

HIGHGATE



A Planning Application by
HIGHGATE SCHOOL

In respect of
**Richards Music Centre, Highgate School,
LONDON BOROUGH OF HARINGEY**

Transport Statement

January 2023



Document Management

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Contents	Page
1 Introduction	1
2 The Existing Site	3
3 Policy	10
4 The Proposed Development	25
5 Transport Impact	27
6 Summary and Conclusion	29

List of Tables

Table 2.1	Bus Route Summary
Table 3.1	Objectives of the Mayor's Transport Strategy

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	Richards Music Centre and Bishopswood Road Campus
Figure 2.3	Private footpath to/from St Michael's School
Figure 2.4	PTAL
Figure 2.5	Crashmap
Figure 3.1	The Ten Healthy Street Indicators

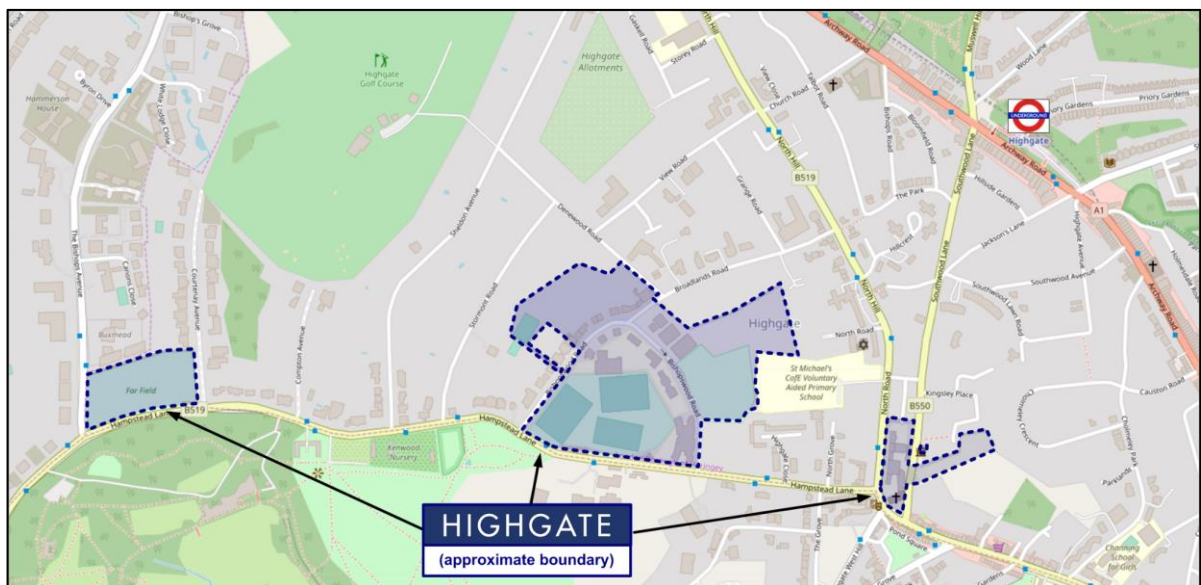
List of Appendices

A	Site Plans
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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 redevelopment proposals for the demolition and reconstruction of the Richards Music Centre ("the Site") to provide improved and new facilities. The Site is located along Bishopswood Road, as shown in **Figure 1.2**.

Figure 1.2 Site Location

Source: © OpenStreetMap contributors

- 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 sets out the different proposals at the School in relation to the national, regional and local policies.

Report Structure

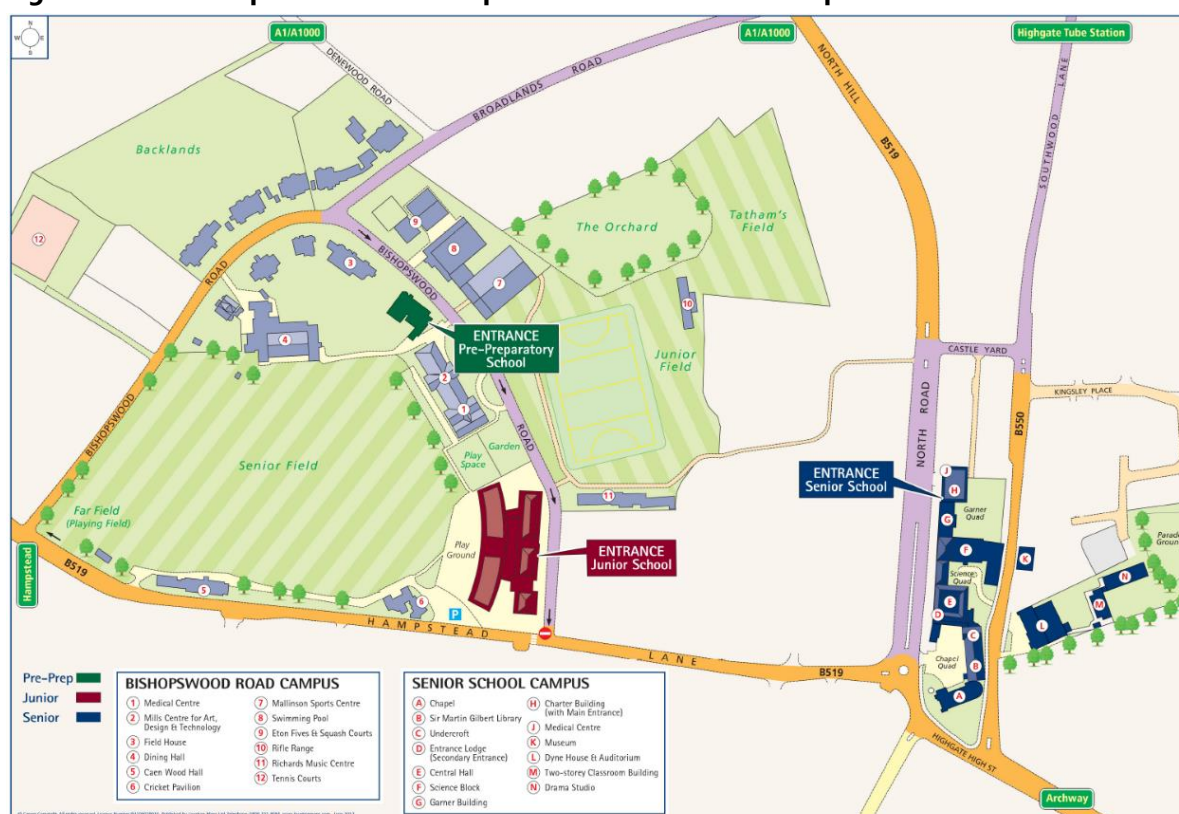
- 1.6 Following this Introduction, this TS is divided into the following Chapters:
- **Chapter 2** - Existing Situation – considers the sustainability and accessibility of the Site;
 - **Chapter 3** - Policy Review – considers national, regional and local planning policy and guidance which are applicable 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

