	SATURDAY
Date	31/03/2014	03/05/2014	13/05/2014	16/05/2014	20/05/2014	29/05/2014	15/06/2014	17/06/2014	24/06/2014	28/06/2014
Time	15:00	23:30	15:03	19:45	14:02	10:30	00:55	14:31	16:09	01:00
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location							X	0		
Contributory Factors (* denotes pre 2005)	406 V003 A 602 V003 A 405 V003 A	403 V002 A 405 V002 A 602 V002 A	405 V002 A	405 V001 A	405 V001 A 403 V001 A 405 V002 A 403 V002 A	406 V001 A 405 V001 A 406 V002 A 405 V002 A	602 V001 A 304 V001 A	410 V001 A 808 C001 A	509 V002 A 602 V002 A	509 V001 A 602 V001 A
Easting/Northing	527510 184340	528150 184390	527430 185010	527720 184380	526610 184510	527510 184340	527240 185190	526720 185590	527530 184340	526570 184830

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	91	92	93	94	95	96	97	98	99	100
Accident Reference	0114EK40514	0114EK40533	0114EK40536	0114EK40560	0114EK40567	0114EK40580	0114EK40600	0114EK40677	0114EK40646	0114EK40700
Day	MONDAY	SATURDAY	SUNDAY	SATURDAY	TUESDAY	FRIDAY	SATURDAY	WEDNESDAY	THURSDAY	THURSDAY
Date	30/06/2014	05/07/2014	06/07/2014	12/07/2014	15/07/2014	18/07/2014	26/07/2014	30/07/2014	14/08/2014	04/09/2014
Time	09:10	23:55	15:56	16:40	16:25	22:50	16:30	11:55	09:18	07:01
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	WET	DRY	DRY	DRY	DRY
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0					X				
Contributory Factors (* denotes pre 2005)	803 C001 A 403 V002 A 405 V002 A	405 V001 A	409 V001 A 403 V001 A 701 V002 A 405 V002 B	406 V002 A 403 V002 A 602 V002 A	108 V002 A 306 V002 B	802 C001 A 803 C001 A 808 C001 A 804 C001 A	406 V002 A 403 V002 A 405 V002 A 405 V001 A	701 V002 A 405 V002 A	403 V002 A 410 V002 A 408 V002 A 405 V001 A	405 V002 A 602 V002 A 404 V002 B 406 V001 A
Easting/Northing	527120 184900	528010 184430	527690 184770	526920 184170	526560 185220	527520 184340	527460 184980	527340 185040	527100 185440	527830 184680

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	101	102	103	104	105	106	107	108	109	110
Accident Reference	0114EK40810	0114EK40788	0114EK40931	0114EK40927	0114EK40926	0114EK40928	0114EK40968	0114EK41045	0114EK41036	0114EK41092
Day	SUNDAY	TUESDAY	WEDNESDAY	SATURDAY	MONDAY	TUESDAY	WEDNESDAY	TUESDAY	THURSDAY	WEDNESDAY
Date	05/10/2014	21/10/2014	22/10/2014	08/11/2014	10/11/2014	11/11/2014	12/11/2014	09/12/2014	11/12/2014	31/12/2014
Time	20:27	19:15	17:53	19:30	04:45	10:39	17:58	09:20	19:15	18:10
Light Conditions	DARK	LIGHT	DARK	DARK	DARK	LIGHT	DARK	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	WET	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location			0			0	0			
Contributory Factors (* denotes pre 2005)	405 V002 A	405 V002 A	405 V001 B 802 C002 A 808 C002 A	405 V002 A 403 V002 A 707 V002 B 103 V001 A	408 V001 A 408 V002 A 308 V002 B 808 U000 A	602 V001 A 405 V001 A 601 V001 B 403 V001 A 802 C001 A	806 C001 A 808 C001 A 802 C001 A	404 V001 A 602 V001 A 405 V001 A	406 V001 A 403 V001 A 410 V001 A	406 V001 A
Easting/Northing	527680 184780	526910 184170	528110 184450	527910 184640	527020 185400	526920 184420	527180 184850	527660 184790	527530 185310	527290 185060

