



Transport Statement

(Including Framework Travel Plan)

Haringey Sixth Form College Proposed Additional Accommodation

Ver. 001 August 2022

Transport Planning Consultants

131 Lodge Avenue, Gidea Park

Romford, RM25AD

t: 01708 343425 - e: general@tpc.uk.com - www.tpc.uk.com

Ver 001



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1. Introduction

- 1.1. We are instructed by Haringey 6th Form College and their turnkey partners the Thornwood Group, to prepare a Transport Statement in respect of their proposals to provide additional accommodation on their existing site in Tottenham, Haringey.

2. Site description, location and Existing traffic conditions

- 2.1. Haringey 6th Form College has identified a need for additional accommodation to provide somewhere to support both students and parents away from the main building.
- 2.2. The college has limited opportunities within the existing site to locate a new building. They have identified the old wildlife garden as an ideal site location as it has been unused for several years and allows a building to be 'discrete' but accessible from the central courtyard.
- 2.3. The area identified for the new building is an unused wildlife garden which has been locked and unused for many years. To the south and west is an existing wall approx. 3.1m high which encloses the site on two sides.
- 2.4. On the west a church sits close to this boundary wall with one high level window. To the North is a 3-storey block of flats with a boundary fence of galvanised steel palisade fencing which has been painted white.
- 2.5. The eastern boundary is fenced but is part of the overall college campus.
- 2.6. Location plans showing the site in the context of the wider highway network are provided at **Appendix A**.
- 2.7. The Application Site is shown outlined in red below at Figs. 1 & 2

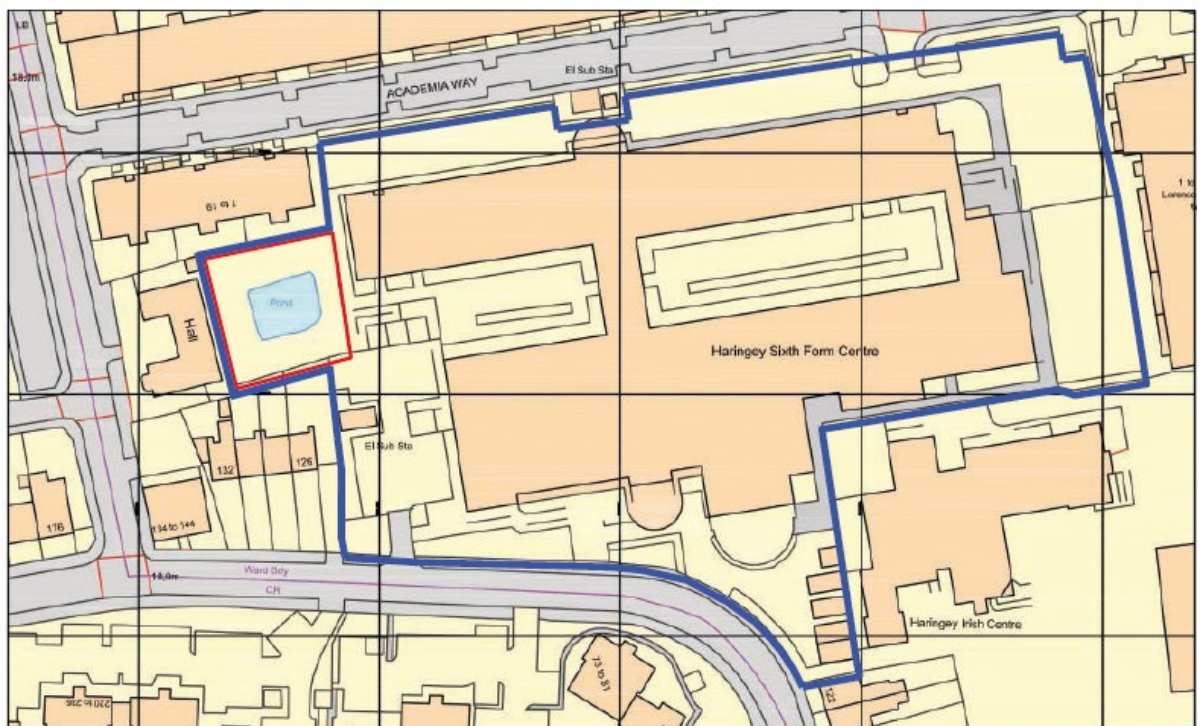


Figure 1.



Figure 2.

- 2.8. The site is located within the Haringey 6th Form College Campus that is served, on its northern boundary, by a main access on Academia Way/College Road and a service/visitor access on its southern boundary from White Hart Lane. Academia Way is one way eastbound from its junction with Queen Street to its junction with the College Access. The location is shown on the aerial photograph at Figure 3 below.



Figure 3

- 2.9. The area around the college campus is predominantly residential. The local roads are with very few exceptions subject to low levels of traffic with the only flows of any significance being to the south on Creighton Road/White Hart Lane. For normal weekday conditions there is no evidence of significant congestion or delay. On Event days at the nearby Tottenham Hotspurs Stadium special measures are introduced with road closures and additional traffic management as needs dictate. As events tend to be in the evening or at weekends there is little impact on those attending the College.
- 2.10. The area around the College is also subject to an Event Day Controlled Parking Zone where event related restrictions are put in place to deter parking associated with the events. Details of the Event Day restrictions can be found by following this links.

[Tottenham Event Day CPZ | Haringey Council](#)

[Club releases transport information for local residents and businesses \(tottenhamhotspur.com\)](https://tottenhamhotspur.com)

- 2.11. To ascertain the scale of existing residential demand for parking in the areas around the site the developer has been asked by the Highways officers to undertake a Parking Stress assessment in an area defined by the Lambeth Methodology for Parking Stress Surveys but instead of the normal 200m distance a 500m distance was required. The results of that assessment are provided at **Appendix B**. The results will be discussed in detail in a following section.
- 2.12. The College enjoys a good level of public transport accessibility (PTAL). On a scale of PTAL measured from 0 to 6 where 6 is excellent and 0 poor the site is in a location with a score of 4. Full details of the PTAL Calculations and mapping are provided at **Appendix C**.
- 2.13. There are numerous bus routes within the TfL advised reasonable walking distance of 400m. Most are located on the High Street (279, 259, 149 and 349), a 5 minute walk from the college but two routes specifically access the college (W3 and 318). Other routes are found further afield. The PTAL Calculations at **Appendix C** provides details.
- 2.14. White Hart Lane Overground station is a few minutes walk from the college and provides a frequent service with links to the wider rail network. Within a 15minute bus journey using routes to be found on the High Road, there are other rail and underground stations providing a wide range of public transport opportunities.
- 2.15. Details of the local bus services and services offered by London Overground are provided at **Appendix D**.
- 2.16. There are no dedicated cycle routes in close proximity to the college although many of the surrounding streets can be described as quieter routes suitable for cycling. The London Borough of Haringey has a draft strategy for Walking and Cycling but this contains no specific measures to serve the college.

