

HIGHGATE



A series of Planning Applications by
HIGHGATE SCHOOL

In respect of
**Highgate School,
LONDON BOROUGH OF HARINGEY**

Active Travel Zone / Healthy Streets Assessment – Technical Note

October 2023



Document Management

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Contents	Page
1 Introduction	1
2 Policy	3
3 Active Travel Zone (ATZ)	13
4 Conclusions	28

List of Tables

Table 2.1	Objectives of the Mayor's Transport Strategy
Table 3.1	Services and Facilities within the ATZ and priorities
Table 3.2	Route 1 – ATZ Assessment
Table 3.3	Route 2 – ATZ Assessment
Table 3.4	Route 3 – ATZ Assessment
Table 3.5	Route 4 – ATZ Assessment
Table 3.6	Route 5 – ATZ Assessment

List of Figures

Figure 1.1	Highgate School
Figure 2.1	The Ten Healthy Street Indicators
Figure 3.1	Active Travel Zone Audit Scope (20-minute cycle from site)
Figure 3.2	ATZ Neighbourhood Safety Map
Figure 3.3	ATZ Neighbourhood Healthy Characteristics Check

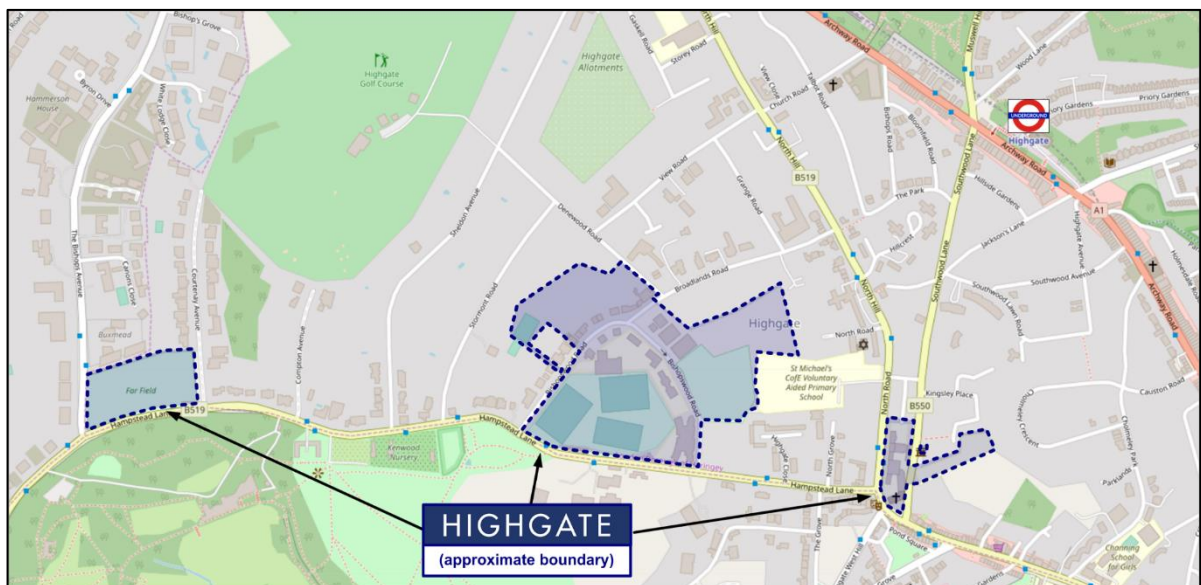
List of Appendices

A	Active Travel Zone Maps
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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 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.

The Proposed Developments and Scope of this report

- 1.5 The proposed developments aim 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.
- 1.6 The application sites are listed below along with their planning application reference details and (our) Transport Statements (**TS**) numbers. This Technical Note (**TN**) should be read in conjunction with the

various TS'es for each site, setting out the background, baseline positions and relevant policies and their proposals in greater detail:

- Dyne House – (HGY/2023/0328)¹ – our report TS01;
- Richards Music Centre – (HGY/2023/0315)² – our report TS03;
- Science Block – (HGY/2023/0317)³ – our report TS04;
- Mallison Sport Centre – (HGY/2023/0338)⁴ – our report TS05;
- Decant – (HGY/2023/0313)⁵ – our report TS06; and
- Far Field – (HGY/2023/0316)⁶ – our report TS08.