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	111	112	113	114	115	116	117	118	119	120
Accident Reference	0115EK40150	0115EK40143	0115EK40030	0115EK40080	0115EK40066	0115EK40067	0115EK40165	0115EK40100	0115EK40199	0115EK40854
Day	THURSDAY	SATURDAY	MONDAY	WEDNESDAY	THURSDAY	SATURDAY	WEDNESDAY	TUESDAY	FRIDAY	SUNDAY
Date	08/01/2015	10/01/2015	19/01/2015	28/01/2015	29/01/2015	31/01/2015	04/02/2015	10/02/2015	06/03/2015	08/03/2015
Time	12:50	03:25	19:25	11:50	15:30	20:00	09:25	18:05	16:30	10:00
Light Conditions	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	50M				0					
Contributory Factors (* denotes pre 2005)	602 V001 A 403 V001 A 802 C001 A	405 V001 A 408 V001 A 308 V002 A	407 V002 A 602 V002 A 405 V002 A	602 V002 A 403 V002 A 408 V002 A 601 V002 B 406 V001 B	405 V001 A 802 C001 A 808 C001 A	406 V002 A 404 V001 B	405 V002 A 403 V002 A 602 V002 A	409 V001 A 204 V001 B 410 V001 A 602 V001 B	405 V002 A 602 V002 A	405 V002 A 602 V002 A
Easting/Northing	528200 184380	526360 185770	528150 184390	527340 185090	527010 184530	526780 185560	526450 185690	527780 184370	526850 185270	527340 184800

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	121	122	123	124	125	126	127	128	129	130
Accident Reference	0115EK40254	0115EK40218	0115EK40225	0115EK40377	0115EK40416	0115EK40435	0115EK40408	0115EK40421	0115EK40450	0115EK40442
Day	THURSDAY	THURSDAY	TUESDAY	THURSDAY	TUESDAY	FRIDAY	SATURDAY	THURSDAY	FRIDAY	SATURDAY
Date	12/03/2015	19/03/2015	24/03/2015	07/05/2015	12/05/2015	22/05/2015	23/05/2015	28/05/2015	29/05/2015	06/06/2015
Time	11:30	16:10	15:15	18:20	17:15	08:30	14:00	08:36	17:00	13:43
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	X	0								
Contributory Factors (* denotes pre 2005)	304 V001 A 602 V001 A	801 C001 A 802 C001 A 808 C001 A 701 V001 A 408 V001 A	405 V002 A 406 V002 A 605 V002 B 405 V001 A	408 V002 A 405 V001 A	405 V002 A 602 V002 A 406 V002 B	404 V002 A 405 V002 A 403 V002 A 602 V002 A	409 V001 A 405 V002 A 403 V002 A 404 V002 B	405 V001 A	403 V002 A 602 V002 A	408 V001 A 410 V001 A 408 V002 A 404 V002 A 602 V002 A
Easting/Northing	528060 184390	526560 184630	527360 184310	527070 185420	527980 184590	526560 185290	526580 184830	527100 185440	526720 185290	526560 185210

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	131	132	133	134	135	136	137	138	139	140
Accident Reference	0115EK40482	0115EK40552	0115EK40472	0115EK40501	0115EK40448	0115EK40510	0115EK40555	0115EK40530	0115EK40534	0115EK40547
Day	MONDAY	THURSDAY	FRIDAY	MONDAY	THURSDAY	THURSDAY	SATURDAY	WEDNESDAY	WEDNESDAY	MONDAY
Date	08/06/2015	11/06/2015	12/06/2015	22/06/2015	25/06/2015	25/06/2015	27/06/2015	01/07/2015	01/07/2015	06/07/2015
Time	10:30	18:36	14:48	16:22	20:25	19:05	19:09	16:20	16:30	19:09
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		X						0	0	
Contributory Factors (* denotes pre 2005)	602 V002 A 407 V002 A 405 V002 A	304 V001 A 602 V001 A 601 V001 B	405 V002 A 602 V002 A 406 V002 B	408 V001 A	403 V002 A 602 V002 A	409 V001 A	405 V002 A 308 V002 B 602 V002 B	405 V001 A 403 V001 A	206 V001 A 602 V001 A	405 V001 A 404 V001 A 403 V001 A
Easting/Northing	527510 184340	526530 185650	528020 184600	526820 184140	526807 184709	526360 185760	528050 184390	526440 184950	527310 185120	528120 184390