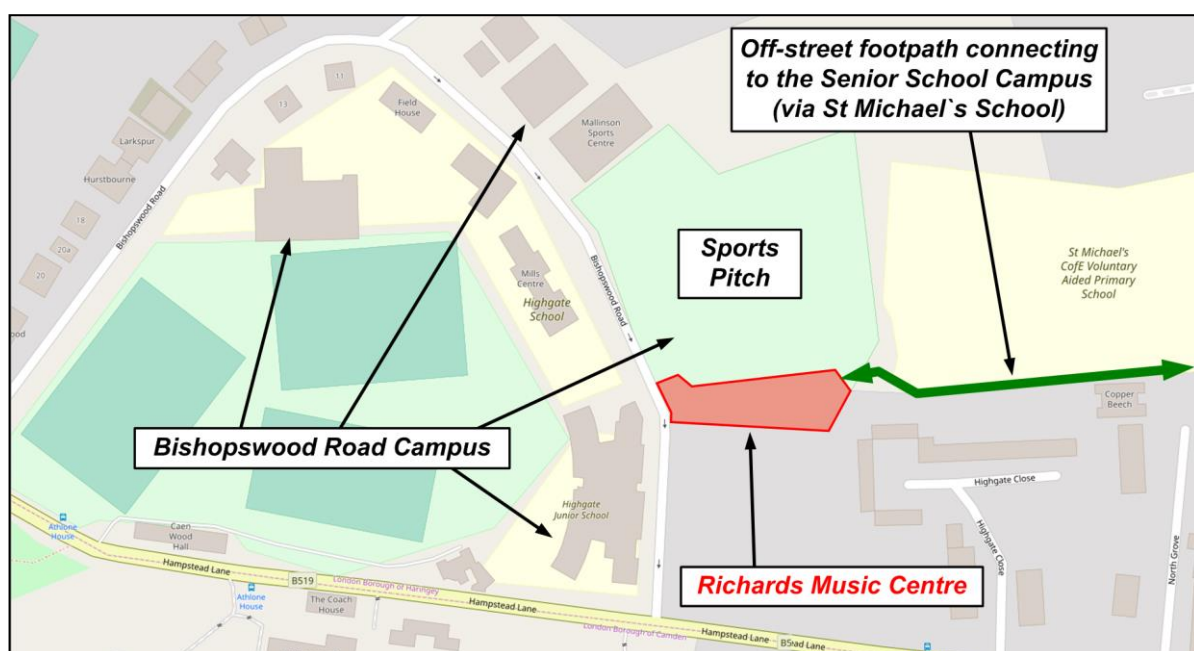
- 2.3 The School acknowledges the importance of sustainable travel, by encouraging walking and cycling and the use of public transport and the aim of reducing the number of vehicular trips and improve the

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 comprises the Richards Music Centre (RMC), a single storey building located on the Bishopswood Road Campus, on the north side of Bishopswood Road and to the south of the all-weather sports pitch (**Figure 2.2**). Formerly a music school for the Junior School, it now accommodates the School IT department and some temporary facilities for SpEx (Sport and Exercise Department) and pupil sports.

Figure 2.2 Richards Music Centre and Bishopswood Road Campus



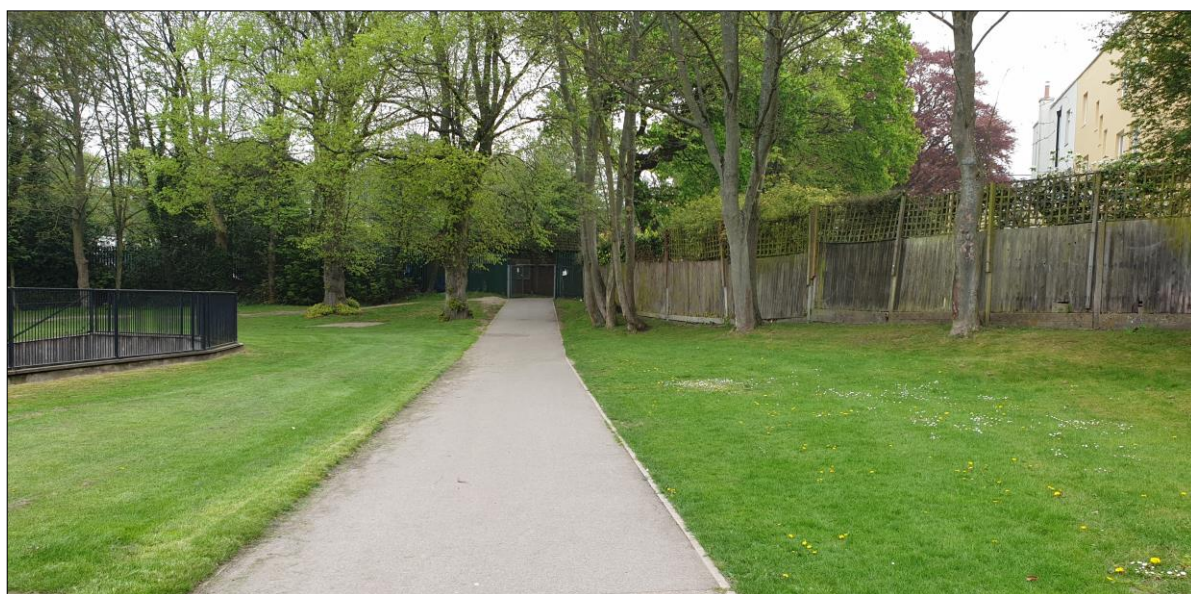
Note – indicative Site boundary

- 2.5 For (permitted) vehicles, access to the Site is via an existing vehicle crossover point from Bishopswood Road. Informal off-street car parking with capacity for approximately 12 vehicles is provided within the Site and can be accessed by permitted staff via a dropped kerb and a gated access on Bishopswood Road.
- 2.6 Pedestrian access to the Site is either via Bishopswood Road or via an internal, private footpath through St Michael's Church of England Primary School which runs between Bishopswood Road and North Road, with the former connecting to the Junior School and the latter to the Senior School Campus. The main entrance to the building is located at the middle of the Site.
- 2.7 Cycle parking is available throughout the School sites and circa 12 Sheffield stands are also provided directly opposite the Site, adjacent to the Junior School on Bishopswood Road.

Pedestrian Infrastructure

- 2.8 The Site benefits from good pedestrian accessibility, with bus stops, services and facilities and controlled crossings located within the vicinity of the Site, in addition to the aforementioned off-street path through St Michael's School (**Figure 2.3**) linking to North Road and the Senior School.

Figure 2.3 Private footpath to/from St Michael's School



Site visit undertaken on 24 April 2019

- 2.9 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.
- 2.10 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.
- 2.11 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.
- 2.12 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.
- 2.13 Street lighting is provided along local roads for the benefit of pedestrians and cyclists.

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, meaning there are a number of informal local cycle routes.

Public Transport

School Bus Services

- 2.15 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 each direction in the morning and two services in each direction in the evening.

Bus Services

- 2.16 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 as follows.

