

HIGHGATE



A Planning Application by
HIGHGATE SCHOOL

In respect of
**Temporary Accommodation on Synthetic Sports Pitch,
LONDON BOROUGH OF HARINGEY**

Transport Statement

January 2023



Document Management

© 2023 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Final	TW	GDG	DE	23/05/2019
A	Revision ^a	TW	GDG	DE	30/09/2019
B (Draft)	Revision (Draft) ^b	JM	GDG	GDG	09/12/2022
B	Revision	JM	GDG	GDG	20/01/2023

Issued by:

Bristol
Cambridge
London
Oxford
Welwyn Garden City

Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

^a Team Comments

^b Team Comments

Contents	Page
1 Introduction	1
2 The Existing Site	3
3 Policy	9
4 The Proposed Development	10
5 Transport Impact	12
6 Summary and Conclusion	14

List of Tables

Table 2.1	Bus Route Summary
-----------	-------------------

List of Figures

Figure 1.1	Highgate School
Figure 1.2	Site Location
Figure 2.1	Bishopswood Road Campus and Senior School Campus
Figure 2.2	Private Footpath to/from St Michael's School
Figure 2.3	PTAL
Figure 2.4	Crashmap

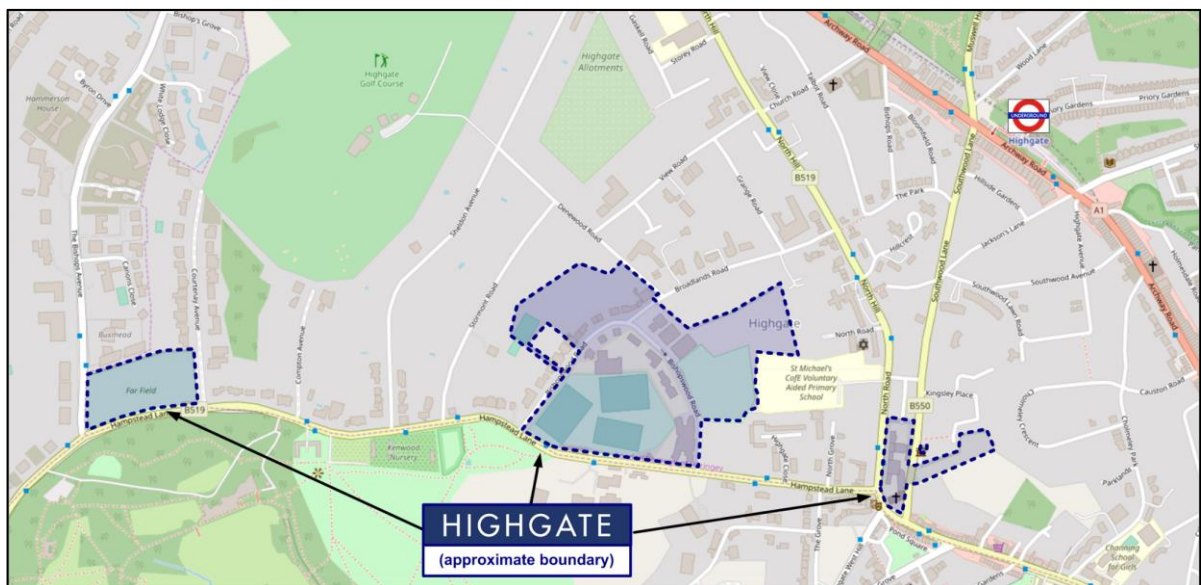
List of Appendices

A	Site Plans
---	------------

1 Introduction

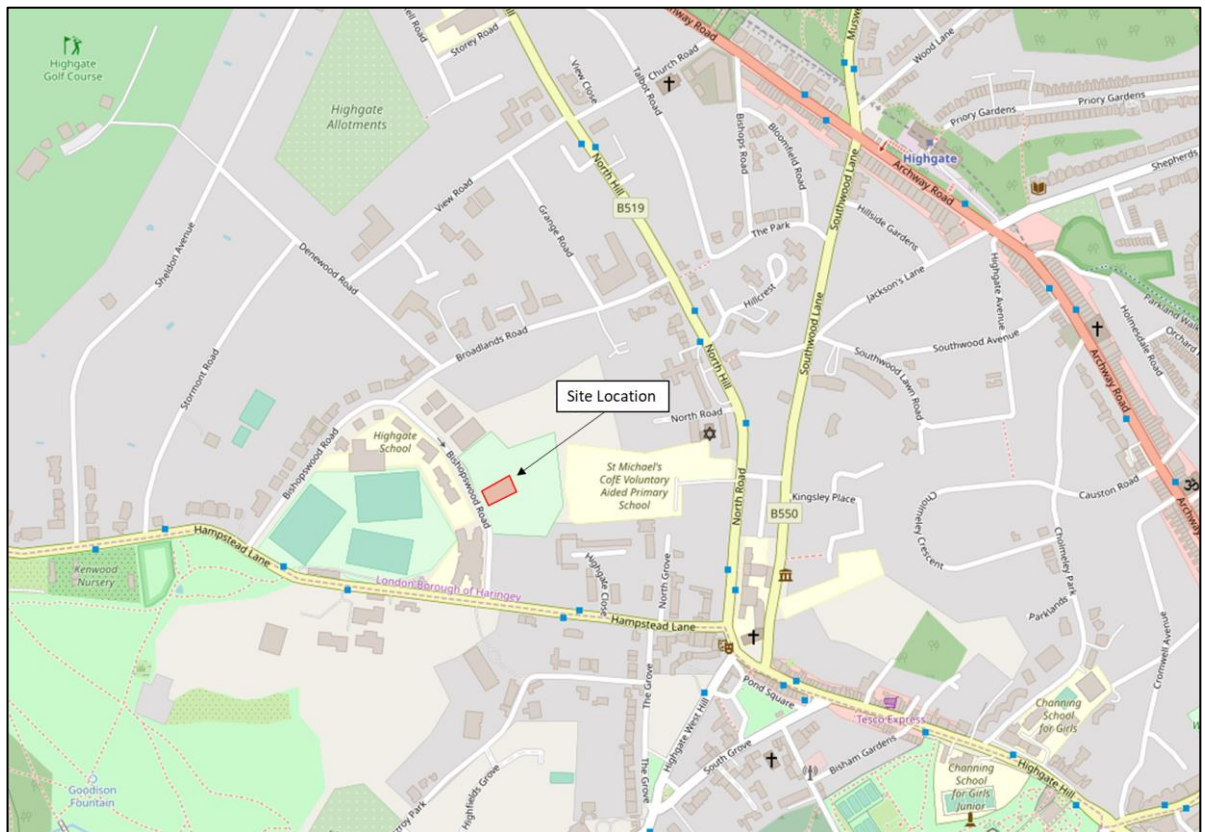
- 1.1 Transport Planning Associates (TPA/ we/ our) have been commissioned by Highgate School to provide transport and highways advice in relation to a number of proposed developments at Highgate School ("the School").
- 1.2 The School is located in Highgate, in London Borough of Haringey ("LBH"), and comprises a number of buildings and sites along Bishopswood Road, to the north of Hampstead Lane, and on the south section of the B159, North Road, and the B550, Southwood Lane.
- 1.3 A Site Location Plan, illustrating the extent of the School, is provided at **Figure 1.1**.

Figure 1.1 Highgate School



Note – indicative boundaries (for illustrative purposes only)

- 1.4 This Transport Statement (TS) deals with the construction of temporary accommodation on the Bishopswood Road all-weather sports pitch. This application will ensure continuity of teaching at Highgate School, during other planned development work (dealt with in other planning applications and supporting TS'es). The Site is located along Bishopswood Road, as shown in **Figure 1.2**.

Figure 1.2 Site Location

Source: © OpenStreetMap contributors (note: indicative boundary)

- 1.5 The proposals are part of the wider Masterplan at the School, and are set out in a Supplementary Planning Document ("SPD") prepared by the LBH together with the School. This SPD, now an adopted policy document, set out the different proposals at the School in relation to the national, regional and local policies.