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	141	142	143	144	145	146	147	148	149	150
Accident Reference	0115EK40617	0115EK40599	0115EK40643	0115EK40639	0115EK40658	0115EK40663	0115EK40696	0115EK40711	0115EK40744	0115EK40764
Day	TUESDAY	SATURDAY	SATURDAY	FRIDAY	SUNDAY	SUNDAY	SUNDAY	THURSDAY	TUESDAY	TUESDAY
Date	07/07/2015	18/07/2015	18/07/2015	31/07/2015	02/08/2015	02/08/2015	09/08/2015	13/08/2015	25/08/2015	01/09/2015
Time	17:30	11:55	22:13	04:33	09:22	17:54	11:31	07:45	11:25	15:10
Light Conditions	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location						X				
Contributory Factors (* denotes pre 2005)	405 V001 A 406 V002 A 403 V002 A	405 V001 A 404 V001 A 602 V001 A	405 V002 A 403 V002 A	410 V002 A	405 V001 A 403 V001 A	405 V001 A 304 V001 A	405 V001 A 302 V001 A	405 V001 A 406 V002 A 403 V002 A	405 V002 A 403 V002 A	405 V002 A 302 V002 A 403 V002 A
Easting/Northing	527830 184540	526570 184940	527260 185170	526570 185640	527510 184340	526430 185710	527500 184450	528220 184380	527500 184460	527830 184540

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	151	152	153	154	155	156	157	158	159	160
Accident Reference	0115EK40784	0115EK40875	0115EK40894	0115EK40916	0115EK40958	0115EK40963	0115EK41073	0115EK40993	0115EK41016	0115EK41049
Day	WEDNESDAY	MONDAY	TUESDAY	THURSDAY	WEDNESDAY	THURSDAY	THURSDAY	FRIDAY	MONDAY	THURSDAY
Date	09/09/2015	05/10/2015	06/10/2015	15/10/2015	28/10/2015	29/10/2015	29/10/2015	06/11/2015	16/11/2015	26/11/2015
Time	18:44	09:00	20:35	18:45	08:05	14:32	21:33	15:43	21:50	18:46
Light Conditions	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK	DARK
Road Surface	DRY	WET	WET	DRY	WET	DRY	DRY	DRY	DRY	WET
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location						0				0
Contributory Factors (* denotes pre 2005)	408 V001 A 403 V001 A 308 V002 A 405 V002 A	405 V001 A 308 V001 A	410 V001 A 307 V001 B	503 V001 A 505 V001 A 502 V001 A 409 V001 A	707 V001 A 405 V001 A 406 V001 A	801 C001 A 802 C001 A 805 C001 A 808 C001 A	403 V002 A 405 V002 A 406 V002 A 508 V002 A	999 V003 A 607 V003 A 602 V003 B	405 V001 A 407 V001 A 406 V002 A 507 V002 A	405 V001 A 710 V001 B 602 V001 B
Easting/Northing	527960 184590	528210 184370	527710 184370	527260 185170	526820 185540	527080 184250	527030 185400	527500 184960	527900 184630	527590 185300

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	161	162	163	164	165	166	167	168	169	170
Accident Reference	0115EK41088	0115EK41076	0115EK41080	0115EK41082	0115EK41099	0115EK41109	0115EK49048	0115EK41141	0115EK41153	0115EK41161
Day	SUNDAY	THURSDAY	THURSDAY	SUNDAY	WEDNESDAY	FRIDAY	TUESDAY	FRIDAY	FRIDAY	MONDAY
Date	29/11/2015	03/12/2015	03/12/2015	06/12/2015	09/12/2015	11/12/2015	15/12/2015	18/12/2015	25/12/2015	28/12/2015
Time	04:30	22:21	07:22	13:05	16:10	15:43	16:20	16:00	08:30	11:25
Light Conditions	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET	DRY	DRY	WET	DRY	WET	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location							50M			
Contributory Factors (* denotes pre 2005)	405 V001 A 406 V001 A 501 V001 B 602 V001 A	103 V002 B 403 V001 A 405 V001 A 602 V001 A	403 V002 A 405 V002 A 406 V002 A 602 V002 A	408 V002 A 308 V003 A 405 V003 A	410 V001 A	302 V001 A 406 V001 A 405 V001 A 602 V001 A	802 C001 A 803 C001 A 808 C001 A	301 V002 A 603 V002 A 405 V002 A	405 V001 A 403 V001 A	405 V001 A 405 V002 A 406 V002 A 602 V002 A
Easting/Northing	527500 184340	527410 185030	526370 185760	526890 184150	527720 184750	527500 184450	527250 185180	528190 184380	527970 184580	526530 185650

