



Cole Easdon

TRANSPORT ASSESSMENT

Proposed Sixth Form Expansion, Alexandra Park
School, Bidwell Gardens, London Borough of Haringey
on Behalf of Alexandra Park School

Date: September 2023
Issue No. 2



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Prepared	C. Hall BSc (Hons)	C. Hall BSc (Hons)		
Technical Check	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered	B. East BEng (Hons) MCIHT		
Authorised	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered	B. East BEng (Hons) MCIHT		
Document Check	C. Hall BSc (Hons)	C. Spanner BA (Hons)		

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Drawing No. 2234-0051 (P05)	Proposed Site Plan (by Thinking Buildings)

1.0 INTRODUCTION

- 1.1 This *Transport Assessment (TA)* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Alexandra Park School to support a planning application for the proposed construction of a new three-storey sixth form building at Alexandra Park School, Bidwell Gardens, London Borough of Haringey. Refer to CE Plan 9421/201 [*Site Location Plan*] contained within Appendix 1.
- 1.2 As part of the sixth form expansion, the Published Admission Number (PAN) for the sixth form will increase from 550 to 750 (increase of 200 students), due to a rise in demand for sixth form spaces. At the time when the Building Bulletin analysis was completed, the number of sixth form students enrolled at the school was 660, meaning there will be an actual increase of 90 students. The school has been operating at 660 or more sixth form students for the past four academic years. An assessment of multi-modal trip generation for both levels of student increase has been completed as part of this Report.
- 1.3 The new building will accommodate the additional uplift in sixth form students on site and will provide further teaching, social and study spaces.
- 1.4 A site visit has been undertaken by CE to inform this *TA*, which included identifying local walking and cycling routes as well as observing student travel patterns at the end of the school day. Further information relating to this is provided in Section 2.0 of this Report.
- 1.5 The planning application falls within planning use class D1 (Non-residential Institutions) and with a proposed gross floor area of less than 1,000m², requires a *Transport Statement (TS)* to support in under Transport for London (TfL) guidance. Notwithstanding, a more detailed *TA* has been prepared, in line with the Pre-Application advice received from Haringey Council (reference: PRE/2023/0116).

Scope of Study

- 1.6 This *TA* considers the traffic, transportation and highway implications associated with the proposed sixth form expansion, including matters specific to the local highway network, the accessibility of the site by sustainable modes of transport, the proposed access arrangements and parking provision, and the predicted trip generation.
- 1.7 This *TA* is structured as follows:
- Section 2.0 describes the site and surrounding highway network, as well as providing an overview of the school's existing *Travel Plan*;

- Section 3.0 outlines the development proposals;
- Section 4.0 presents the accessibility and sustainability of the site;
- Section 5.0 assesses the predicted development multi-modal trip generation; and
- Section 6.0 summarises with discussion and conclusion.

2.0 SITE DESCRIPTION & LOCAL HIGHWAY NETWORK

Site Description

- 2.1 The application site comprises an existing sixth form building as well as a parcel of undeveloped land to its northeast which is currently used as a recreational outdoor seating area. The application site lies at the northern end of the overall school complex. Refer to CE Plan 9421/201 [*Site Location Plan*] contained within Appendix 1.
- 2.2 Alexandra Park School is bordered to the north and west by Muswell Hill Golf Club and its associated parking, Oliver Tambo Recreation Ground to the east and Rhodes Avenue Primary School along with residential properties accessed via Rhodes Avenue to the south.

Catchment Area & School Hours

- 2.3 Most students that attend the school live within a 0.63 mile (1.0km) catchment area, although some students attend from areas within the wider Borough. The main school hours are between 08:40 and 15:15, with the sixth form differing slightly (09:00 to 15:05).

Site Access & Parking

- 2.4 Vehicular access to the school grounds is via a crossover and single width driveway access road from Rhodes Avenue which routes through the complex to provide access to the on-site parking area containing 25 car parking spaces (including two disabled spaces) for staff and visitors only (no drop-off).
- 2.5 The site access is shown in Photograph 2.1 below. There is an additional pedestrian access from Albert Road that routes through the adjacent recreational ground, which is the main route taken by sixth formers.



Photograph 2.1: Access leading towards the school from Rhodes Avenue

- 2.6 The school currently has 30 staff cycle parking spaces and 20 for students, which are all covered.

Local Highway Network

- 2.7 The following paragraphs provide an overview of the local highway network. Further detail regarding sustainable connections is provided in Section 4.0 of this Report.
- 2.8 Rhodes Avenue is a crescent-shaped road that serves a number of residential properties and is subject to a 20mph speed limit. Street lighting is present and there are footways provided along both sides of the road.
- 2.9 There are on-street parking controls along Rhodes Avenue, including 'SCHOOL KEEP CLEAR' zig-zag markings being in force Monday to Friday between 08:00 and 16:30 – refer to Photograph 2.2 below. There are also double yellow lines on the northern corner of Rhodes Avenue that protects the access into the Muswell Hill Golf Club car park, as well as some single white line markings outside residents' driveways.



Photograph 2.2: On-street parking controls along Rhodes Avenue, southeast of school access

- 2.10 At its eastern end, Rhodes Avenue connects with the B106 (known as Albert Road) via a priority junction with a raised table traffic calming feature in advance of the give-way markings. The B106 provides a route southwest towards Muswell Hill, becoming Alexandra Park Road, and northeast towards Arnos Grove. Within the vicinity of the site the B106 is also subject to a 20mph speed limit and has footways and street lighting provided on both sides of the road.
- 2.11 At its western end, Rhodes Avenue connects onto Grosvenor Road via a priority junction. Grosvenor Road routes northwest of the site and via Wetherill Road and the B550 Colney Hatch Lane, provides a route towards the A406 North Circular Road. Locally, the A406 routes northeast towards Tottenham and southwest towards Finchley.

Personal Injury Accidents (PIAs)

- 2.12 CE has reviewed Personal Injury Accident Data available on www.crashmap.co.uk for the most recent five-year period available (01/01/2017 to 31/12/2021). Whilst crashmap.co.uk does not contain full accident descriptions and causation factors, it does provide useful information relating to accident frequency, severity and vehicles involved.
- 2.13 The study area comprises of Rhodes Avenue, with particular focus on the area surrounding the junction with the access road leading into the school grounds. Crashmap confirms that there have been no personal injury accidents recorded in this area.