3. Proposals and Impact

- 3.1. The proposals consist of two class rooms and a number of tutorial rooms and a small lobby area small self-contained building separate from the existing college. See **Appendix E**.

- 3.2. The accommodation to be provided will serve approximately 30 additional students with an additional two staff. The facilities will also be used host meetings with parents individually or in small groups. This will be an infrequent use and limited to just a few meetings per term.
- 3.3. No additional parking is proposed and additional cycle parking will be provided to current London Plan standards if the demand is proved following occupation.
- 3.4. The students attending the new building will be mainly those with special educational needs. The majority of those will arrive by Local Authority Community Transport (a Transit style mini bus). The remaining students will be either dropped off by parents or use public transport. The two additional staff will be subject to the Colleges own policies on staff parking. If they drive to the site they must have a reasonable expectation of having an available parking space. If not they should use public transport or walk.
- 3.5. In order to determine the number of vehicle trips to the site we have consulted the TRICS database . However, there are no examples that are comparable to what is proposed. So we have made a number of reasonable assumptions which are set out below.

30 students

- 15 arrive by mini bus
- 5 arrive in a parents/carers car
- 5 arrive by bus/train
- 5 walk.
- It is unlikely that students to this proposal will cycle.
- Observations on site have shown that the current cycle storage for the main college is significantly underused.
- Servicing trips to the site will be included within the existing and main college traffic.

- 3.6. The car trips to the site on the basis of the assumptions above will be drop off/collection only. There are a limited number of spaces in the southern car park for visitors. These could be utilised for drop off trips but it is more likely that the drop offs will occur close to the new building in the small area for turning service vehicles. The drop off will be momentary and should not provide any obstacle to servicing the site.
- 3.7. In the very unlikely event that no students arrive by minibuss or use public transport then as car ownership amongst 6th formers and in particular those with special educational needs is likely to be insignificant, all car borne trips will be drop off and collect only. There is a facility within the existing site to accommodate some drop off but also there are ample opportunities on White Hart Lane also.
- 3.8. In this scenario there would not be a parking demand. In the event that a trip to the college required a parking space then the parking stress surveys at **Appendix B** show that even at peak demand there are spaces within a reasonable walking distance of the college. During the day when demand is reduced the number of available spaces will be far greater. However, the majority of spaces around

the site are residential permit holder spaces and the available spaces will therefore be disbursed over a very wide area and this may deter parking.

- 3.9. Overall, bearing in mind the intended use and the prevailing parking conditions and in the most likely and unlikely scenarios, it is certain in our view that the traffic impact of this proposal will be imperceptible in the context of everyday activity in the surrounding highway network.
- 3.10. If this remains a concern to the Highway Authority the applicant is happy to introduce Travel Planning measures to promote more sustainable modes of transport for accessing the college if it is felt necessary.

4. Servicing

- 4.1. Servicing will continue to take place as it currently does from the White Hart Lane access. The frequency of waste collections will not change as a result of this proposal.
- 4.2. In order to ensure the efficient operation of servicing the site the applicant is happy to provide a Service and Delivery Management Plan (SDMP) by condition and should be read in conjunction with this Transport Statement.