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	171	172	173	174	175	176	177	178	179	180
Accident Reference	0116EK40074	0116EK40066	0116EK40116	0116EK40076	0116EK40068	0116EK40117	0116EK40121	0116EK40131	0116EK40139	0116EK40162
Day	THURSDAY	SUNDAY	TUESDAY	SATURDAY	THURSDAY	TUESDAY	SATURDAY	SUNDAY	THURSDAY	THURSDAY
Date	07/01/2016	17/01/2016	02/02/2016	06/02/2016	11/02/2016	01/03/2016	05/03/2016	06/03/2016	10/03/2016	17/03/2016
Time	16:40	19:40	13:55	07:00	17:21	21:31	20:25	17:56	17:22	13:51
Light Conditions	DARK	DARK	LIGHT	LIGHT	DARK	DARK	DARK	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	WET	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0				0	50M			
Contributory Factors (* denotes pre 2005)	405 V002 A	407 V001 A 602 V001 A	405 V002 A 403 V002 A	405 V002 A 403 V002 A 602 V002 A	404 V001 B 405 V001 A 406 V001 A 602 V001 A	407 V001 A 405 V001 A 802 C001 B 808 C001 B	701 V001 A 801 C001 A 802 C001 A 808 C001 A	405 V002 A 406 V002 A 602 V002 A	403 V001 A 405 V001 A 406 V001 A 306 V002 B	406 V001 A 602 V001 B
Easting/Northing	526840 184280	526830 184140	526890 184150	526560 185210	527510 184340	528140 184400	527520 184340	526380 185750	526820 185540	527490 184960

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	181	182	183	184	185	186	187	188	189	190
Accident Reference	0116EK40226	0116EK40282	0116EK40299	0116EK40380	0116EK40393	0116EK40453	0116EK40451	0116EK40467	0116EK40505	0116EK40538
Day	MONDAY	FRIDAY	FRIDAY	TUESDAY	SUNDAY	WEDNESDAY	THURSDAY	SATURDAY	THURSDAY	WEDNESDAY
Date	18/04/2016	22/04/2016	29/04/2016	24/05/2016	05/06/2016	08/06/2016	23/06/2016	02/07/2016	14/07/2016	27/07/2016
Time	10:25	14:45	16:08	07:31	19:20	16:30	13:50	02:40	17:20	11:00
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	WET	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location	0						0		50M	
Contributory Factors (* denotes pre 2005)	405 V001 A 602 V001 A	405 V002 A 602 V002 A	408 V001 A 308 V002 A	403 V001 A 405 V001 A 406 V002 A 403 V002 B	403 V002 A 410 V002 A	308 V002 A 602 V002 A	403 V001 A 405 V001 A 710 V001 B 803 C001 A	306 V001 A 602 V001 A 999 V001 A 410 V001 A	405 V001 A 802 C001 A 808 C001 A	405 V002 A 404 V002 B 403 V002 A
Easting/Northing	527050 184610	527060 185030	527240 185190	527520 184590	528000 184550	526360 185750	526460 185690	527340 185090	526360 185730	526570 185080