- 1.7 Further to the submission of the planning applications, LBH's transport officer has requested an Active Travel Zone (**ATZ**) Assessment, following the Healthy Streets guidance provided by Transport for London (**TfL**). Such assessment has been carried out accordingly, as reported in this TN.
- 1.8 For context, while it is set out in the various TS'es and we will not repeat the strategy behind all of the proposals in this TN, it is relevant to note that it is not anticipated to be any significant change to trips across the School's sites as a result of the proposed developments.
- 1.9 This is due to the vision behind the Masterplan, this being 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, rather than to increase staff or student numbers across the estate, which will remain within the licenced capacity.
- 1.10 In this context, is also relevant to note that registration for pupils will continue to occur each morning in the Senior School in Highgate Village where cycle parking is provided. Pupils are not allowed to cycle between School sites during the School day and that walking between the Senior School and the Bishopswood Road Campus will continue to utilise an existing off-road pedestrian route (Private footpath to/from St Michael's School).
- 1.11 Beyond the scope of this ATZ, it is finally relevant to note that pedestrian improvements across the various sites are proposed, e.g. the Dyne House tunnel works which, once again, are set out in greater detail in each TS.

¹ https://publicregister.haringey.gov.uk/pr/s/planning-application/a0i8d000002GnJmAAK/hgy20230328?c_r=Arcus BE Public Register

² https://publicregister.haringey.gov.uk/pr/s/planning-application/a0i8d000002GnBJAA0/hgy20230315?c_r=Arcus BE Public Register

³ https://publicregister.haringey.gov.uk/pr/s/planning-application/a0i8d000002GnBTAA0/hgy20230317?c_r=Arcus BE Public Register

⁴ https://publicregister.haringey.gov.uk/pr/s/planning-application/a0i8d000002GnXVAA0/hgy20230338?c_r=Arcus BE Public Register

⁵ https://publicregister.haringey.gov.uk/pr/s/planning-application/a0i8d000002Gn9zAAC/hgy20230313?c_r=Arcus BE Public Register

⁶ https://publicregister.haringey.gov.uk/pr/s/planning-application/a0i8d000002GnBOAA0/hgy20230316?c_r=Arcus BE Public Register

2 Policy

2.1 This Chapter will provide an overview of the planning policies that formed the basis of the ATZ assessment:

- The National Planning Policy Framework (2023);
- The London Plan (2021);
- The Mayor's Transport Strategy (2018), and
- Highgate School SPD.

National Planning Policy

National Planning Policy Framework (2023)

2.2 The National Planning Policy Framework (**NPPF**), very recently updated (although not on transport related matters), 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.

2.3 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".

2.4 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).

2.5 With regard 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).

2.6 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).

2.7 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. 103).

2.8 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).

2.9 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).*

2.10 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."

- 2.11 The way the various proposals comply with the NPPF has been addressed in the various TS'es supporting the applications. The new ATZ assessment herein presented corroborates the importance that the School is giving to active and sustainable travel as part of the various proposed developments, in line with a core principle throughout the NPPF.

Regional Policies

London Plan

- 2.12 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**).

- 2.13 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)".

- 2.14 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".*

2.15 *Policy T2 - Healthy Streets* then emphasises the importance of creating urban environments that encourage active modes of transportation like walking and cycling. A summary of the key points from each section of the policy can be found below:

A) The policy urges development proposals and plans to prioritise land use patterns that make it easier for residents to undertake shorter, routine trips through walking or cycling.

B) Development Plans should adhere to the Mayor's Healthy Streets Approach to achieve several goals, including improving health and reducing health inequalities, minimising car dominance, lowering car ownership and usage, enhancing road safety, reducing vehicle emissions and noise, and boosting walking, cycling, and public transport utilisation. Plans should also include thoughtfully designed freight facilities to support these objectives.