Report Structure

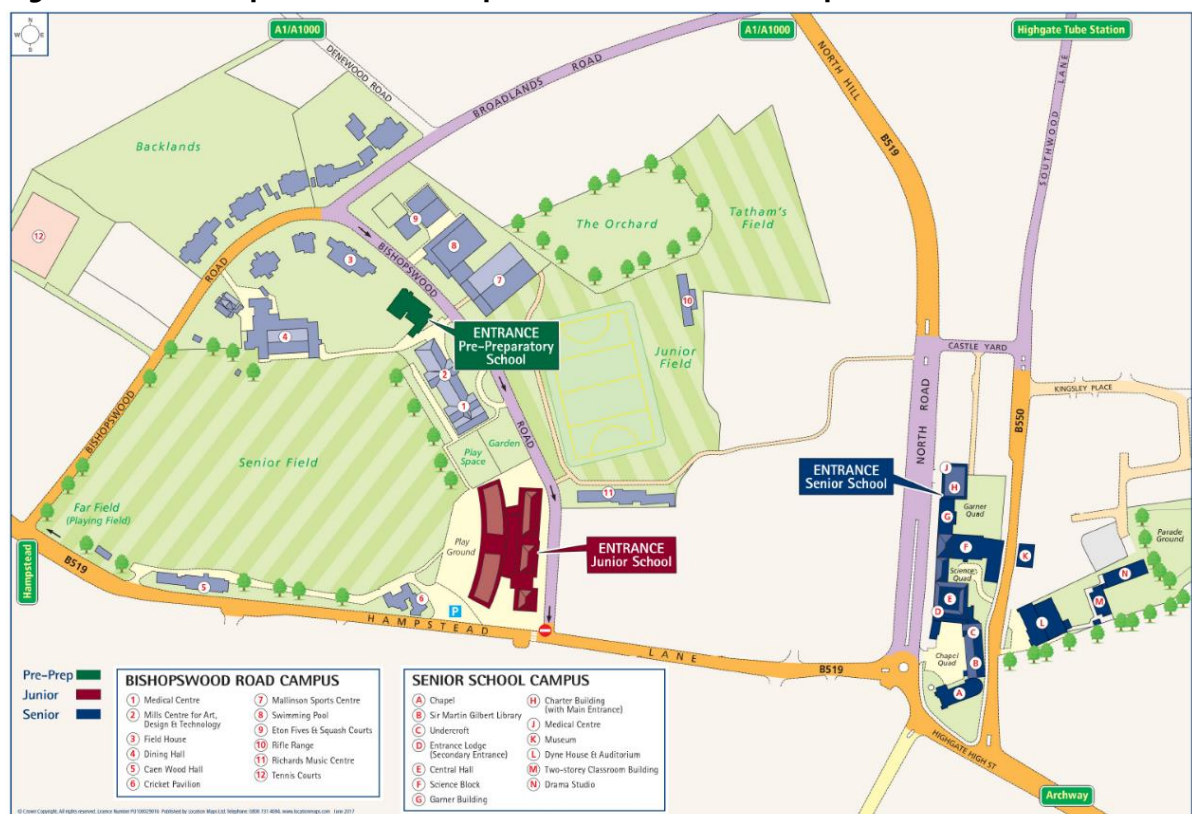
- 1.6 Following this Introduction, this TS is divided into the following Chapters:
- **Chapter 2** - Existing Situation – considers the sustainability and accessibility of the Site;
 - **Chapter 3** - Policy Review – considers national, regional and local planning policy and guidance which are applicable to the proposed redevelopment;
 - **Chapter 4** - Development Proposals – sets out the proposed development and access arrangements;
 - **Chapter 5** - Development Impact – reviews the likely trip generation of the redevelopment proposals and considers the likely impact the proposals will have on the local transport network;
 - **Chapter 6** - Summary and Conclusions – summarises the report and provides our conclusions.

2 The Existing Site

The School

- 2.1 The School, which is also a registered Charity, has significantly evolved since its formation. Today the School comprises the Pre-Preparatory School (ages 3-7), the Junior School (ages 7-11) and the Senior School (ages 11-18). It is a day school with no lessons currently on Saturdays (only activities, such as sports fixtures or outward bound trips).
- 2.2 The School consists of a number of buildings, which are located across two Campuses (**Figure 2.1**). The Senior School Campus, located to the east, comprises, among other buildings and facilities, the Senior School, the Science Block, the Chapel Quad and Dyne House. The Bishopswood Road Campus, located to the west, comprises the Pre-Preparatory and Junior Schools, the Mallinson Sports Centre, the Mills Centre for Art and DTE, the Dining Hall, the Richards Music Centre and the playing fields.

Figure 2.1 Bishopswood Road Campus and Senior School Campus



Source: www.highgateschool.org.uk

- 2.3 The School acknowledges the importance of sustainable travel, by encouraging walking and cycling and the use of public transport and the aim of reducing the number of vehicular trips and improve the

air quality and, ultimately, their staff and pupils' health. The above is achieved by a very successful, Gold Level STARS Travel Plan and the ongoing commitment to keep it updated.

The Site

- 2.4 The Site currently comprises the all-weather sports pitch, an ancillary facility to the School. The pitch can accommodate ten netball courts, or a full-size hockey pitch, or twelve tennis courts.
- 2.5 Pedestrian access to the Site is via a number of entrances, particularly from the Mallinson Sports Centre and the Richards Music Centre, both on Bishopswood Road. In addition, students and staff can access the Site from St Michael's School (on North Road) via a private, internal footpath.

Figure 2.2 Private Footpath to/from St Michael's School



Site visit undertaken on 24 April 2019

- 2.6 Permitted (staff) vehicles can reach the Site using the gated access on Richard's Music Centre (RMC).
- 2.7 No dedicated parking for vehicles is provided on site. Limited, operational car parking is available to permitted (staff) vehicles at RMC.