Table 2.1 Bus Route Summary

Route Number	Route	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
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*

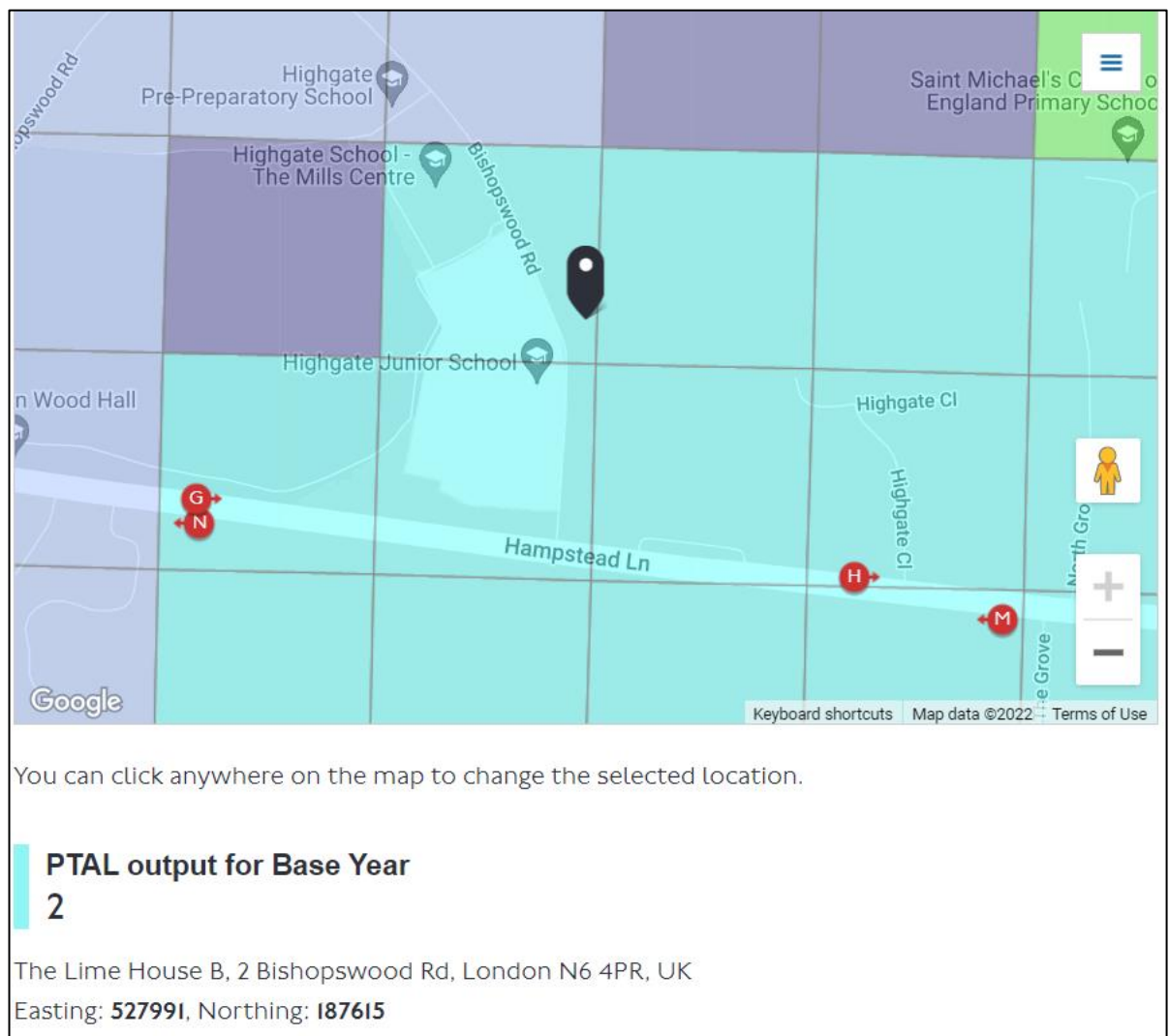
- 2.17 The bus stop on the eastern side of North Road and one of the bus stops on the southern side of Hampstead Lane (Athlone House Stop N) consist of a bus shelters with waiting areas. While the bus stop on the western side of North Road and the other bus stops along Hampstead Lane consist simply of flag and pole design. Bus timetables are displayed at all of the bus stops outlined above.
- 2.18 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

- 2.19 The Site is located approximately 1,000m west 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.
- 2.20 Northern line services run 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 2,100m (a 25-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.

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 640m is used to access bus services and 960m 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 2.4**.
- 2.24 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 2.4 PTAL

Local Highway Network

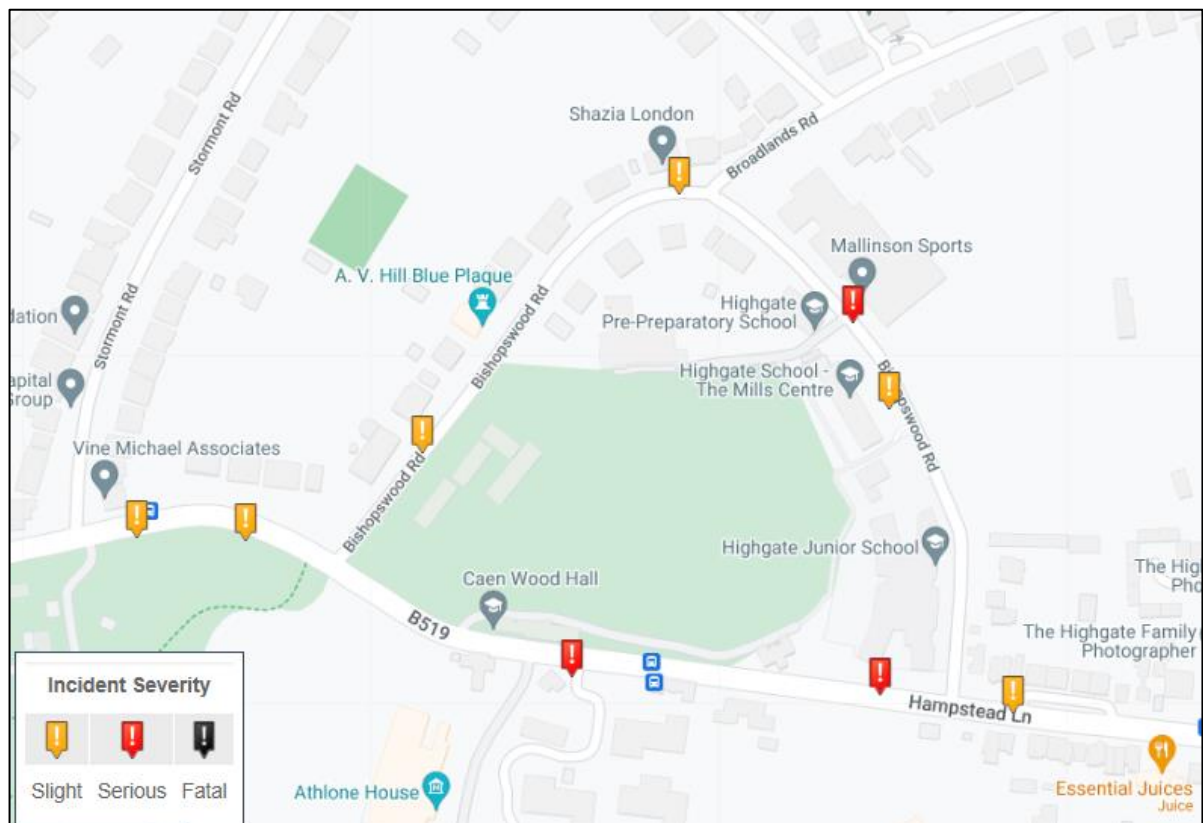
- 2.25 The Site is located along Bishopswood Road, which forms a crescent shape around the Site. The western section of Bishopswood Road is two-way; the eastern section, from its junction with Broadlands Road to Hampstead Lane it is one-way (southbound only). Adjacent to the Site entrance the road has 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.
- 2.26 Along Bishopswood Road, there are traffic calming features in the form of speed humps.
- 2.27 Differently from 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

- 2.28 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.
- 2.29 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.
- 2.30 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.
- 2.31 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.