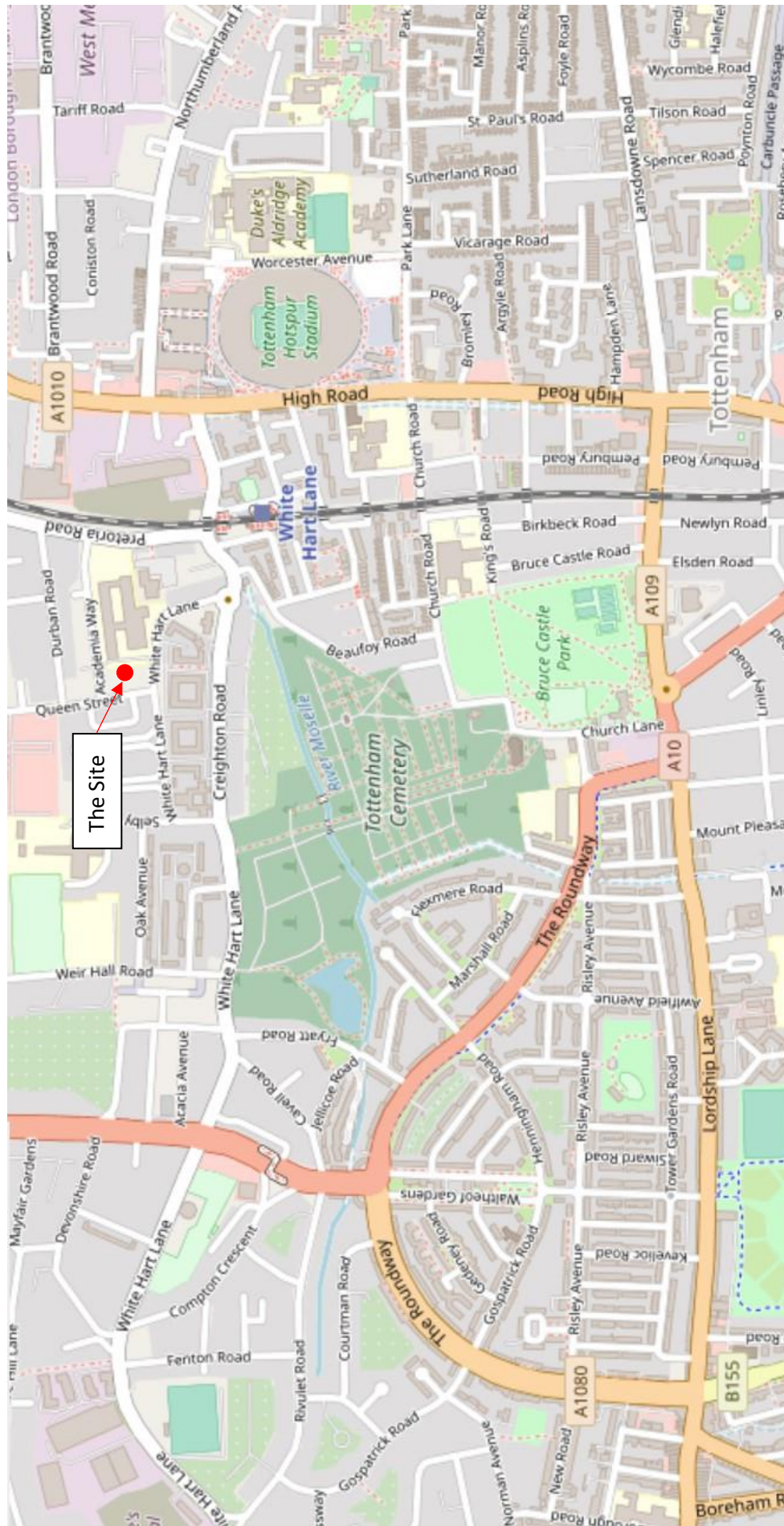
5. Construction

- 5.1 The applicant will submit an outline Construction and Demolition Management Plan including and Outline Construction Logistics Plan for completion by condition on consent in line with current TfL Guidance. That plan should be read in conjunction with this Transport Statement.

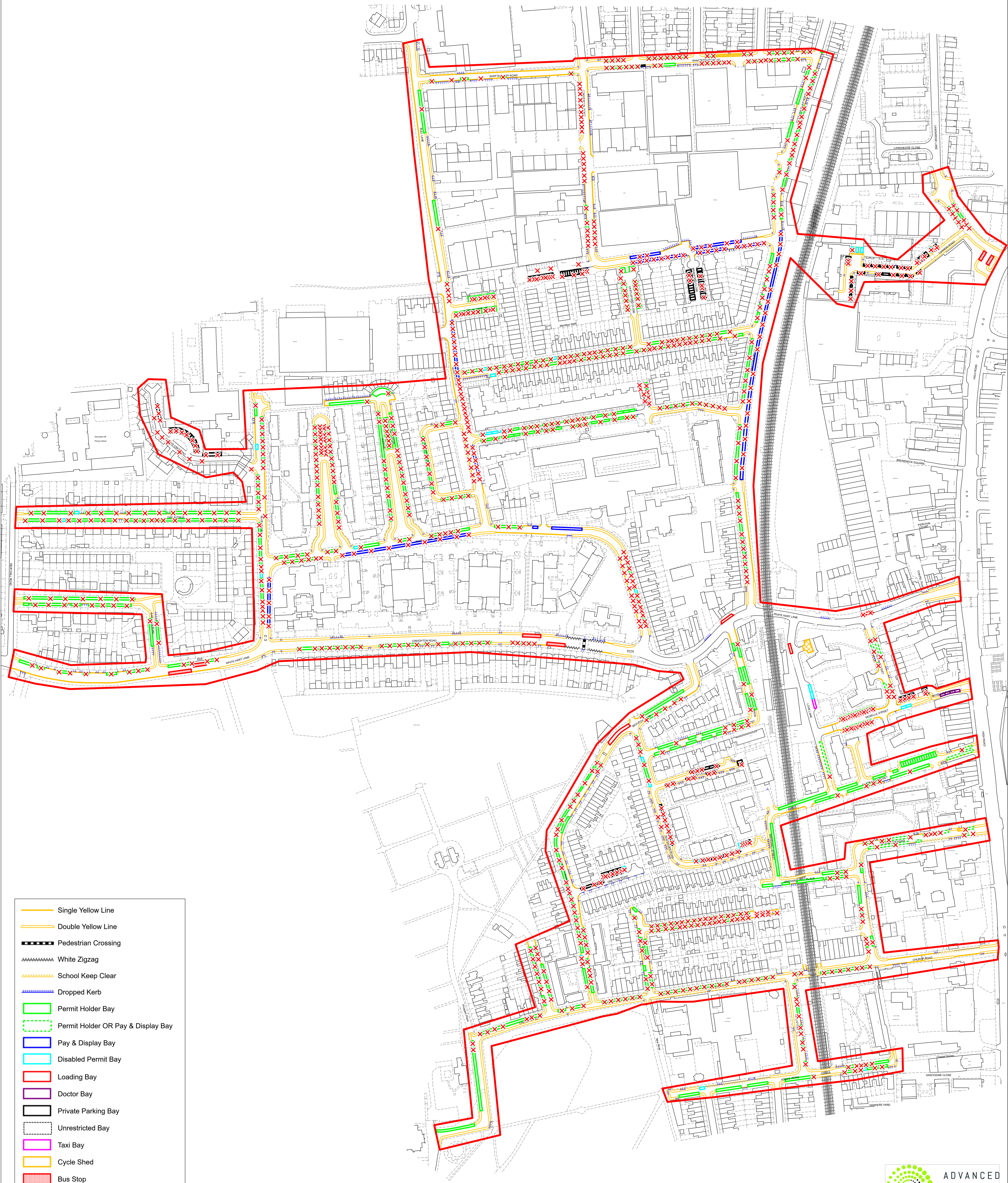
7 Conclusions

- There will be no change to traffic and transport conditions in and around the proposed development.
- The number of vehicle trips to and from the sit will be minimal and require no special accommodation either on site or off.
- The requested parking stress surveys show that even at periods of peak residential parking demand that some on street capacity exists even though it is disbursed over a wide area. This indicates a likelihood that a greater availability exists during the normal working day.
- Accordingly, we advise that we find no sustainable highway reason for refusal of this application.