- 2.14 No deficiencies in the highway network have been identified and based on there being no accidents being recorded within the study area, CE considers that there are no highway safety issues or concerns that would preclude the development as proposed.

Travel Plan

- 2.15 Alexandra Park School currently operate under a gold accredited *Travel Plan (TP)* that has been submitted to *Transport for London (TfL)* STARS online platform. The latest version, dated March 2023, is submitted alongside this planning application, as it covers all current 1,847 students are enrolled across all year groups, plus 195 staff members, which is consistent with the Government statistics for the 2022-2023 academic year and therefore already covers the majority of additional sixth formers proposed. The *TP* is considered up to date and a reliable basis upon which to assess the impact of this development.
- 2.16 The *TP* contains a number of targets which aim to promote active travel to the site by encouraging staff, students and visitors to travel by sustainable methods such as walking, cycling and scooting where possible.
- 2.17 Some examples of measures currently in place as part of the *TP* are listed below:
- Bike Ability programme aimed at providing cycle training to those students who did not get an opportunity to start cycling.
 - Free bike maintenance (Dr Bike) and classroom-based learning sessions are provided as part of the above;
 - Provision of a Parent Information Pack to all new Year 7 families, which includes information on where to find free travel options;
 - Inclusion of a Cycle to Work scheme; and
 - Encouraging staff to car share where possible to reduce the number of single occupancy car trips.
- 2.18 The school has seen an increase in the percentage proportion of students and staff using active travel methods as a means of accessing the school. In June 2017, 63% of surveyed students used active travel methods, whilst in July 2022 this had increased to 72%. The increase in the number of students walking appears to be the main contributor to this increase as walking for students has increased from 60% to 68% from 2017 to 2022.
- 2.19 In terms of staff results, the proportion of those travelling by active travel methods increased from 69% to 73% from June 2017 to July 2022, with there being an increase in the number of staff cycling to / from the school from 11% to 13% during this period. From March 2021 to July

2022, there has been a reduction in the level of staff travelling by car or motorcycle from 15% to 12% and an increase in the number of staff using public transport from 9% to 14%.

2.20 The *TP* will be updated at the appropriate time. CE has reviewed the *TP* and have the following suggestions that could be considered for future versions, which would further reinforce the sustainable ethos already adopted by the school:

- Provide Travel Information Packs for all new members of staff which would contain information on local options for sustainable travel within the area;
- Further promote discounted / free bus & rail travel options for students;
- Promote the 'Hopper Fare' which is where staff and students can have unlimited journeys within an hour period of touching in on TfL's buses and trams for £1.75;
- Promote the fact that cycle training is available for all of those living or working within Haringey. In addition, there is a 'Try before you bike' scheme available which involves a monthly payment for a bike where you can test to see if cycling is a feasible option for you before committing to purchasing a bike. Sign up for both of these schemes is through Haringey Council's website.
- Have a Travel Plan Co-Ordinator available that pupils/parents and staff can contact to provide further information to them; and
- Add more detailed information on sustainable travel options for visitors onto the school's website e.g., bus numbers and routes.

3.0 PROPOSED DEVELOPMENT

3.1 The planning application proposes to construct a new three-storey sixth form building that will connect with the existing two-storey sixth form building at the northern end of the overall school compound. This new building will provide a new entrance that will lead into new sixth form study and social spaces. Refer to Drawing No. 2234-0051 (P05) [*Proposed Site Plan*] (by Thinking Buildings) contained within Appendix 2.

3.2 The new sixth form building will maintain a proportion of the existing recreational ground to the rear and will contain the following internal spaces:

- 8 No. seminar rooms;
- larger sixth form social and dining area;
- a kitchen servery area;
- 14 No. toilets; and
- staff offices.

Proposed Student / Staff Increase

3.3 As noted in the Introduction, the PAN for the sixth form is set to increase from 550 to 750, which is an uplift of 200 students. The corresponding uplift in staff numbers would be nine. However, due to the enrolled number of students being 660 at the time of the completion of the Building Bulletin Analysis (BBA), the actual increase will be smaller at 90 students, with an uplift of four staff members anticipated (three teachers and one teaching assistant). Both scenarios are given due consideration when assessing the impact of the proposed development, even though the school has been operating at 660 or more sixth form students for the past four academic years.

Access Arrangement

3.4 Access to the application site will continue as existing using the driveway access from Rhodes Avenue which routes through the school complex. There is a footway on the western side of this access road allowing for pedestrian access using this route. The pedestrian access route from Albert Road will also remain as the main access for students via the footpaths that run adjacent to the Oliver Tambo Recreation Ground. During our site visit, this appeared to be well managed with teachers being posted where the footpath meets with Albert Road to oversee the students.

3.5 There is an additional emergency vehicular access off Bidwell Gardens, northeast of the application site.

Disabled Access

- 3.6 The proposed new sixth form building will be wheelchair accessible and will contain a lift so all areas within the building can be accessed. There will also be level access to the outdoor dining space.

Cycle Parking

- 3.7 Table 10.2 of *The London Plan* (March 2021) details the minimum cycle parking standards for the area. For primary schools / secondary schools / sixth form colleges there is a minimum requirement of one cycle parking space to be provided per eight Full Time Equivalent (FTE) members of staff and one space per eight students. An additional visitor space is to be provided per 100 students.
- 3.8 Based on 200 students and nine members of staff, 28 cycle spaces are required. Drawing No. 2234-0050 (P03) [*Proposed Overall Site Plan*] (by Thinking Buildings) contained within Appendix 2, shows that the additional 28 cycle parking spaces are to be provided on-site. This will be in the form of two separate cycle shelters which combined will contain 14 No. Sheffield stands. They will be positioned at the southern end of the school grounds, adjacent to the artificial pitch and pedestrian route used by students leading towards Albert Road.