Furthermore, Development Plans should recognise opportunities to better distribute public space to accommodate people for dwelling, walking, cycling, public transport use, and essential vehicles. This will result in more efficient space utilisation and greener, more pleasant streets.

C) In areas of growth like Opportunity Areas, the policy suggests early-stage planning of enhanced networks for walking, cycling, and public transport. These enhancements should be implemented progressively to encourage a shift towards active travel and public transport use. The design of new or upgraded streets should align with the ten Healthy Streets Indicators, demonstrating their positive impact.

D) Development proposals must adhere to several principles:

- 1. Show how they will contribute to the achievement of the ten Healthy Streets Indicators, following Transport for London's guidance.*
- 2. Minimise the prevalence of vehicles on London's streets, whether they're stationary or in motion.*
- 3. Enable permeability for pedestrians and cyclists while linking to local walking, cycling networks, and public transport options.*

2.16 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 guidance.*
- 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.*

2.17 As noted in the various TS'es in support of each development, none of the proposed developments at the School seek to increase staff or student numbers, which will remain within the licenced capacity, and as such, there is unlikely to be a 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.

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

[...]

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*

[...].”

- 2.19 The proposed developments at the School therefore meet the applicable and relevant policies outlined within The London Plan, as set out throughout this TN (and in the various TS'es).

Mayor's Transport Strategy

- 2.20 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.
- 2.21 Three key themes are at the heart of the strategy. They are set out in Table 2.1.

Table 2.1 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

2.22 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.

2.23 The way the proposed developments will support the MTS and its bold objectives will be explained throughout the TS's linked to the individual sites and within this Healthy Street Assessment.

Transport for London

2.24 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.

2.25 Over the last few years, 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

2.26 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.

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

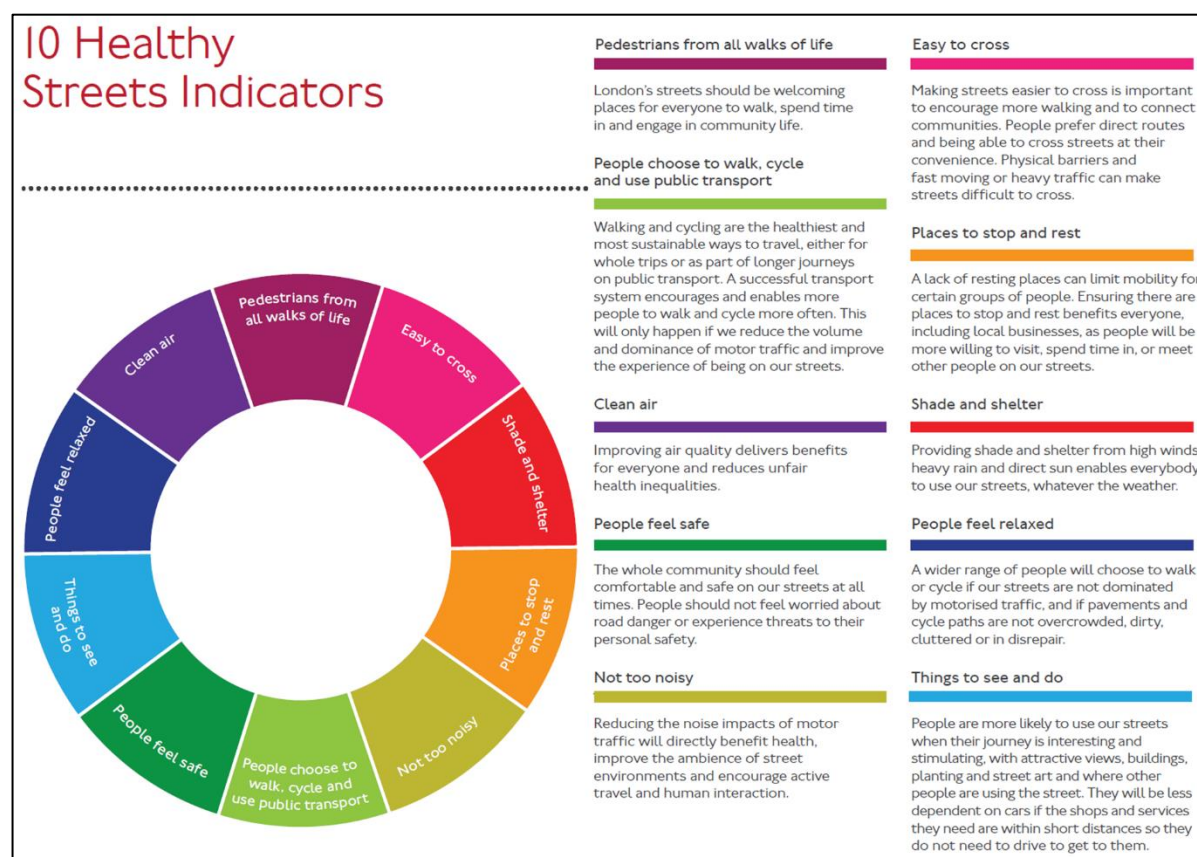
2.28 This action plan can be summarised through its aim to act, impact and address issues relating to the following:

- **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

- 2.29 The Healthy Streets 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.
- 2.30 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.
- 2.31 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 2.1**.

Figure 2.1 The Ten Healthy Street Indicators

Source: Healthy Streets for London (TfL)

- 2.32 It is considered that the whole Masterplan comprising the various developments at the School has been designed to meet the ten objectives above, either directly or indirectly.

Local Policies

Highgate School SPD

- 2.33 The School is allocated within Haringey's Local Plan's as Site Allocation 41. The allocation focusses on exploring how the School's 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.
- 2.34 The SPD was developed between the School and LBH. Within the SPD, LBH note that the 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).

2.35 The SPD provides information on the wider strategic proposals at the 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).

2.36 Once again it is important to note that the compliance with the SPD is set out in the supporting document including within the sites individual TS'es.

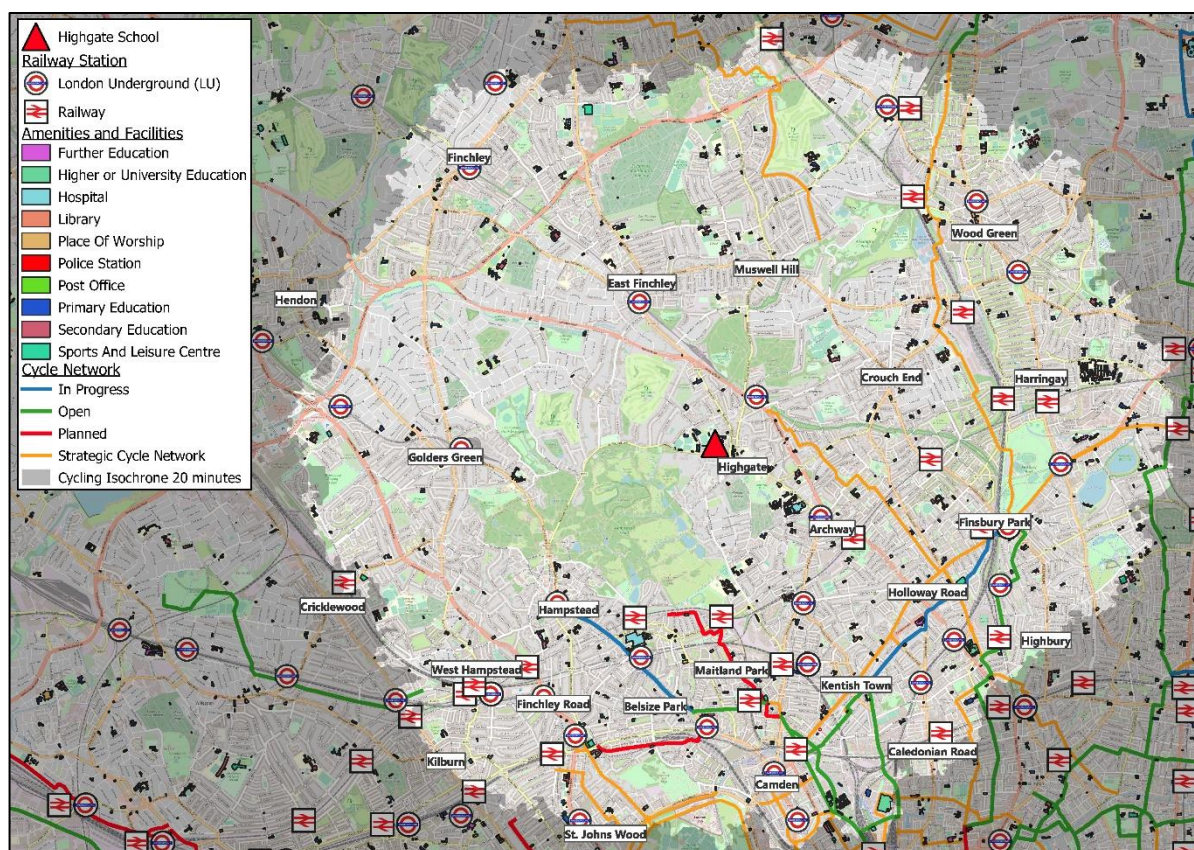
3 Active Travel Zone (ATZ)