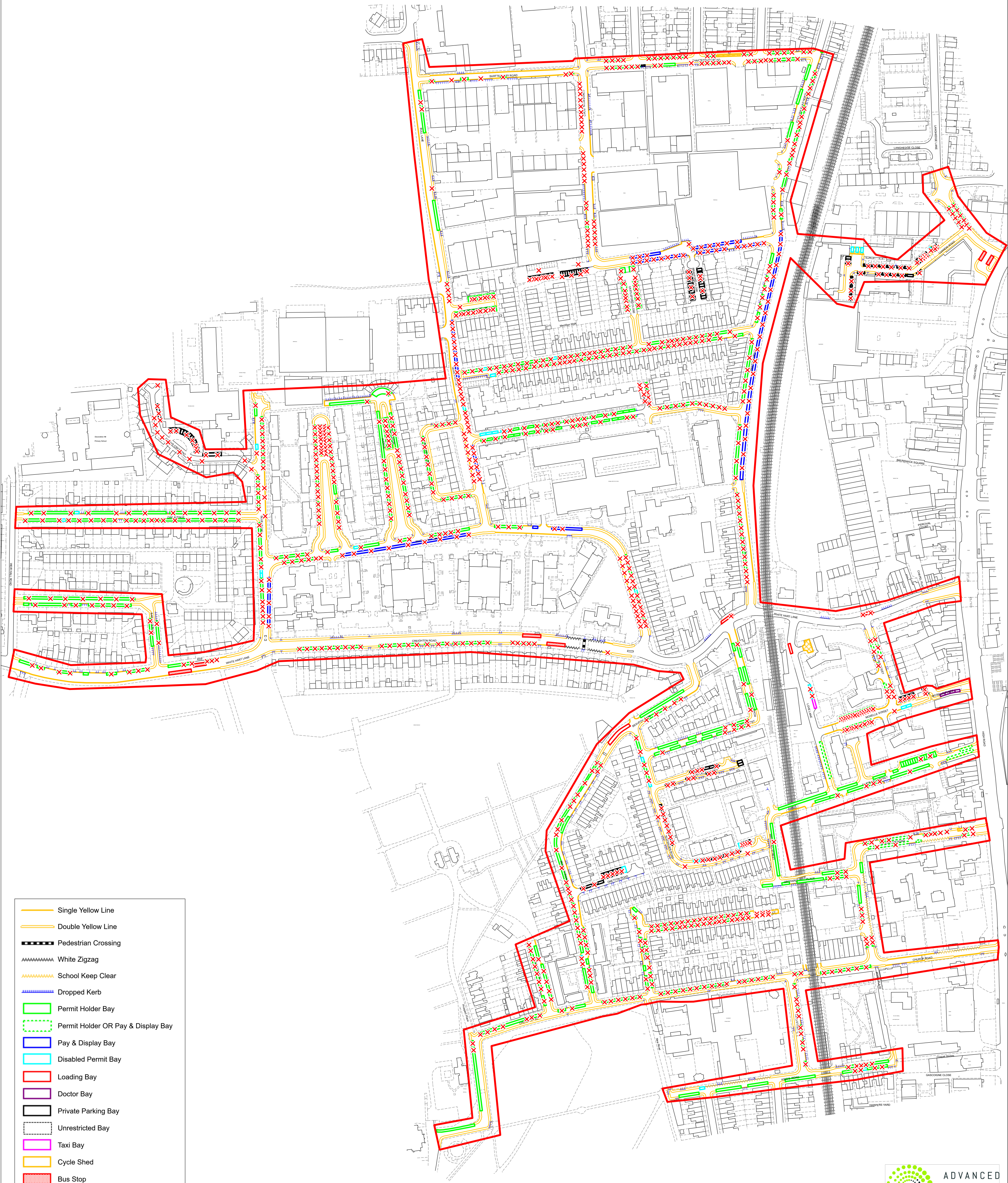
Appendix A – Site Location



Appendix B – Parking Stress Survey



- Single Yellow Line
- Double Yellow Line
- Pedestrian Crossing
- White Zigzag
- School Keep Clear
- Dropped Kerb
- Permit Holder Bay
- Permit Holder OR Pay & Display Bay
- Pay & Display Bay
- Disabled Permit Bay
- Loading Bay
- Doctor Bay
- Private Parking Bay
- Unrestricted Bay
- Taxi Bay
- Cycle Shed
- Bus Stop
- Keep Clear



- Single Yellow Line
- Double Yellow Line
- Pedestrian Crossing
- White Zigzag
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- Dropped Kerb
- Permit Holder Bay
- Permit Holder OR Pay & Display Bay
- Pay & Display Bay
- Disabled Permit Bay
- Loading Bay
- Doctor Bay
- Private Parking Bay
- Unrestricted Bay
- Taxi Bay
- Cycle Shed
- Bus Stop
- Keep Clear



Job Number & Name:

Site Number/Name:

Client:

Date:

Weather:

Total Length of Available Kerb Space

Length of Junctions

Length of Bus stops/other

Length (m)

Calculated Spaces

Cars Parked

Stress

ADVANCED TRANSPORT RESEARCH

32196 Haringey 6th Form College

Haringey

TPC

13th & 14th July 2022

Clear, Dry

Description of column headers

Measured length (in metres) of kerb space excluding sides of the road which are too narrow for t

Measurement of 5m on either side of road at a junction

Measured length (in metres) of other restrictions which preclude parking

Measured length (in metres) of total parking per restriction, rounded to the nearest 5m