Car Parking

- 3.9 There will be no change to the number of car parking spaces provided within the school grounds from the 25 car parking spaces, which includes two disabled parking spaces. This is because the proposed development will only result in a very modest increase in demand for staff car parking (refer to Section 5.0) and increasing car parking in an otherwise highly sustainable location will only serve to promote car use. Sixth form students do not drive to the school and very few are dropped off by car.
- 3.10 Alexandra Park School has confirmed to CE that some staff do drive and park on-street in the local area. As part of the current planning application, the school will dedicate a number of car parking spaces on-site to car sharers, as promoted by the *TP*. Staff that park on-street must do so observing local restrictions and the requirements of the Highway Code in general. It is unlikely that demand for on-street parking would increase significantly as a result of this proposal, as evidenced later in this Report. There are a limited number of visitors who drive to the site, with an average of one or two per week. These visitors are permitted to double park on the school grounds for the short period of time they are visiting. The proposed development is unlikely to give rise to an increase in visitors.

School Parking Survey

- 3.11 Alexandra Park School has completed an on-site parking survey on behalf of CE to identify the current on-site parking demand. This was in the form of a one week 'snapshot' survey where each weekday, the number of cars parked on-site was counted once in the morning (10:00) and once in the afternoon (14:00). The results of the parking survey are provided within Table 3.1 below.

Table 3.1: On-site School Parking Survey Results

	Cars Parked			
	10am		2pm	
Day	General Spaces (23)	Disabled Spaces (2)	General Spaces (23)	Disabled Spaces (2)
Monday	22	0	22	0
Tuesday	21	1	22	0
Wednesday	23	2	23	2
Thursday	23	0	23	1
Friday	22	1	20	2

Note: (##) = capacity

- 3.12 Table 3.1 shows that there is some parking capacity on-site on certain days of the week, meaning there is potential for an additional staff member to park within the school grounds, although demand will be minimal and in the first instance staff will be encouraged to travel sustainably through the *TP*. As noted above, as part of the current planning application, the school will dedicate a number of car parking spaces on-site to car sharers

Refuse Collection Arrangements

- 3.13 Refuse collection will continue as existing, with any waste generated by the new sixth form building being collected alongside waste generated by the existing school.

4.0 ACCESSIBILITY & SUSTAINABILITY

- 4.1 This Section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport, including an overview of potential routes used by pupils and staff within the catchment area.
- 4.2 As previously noted, CE conducted a site visit on 13th September 2023, part of which involved walking key local routes, approaching the school from different directions. These routes were located within the catchment area, with some of the assessment extending beyond this to provide an overview of the route towards the nearest underground and overground stations which could be used by staff.
- 4.3 CE Plan 9421/202 [*Sustainability Plan*] contained within Appendix 1, illustrates the routes walked during the site visit, as well as locating the nearest crossing points, bus stops and rail stations, as discussed below.
- 4.4 In addition, CE also observed the end of the school day period with a view to identifying student travel patterns and to identify if there were any existing problems or shortfalls relating to the local highway network. Notwithstanding the results of the *TP*, which indicates some sixth formers travel by car, very few if any students were observed being picked up by car during the site visit.
- 4.5 The school location has a Public Transport Accessibility Level (PTAL) rating of 0-2 across the compound which means it is deemed to have 'poor' accessibility to public transport. However, as demonstrated in this Section, the site is actually located within close proximity to a number of walking and cycling routes, and is located within a reasonable walking distance to the nearest bus stops and train stations.

Walking

- 4.6 In general, there are numerous good quality footways and footpaths across Muswell Hill, Wood Green and Finchley, typical of most suburban areas and districts within London. The below paragraphs provide details of the walking routes undertaken as part of the site visit, whilst these are all shown on CE Plan 9421/202 [*Sustainability Plan*] in Appendix 1.

Approaching from the Northeast and East (green & purple routes)

- 4.7 As shown on CE Plan 9421/202 [*Sustainability Plan*], there are a number of good quality pedestrian crossing points located along Albert Road, to the north of the junction with Rhodes Avenue. These provide safe crossing points along this busy section of the highway network.

They include a zebra crossing just north of the Rhodes Avenue junction and a wide pedestrian refuge island as part of an uncontrolled crossing between the northbound and southbound bus stops (the nearest to the school) – refer to Photographs 4.1 and 4.2 below.



Photograph 4.1: Zebra crossing along Albert Road, north of the junction with Rhodes Avenue



Photograph 4.2: Pedestrian refuge island crossing between Victoria Road bus stops along Albert Road

- 4.8 The footways present along both sides of Albert Road are of good quality (refer to Photograph 4.3) and have street lighting. Albert Road itself, along with its connecting roads, such as

Alexandra Park Road, Victoria Road and Clifton Road, provide access to a number of residential properties all within the school catchment area.



Photograph 4.3: Footway along the northern side of Albert Road

- 4.9 Further afield, Albert Road (which continues as Durnsford Road as part of the B106) and Alexandra Park Road provide routes towards the nearest underground and overground rail stations of Bounds Green and Alexandra Palace respectively. There is a zebra crossing along Bedford Road, north of the access to the footbridge that leads over Alexandra Palace station. There are signalised pedestrian crossings either side of the Durnsford Road / Bounds Green Road junction to allow for safe crossing towards Bounds Green underground station, as seen in Photograph 4.4 below.



Photograph 4.4: Signalised pedestrian crossing along Bounds Green Road

[Approaching from the Northwest \(yellow route\)](#)

- 4.10 To the west of the school and golf club, there is a shared footpath / cyclepath that links Forest Walk and Alexandra Road together (refer to Photograph 4.5 below). Approximately 70m north of where this path meets with Alexandra Road, there is a cut-through between Nos. 194 and 198 Alexandra Road providing a pedestrian link to Sydney Road (refer to Photograph 4.6 below).



Photograph 4.5: View of the shared footpath / cyclepath from Forest Walk



Photograph 4.6: Footpath linking Alexandra Road and Sydney Road

Approaching from the West (blue route)

- 4.11 Similar to the abovementioned streets and roads surrounding the school, Colney Hatch Lane and Alexandra Park Road have good quality pedestrian infrastructure. Both roads are lit and have footways present on both sides, with those along Colney Hatch Lane being particularly wide.
- 4.12 There are also a number of pedestrian crossing points in the form of zebra crossings and pedestrian refuge islands, similar to those depicted in Photographs 4.1 and 4.2 above, as well as a three-way signalised crossing at the Colney Hatch Lane / Alexandra Park Road junction.
- 4.13 Outside of the catchment area, Colney Hatch Lane continues south from the abovementioned junction to provide a route towards the centre of Muswell Hill, which could be used as a walking or on-road cycling route by any staff members who live around this area.