Introduction

- 3.1 The Active Travel Zone (**ATZ**) is a 20-minute cycle around a site (available from TfL's WebCAT tool) and in practice it replaces the previously used Pedestrian Environment Review System (**PERS**), Cycle Environment Review System (**CERS**) and Cycling Level of Service (**CLoS**) assessments. Step-by-step guidance on how to undertake ATZ assessments is available on TfL's website and has been followed in the development of the one for this site.
- 3.2 As part of the ATZ assessment, routes to key destinations are identified and reviewed, and areas for improvements are suggested. These are not necessarily intended to be funded by the applicant (here, the School), however they allow for targeted improvements to be made to the area and for 'quick wins' to be identified. It is anticipated that the relevant authority (here, LBH) will use pooled contributions to implement some or all of the suggestions over time.
- 3.3 An ATZ assessment has been undertaken to assess how staff and parents/ pupils will be able to make car-free journeys to the School from the surrounding areas. Further information on how it should be (and how it was) undertaken is provided in this Chapter. Three ATZ maps have been produced as part of the audit as set out in this Chapter. These maps are contained at **Appendix A**, with some extracts also reproduced in the text for ease of reference.
- 3.4 It must be noted that the scope of the ATZ Assessment has been agreed with LBH ahead of being carried out.

ATZ Map 1 – The ATZ and Potential Key Active Travel Destinations

- 3.5 The 20-minute cycle from/to the School, extracted from TfL's WebCAT website, is illustrated at **Figure 3.1**. It includes parts of Haringey, as well as of surrounding Boroughs of Camden, Islington, Hackney and Barnet, and up to a small part of Enfield.

Figure 3.1 Active Travel Zone Audit Scope (20-minute cycle from site)

Source: QGIS and OpenStreetMap

3.6 The ATZ guidance requires to map as part of *ATZ Map 1* all the potential key destinations in the ATZ around the site, which can be grouped in the following categories:

- Public transport stops and stations;
- London's current and future London-wide strategic cycle network;
- Town centres;
- Parks;
- Schools/ colleges;
- Services/ facilities;
- Hospitals/ doctors and
- Places of worship.

3.7 This was undertaken as part of the first plan (**ATZ01, Appendix A**). As can be seen, the ATZ includes a variety of destinations, from public transport stops and stations to a whole range of services and facilities, including some town centre locations. They are listed in Table 3.1, together with the importance/ priority they cover for the proposed development.