Calculation of number of available spaces based on 5m length

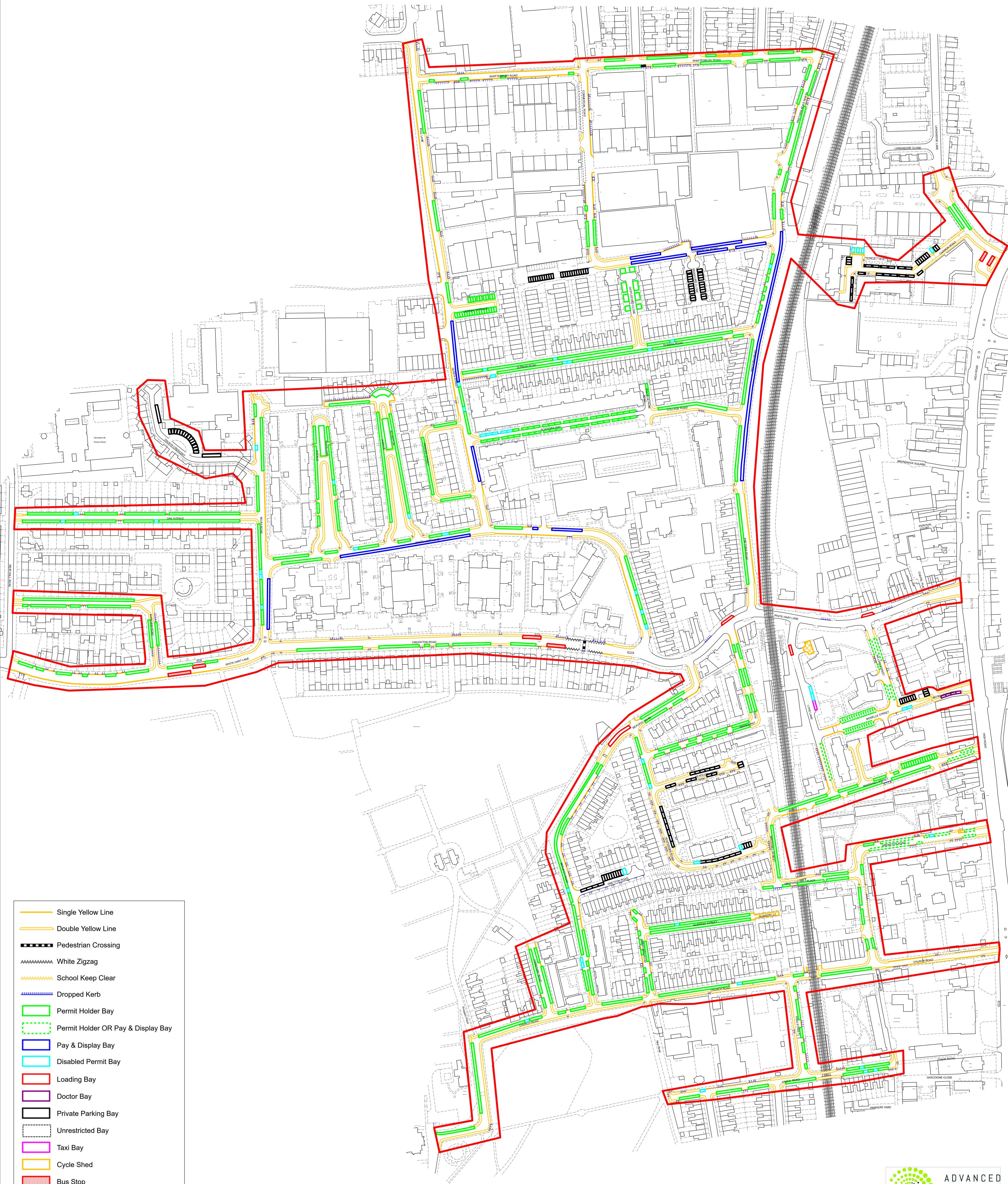
Number of vehicles parked per time period

Calculated stress per restriction per road based on number of parked vehicles and number of av

two cars to pass

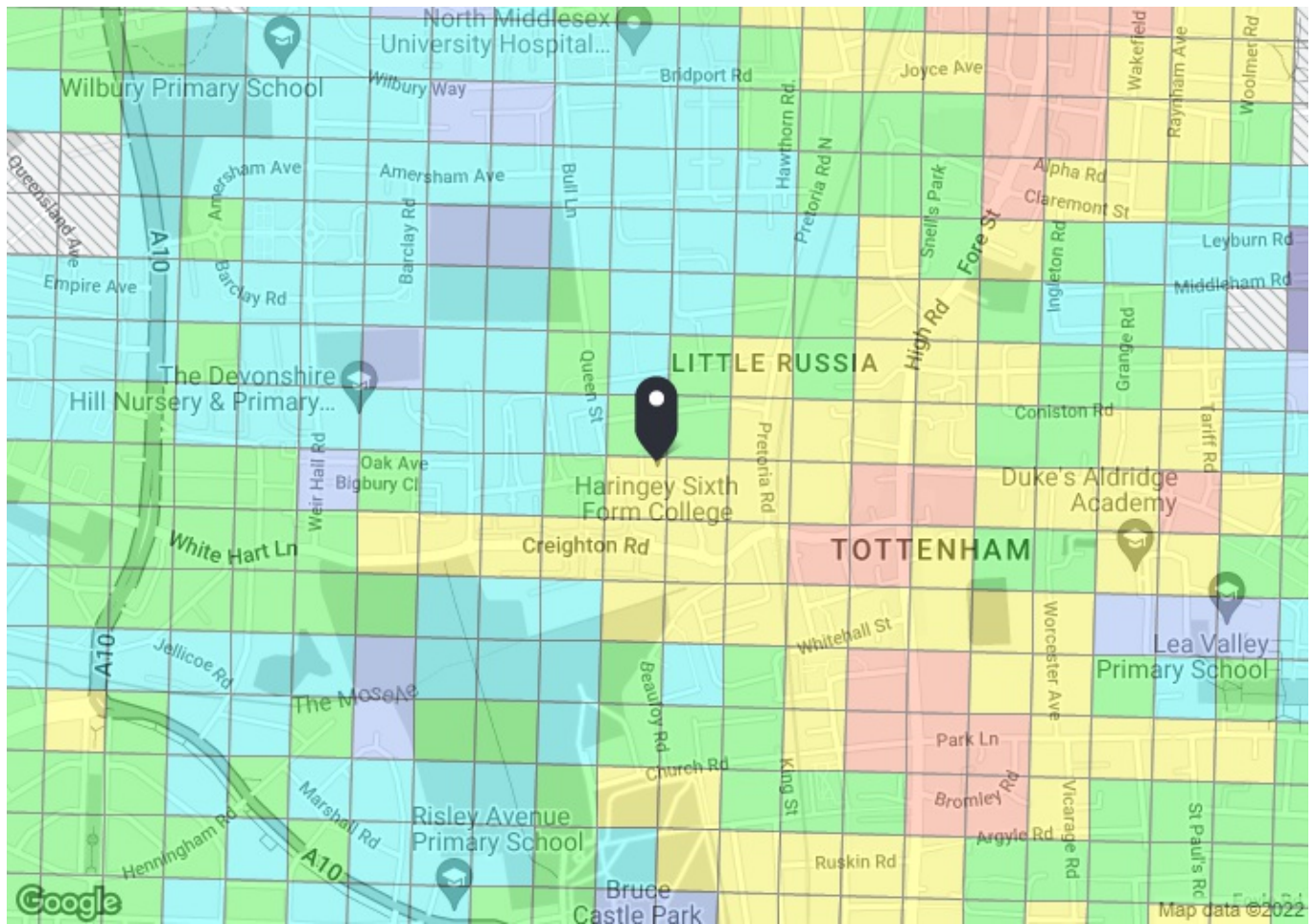
ailable spaces

Thursday 14th July 0100Thursday 14th July 0100



- Single Yellow Line
- Double Yellow Line
- Pedestrian Crossing
- White Zigzag
- School Keep Clear
- Dropped Kerb
- Permit Holder Bay
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- Private Parking Bay
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- Cycle Shed
- Bus Stop
- Keep Clear