Overall Pedestrian Accessibility

- 4.14 Figure 4.1 below illustrates the area accessible by a 20-minute walk from the site, which is based on an approximate walking speed of 1.4m/s and includes the vast majority of the schools' catchment area.

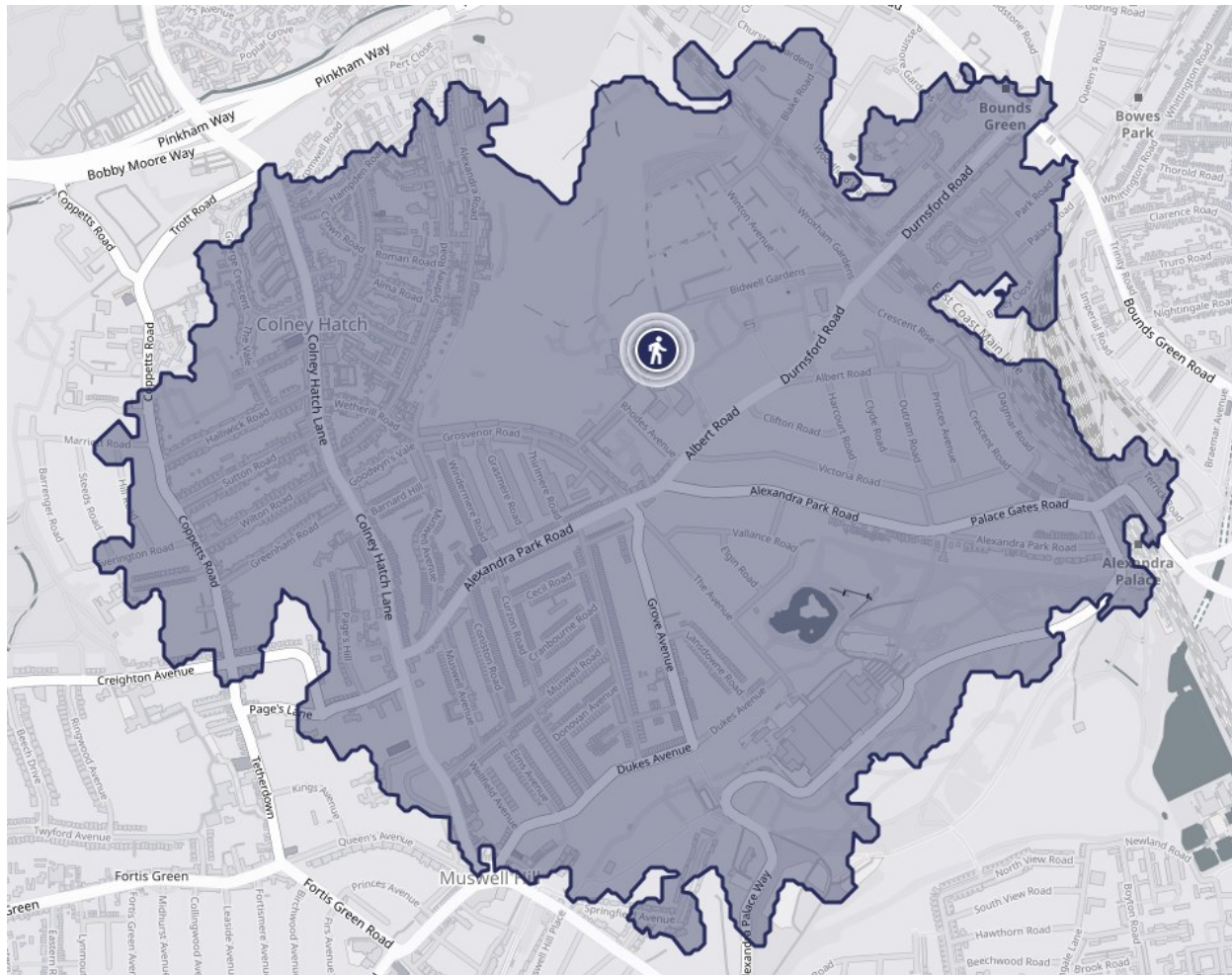


Figure 4.1: Walkable distance accessible from the site in 20 minutes
(Source TravelTime.com)

Cycling

- 4.15 There is good quality cycle infrastructure in Muswell Hill and Wood Green, with a number of local cycle routes surrounding the school grounds. As previously mentioned, there is a shared footpath / cyclepath connecting Forest Walk and Alexandra Road. This forms part of the Hornsey to North Finchley Cycleway which contains a mixture of off-road and on-road routes along quieter streets. Within the vicinity of the school, this cycleway can be accessed from Grosvenor Road via Rhodes Avenue.
- 4.16 There are footpath and cyclepath networks within Oliver Tambo Recreation Ground and Alexandra Park that can be used as off-road routes by students and staff approaching the school from the north and south, respectively.

- 4.17 There is a dedicated cycle lane on both sides of Buckingham Road Bridge (refer to Photograph 4.7 below) for use when accessing the northeastern side of Alexandra Palace overground station.



Photograph 4.7: Cycle lanes along Buckingham Road Bridge

- 4.18 Figure 4.2 below shows the area accessible by a 20-minute cycle from the site. This is based on an approximate cycle speed of 20kph (12.4mph) and suggests that areas of Wood Green, Southgate, Finchley and Harringay are within cycling distance. All of the school's catchment area is well within a comfortable cycling distance.



Figure 4.2: Cycle distance accessible from the site in 20 minutes
(Source: TravelTime.com)

Public Transport

Bus

- 4.19 The nearest set of bus stops to the school are located on Albert Road and are known as 'Victoria Road'. Both of these stops comprise a marked bus bay, bus flag, seating and shelter (refer to Photograph 4.8 below). They are located approximately 400m southeast of the school complex which is an approximate five minute¹ walk.

