



**Job No:** 2020-4450  
**File Ref:** N01-LD-SD-Transport Note (211110)  
**Date:** November 2021  
**Job Title:** St Christopher's School, Hampstead

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**Subject**      **Transport Note – Transport Comments**

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## **Introduction**

1. Caneparo Associates Limited is retained by St Christopher's School Ltd ('the Applicant') to provide traffic and transport advice with regard to the minor expansion of St Christopher's School, 32 Belsize Lane, Hampstead, located in the London Borough of Camden (LBC).
2. The planning application for the minor expansion was registered in April 2021 (Ref: 2021/1327/P). A suite of documents including a Transport Statement and Travel Plan were submitted with the application, followed by an Transport Assessment Addendum Note.
3. This note seeks to respond to transport related comments from LBC issued via email dated 20<sup>th</sup> October 2021. The comments are provided with responses in the following section of this Note.

## **Comments**

4. *"there seems to be a lot of confusion as to how many additional pupil places are actually being sought and what impact this would have."*
5. There are currently 246 pupils attending the school, the proposed application seeks to increase the permitted number of pupils to 260, resulting in 14 additional pupils. The application also seeks to remove 5 off-street car parking spaces within the school in order to provide a new external play space.
6. *"It would be useful if you could confirm in writing exactly what impact the proposals would have in terms of increased pupils and the knock on effect this has to the local highway network."*
7. As set out in the submitted Transport Assessment (210319), as amended in the Transport Assessment Addendum Note (210916), and School Travel Plan (210319), the application will increase the number of pupils "to allow for additional Reception pupils, who would have otherwise joined the school at Year 1. Therefore, the proposed changes will add an expanded year group at reception year and will, therefore, not attract additional pupils in the older year groups."



8. Without management measures put in place the proposal would result in "5 additional car movements associated with the 14 additional pupils". "It should be noted that the loss of the 5 existing onsite car parking spaces would on its own mitigate an increase in 5 daily vehicle movements but the school is committed to Travel Planning measures that will reduce vehicle use further."
9. The School Travel Plan in fact seeks to provide a range of management measure to reduce car use and increase use of walking and scooter/cycling. This includes additional cycle and scooter parking facilities and a range of incentives to encourage the use of active travel.
10. Specifically targeted in the Travel Plan targets is single pupil car driver mode share. It is sought for this mode to be reduced by 5% from 15.9% (39 cars), with 246 pupils, to 15% (39 cars), with 260 pupils. Thus according with the car capping requirement set out by LBC. The management measures will ensure there will be no additional single pupils car driver trips generated by the proposal, as well as reducing car driver mode for school staff. Such measures include providing promotional events for sustainable travel like 'Walk to School Week', as well as educating parents and pupils about the impact of their travel in order to encourage the move away from the private car toward more sustainable forms of travel.
11. Therefore, the small number of additional proposed pupils proposed will not result in any material change to the operation of the local highway or public transport network.
12. Furthermore, LBC have confirmed that they are seeking to progress with consultation for the implementation of a Healthy School Street initiative on the road(s) providing access to St Christopher's School. Accordingly, if Camden's Healthy School Street proposals are accepted, school pick-up and drop-off for St Christopher's School may be removed entirely from Belsize Lane.

13. "Our transport officer has also asked for clarification on the existing and proposed cycle/scooter parking, see below.