Pedestrian Infrastructure

- 2.8 Footways are provided along both sides of Bishopswood Road and Hampstead Lane as well as all roads within the local area. On Bishopswood Road, in the vicinity of the Site, these footways have a width of approximately 2m and provide links to the local bus stops and residential properties.

- 2.9 A zebra crossing is located outside the Mallinson Sport Centre, which provides a safe access between the different buildings located along Bishopswood Road. This crossing benefits from a build out and tactile paving making access between sites permeable.
- 2.10 In addition to the zebra crossing, Bishopswood Road has two informal crossing points, one located to the north of the zebra crossing, closer to the junction with Hampstead Lane, the other to the south. These are both raised table crossings with tactile paving and bollards to improve crossing safety.
- 2.11 Another zebra crossing is located to the south of the Site on Hampstead Lane, close to the junction with Bishopswood Road. It benefits from dropped kerbs and tactile paving and provides access to the bus stop located on southern side of Hampstead Lane.
- 2.12 Street lighting is provided along local roads for the benefit of pedestrians and cyclists.
- 2.13 Overall, it is considered that the Site benefits from very good pedestrian accessibility, with bus stops, services and facilities and controlled crossings located within the vicinity of the Site and a safe connection between the different School buildings and facilities.

Cycle Infrastructure

- 2.14 Bishopswood Road has a designated cycle lane, from its junction with Hampstead Lane to its junction with Broadlands Road, providing a safe route for cyclists. This is a marked cycle lane (c.1.2m) connecting to other local cycle routes in the area. Despite the absence of formal London Cycle Network routes within the vicinity of the Site, the local roads are generally in good condition and are conducive to cycling.
- 2.15 A total of 128 cycle parking spaces are provided within the School, across all its sites and buildings. Of these, 20 are covered (within the Junior School).

Public Transport

School Bus Services

- 2.16 The School provides a local school bus service for pupils consisting of three bus services. In addition, TfL runs an additional service, number 603. Bus route 603 operates between Muswell Hill and Swiss Cottage with two services in the morning and two in the afternoon.

Bus Services

- 2.17 Bus stops are located within close proximity to the Site providing direct connections to Brent Cross, Archway, Finsbury Park, Hampstead and Kings Cross. Bus stops are located on North Road (accessible via the off-street path at St Michael's) and on Hampstead Lane and are served by three routes. A summary of these bus routes are available in Table 2.1.

Table 2.1 Bus Route Summary

Route		Daytime Frequency		
		Weekdays	Saturday	Sunday
143	Archway Station - Highgate School – Finchley – Hendon – Brent Cross	Every 12 Minutes	Every 12 Minutes	Every 15 Minutes
210	Brent Cross – Golders Green – Archway – Finsbury Park	Every 10 Minutes	Every 10 Minutes	Every 12 Minutes
214	Highgate School – Kentish Town – Camden – Kings Cross – Finsbury Square	Every 7-8 Minutes	Every 7-8 Minutes	Every 12 Minutes
271	Highgate – Archway – Holloway – Highbury – Hoxton – Moorgate	Every 8 Minutes	Every 10 Minutes	Every 12 Minutes
603*	Swiss Cottage – Hampstead – Highgate School - East Finchley – Muswell Hill	4 per day (2 in AM, 2 in PM)	No Service	No Service

Source: Transport for London, <http://www.tfl.gov.uk/>

Note *= School Service

- 2.18 The bus stop on the eastern side of North Road and one of the bus stops on the southern side of Hampstead Lane (Athlone House Stop N) comprises a bus shelters with waiting areas, while the bus stop on the western side of North Road and the other bus stops along Hampstead Lane consist simply of flag and pole design. Bus timetables are displayed at the bus stops outlined above.
- 2.19 In addition to the services listed in Table 2.1, users can access bus route H3 from located 1,300m to the west on Hampstead Lane (Kenwood House). Bus route H3 operates seven times per day between Golders Green and Hilltop.