Figure 2.5 Crashmap



Source: CrashMap data

- 2.32 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.
- 2.33 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

- 2.34 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.
- 2.35 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.
- 2.36 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 outlines the transport policy that the development at the Site will follow in order to be compliant. The planning policies that will be discussed within this Chapter include:

- 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).

National Planning Policy

National Planning Policy Framework (2021)

3.2 The National Planning Policy Framework (NPPF), which was updated in July 2021, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 As part of the core land-use planning principles, the Government wants to:

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable".

3.4 A sustainable transport mode is described as

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, d ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 73).

3.5 With regards to achieving sustainability, the framework states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised

as meeting the needs of the present without compromising the ability of future generations to meet their own needs” (para 7).

3.6 Transport is recognised as having an important role in promoting sustainable development:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.” (para 113).

3.7 The basis of transport policy within the NPPF is stated as follows:

“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.” (para. 105)

3.8 In supporting sustainable development, planning decision makers are advised to consider opportunities for sustainable transport to reduce the need for major transport infrastructure and achieve safe and suitable site access. Importantly,

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.” (para. 109)

3.9 The NPPF states that where practical, a new development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.” (para. 110)*

3.10 The development proposals will enhance the RMC, ensuring good quality access including improvements to disabled accessibility as well as the pedestrian environment on Site. As such, the development proposals will be in line with government policy. In addition, the design process has considered ways in which the delivery operations can be optimised while also providing accesses for servicing and emergency vehicles.

3.11 Paragraph 95 of the NPPF is, finally, particularly relevant to the proposals, by stating that:

“It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and

b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”

3.12 The proposals have been developed following the indications included in the NPPF set out above.

National Planning Practice Guidance (2018)

3.13 The National Planning Practice Guidance (NPPG) was produced by the Department for Communities and Local Government in 2014, with updates made in 2018 and *“provides advice on when Transport Statements and Transport Assessments are required and what they should contain.”*

3.14 It states that *“Travel Plans, Transport Assessments and Statements can positively contribute to:*

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

3.15 The key principles that Travel Plans, Transport Assessments and Statements should be:

- *“Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *Be brought forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

Regional Policies

London Plan

3.16 The London Plan, which was adopted in March 2021, is the third London Plan which concerns all 32 London Boroughs and the Corporation of London. This document sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the Greater London Authority (GLA).

3.17 Enabling sustainable modes of transport supports the Mayor’s vision. The London Plan states that London should be:

“improving processes, opening up new markets and allowing more flexible working. Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive (para 1.5.4)”

3.18 Within The London Plan there are several policies relating to transport and new developments. The first policy is *Policy T1 - Strategic approach to transport*. This policy consists of two parts:

- A. *“Development Plans and development proposals should support and facilitate 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; and*
- 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."

3.19 Another key transport policy outlined in The London Plan is *Policy T4 - Assessing and mitigating transport impacts*. It states that:

- A. *"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B. *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing Plans will be required in accordance with relevant Transport for London guidance¹.*
- C. *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- D. *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may will be contingent on the provision of necessary public transport and active travel infrastructure.*
- E. *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- F. *Development proposals should not increase road danger.*

3.20 The proposed developments at the School are not seeking an increase in staffing or student numbers and as such, there is unlikely to be significant impact on the local highway or transport networks. Therefore, no mitigation is required, nor is there likely to be an increase in road danger and as such, the proposed development is in accordance with Policy T4.

3.21 In relation to schools, Policy S3 of the London Plan focuses upon educational and childcare facilities, stating that:

¹ [Guidance for planning applicants - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/guidance/for-planning-applicants-transport-for-london)

- A. *"To ensure there is a sufficient supply of good quality education and childcare facilities to meet demand and offer educational choice, boroughs should:*
- 1. prepare Development Plans that are informed by a needs assessment of education and childcare facility needs. Needs should be assessed locally and sub-regionally, addressing cross-boundary issues. Needs assessments should include an audit of existing facilities.*
 - 2. identify sites for future provision through the Development Plan process, particularly in areas with significant planned growth or need for school places (including Special Educational Needs and Disability places).*
 - 3. ensure that development proposals for housing and commercial facilities incorporate suitable childcare provision and encourage nursery provision within primary schools, where there is a need.*
- B. *Development proposals for education and childcare facilities should:*
- 1. locate facilities in areas of identified need*
 - 2. locate facilities in accessible locations, with good public transport accessibility and access by walking and cycling*
 - 3. locate entrances and playgrounds away from busy roads, with traffic calming at entrances*
 - 4. link to existing footpath and cycle networks to create healthy routes to schools, and other education and childcare facilities, to enable all children to travel actively to school (walk, cycle or travel by public transport)*
 - 5. maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures*
 - 6. encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities, and between early years and health and social care providers*
 - 7. ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach*
 - 8. ensure that facilities incorporate suitable, accessible outdoor space*
 - 9. locate facilities next to parks or green spaces, where possible*
- C. *Development proposals should ensure that there is no net loss of education or childcare facilities, unless it can be demonstrated that there is no ongoing or future need. Any*

proposed loss of sport or recreation land (including playing fields) should be considered against the requirements of Part C of Policy S5 Sports and recreation facilities”:

- 3.22 The proposed development meets the applicable and relevant policies outlined within The London Plan, as set out throughout this TS.

Mayor's Transport Strategy

- 3.23 The Mayor's Transport Strategy (MTS), developed in consultation with TfL and published in 2018, sets out the Mayor's policies and proposals to reshape transport in London by 2041.
- 3.24 Three key themes are at the heart of the strategy. They are set out in Table 3.1.

Table 3.1 Objectives of the Mayor's Transport Strategy

Objective	Description
Healthy streets and healthy people	Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
A good public transport experience	Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
New homes and jobs	More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Mayor's Transport Strategy 2018

- 3.25 At the core of the MTS there are the 3 key ambitious aims of reaching, in London:
- 80% sustainable mode share by 2041;
 - 20 minutes of active travel for all by 2041; and
 - Vision Zero for road danger by 2041.
- 3.26 The way the proposed development supports the MTS and its bold objectives will be explained throughout this TS.

Transport for London

- 3.27 Transport for London (TfL) provides guidance on how proposed developments should be designed to maximise the road users experience when moving or travelling around London and to minimise the

impact on the network and all its users, including pedestrians and cyclists; this is with the ultimate aim to reduce the reliance on the private car and to result in increased safety and better street environments.

- 3.28 Recently, increased consideration has been given to two new design approaches, namely Vision Zero and Healthy Streets, which will be described as follows.