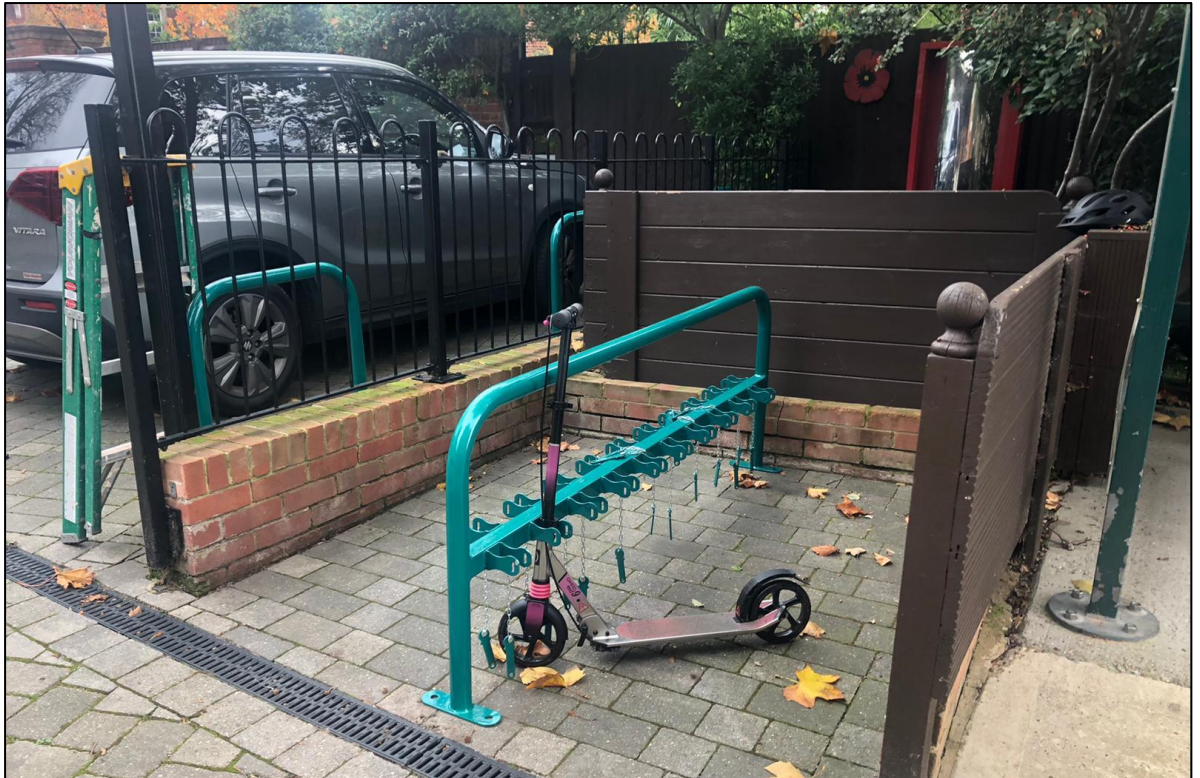
*The Transport Statement and School Travel Plan state that at present there are 10 cycle parking and a number of scooter spaces on site, although these are not shown on any of the submitted plan. The proposals include the provision of 10 additional cycle parking spaces (5 Sheffield stands) in a sheltered enclosure together with additional scooter parking adjacent to the Belsize Lane boundary wall. Clarification should be sought from the applicant as to the existing number and location of existing and proposed cycle and scooter spaces as there seems to be some discrepancy between what is shown on the plans and what is stated in the Transport Statement. The provision of additional cycle parking spaces may be necessary to meet the standard required by the London Plan."*

14. The existing cycle and scooter provision includes 30 uncovered scooter spaces, as well as 10 cycle parking spaces, as illustrated in **Figures 1-3**.