Appendix C – PTAL Calculation



PTAL output for 2021 (Forecast)

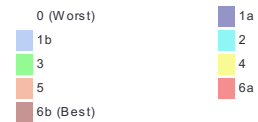
4

Haringey Sixth Form College
White Hart Ln, London N17 8HR, UK
Easting: 533481, Northing: 191483

Grid Cell: 139209

Report generated: 08/08/2022

Map key - PTAL



Map layers

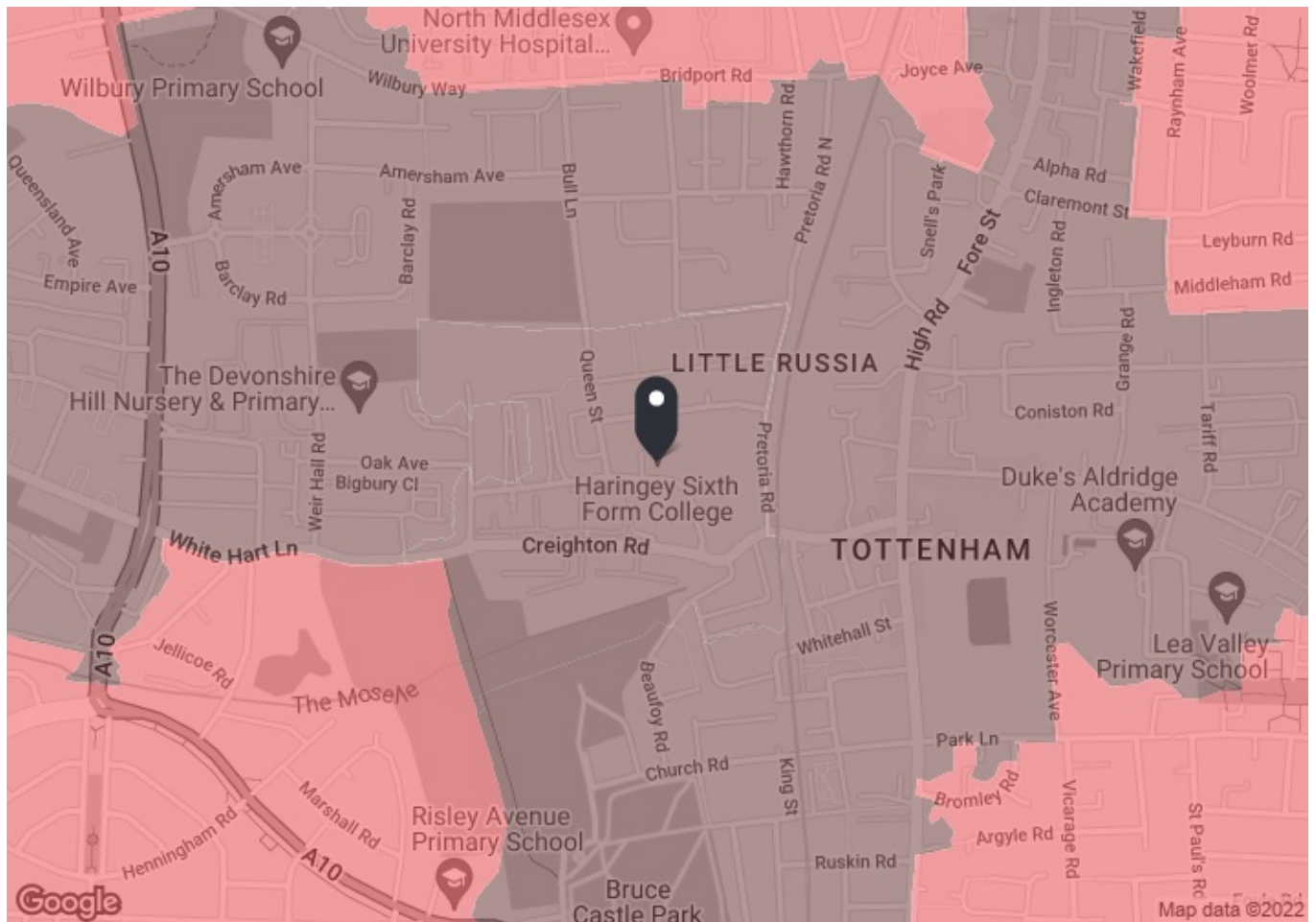
 PTAL (cell size: 100m)

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	TOTTENHAM CAMPUS	V3	280.34	11.9	3.5	4.52	8.02	3.74	1	3.74
Bus	QUEEN ST MIDDLESEX UNIV	318	144.13	4.14	1.8	9.25	11.05	2.72	0.5	1.36
Bus	WHITE HART LANE STATION	349	533.62	7.76	6.67	5.86	12.53	2.39	0.5	1.2
Bus	WHITE HART LANE STATION	259	533.62	8.28	6.67	5.62	12.29	2.44	0.5	1.22
Bus	WHITE HART LANE STATION	279	533.62	10.35	6.67	4.9	11.57	2.59	0.5	1.3
Bus	WHITE HART LANE STATION	149	533.62	12.42	6.67	4.42	11.09	2.71	0.5	1.35
Rail	White Heart Lane	'ENFLDTN-LIVST 2J05'	431.35	2	5.39	15.75	21.14	1.42	0.5	0.71
Rail	White Heart Lane	'LIVST-ENFLDTN 2J10'	431.35	3.33	5.39	9.76	15.15	1.98	1	1.98
Rail	White Heart Lane	'LIVST-CHESHNT 2D10'	431.35	0.33	5.39	91.66	97.05	0.31	0.5	0.15
Rail	White Heart Lane	'LIVST-CHESHNT 2D12'	431.35	1	5.39	30.75	36.14	0.83	0.5	0.42
Rail	White Heart Lane	'LIVST-CHESHNT 2D18'	431.35	0.67	5.39	45.53	50.92	0.59	0.5	0.29
Rail	White Heart Lane	'CHESHNT-LIVST 2D03'	431.35	2	5.39	15.75	21.14	1.42	0.5	0.71
Rail	White Heart Lane	'ENFLDTN-LIVST 2J07'	431.35	2	5.39	15.75	21.14	1.42	0.5	0.71
Total Grid Cell AI:										15.13