Vision Zero Action Plan

- 3.29 The Vision Zero action plan has been produced by TfL to assist London in meeting its commitment to end the toll of deaths and injury seen on their roads and transport networks by committing to "Vision Zero", which is a multi-national road traffic safety project.

- 3.30 London is at the forefront of this approach and the Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.

- 3.31 This action plan can be summarised through its aim to act, impact and address issues relating to the following:

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders;
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

Healthy Streets for London

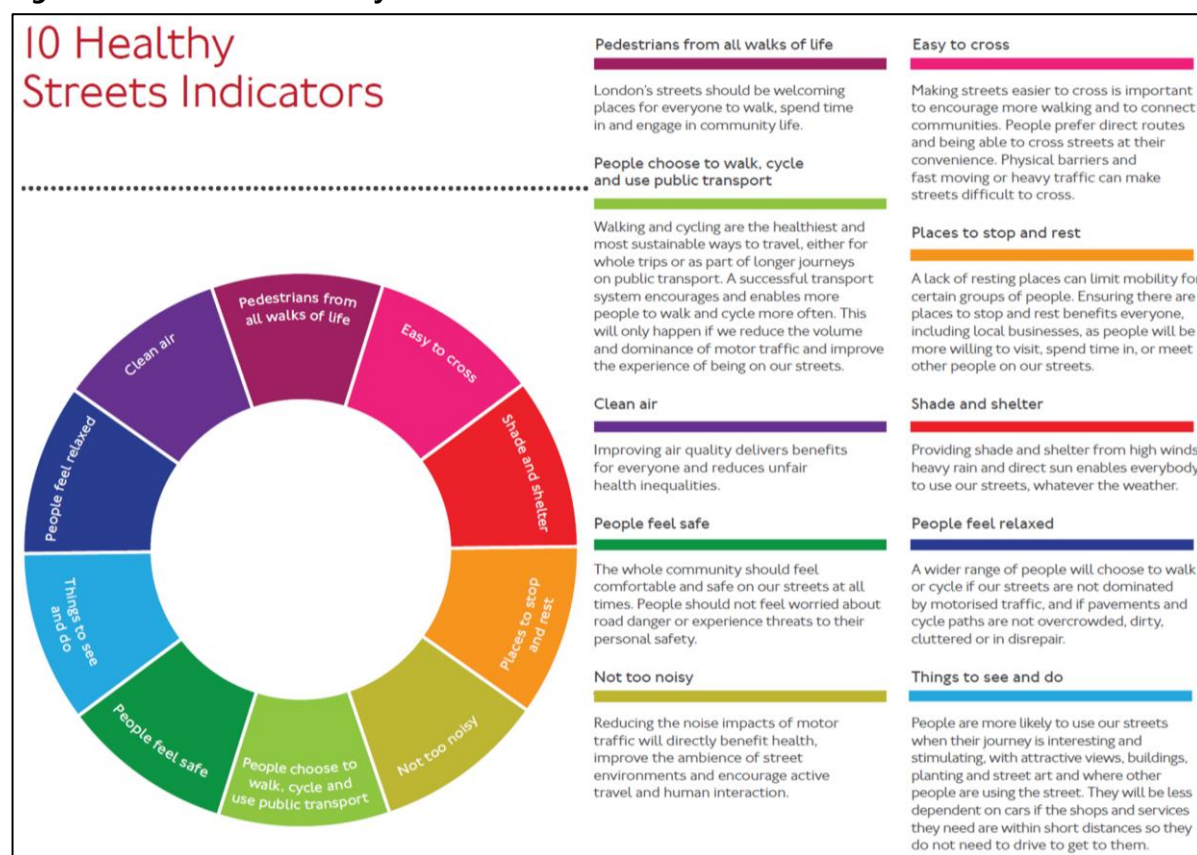
- 3.32 The Healthy Street Approach is a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. This approach aims to ensure all Londoners enjoy the benefits of an active lifestyle through walking or cycling for at least 20 minutes a day. It requires an integrated living plan for the city with most journeys being undertaken on London's Streets. Therefore, this approach aims to ensure that this environment works for those undertaking journeys by foot, bicycle and public transport.

3.33 This assessment technique aims to ensure the street environment works for all and provides a long-term plan for improving Londoners' and visitors' experiences of our streets as well as promoting physical activities organically. This approach aims to deliver these changes and achieve these policies in the following three ways:

- **At Street Level:** creating positive changes to the character of London's Streets with spaces for dwellings, walking, and cycling as well as public transport use. This is considered to be aided by providing seating, vegetation and reducing the dominance of vehicles on the landscape;
- **At Network Level:** Developing more efficient and affordable services including public transport choices and facilities (including at stations). TfL have also set out a strategy to improve road safety through the provision of on-street enforcement operations, road signals and road work management; and,
- **At Strategic Level:** maintain the long term transport functionality within London for its residents and visitors where walking, cycling and public transport are the primary choices for travel. TfL will aim to develop new housing within the vicinity of rail stations public transport services and interchanges.

3.34 In recognition of these targets, ten Healthy Street Indicators have been developed to assess the street environment. A description of these indicators is provided in **Figure 3.1**.

Figure 3.1 The Ten Healthy Street Indicators



Source: Healthy Streets for London (TfL)

- 3.35 It is considered that the Masterplan is designed to meet the ten objectives above, either directly or indirectly.

Local Policies

Haringey Local Plan

- 3.36 Haringey's Local Plan: Strategic Policies was adopted by the Borough in 2013, to replace the Unitary Development Plan (UDP) - with subsequent alterations adopted on the 24 July 2017. The purpose of the document is to set out the long term vision of how Haringey should develop by 2026 and sets out the council's strategy for achieving that vision including high-level strategic policies used in determining planning applications.

- 3.37 As part of policy SP0, Presumption in Favour of Sustainable Development, it states that:

"When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). The Council will always work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey. Planning applications that accord with the policies in Haringey's Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise."

- 3.38 SP7 focusses on transport and its key aim is to *"ensure all development is properly integrated with all forms of transport"*.

- 3.39 With regards to schools, SP16 Community Facilities outlines that the Council want to improve and enhance community facilities in the borough. One of the key targets of this policy is to ensure the **"provision of additional school places"** as part of its plan to **"improve supporting facilities, services and infrastructure"**. *[our emphasis]*

- 3.40 As such, it is regarded that the proposed developments at the Site will help to achieve this goal, also ensuring policies SP0 and SP7 are met.

Highgate Neighbourhood Plan

- 3.41 Highgate Neighbourhood Plan, which was adopted in 2017, sets out the Highgate Neighbourhood Forum's vision for Highgate for the 15 years following its conception. Some of the transport related policies that are relevant to the proposals include policies TR3 and TR4.

- 3.42 Policy TR3 – Minimising the Impact of Traffic Arising from New Development – sets out the measures that are expected to adopt to minimise any potential impact arising from the developments. Based on this policy, new major development, or small scale developments likely to generate significant additional traffic movements and demand for parking, will be expected to demonstrate the following:

I - That a transport assessment has been carried out, or a transport statement prepared, to quantify future vehicle movements to, from and within the site including links to existing transport networks. Appropriate connections to highways and street spaces should then be put forward to serve the development;

II - Proposals should provide information on planned parking arrangements to demonstrate that there would be no detrimental loss of on-street parking or harmful impact from additional parking on the surrounding area and transport network;

III - Developments requiring pick-up, drop off, or waiting areas, should put forward appropriate arrangements within the site where possible which will ensure safety and minimise congestion; and

IV - The development should protect and exploit opportunities for the use of sustainable transport modes for the movement of people and goods. In order to minimise traffic movements and parking demand and any associated harmful impacts, travel plans should be prepared and implemented in accordance with guidance from Transport for London and the Boroughs of Haringey and Camden."