¹ At 1.4m/s (5.04kph) CIHT document *Providing for Journeys on Foot*



Photograph 4.8: Victoria Road (northbound) bus stop

4.20 Table 4.1 below provides a summary of bus services that operate at these stops.

Table 4.1: Local Bus & Coach Services in Close Proximity to the Development Site

Service No.	Route	Typical Frequency	Bus Stop
102 Arriva London	Brent Cross – Cricklewood – Golders Green – Hampstead Garden – East Finchley – Muswell Hill – Palmers Green - Edmonton	Mon-Sat: Approx. every 8-10 mins Sun: Approx. every 12 mins	Victoria Road
184 Go Ahead London	Chipping Barnet – Barnet – East Barnet – Arnos Grove – Palmers Green – Muswell Hill – Wood Green	Mon-Sat: Approx. every 10 mins Sun: Approx. every 12 mins	Victoria Road
299 Sulivan Buses	Cockfosters – Oakwood – Southgate – Palmers Green – Muswell Hill	Mon-Sat: Approx. every 15 mins Sun: Approx. every 30 mins	Victoria Road

Rail – Overground Services

4.21 The nearest railway station to the development site is Alexandra Palace which is located approximately 1.6km southeast of the site and takes approximately 19 minutes¹ to walk or six minutes² to cycle. Alexandra Palace is served by Great Northern and Thameslink, with cycle parking being available at the station. Refer to Table 4.2 below which details the services that operate at this station.

² At 16kph (10mph) Paragraph 13.6.3 LTN 1/20 *Cycle Infrastructure Design*

Table 4.2: Summary of Overground Train Services from Alexandra Palace

Destination	Typical Journey Time	Typical Weekday Frequency	Typical Weekend Services
London Kings Cross	10 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 1 train per hour
Cambridge	1 hour 15 minutes	1 or 2 trains per hour	Sat: 1 train per hour Sun: 1 train per hour
Stevenage	45 minutes	4 trains per hour	Sat: 4 trains per hour Sun: 4 trains per hour
Moorgate	25 minutes	4 trains per hour	Sat: 4 trains per hour Sun: 4 trains per hour
Welwyn Garden City	30 minutes	2 trains per hour	Sat: 2 trains per hour Sun: 2 trains per hour
Letchworth Garden City	40 minutes	1 train per hour	Sat: 1 train per hour Sun: 1 train per hour

Rail – Underground Services

- 4.22 Bounds Green Underground Station is located an approximate 1.5km walking distance to the northeast of the school complex and is situated between Wood Green and Arnos Grove on the Piccadilly Line. The station can be accessed in approximately 18 minutes¹ on foot or six minutes² by bicycle, with cycle parking being available outside the station. Table 4.3 below provides a summary of underground rail services available from Bounds Green.

Table 4.3: Summary of Underground Train Services from Bounds Green

Destination	Typical Journey Time	Typical Weekday Frequency	Typical Weekend Services
Arnos Grove	4 minutes	Approx. every 15 mins	Approx. every 10 mins
Cockfosters	15 minutes	Approx. every 3-5 mins	Approx. every 3-7 mins
Heathrow (Terminals 4 & 5)	1 hour 15 minutes	Approx. every 5 mins	Approx. every 5 mins
Northfields	55 minutes	Approx. every 20 mins	Approx. every 10 mins
Rayners Lane	1 hour 10 minutes	Approx. every 20 mins	Approx. every 20 mins
Uxbridge	1 hour 25 minutes	Approx. every 20 mins	Approx. every 20 mins

Summary

- 4.23 This Section has demonstrated that the school lies within an accessible location, with a number of nearby bus, underground and overground services running per hour. There is also good local

walking infrastructure in place, with a number of controlled crossing points to aid with pedestrian connectivity to the school. This explains why the *TP* shows that there is a high percentage of both staff and students using active travel methods as a means of getting to and from the school.

5.0 PROPOSED TRIP GENERATION

Students

- 5.1 In order to predict the likely trip generation associated with the additional sixth form students, reference has been made to the results of the latest travel survey conducted in Autumn 2022. This survey contains information on car usage and will be used to determine the potential vehicle impact resulting from the development. Alexandra Park School has provided the raw survey data to CE, from which a modal split has been obtained as shown in Table 5.1 below.

Table 5.1: Sixth Form Students Modal Split

Mode of Transport	Total Number of Trips*	Modal Split
Walking	194	39.1%
Cycling	78	15.7%
Bus	168	33.8%
Tube	23	4.6%
Rail	23	4.6%
Car	11	2.2%
Total	497	100.0%

*Taken from the results of the latest travel survey (Autumn 2022)

- 5.2 The modal split in Table 5.1 above shows that the most popular modes of transport for sixth form students are walking and the bus, with only 2.2% of surveyed students being dropped off by car.
- 5.3 Table 5.2 below provides an indication of the predicted volume of trips made by each mode of travel, using the modal splits obtained above in Table 5.1. This has been completed in relation to both 90 and 200 student uplifts.

Table 5.2: Predicted Volume of Trips for Additional Sixth Form Students Travelling by Each Mode

Mode of Transport	Volume of Trips	
	90 Pupils	200 Pupils
Walking	35	78
Cycling	14	32
Bus	31	68

Mode of Transport	Volume of Trips	
	90 Pupils	200 Pupils
Tube	4	9
Rail	4	9
Car	2	4
Total	90	200

- 5.4 Table 5.2 shows that based on current student travel patterns and when addressing the 90 student uplift, there could be an additional two trips made to and from the school by car, with the remaining students using either active travel (49 trips) or public transport methods (39 trips).
- 5.5 Even when considering the official increase of 200 students, the volume of additional car trips is still predicted to be modest at just four trips. There would be 110 active travel trips and 86 trips made by public transport methods. It should be noted that 110 students of the above 200 students already attend the school.

Staff

- 5.6 In order to determine the likely trip generation associated with the additional staff members, reference has been made to the results of the Summer 2022 whole school travel survey which is contained within the *TP*. Table 5.3 below replicates the staff results from this survey.

Table 5.3: Staff Modal Split

Mode of Transport	Modal Split
Walking	54%
Cycling	13%
Scooting & Buggy	5%
Bus	6%
Overground & Tube	1%
River Boat	8%
Car & Motorcycle	11%
Car Share	2%
Total	100.0%

- 5.7 The same approach used above to determine the sixth form student trips has been repeated for the staff uplift, with Table 5.4 below showing the volume of trips made by each mode of transport based on the different scenarios of staff member increases.