TIM output for 2021 (Forecast)

Scenario: 2021 (Forecast) Mode: All public transport modes, Time of day: AM peak, Direction: From location

Haringey Sixth Form College
White Hart Ln, London N17 8HR, UK
Easting: 533481, Northing: 191483

Report generated: 08/08/2022

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: WE086A05C

Map key - Travel Time

< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

 Travel Times

Catchment data for your current selection

Population - Total: London 2021

Total: London (2021) 9,203,328

Travel Time (mins)	Total: London (2011) 8,217,475	Total: London (2021) 9,203,328	
< 15	22242	24165	
< 30	195471	215572	
< 45	917430	1016314	
< 60	2288732	2615616	
< 75	4431622	5104660	
< 90	6834562	7738361	
< 105	8099253	9079536	
< 120	8213083	9198591	
< 135	8214323	9199895	
< 150	8217475	9203328	

Travel Time (mins)	Total: London & SE (2011) 21,126,595	Total: London & SE (2021) 23,138,477	
< 15	22242	24165	
< 30	195471	215572	
< 45	917430	1016314	
< 60	2427195	2760334	
< 75	4925194	5632953	
< 90	8276935	9279166	
< 105	11861497	13140731	
< 120	14985523	16536315	
< 135	17249377	18995939	
< 150	18329172	20159665	

Travel Time (mins)	Households: London (2011) 3,278,323	Households: London (2021) 3,745,744	
< 15	8297	9355	
< 30	73043	83495	
< 45	368309	419692	
< 60	948448	1111113	
< 75	1800186	2119074	
< 90	2741236	3168464	
< 105	3231153	3695628	
< 120	3276494	3743748	
< 135	3276980	3744263	
< 150	3278323	3745744	

Travel Time (mins)	Households: London & SE (2011) 8,578,772	Households: London & SE (2021) 9,584,028	
< 15	8297	9355	
< 30	73043	83495	
< 45	368309	419692	
< 60	1004908	1171227	
< 75	2003335	2340580	
< 90	3332303	3810608	
< 105	4744885	5362935	
< 120	6010051	6771294	
< 135	6922968	7787417	
< 150	7373480	8282896	

Travel Time (mins)	Working Age: London (2011) 5,487,531	Working Age: London (2021) 6,328,438	
< 15	14068	16356	
< 30	127179	147840	
< 45	629429	722549	
< 60	1588765	1886664	

< 75	3066638	3640880	
< 90	4624463	5388803	
< 105	5415484	6250837	
< 120	5485111	6325682	
< 135	5485832	6326463	
< 150	5487531	6328438	
Travel Time (mins)	Economically active: London (2011) 3,706,868	Economically active: London (2021) 4,261,577	
< 15	7432	8597	
< 30	73775	85707	
< 45	401164	459333	
< 60	1027904	1217864	
< 75	2019644	2392416	
< 90	3092157	3592656	
< 105	3653697	4204310	
< 120	3704945	4259388	
< 135	3705518	4260008	
< 150	3706868	4261577	
Travel Time (mins)	Pensioners: London (2011) 1,087,045	Pensioners: London (2021) 1,014,232	
< 15	2270	1961	
< 30	20753	18700	
< 45	100277	91875	
< 60	265190	246977	
< 75	507692	476147	
< 90	851661	795532	
< 105	1065283	993885	
< 120	1085837	1013113	
< 135	1086117	1013351	
< 150	1087045	1014232	

Employment - Jobs: London 2021

Travel Time (mins)	Jobs: London (2011) 4,895,753	Jobs: London (2021) 5,223,462	
< 15	9632	10265	
< 30	56957	59341	
< 45	650307	700362	
< 60	2506521	2675650	
< 75	3478443	3747515	
< 90	4346247	4660065	
< 105	4820591	5146244	
< 120	4893578	5221230	
< 135	4894318	5222024	
< 150	4895753	5223462	
Travel Time (mins)	Jobs: London & SE (2011) 10,763,962	Jobs: London & SE (2021) 11,552,108	
< 15	9632	10265	
< 30	56957	59341	
< 45	650307	700362	
< 60	2555810	2727453	
< 75	3745677	4038016	
< 90	5010984	5379443	
< 105	6565158	7037807	
< 120	8042795	8642441	
< 135	9118085	9811706	
< 150	9634395	10363310	

Town centres - Metropolitan, major and district: London

Travel Time (mins)	Metropolitan, major and district: London - 191	
< 15	1	
< 30	5	
< 45	20	
< 60	59	
< 75	119	
< 90	174	
< 105	190	
< 120	191	
< 135	191	
< 150	191	

Travel Time (mins)	Metropolitan and major: London - 47	
< 15	0	
< 30	1	
< 45	6	
< 60	13	
< 75	36	
< 90	42	
< 105	47	
< 120	47	
< 135	47	
< 150	47	

Travel Time (mins)	Metropolitan only: London - 12	
< 15	0	
< 30	1	
< 45	1	
< 60	2	
< 75	7	
< 90	9	
< 105	12	
< 120	12	
< 135	12	
< 150	12	

Health services - GP Surgeries: London

Travel Time (mins)	Pharmacies: London - 2,607	
< 15	8	
< 30	64	
< 45	330	
< 60	833	
< 75	1554	

< 90	2275	
< 105	2579	
< 120	2607	
< 135	2607	
< 150	2607	
Travel Time (mins) GP Surgeries: London - 1,454		
< 15	4	
< 30	37	
< 45	181	
< 60	444	
< 75	828	
< 90	1254	
< 105	1444	
< 120	1453	
< 135	1454	
< 150	1454	
Travel Time (mins) A&E departments: London - 31		
< 15	0	
< 30	1	
< 45	4	
< 60	11	
< 75	20	
< 90	26	
< 105	31	
< 120	31	
< 135	31	
< 150	31	