London Underground / Rail Services

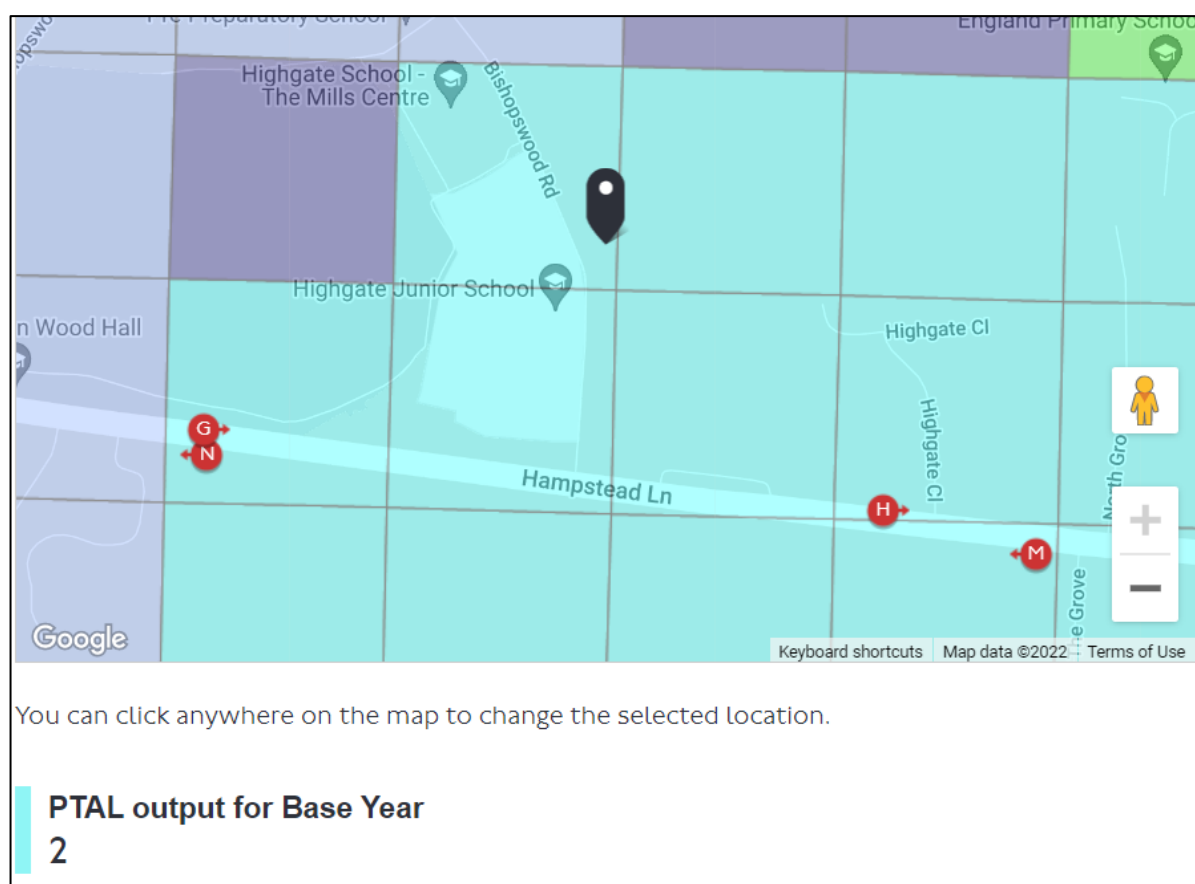
- 2.20 The Site is located approximately 950 / 1,000m walking distance of Highgate Underground Station, on the High Barnet branch of the Northern Line; the station has regular services to a number of local destinations and residential area as well as south and Central London. The service runs approximately every two to three minutes in both directions, during the peaks, when all the possible destinations are considered.

- 2.21 In addition, Upper Holloway Overground Station is located approximately 2,200m (a 26-minute walking distance) to the southeast of the Site. The station is located on the Gospel Oak to Barking Line, with services providing links to Tottenham, Gospel Oak, Walthamstow, Leytonstone and Barking. Rail services run at a frequency of every 15 minutes including on the weekend.

Public Transport Accessibility Level

- 2.22 Within London, PTAL is considered to be an accurate measure of the accessibility of a point to the public transport network, taking into account walk access and service frequency. When considering accessibility, a maximum walking distance of 640 m is used to access bus services and 960 m for rail services.
- 2.23 The PTAL score of the Site is 2, which denotes a moderate public transport access. The PTAL map from TfL is shown in **Figure 2.3**. It must be noted that TfL's PTAL calculation does not take into account the private path via St Michael's, which would reduce walking time to the stops on North Road and, possibly, increase the PTAL to 3.