3.8 It is considered that the key attractors in this case are:

- The closest public transport links (i.e. bus stops and railway / underground stations);
- Services/ facilities;
- Local shops; and
- Local employment sites.

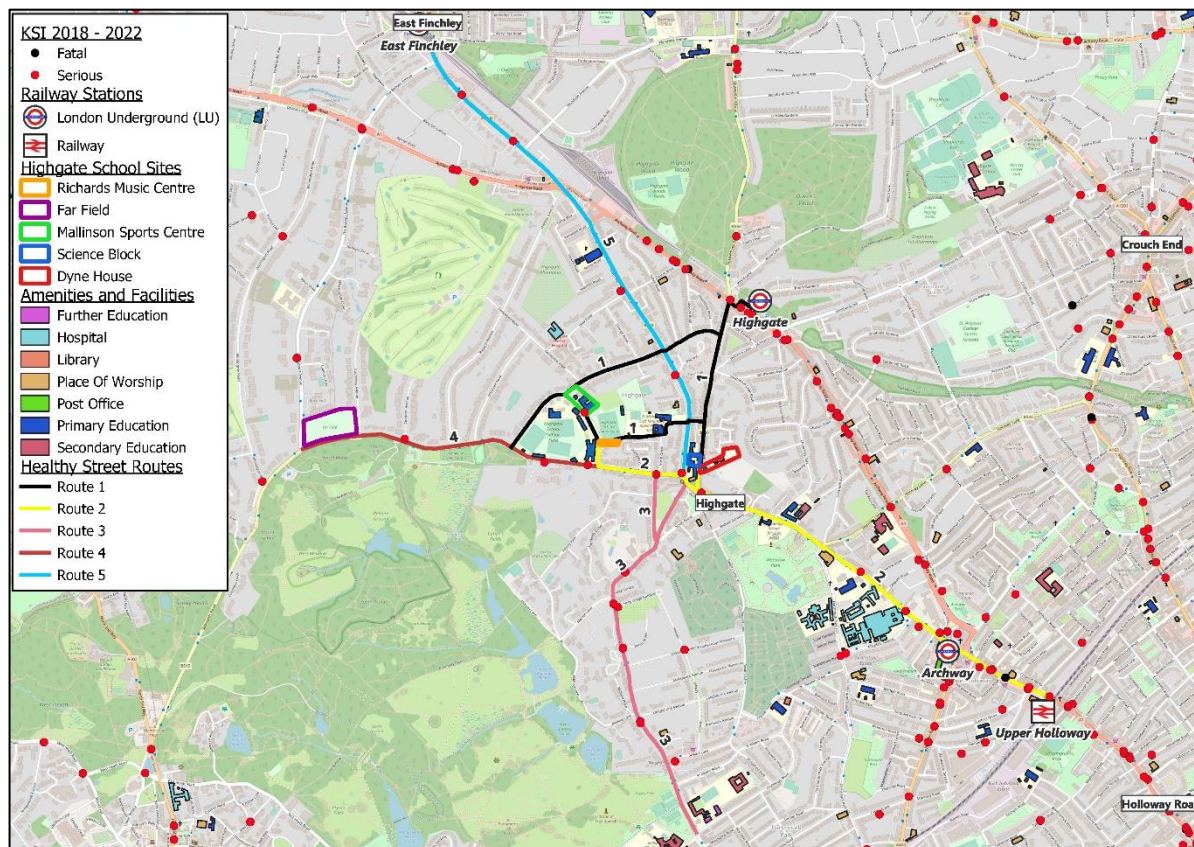
3.9 ATZ Map 1 shows all the key destinations shown in Table 3.1, regardless of their priority.