**Figure 1** – Existing Cycle and Scooter Parking Provision





**Figure 2** – Existing Scooter Parking Provision



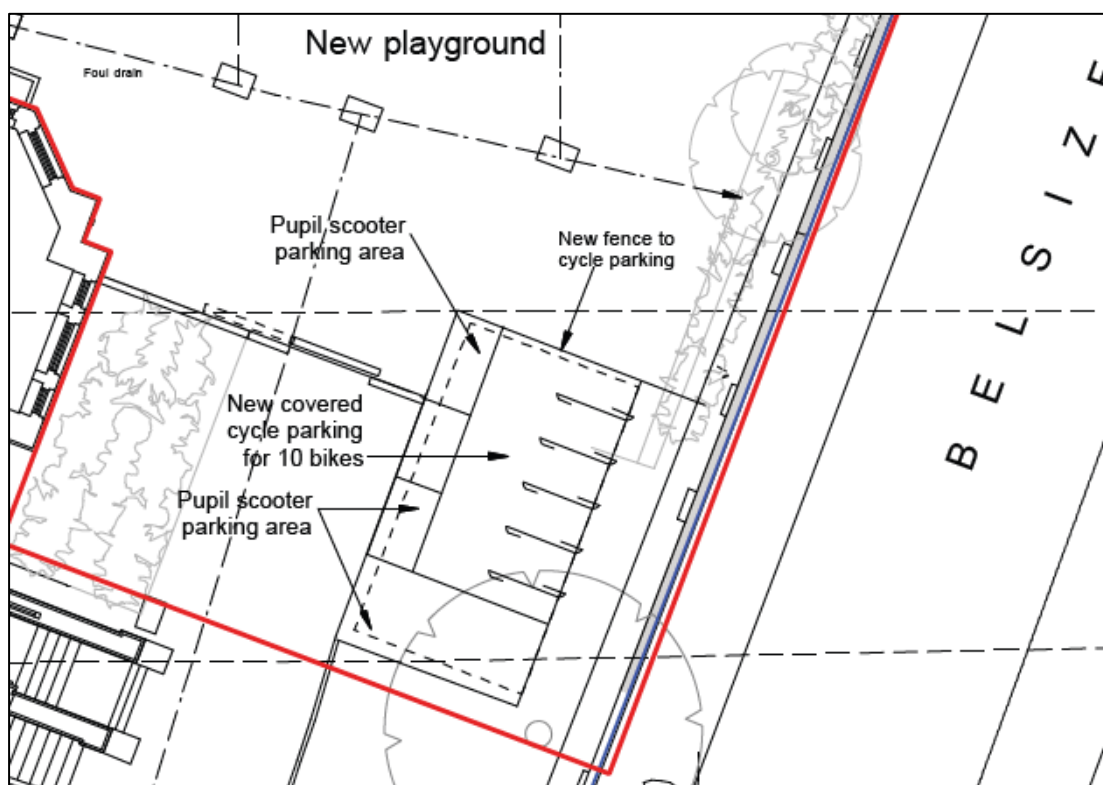
**Figure 3** – Existing Cycle Parking Provision

15. The London Plan cycle parking standards for schools is as follows:

- i. 1 space per 8 students plus one space for 8 staff for long stay cycle parking provision
- ii. 1 space per 100 students for short stay provision

16. Therefore,  $260 \text{ students} / 8 = 33 \text{ spaces}$ , plus  $50 \text{ staff (FTE)} / 8 = 7 \text{ spaces}$ , plus  $260 / 100 = 3 \text{ spaces}$ . The proposed school therefore requires the provision of 33 scooter or cycle spaces for students, plus 10 cycle parking spaces for staff and visitors.

17. As set out in the Transport Assessment, the proposal seeks to replace the existing scooter and cycle spaces and provide a bespoke scooter and cycle shelter to be located in close proximity to the pedestrian entrance for the school. The new provision will provide 40 scooter parking spaces and 10 cycle parking spaces, as illustrated in **Figure 4**. This is in excess of minimum standards set out above.



**Figure 4** – Proposed Cycle Parking Provision

18. All scooter and cycle parking spaces will therefore be sheltered from the elements and secure in accordance with best practice. Additionally, a cycle maintenance station will also be provided within the store, with a cycle pump and range of basic tools provided.

### **Summary**

19. The removal of on-site parking would mitigate the increase in car journeys generated by the additional pupils. In addition to this, School Travel Plan measures will provide a further reductions in car journeys generated by existing pupils.
20. Furthermore, in the event that Camden's Healthy School Street initiative is implemented, this would provide a significant improvement to the operation of Belsize Lane, with school pick-up and drop-off activities entirely removed.