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	191	192	193	194	195	196	197	198	199	200
Accident Reference	0116EK40551	0116EK40568	0116EK40602	01160012651	01160012480	01160023991	01160024716	01160024819	01160025088	01160024151
Day	FRIDAY	SUNDAY	WEDNESDAY	THURSDAY	FRIDAY	WEDNESDAY	WEDNESDAY	SUNDAY	SUNDAY	MONDAY
Date	29/07/2016	07/08/2016	17/08/2016	08/09/2016	23/09/2016	05/10/2016	12/10/2016	23/10/2016	23/10/2016	31/10/2016
Time	14:15	00:15	12:50	08:15	13:00	14:55	17:05	00:28	17:15	13:06
Light Conditions	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Pedestrian Location		0			0	0	0	50M	0	
Contributory Factors (* denotes pre 2005)	405 V002 A 403 V002 A 405 V001 A	810 C001 B 808 C001 A 802 C001 A	104 V001 B 302 V001 A 405 V001 A 306 V002 B	701 V002 A 701 V001 A 405 V002 B 405 V001 B	405 V001 A 403 V001 A 802 C001 B		802 C001 A	806 C001 A 802 C001 A		405 V001 A 701 V001 B 701 V002 A
Easting/Northing	527720 184370	527800 184700	526880 185200	527230 185210	526940 185660	527130 185310	526880 184200	528140 184390	526920 185480	527430 185010

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	201	202	203	204	205	206	207	208	209	210
Accident Reference	01160000454	01160001037	01160001682	01160002217	01160006549	01160003932	01160007621	01170011338	01170011528	01170012388
Day	SATURDAY	THURSDAY	TUESDAY	FRIDAY	SUNDAY	TUESDAY	SUNDAY	THURSDAY	FRIDAY	WEDNESDAY
Date	05/11/2016	10/11/2016	15/11/2016	18/11/2016	27/11/2016	29/11/2016	18/12/2016	12/01/2017	13/01/2017	18/01/2017
Time	08:20	12:40	09:45	08:30	13:15	10:16	23:35	18:30	16:37	06:00
Light Conditions	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK	DARK
Road Surface	DRY	WET	WET	DRY	DRY	DRY	DRY	WET	DRY	WET
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Pedestrian Location						0		0		
Contributory Factors (* denotes pre 2005)	701 V001 A 701 V002 A 405 V001 B	903 V001 A	505 V001 A 501 V001 B	406 V002 A 508 V002 B		405 V001 A 710 V001 B	501 V001 A	103 V001 A 707 V001 A	408 V001 A	405 V001 A
Easting/Northing	527710 184760	528040 184390	527480 184970	526910 185480	527500 184410	526552 185650	527975 184592	526909 184163	526600 185630	526860 184830

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) — 60 MTS TO MAR-2017 SORTED BY DATE

	211	212	213	214	215	216	217	218	219	220
Accident Reference	01170013407	01170013924	01170016700	01170022621	01170026481	01170028673	01170029933	01170026708	01170026883	01170027316
Day	SATURDAY	SATURDAY	TUESDAY	THURSDAY	WEDNESDAY	FRIDAY	WEDNESDAY	MONDAY	TUESDAY	WEDNESDAY
Date	21/01/2017	21/01/2017	07/02/2017	02/03/2017	08/03/2017	10/03/2017	15/03/2017	20/03/2017	21/03/2017	22/03/2017
Time	13:08	14:08	19:10	18:15	13:35	15:25	08:02	18:00	09:45	18:15
Light Conditions	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	UNKN (S/R)	DRY	DRY	DRY	DRY	DRY	WET	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT
Conflict										
Pedestrian Location				0		0	X	X		
Contributory Factors (* denotes pre 2005)	405 V001 B		710 V001 B	802 C001 A 803 C001 B				802 C001 B 808 C001 B 406 V001 B 999 C001 B	406 V002 A 404 V001 B 605 V002 B	
Easting/Northing	526560 185290	527750 184830	527080 185350	527510 184360	527860 184580	526470 185680	526370 185760	526910 184160	527810 184690	527340 185090

Former Hampstead Police Station GIS Area Collisions - 5 years to 31- Mar -2017 (provisional)

MD01 GIS AREA B02_Hampstead_PS (P) 60 MTS TO MAR-2017 SORTED BY DATE

	221	222
Accident Reference	01170029328	01170030575
Day	FRIDAY	FRIDAY
Date	31/03/2017	31/03/2017
Time	19:10	14:00
Light Conditions	LIGHT	LIGHT
Road Surface	DRY	DRY
Severity	SLIGHT	SERIOUS
Conflict		
Pedestrian Location		
Contributory Factors (* denotes pre 2005)	601 V002 A 401 V001 B 404 V001 A 403 V001 B 406 V002 B 408 V001 B	
Easting/Northing	527700 184772	526580 184590

APPENDIX F
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 CO_2 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