Table 3.1 Services and Facilities within the ATZ and priorities

Category	Destinations	Priority	Reason
Public Transport	Highgate (Underground - Northern)	High	Direct connections to public transport network
	Archway (Underground - Northern)	Low	
	Upper Holloway (Overground)	High	
	East Finchley (Underground - Northern)	Low	
Strategic Cycle Network	C50	Low	Connections to wider cycle network
	C6	Low	
Town Centres / Markets	Highgate	High	Likely origins / destinations of staff, students, parents and visitors for all purposes
	Archway	Medium	
	East Finchley		
	Dartmouth Park		
	Upper Holloway		
Green Space	Waterlow Park	Medium	Lunch / after work / weekend walks and breaks / sports facilities
	Hampstead Heath		
	Whittington Park		
	Highgate Wood		
	Queen’s Wood		
Hospitals / Doctors	Whittington Hospital and various small practices	Medium	Potential for school users to occasionally need this.
Places of Worship	Many in the ATZ, especially along route 2 along Highgate Hill and Holloway Road	Medium	Potential for school users to occasionally use this

ATZ Map 2 – ATZ Neighbourhood Safety and most important Journeys

3.10 Map 2 shown in **Figure 3.2** below (and in **ATZ02, Appendix A**) represents the ATZ Neighbourhood, a smaller version of the wider ATZ (Map 1), including only the most important key destinations prioritised as part of the previous step.

Figure 3.2 ATZ Neighbourhood Safety Map

Source: QGIS and OpenStreetMap

- 3.11 Map 2 includes killed and seriously injured (**KSI**) personal injury collisions within the audit's extents. To inform this map, five years of KSI data was extracted from TfL's open source data, and then we included in the plan clusters of KSIs as per TfL guidelines and in line with the Vision Zero approach; i.e. 1 fatal or 2 serious. KSIs clusters were shown in the whole plan for completeness of information only, but, also in consideration of the significant extent of the area, only those within the walking and cycling routes identified below were reviewed.
- 3.12 The key walking and cycling routes to the key destinations of the ATZ are listed as follows and then explained in the remainder of the Chapter:
- Route 1 – Highgate Underground Station;
 - Route 2 – Upper Holloway via Highgate Hill, Holloway Road and Archway;
 - Route 3 – Duke Field via Highgate West Hill;
 - Route 4 – Far Field and Hampstead Heath via Hampstead Lane;
 - Route 5 – East Finchley via North Hill and the A1000.
- 3.13 Map 2 and the details of the routes above were sent to LBH for agreement ahead of carrying out the audit. Officers confirmed that they were agreed.