- 3.43 The proposals are not expected to generate a significant amount of additional traffic, as a direct consequence of the nil increase of pupils and staff. However, the loss of the existing informal car parking would be beneficial, as it should aid in improving the number of people who commute to the site by sustainable modes. In addition, the proposals will result in improved provision for the emergency services, servicing and disabled parking.

- 3.44 Policy TR4 – Reducing the Negative Impact of Parking in Highgate – states that developments will be expected to be car-free in areas that are designated as a Controlled Parking Zone. In the few streets that are not in a CPZ, developments are also expected to be car-free if there is good access to public transport (defined at PTAL level 4 or above). It is reminded that the PTAL at RMC is 2, however, this 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.

- 3.45 Also, the policy adds that Haringey's Policy DM32 in its emerging Local Plan will only support car-free development where PTAL is 4 or higher and within a CPZ. When these Plans have been adopted, the strategic policy framework should provide greater certainty for Highgate neighbourhood as its given greater weight. Other than in exceptional circumstances, new development in areas with CPZ controls and with good transport connections will be expected to be car-free.

Highgate School SPD

3.46 Highgate School is allocated within Haringey's Local Plan's as Site Allocation 41. The allocation focusses on exploring how the Schools facilities can be enhanced whilst simultaneously benefiting local communities. To enable this, an SPD for which future development should accord to has been published and was adopted on 9 March 2021.

3.47 The Highgate School SPD was developed between Highgate School and Haringey Council. Within the SPD, LBH note that Highgate School:

"is an integral part of the overall character of Highgate, with an established global profile that promotes and enhances the image and community infrastructure of the Highgate neighbourhood and the wider North London area as a whole. The School occupies several important sites with their own development needs. The Council, consistent with its strategic objective within its adopted Local Plan of 'raising educational attainment', both recognises and supports the School's vision for the future and its development requirement within the various statutory Development Plan Documents (DPDs) and specifically within the Site Allocations DPD." (Para 2.4).

3.48 In the SPD a number of objectives are outlined, these are:

- to take a comprehensive approach to the effective planning and delivery of new accommodation to meet the long term needs of the school and support, where appropriate, enhanced community use and benefits;
- to create an improved management and quality of (education) provision, potentially including new buildings;
- to make open space as accessible as possible, where appropriate, in line with Policy DM20;
- to protect Metropolitan Open Land consistent with National and Regional policy;
- that development should preserve or enhance the appearance of the Highgate Conservation Area;
- that development should preserve the setting of the statutorily and locally listed buildings on the site and neighbouring the school, having regard to their significance;
- to have regard to Historic England's identification for potential significant archaeology; • to have regard to the objectives of the Highgate Bowl site on any properties that fall into this site allocation;
- to give appropriate regard to the open character of the Bowl as well as the character of the Bishop's area; and
- to include a flood risk assessment for any development in line with the Council's Strategic Flood Risk Assessment document.

3.49 The SPD provides information on the wider strategic proposals at Highgate School, with these being to:

“accommodate existing pupil numbers which will remain within the School’s currently licenced capacity of 1,970. The school’s estate management programme is not one of growth. Rather, it is a programme of modernisation designed to replace life expired facilities and provide flexibility in response to modern requirements of teaching today.” (Para 2.6).

3.50 Within the Highgate School SPD, it is noted that many factors have influenced the School’s requirements for development, with these forming the basis of the development proposals. These factors set out the needs and aspirations of future development at the School and have been summarised into the following areas:

- Provision of a Dedicated 6th Form Centre;
- Provision of Drama Facilities;
- Improvements and Upgrades to Music provision;
- New sports facilities;
- General Building Refurbishment and Modernisation;
- Community Functions;
- To aid accessibility and inclusivity;
- Improvements to facilitate movement around the site; and
- ‘Smartening-Up’ across the School; and
- Improved Security across the School.

3.51 The three main requirements in relation to the development at the School focus upon the academic needs of the school, with this split into three key areas, these being:

- **“6th Form Centre** - The space requirements for the dedicated VIth Form Centre are significant. In addition, other than a few VIth Form only subjects (e.g. Economics), A-Level subject teachers also teach classes in Years 7 to 11. As such, operationally, the VIth Form Centre needs to be within easy reach of the Senior School. As such, the Dyne House Site is the only realistic option for the VIth Form Centre.
- **Senior School Drama provision** - Whilst the School’s preference would be to retain this facility within the Senior School campus, they considered that it would be manageable to re-locate them to the Bishopswood Road Campus. In considering the travel time between sites, the need to deliver these facilities urgently and given the limited opportunity to develop current facilities, the Council agrees with the School that the only realistic option to provide this facility is to redevelop the existing Richards Music Centre building; a building that is no longer in effective use for educational purposes.
- **Senior School Music provision** – Whilst the School initially looked at re-locating this facility to the existing Richards Music Centre building, further engagement with teaching staff in the Department highlighted the significance of the operational constraints associated with individual music lessons for Senior School pupils. The School’s view is, therefore, that the Senior School Music provision needs to remain on the Senior School campus.”

3.52 In addition to the above, *“the School must also update a number of its other assets in order to provide modern, adaptable and safe teaching facilities or to meet the growing needs of sports, fitness and the associated health agenda” (Para 4.67).* This will be done through the extension of the Science Block, and improvements to the Mallinson Sports Centre.

3.53 Turning to Highways and Transport, it is noted that to support the works at Highgate School *“the Council expects that the School will produce a Transport Assessment applicable to the whole estate and a consolidated Travel Plan which takes into account the cumulative impacts of each application”* (Para 5,110). This TS was indeed prepared to support this.

3.54 Importantly, it is noted ***“the Council recognises that the School is not seeking to undertake development that would lead to a significant impact in terms of traffic generation”***. (Para. 5.211).

3.55 In line with the above statement, it is noted that the proposals are not expected to generate a significant amount of additional traffic, whilst also replacing the existing informal parking area with designated disabled parking spaces to assist with a shift towards sustainable transport.

3.56 In relation to parking the SPD states that:

“Any redevelopment of the School estate should not result in additional car use or parking or traffic impacts outside of the construction phase. Cycle parking should be provided throughout the site in line with the standards set out in the London Plan 2021.” (Para. 5.120).

3.57 In addition:

“sites with existing car parking that come forward for development will need to justify the retention of those spaces having regard to the relevant Public Transport Accessibility Levels of each site, the policies of the statutory development plan and the NPPF and the operational requirements of the School.” (Para. 5.113).

3.58 As noted previously, the proposals will result in the removal of the replacement of the existing informal parking area with designated disabled parking spaces at RMC, which supports the LBH’s aspirations in relation to car parking. In addition, 6 new cycle parking spaces are being provided at the Site.