Figure 2.3 PTAL



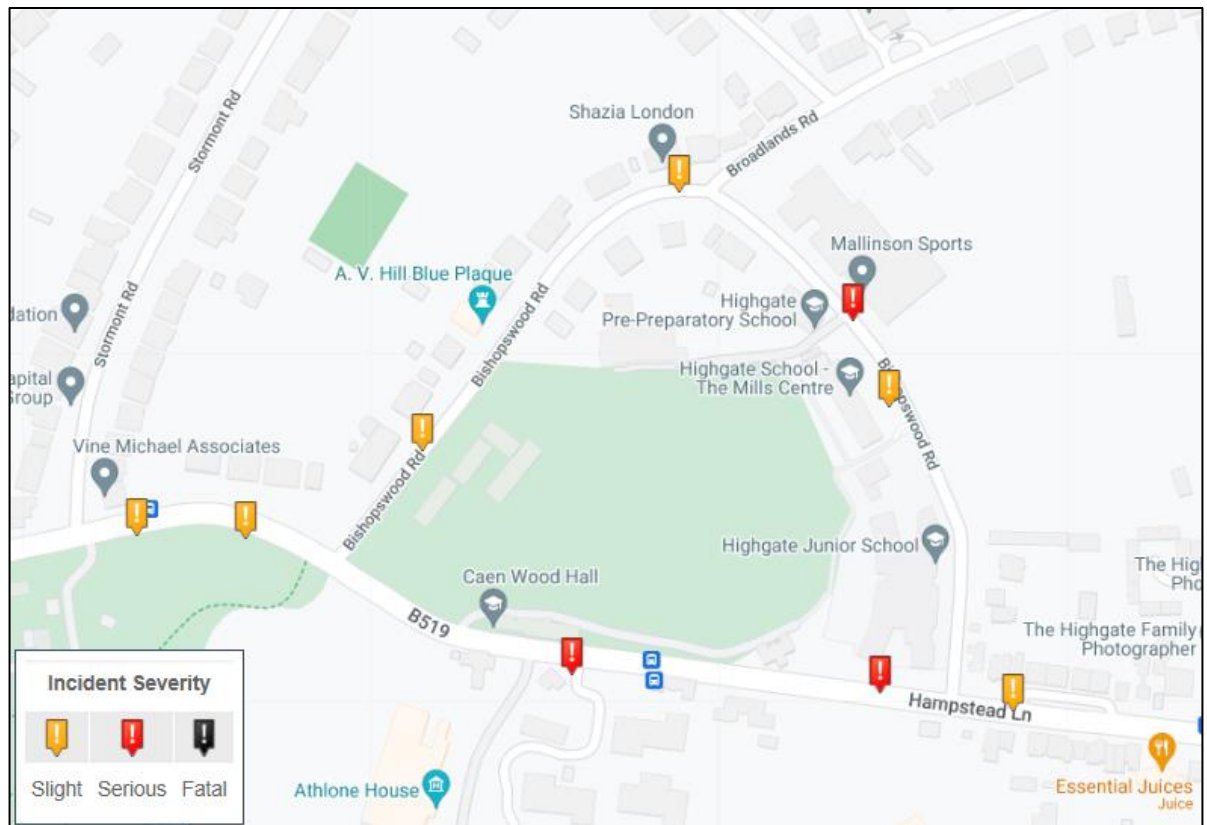
TfL

Local Highway Network

- 2.24 The Site is located along Bishopswood Road, which forms a crescent shape around the Site. The western section of Bishopswood Road is two-way; the eastern section, from its junction with Broadlands Road to Hampstead Lane it is one-way (southbound only). Adjacent to the Site entrance the road has a width of approximately 7.30m, including parking available on both sides of the road. In addition, there is also a marked cycle lane as part of the highway. For certain sections of the road, outside the School entrance areas there are keep clear markings, with stopping prohibited between 08:00 - 09:30 and 15:00 - 16:30.
- 2.25 Along Bishopswood Road, there are traffic calming features in the form of speed humps.
- 2.26 Contrary to other roads in the area, Bishopswood Road is not subject to a controlled parking zone (CPZ); Broadlands Road to the north and Hampstead Lane to the south east are instead both parts of CPZs. Broadlands Road is part of Highgate Station A (HGSTA) zone with parking restrictions from Monday to Friday: 10am to 12 noon. Hampstead Lane is part of Highgate (HGA) zone and is subject to restrictions between 10am to 12 noon, Monday to Friday.

Road Safety

- 2.27 Personal Injury Collision (PIC) data has been obtained from the CrashMap website for the most recent five years for the vicinity of the Site. The PIC data for the area within 200m of the Site recorded a total of three PICs over the most recent 5-year period.
- 2.28 One of these resulted in serious injuries, with the other two resulting in slight injuries. Six more accidents were recorded on Hampstead Lane and Bishopswood Road, further from the Site.
- 2.29 Within the vicinity of the Site, in consideration of the frequency and the severity of the accidents, it is concluded that no existing road safety hotspots can be identified.
- 2.30 It is worth noting the restorative measures the School has committed to in the past, including the installation of a pelican crossing outside of the Mills Centre and the installation of zig zags outside the Junior School. The School has also via s106 obligation provided funding for the pelican crossing on Hampstead Lane as part of the Junior School re-development.
- 2.31 With regard to KSI (killed and serious injuries), no clusters, as defined by TfL with reference to the Vision Zero approach (2 serious or 1 fatal) have been identified in the local area.