Table 5.4: Predicted Volume of Trips for Additional Staff Members Travelling by Each Mode

Mode of Transport	Volume of Trips	
	4 Staff	9 Staff
Walking	2	5
Cycling	1	1
Scooting & Buggy	<1	<1
Bus	<1	1
Overground & Tube	<1	<1
River Boat	<1	1
Car & Motorcycle	1	1
Car Share	<1	<1
Total	4	9

- 5.8 Table 5.4 shows that of the additional four members of staff, it is predicted that one will travel by car, two on foot and one by bicycle.
- 5.9 Table 5.4 also confirms that it is predicted that one car trip will continue to be generated as a result of an increase of nine staff members. The main difference between the level of staff uplift is that there will be a higher proportion of staff members using active travel and public transport methods.
- 5.10 The results of the on-site car parking survey show that there may be capacity during the week to accommodate the predicted additional member of staff travelling by car, or parking will take place on the surrounding residential streets, without significant issue.

Summary

- 5.11 Based on the observations made during the site visit and the information presented above, CE concludes that the increased student and staff numbers are unlikely to have a significant impact on the local highway network or local public transport provision, therefore no further analysis is deemed necessary.

6.0 SUMMARY & CONCLUSIONS

- 6.1 This *Transport Assessment* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Alexandra Park School, with respect to a planning application for the proposed construction of a new three-storey sixth form building at Alexandra Park School, Bidwell Gardens, London Borough of Haringey.
- 6.2 This Report has considered the highway and transportation matters associated with the proposed sixth form expansion, including an appraisal of the local highway network and personal injury accident record, an analysis of the site's accessibility by sustainable transport modes, parking provision and access arrangements, and the predicted trip generation.
- 6.3 The findings of this Report are summarised as follows:
- the application seeks for the construction of a new three-storey sixth form building that provides an extension to the existing sixth form building;
 - there will be an official increase in the PAN of 200 students and nine members of staff. Based on current enrolment numbers there will be an actual uplift of 90 students and four members of staff, with 110 of the above 200 students already attending the school. The school has been operating at or above 660 sixth form students for the past four academic years;
 - the application site is currently undeveloped and is located at the northern end of the school complex;
 - the site is accessed via a driveway access off Rhodes Avenue that leads towards the on-site parking area. There is an additional pedestrian footpath access off Albert Road, adjacent to the recreation ground used by students;
 - the new sixth form building will be designed to be wheelchair accessible throughout, with there being a level access to the surrounding outdoor areas;
 - the local highway network exhibits a good road safety record and there are no highway safety reasons to preclude the development as proposed;
 - an increase in the number of car parking spaces from the 25 (includes two disabled spaces) currently located on-site is not proposed as this is not required;
 - the results of an on-site parking survey show that there is some potential for an additional member of staff to park on-site;
 - there are currently 30 No. staff and 20 No. student cycle spaces, which are all covered. In accordance with local standards for 200 additional students and nine staff, a further 28 No. covered cycle spaces are to be provided on-site in the form of 14 No. Sheffield stands;
 - refuse collection will continue as existing with waste generated from the new sixth form building being collected alongside the existing waste;

- the site benefits from being located within an accessible location. There are multiple local bus, underground and overground rail services running per hour in the local area as well as good quality walking and cycling infrastructure;
- the school has a gold accredited *Travel Plan* which contains a number of initiatives to promote the use of active travel methods by students, staff and visitors; and
- an analysis of the likely trip generation shows that the majority of trips to and from the school made by the additional sixth form students and staff will be made either on foot, by bicycle or by public transport.

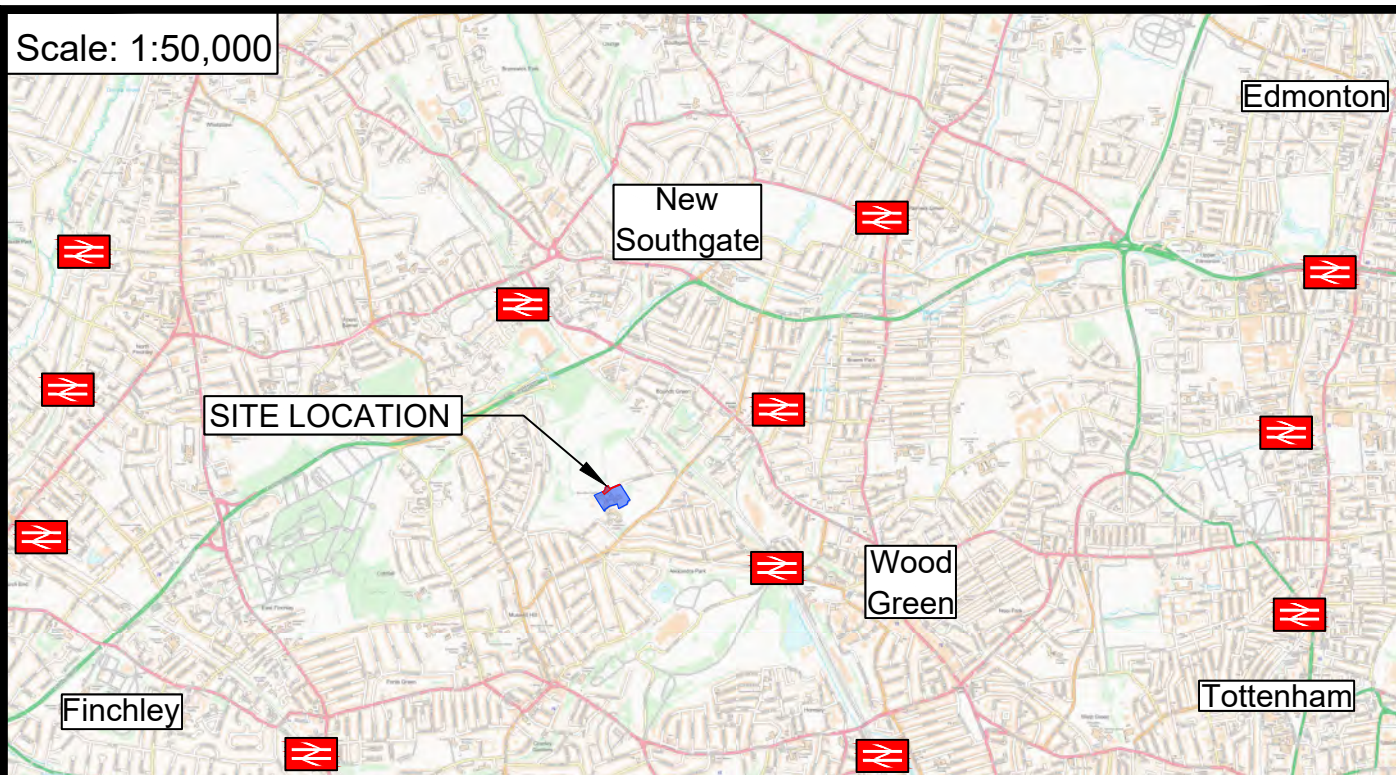
6.4 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (September 2023), it is concluded that there will be no severe residual cumulative impacts resulting from the development, nor an unacceptable impact on highway safety. Therefore, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited

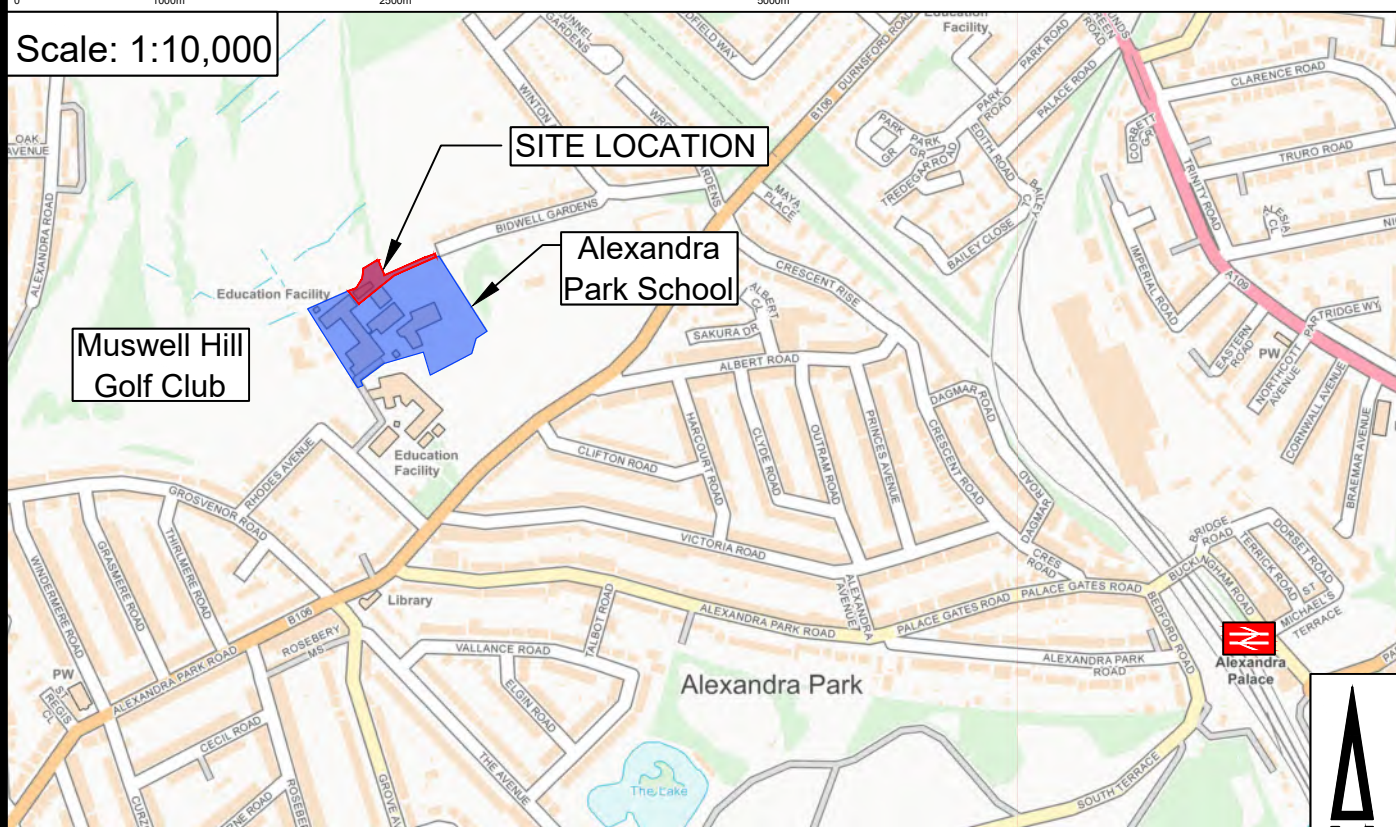
September 2023

Appendix 1

Scale: 1:50,000



Scale: 1:10,000



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Scale 1:10,000
0 100m 250m 500m 1000m

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01793 619 965 | cec@ColeEasdon.com | www.ColeEasdon.com

Job Title:
Alexandra Park School
Bidwell Gardens
London Borough of Haringey

Drawing Title:
Site Location Plan

Client:
Alexandra Park School

Drawn By

CH

Checked By

BE

Date Drawn

August 2023

Drawing No.

Plan 9421/201

Drawing Status:

CONSTRUCTION AT CLIENT AND/OR CONTRACTOR RISK	FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

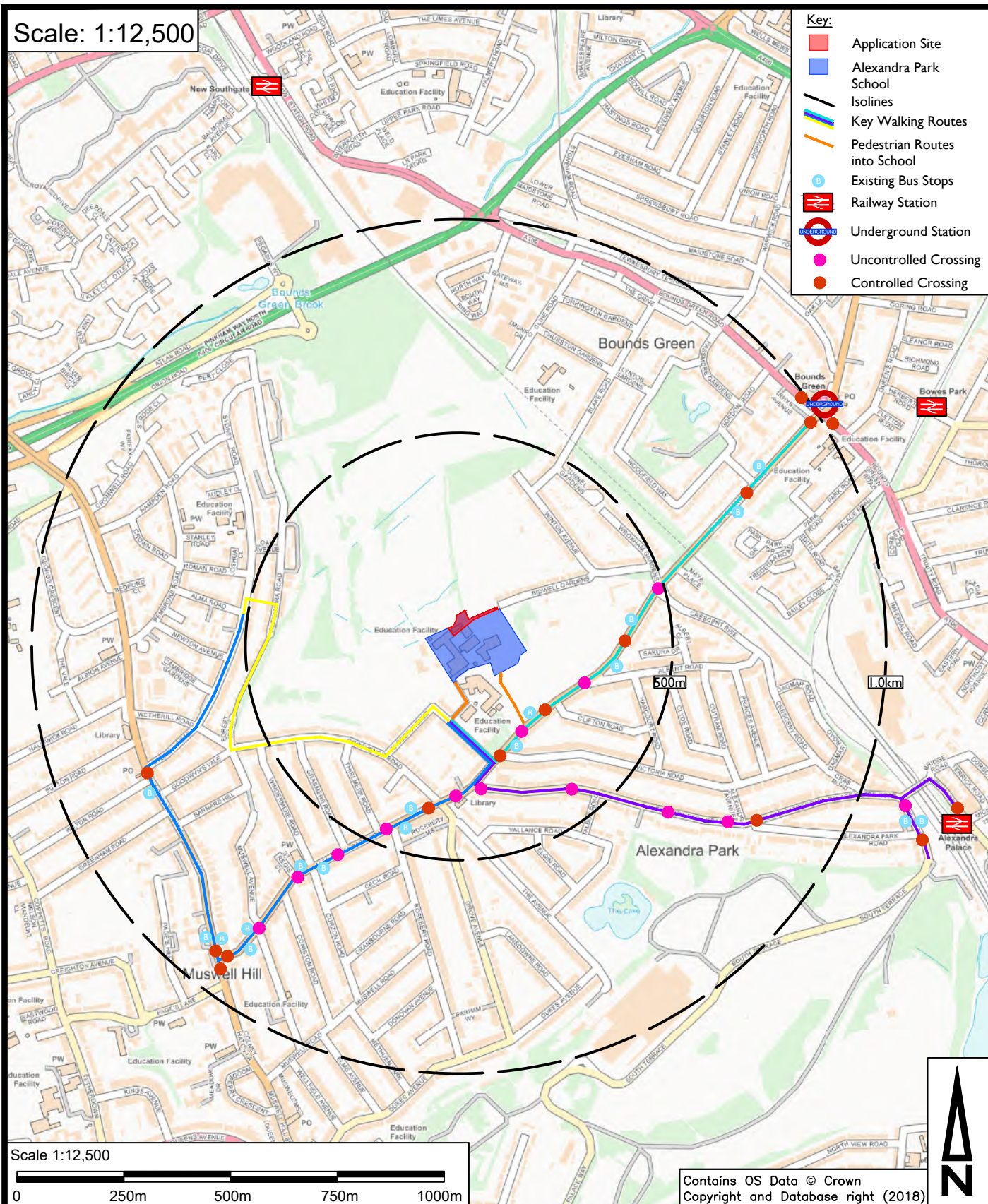
Scale

As Shown (A4)

Revision

-

Scale: 1:12,500



- Key:**
- Application Site
 - Alexandra Park School
 - Isolines
 - Key Walking Routes
 - Pedestrian Routes into School
 - Existing Bus Stops
 - Railway Station
 - Underground Station
 - Uncontrolled Crossing
 - Controlled Crossing

Scale 1:12,500



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Job Title:
Alexandra Park School
Bidwell Gardens
London Borough of Haringey

Drawing Title:
Sustainability Plan

Client:
Alexandra Park School

Drawn By
CH

Checked By
BE

Date Drawn
September '23

Drawing No.
Plan 9421/202

Drawing Status:	
FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Scale	
1:12,500 (A4)	
Revision	
-	

Appendix 2



Refer to Drawing 0051 Proposed Site Plan

DRAWING SCALE				
1:5 = 0.25m	1:25 = 1.25m	1:200 = 10.0m	1:1000 = 50.0m	
1:10 = 0.5m	1:50 = 2.5m	1:250 = 12.5m	1:1250 = 62.5m	
1:20 = 1.0m	1:100 = 5.0m	1:500 = 25.0m	1:2500 = 125m	
Measure length of line for checking of scale				

GENERAL NOTES

All works to comply with the Building Regulations and completed to the satisfaction of Building Control. All works must be completed to the minimum standard required by Building Control & NHBC except where the standards required on these drawings are higher, in this case the specification on these drawings should be followed.

All works to comply with relevant British Standards and codes of practice including BS 8000. Works to be undertaken in accordance with relevant health and safety legislation, adopting safe methods of working and in accordance with manufacturers' product literature and H&S data sheets.

Drawing should be read in conjunction with relevant Structural and M&E design information, and Contractor to check all levels, dimensions and heights on site before commencing.

LEVELS KEY

FFL	Finished floor level	+10.000	Proposed level
SSL	Structural slab level	+10.000	Existing level
CL	Ceiling level		

GENERAL KEY

- Existing Buildings
- New Building / Building Expansion
- Demolition
- Soft Landscaping / Soft Play
- Meadow
- Tarmac Surface (Proposed / Resurfaced)
- Tarmac Surface (Existing / Retained)
- Textured Permeable Concrete Paving
- Textured Permeable Paving
- Proposed Trees
- Existing Trees

HAZARD IDENTIFICATION AND RISKS

1. UNDERGROUND FEATURES - Assumed route of below ground incoming gas supply. Hang dig to determine route to agree diversion route.

CHANGE MANAGER

Change	Description	By
Ch044	Trees updated to reflect Arboricultural Survey	GW
Ch045	Key updated	GW
Ch046	Building footprint updated to reflect latest design proposals	GW
Ch047	Landscaping design updated to reflect latest design proposals	GW

P03	Preliminary	19/09/2023	XX	XX
P02	Preliminary	15/06/2023	XX	XX
P01	"Second Issue"	14/11/2022	XX	XX
Rev	Issue Status	Date	By	Ch'd

Thinking Buildings

Oxfordshire: 01295 236 246 | Derbyshire: 01332 416 405
email@thinking-buildings.co.uk
www.thinking-buildings.co.uk

Client Name:	Alexandra Park School
Project Name:	Alexandra Park School Sixth Form
Site Address:	Bidwells Gardens, London, N11 2AZ
Drawing Name:	Proposed Overall Site Plan
CDE File Name:	2234 - THB - ZZ - SP - DR - A - 0050 - P03
Project Code:	2234
Zone:	THB
Level:	ZZ
Type:	SP
Revised:	DR
Sheet No:	A
Revision:	0050
By:	XX
Check:	P03

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