4 The Proposed Development

The Vision

- 4.1 The proposed redevelopment of the RMC is part of the wider Masterplan at the School, which is set out in the SPD. This sets out the vision behind the proposed developments in greater detail, but 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.
- 4.2 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

- 4.3 The proposals at the Site evolved over time, through discussions and public consultations involving four main stakeholder groups, namely Haringey Planning Department, Local Residents & Neighbours, Highgate Society and Highgate Conservation Area Advisory Committee.
- 4.4 The proposed development consists of the demolition and reconstruction of the RMC to provide for a new Drama Suite and SpEx (Sports & Exercise) offices, changing facilities and sports viewing facilities. The proposed Drama Suite comprises the construction of a range of new facilities, including a stage, auditorium and rehearsal space. These new areas are also expected to provide associated ancillary uses such as costume stores and AV facilities.
- 4.5 The work also include the provision of landscaping along with improved provision for the emergency services, servicing and disabled parking.
- 4.6 The proposals for the Site are outlined in plans which are reproduced in **Appendix A**.

Access

- 4.7 Existing access arrangements will remain unaltered by the proposals, although new entrance gates will be provided.

Parking

- 4.8 As noted, informal car parking (of up to 12 cars) often occurs on site. The proposals will replace the existing informal parking area with two designated disabled parking spaces.
- 4.9 Cycle parking will be provided adjacent to the new entrance gates, with **six cycle spaces** provided. These will be accessible from footpaths at the RMC and will provide cycle parking for visitors.

Servicing / Refuse Collection

- 4.10 Existing servicing and delivery arrangements will not be affected by the proposals; servicing vehicles will be able to access the Site through the gated access on Bishopswood Road.

Emergency Access

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

5 Transport Impact

Impact on Trip Generation

- 5.1 As noted in this TS, 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 As also noted, the proposed developments at the School do not seek to increase staff or student numbers across the estate, which will remain within the licenced capacity.
- 5.3 Therefore, there is unlikely to be a significant increase in trip attraction and generation levels and therefore no adverse impact on the local highway network.
- 5.4 A mode shift from cars to other sustainable modes is predicted following the removal of informal car parking on site. The increase in trip generation of these modes (cycle, buses, underground) would however be marginal and easily accommodated by the existing cycle / public transport infrastructure. The predicted mode shift is on the basis that on street parking in the vicinity of the Site is limited and the surrounding residential roads are part of a restricted CPZs, which will reduce the risk of overspill parking onto the residential streets.

Vision Zero and Healthy Streets

- 5.5 It is not anticipated that the proposals would have an impact on road safety. The School has in the past demonstrated strong commitment in investing in road safety, as already noted with regards to the installation (or the improvement) of pedestrian crossings in the vicinity of the Junior School. This commitment works towards TfL goals of reaching zero serious and fatal accidents by 2041 (Vision Zero).
- 5.6 The proposals would in addition contribute to the overall objectives set out in TfL "Healthy Streets" guidelines. While a full assessment was not undertaken, in the light of the very nature of the proposals to modernise the structures and the facilities at the School (and bearing in mind the nil increase in staff and pupils), it is considered that the proposals would:
- reduce car parking – therefore reduce noise, air pollution and road congestion and encouraging sustainable modes;
 - provide disabled parking.

- 5.7 The above would contribute to the overall aim to create a better, safer and healthier street environment.

Impact during Construction

- 5.8 The School and its contractors are committed to minimising this impact and mitigating it as appropriate. A Construction Management Plan will be prepared when the contractor is appointed and demolition and construction details are available. A draft/outline version will be submitted as part of the application.
- 5.9 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.
- 5.10 The School Travel Plan is a live document, and will set out how changes in travel behaviour and movements of pupils and staff between the different buildings during the construction phases will be managed. It should be noted that classrooms and ancillary educational facilities will temporarily be moved to other areas of the School, subject to separate application.

Summary

- 5.11 The proposed development is predicted to have no adverse impact on the local highway or public transport infrastructure, as a result of there being limited changes in the movements in staff and pupils resulting from the proposed development. The proposals are instead anticipated to have a beneficial impact by creating a better and more inclusive street environment, also thanks to the provision of cycle parking and two disabled bays on site.