Figure 2.4 Crashmap

Source: CrashMap data – note: plan may include names of buildings that are now closed or demolished

- 2.32 Overall, within the vicinity of the Site, in consideration of the frequency and the severity of the collisions, it is concluded that no existing road safety hotspots can be identified.

Summary

- 2.33 The Site is located in a sustainable location with access to good public transport services, in the form of local buses and London Underground services; the PTAL is 2 (even though this does not allow for the internal footpath that would provide a shorter route to the North Road bus stops – and therefore a higher accessibility). The Site is highly accessible for pedestrians and cyclists supported by good infrastructure provision.
- 2.34 Staff and students prevalently move between the Site and the Senior School Campus via an off-street footpath and two controlled crossings on North Road. The Junior School and other school buildings to the south of Bishopswood Road are accessible through a short walk and controlled and uncontrolled crossings are provided.
- 2.35 Bishopswood Road is the only road in the vicinity of the Site outside of a CPZ. The roads are subject to a 20mph speed limit. Within the vicinity of the Site, no existing road safety hotspots have been identified.

3 Policy

Overview

- 3.1 This Chapter of the TS refers to the relevant national and local land use and transport planning policies. The policy context outlining how the proposed development meets governmental requirements at national, regional and local levels is provided in the SPD; the following planning documents or guidelines have been reviewed:
- The National Planning Policy Framework (2021);
 - The National Planning Practice Guidance Document (2018);
 - The London Plan (2021);
 - The Haringey Local Plan (2017);
 - The Highgate Neighbourhood Plan (2017); and
 - The Highgate School SPD (2021).
- 3.2 This TS in support of the proposals at the Site will not repeat the policy context above highlighted – which it is advised to refer to in the SPD in order to gain a greater understanding of how the proposals have been assessed in this TS.
- 3.3 This Site is within a well-connected area with good cycle and pedestrian infrastructure; in addition, it benefits from high quality public transport services, with frequent rail and bus services. Therefore, it is considered that the Site is located in a sustainable location (despite the moderate PTAL rating), in the context of national (and local) planning policies.
- 3.4 The proposals at this Site should be seen in the context of the wider Masterplan proposals at the School, which are in line with Haringey Borough desire to improve supporting facilities, services and infrastructure at the local schools. These principles are in line with those included in the London Plan.
- 3.5 The impact of the proposed development is now predicted to be significant, as discussed in more detail in Chapter 5 of this TS; surely, in the context of the NPPF, no severe impact could be predicted as a result of the proposals.

4 The Proposed Development

The Vision

- 4.1 The proposed development is auxiliary to a number of other applications which are being proposed in various parts of the School.
- 4.2 The proposed redevelopment is part of the wider Masterplan at the School, which is set out in the SPD, also setting out the vision behind the proposed developments in greater detail. This can be summarised as follows: the aim is to modernise and renew, both in terms of safety and appearance, the buildings on several sites with the need to provide essential, flexible, good-quality and long-lasting educational facilities to meet the educational and other demands of a 21st Century establishment.
- 4.3 As set out within the SPD, the proposed developments do not seek to increase staff or student numbers across the estate, which will remain within the licenced capacity.

The Proposals

- 4.4 The proposed development consists of providing underpinning decant solution, to supplement other on-site developments which will require the closure of certain buildings and will provide temporary facilities to replace those that are (temporarily) closed.
- 4.5 The main bulk of the decant solution will be located on the all-weather pitch (the Site). It is considered that the pitch presents an opportunity for the siting of the temporary classroom facility without the need to create additional foundations on undeveloped areas of the Site where additional investment would be required for drainage and utilities.
- 4.6 Additional ancillary facilities in the form of a marquee and mobile toilets will be provided within the Chapel Quad at the Senior School located at the Island Site. These will only be provided for limited periods, as and when required.
- 4.7 The proposed facility itself will be formed of modular units laid in two single storey blocks with a central canopy for circulation. The proposed configuration is designed to minimise the impact of the accommodation and to reduce its bulk and mass from areas of public realm, utilising the existing cut at the northern half of the pitch.
- 4.8 The proposals for the Site are outlined in plans which are reproduced in **Appendix A**.

Access

- 4.9 Pedestrian access arrangements will remain unaltered. Similarly, vehicular (and servicing) access, currently available to permitted vehicles only via Richard's Music Centre, will remain unaltered.
- 4.10 Staff and pupils will be able to access the temporary facilities from both the Senior School Campus (via the internal footpath by St` Michael's School) and the Junior School and other buildings of the Bishopswood Road Campus (via a controlled pedestrian crossing).