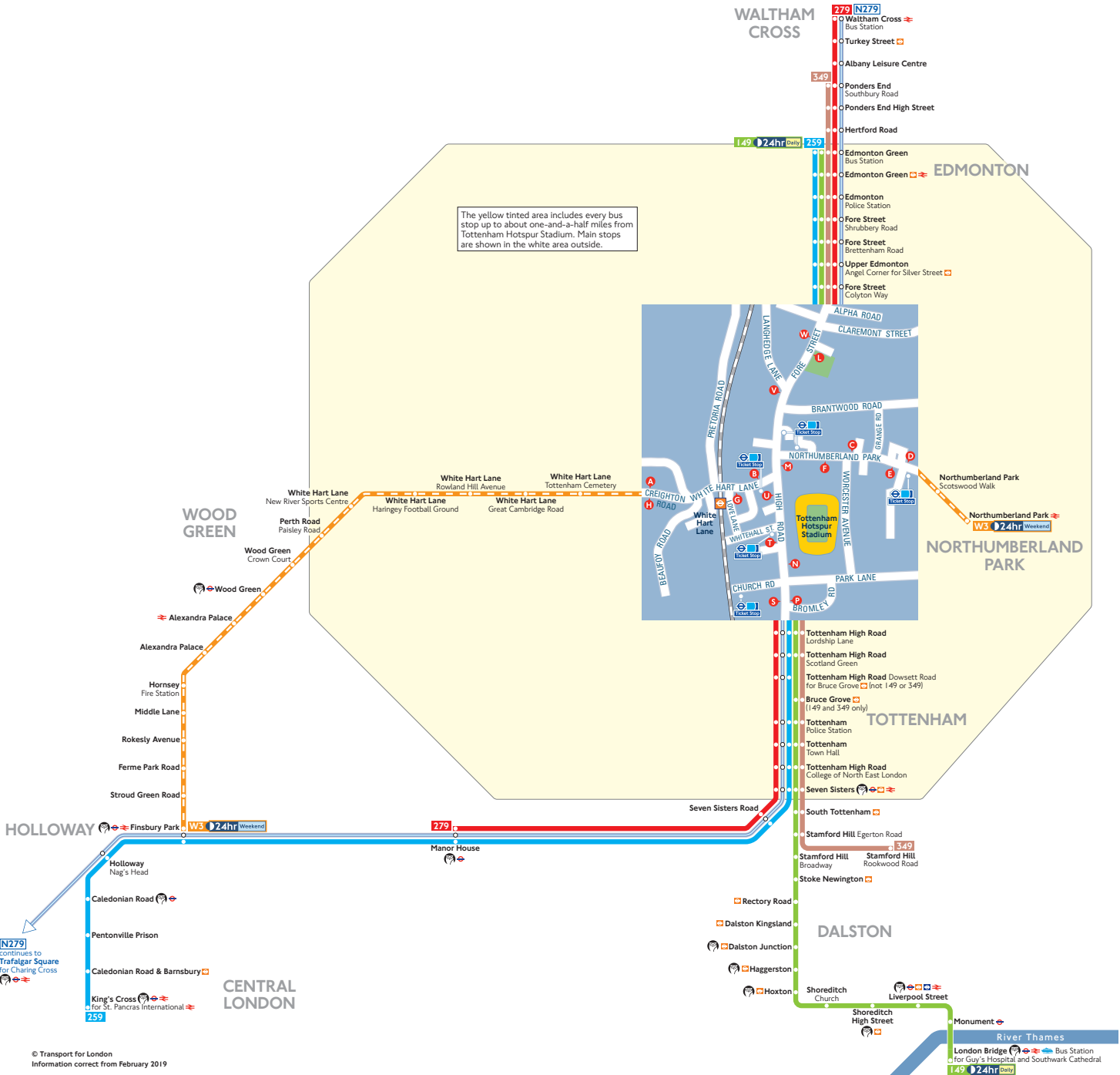
Education establishments - Primary schools: London

Travel Time (mins) Primaryschools: London - 2,663		
< 15	13	
< 30	79	
< 45	315	
< 60	699	
< 75	1361	
< 90	2145	
< 105	2604	
< 120	2661	
< 135	2661	
< 150	2663	
Travel Time (mins) Secondaryschools: London - 756		
< 15	3	
< 30	19	
< 45	75	
< 60	179	
< 75	335	
< 90	575	
< 105	744	
< 120	754	
< 135	754	
< 150	756	

Travel Time (mins)	Further education colleges: London - 50	
< 15	0	
< 30	1	
< 45	7	
< 60	17	
< 75	28	
< 90	45	
< 105	50	
< 120	50	
< 135	50	
< 150	50	

Appendix D – Bus & Rail Maps

Buses from Tottenham Hotspur Stadium



Route finder

Bus route	Towards	Bus stops
149 24hr Daily	Edmonton Green	S T U V W
	London Bridge	L M N P
259	Edmonton Green	S T U V W
	King's Cross	L M N P
	Manor House	L M N P
	Waltham Cross	S T U V W
349	Ponders End	S T U V W
	Stamford Hill	L M N P
W3 24hr Weekend	Finsbury Park	E F G H
	Northumberland Park	A B C D

Night buses

Bus route	Towards	Bus stops
N279	Trafalgar Square	L M N P
	Waltham Cross	S T U V W

Key

- 149 Day buses in black
- N279 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with TfL Rail
- Connections with National Rail
- Connections with river boats
- Operates daily with 24-hour service Friday and Saturday nights
- Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

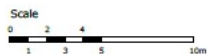
Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up



Appendix E – Proposed Ground Floor Layout



Ground Floor Plan - 1:200



East Elevation - 1:100



Section Through Main Classroom - 1:100



North Elevation - 1:100



Purpose of Issue PLANNING		TFP Job No. 5338	Thomwood Interiors Haringey 6th Form College White Hart Lane, N17 8HR	Proposed Plan, Elevations and Section
Drawing Number: 5338-TF-XX-XX-DR-A-2001		Stat. No. 80 Rev. P1		
Drawn LC	By NE	Scale 1:200, 1:100	DBA3	Date May 2022

ARCHITECTS • DESIGNERS

1892

**Tooley
Foster**

Wentworth House
108 Padstow Road,
Northford Hill, Farnham,
Surrey GU10 2LQ

020 8004 8711
arch@tooleyfoster.com
www.tooleyfoster.com

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