6 Summary and Conclusion

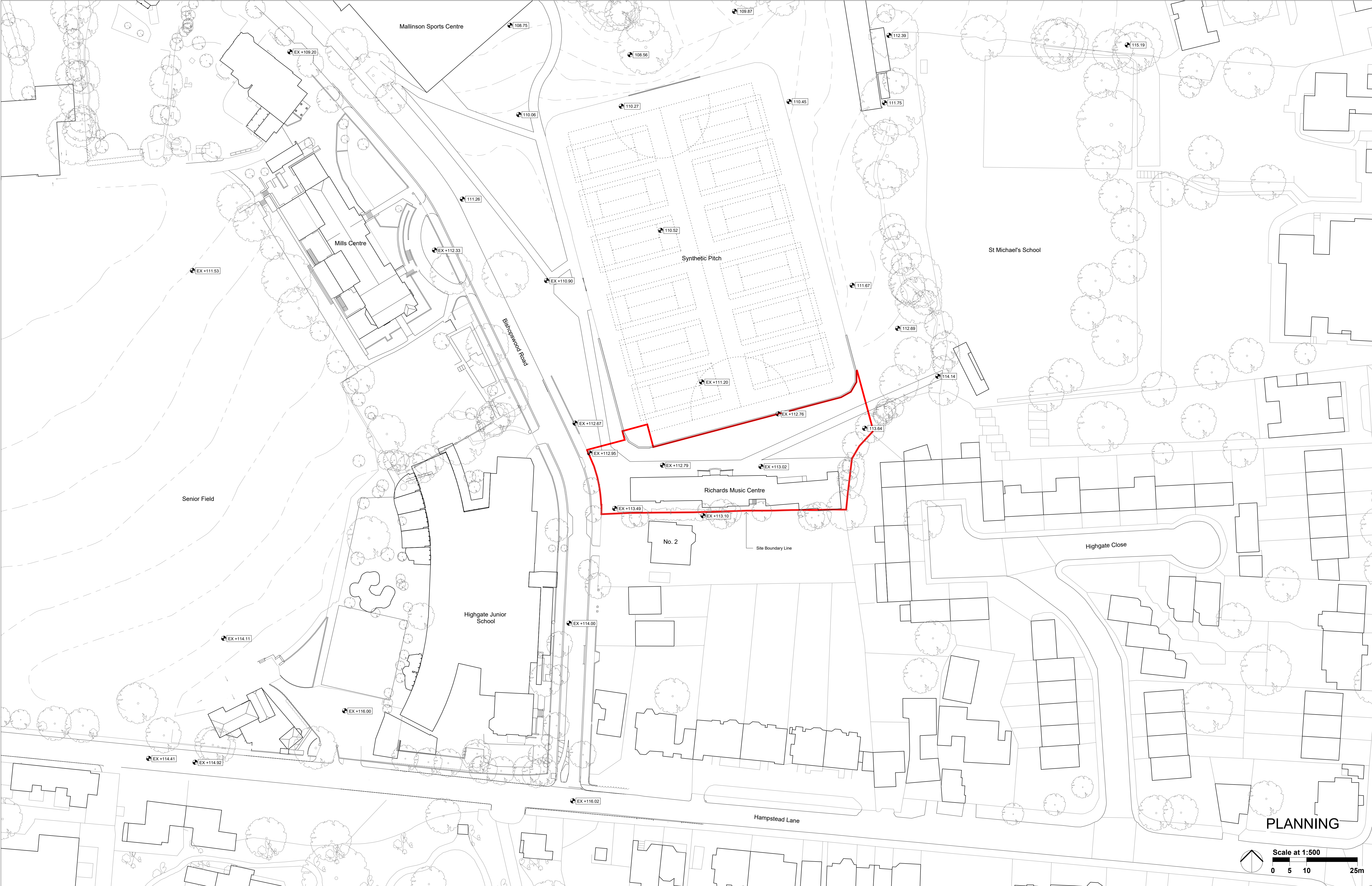
Summary

- 6.1 The proposed development consists of the demolition and reconstruction of the Richards Music Centre, to provide a new Drama Suite and SpEx (Sports & Exercise) offices, changing facilities and sports viewing facilities.
- 6.2 The scheme is part of the School's wider 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. This is set out in the recently approved 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 With the exception of Bishopswood Road, the local highway network is part of a CPZ. No existing road safety hotspots have been identified and the accident rates are not predicted to increase as a result of the proposed development.
- 6.5 The proposals consist in the refurbishment of the Site to create improved or new facilities as well as the creation of two disabled parking spaces. There would be no discernible impact on the local pedestrian, cycle infrastructure, on local public transport services. The scheme is designed to contribute making a better street environment, with benefits for the School's users (pupils, staff and visitors) and the whole community. It contributes to the overall aims set out in TfL's Healthy Streets approach and the MTS.

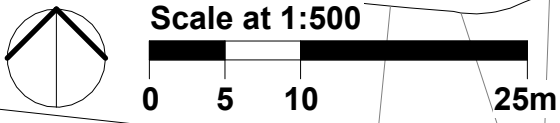
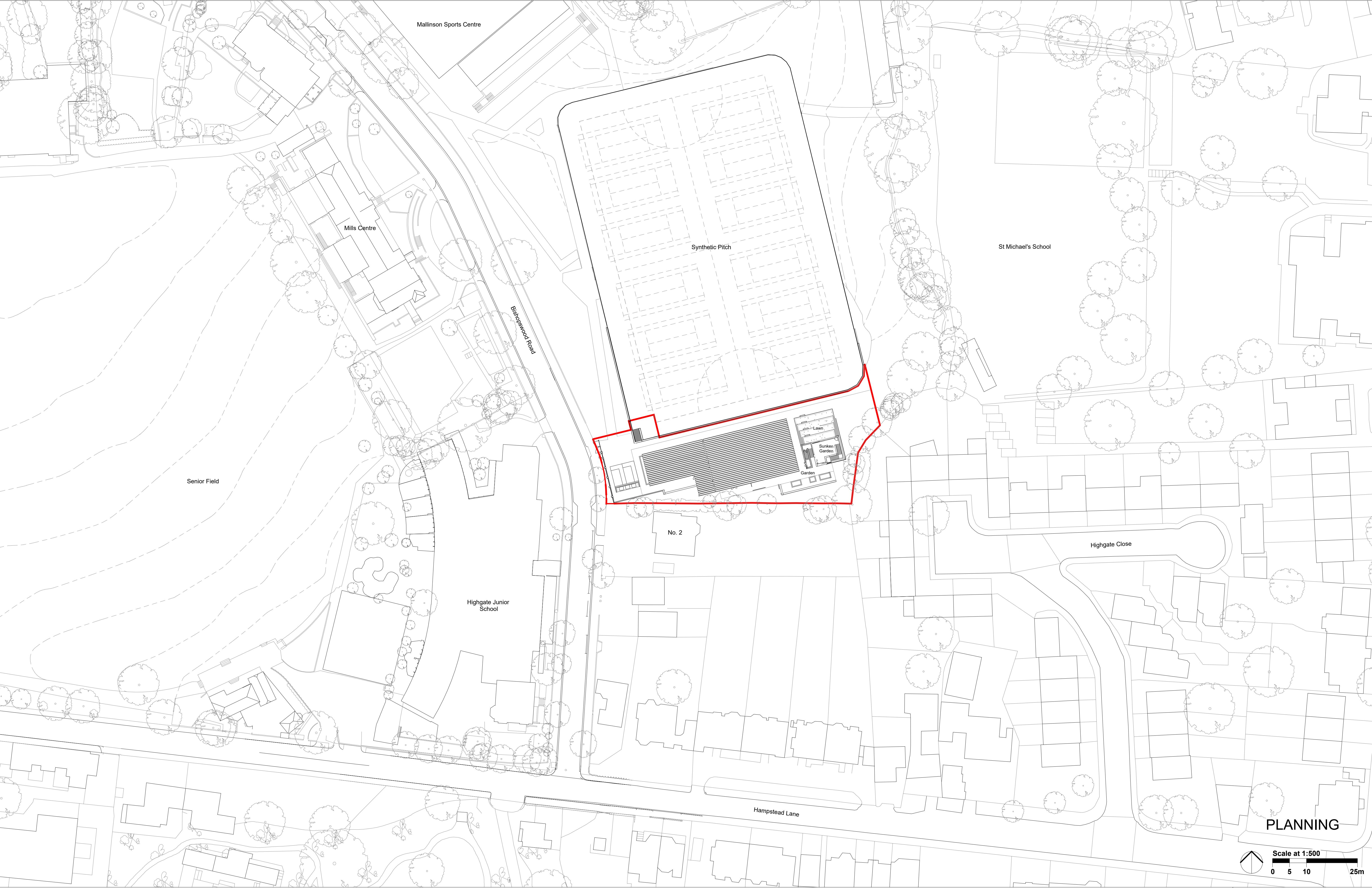
Conclusion

- 6.6 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



Work Package	Cost Check	Info/Briefing	Tender	Contract	Construction	Date	Rev.	Description	Approved By	Date	Rev.	Description	Approved By	Project	Highgate School Richards Music Centre 2	Sort Code	Drawing Number	Rev.
						13.01.2023	F	ISS 0004_Planning Issue	MB					Subject	Existing Site Plan	A/HS-RMC2	2100	F
														Architects	Hopkins Architects Limited 27 Broadley Terrace, London, NW1 6LG T: 020 7724 1751 E: mail@hopkins.co.uk	Date: 30.06.2018	Scale: 1 : 500	at A1



Work Package	Cost Check	Info/Briefing	Tender	Contract	Construction	Date 13.01.2023	Rev. G	Description ISS 0004_Planning Issue	Approved By MB	Date	Rev.	Description	Approved By	Project Highgate School Richards Music Centre 2	Sort Code A/HS-RMC2	Drawing Number 2300	Rev. G
														Subject Proposed Site Plan			
														Architects Hopkins Architects Limited 27 Broadley Terrace, London, NW1 6LG T: 020 7724 1751 E: mail@hopkins.co.uk	Date: 30.06.16	Scale: 1 : 500	at A1