Parking

- 4.11 No car parking is provided on-site. Staff and pupils will be able to use the cycle parking provision distributed across the various sites at the School.

Servicing / Refuse Collection

- 4.12 Existing servicing and delivery arrangements will not be affected by the proposals. They will continue to take place from Bishopswood Road, similarly to existing arrangements for the other School buildings along Bishopswood Road (Richard Music Centre and Mallinson Sports Centre).

Emergency Access

- 4.13 Emergency vehicles will be able to access the Site from Bishopswood Road, as per existing arrangements.

5 Transport Impact

Impact on Trip Generation

- 5.1 As noted in this TS and, the Site benefits from a sustainable location, with easy access for pedestrians and cyclists and good public transport accessibility in form of buses and London Underground services, with school bus services also provided. The Site is located within close proximity to a number of residential areas.
- 5.2 Although the proposed development will provide teaching facilities, these are only a temporary measure that will provide space to replace facilities that are undergoing redevelopment. The development proposals are not seeking an increase in student or staffing numbers at the School, and as such there is unlikely to be a significant increase in trip attraction and generation levels and therefore adverse impact on the local highway network.
- 5.3 Keep clear markings are provided along sections of Bishopswood Road and prohibit stopping during school peak hours. The residential roads in the vicinity of Bishopswood Road are located within the local residential CPZ and as such this limits any ability for drivers to park within close proximity to the School.
- 5.4 Drop-off activities are expected to carry on regularly on North Road, as per existing arrangements, as the temporary facilities will be accessible via the St Michael's School route. As such, the impact associated with these temporary facilities would be minimal, and surely could not be deemed severe in the context of the NPPF.

Impact during Construction

- 5.5 The School and its contractors are committed to minimising this impact and mitigating it as appropriate. A detailed Construction Management Plan will be prepared when the contractor is appointed and demolition and construction details are available.
- 5.6 Impact on the road network and its users (including pedestrians) would be limited in time and best endeavours will be made to keep disruptions to a minimum. Mitigation measures will be set out in the CMP to deal with any residual impact.
- 5.7 It is anticipated construction vehicles would access the Site from Hampstead Lane, going north onto Bishopswood Road and that this most southern section of the road, up to the Richard's Music Centre, would be made two-way to enable construction activities. This would in turn avoid disruptions along the residential areas north and west of the Campus.

- 5.8 The School Travel Plan is a live document, setting out how changes in travel behaviour and movements of pupils and staff between the different buildings during the construction phases will be managed.

Summary

- 5.9 The proposed development is predicted to have no significant adverse impact on the local highway or public transport infrastructure. Drop off activities and staff movements are likely to carry on as per existing arrangements, as movement through the different School sites already occurs either off-street (via the internal footpath) or a short walk between the buildings and safe controlled crossings.

6 Summary and Conclusion

Summary

- 6.1 The proposed development is auxiliary to a number of other applications which are being proposed in various parts of Highgate School. The proposed development is part of the School's programme of modernising and renewing its extensive and mixed stock of buildings and facilities to meet the educational and other demands of a 21st Century establishment.
- 6.2 The proposals consist of providing underpinning decant solution, required to supplement other on-site developments which will require the closure of certain buildings and will provide temporary facilities to replace those that are closed. The decant solution will provide temporary accommodation prevalently on the Bishopswood Road all-weather pitch, but also within the Chapel Quad temporary staff room marquee and toilet facilities. As set out within the SPD, the proposed developments do not seek to increase staff or student numbers across the estate, which will remain within the licenced capacity.
- 6.3 The Site is located in a sustainable location, accessible by walking, cycling and public transport services, in the form of local buses, school services and London Underground services; the Site benefits from a PTAL 2 rating. Staff and pupils access the Site either from Bishopswood Road, where controlled and uncontrolled crossings link to the Junior School, or from an internal, private footpath via St Michael's Primary School, leading to the Senior School Campus.
- 6.4 Drop-off activities are expected to carry on regularly on North Road, as per existing arrangements, as the temporary facilities will be accessible via the St Michael's School route. As such, the proposals are predicted to have no significant adverse impact on safety, on the local pedestrian, cycle infrastructure, on local public transport services or on the local highway network.

Conclusion

- 6.5 The development proposals are consistent with local, regional and national planning policy, including the Highgate SPD. No adverse impact on the local highway or public transport infrastructure are anticipated by the proposals, as a result of there being a limited number of additional trips associated with the proposed development. The proposals are instead anticipated to have a beneficial impact by creating a better and more inclusive street environment. As such, there is no reason to refuse the application on highway grounds.

APPENDIX A