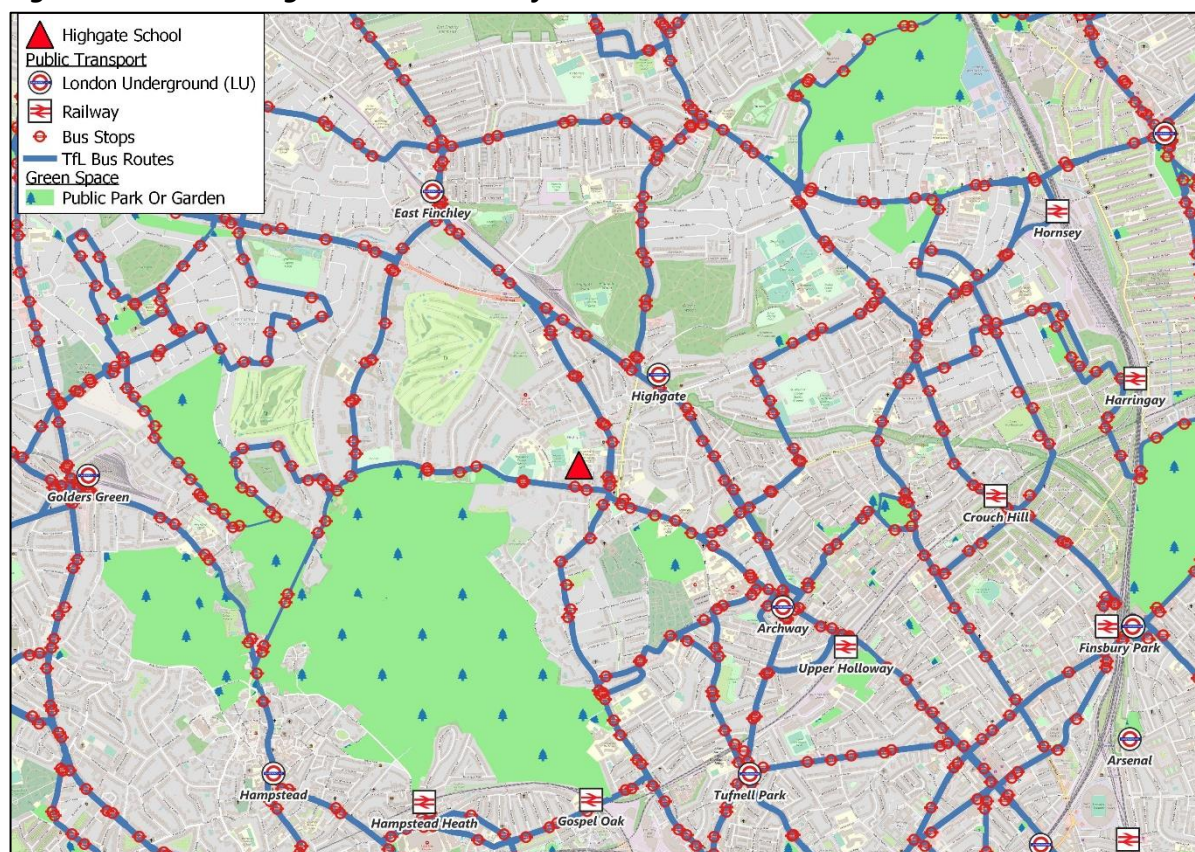
ATZ Map 3 – ATZ Neighbourhood Healthy Characteristics Check

3.14 Map 3 illustrates the ATZ Neighbourhood with specific reference to two features that affect active healthy travel, namely:

- public transport density: more public transport stops and services within walking distance mean people are more likely to choose public transport instead of driving;
- access to green space; access and green spaces serve not only as places where people exercise but also as destinations people walk to and from, getting exercise as they do.

3.15 As can be seen from the Map in **Figure 3.3** and in **ATZ03 (Appendix A)**, the site is located close to an abundance of bus routes and stop making this area a high street density area with residential suburban streets. This is one of the reasons why some of the routes to any destinations are relatively short: many services and facilities are within a short walk.

Figure 3.3 ATZ Neighbourhood Healthy Characteristics Check



Source: QGIS, OpenStreetMap and TfL.

3.16 In terms of public transport, the School is located in a medium density area, as demonstrated, by the presence of London Underground and Overground stations, and bus stops within a short walk of the School.

- 3.17 Finally, in terms of access to green space, there are a range of areas available within the ATZ; these vary from small greens to larger park. These include the adjacent Hampstead Heath and Waterlow Park.

Healthy Streets Review of the Routes

- 3.18 The routes identified in ATZ Map 2 (agreed with LBH, as noted) have been reviewed against the Healthy Streets Indicators identified by TfL.
- 3.19 The ATZ site visit was undertaken on Thursday 17 August 2023, during which the five routes were audited. During the site visit, photos were taken every 150m from the viewpoint of a pedestrian, as requested in the TfL guidelines, but additional photos were taken at key locations (such as junctions, crossings, tunnels) between previously identified points. Some of the photos are included in the following section of the assessment, to enable a visual judgement of the nature of the routes.

Route 1

- 3.20 A review of this route and of the associated potential improvements is provided as follows.

Table 3.2 Route 1 – ATZ Assessment

ATZ Route 1	
Length	2,400m
Time of visit	Afternoon
Destinations	Areas around Highgate School and Sports Facilities, Highgate commercial area, Hampstead Heath (The Orchard), Highgate Underground Station.
Why is it relevant to the site	Key route for commuting and key services and facilities, including shopping, education, sports facilities, and green space – and most importantly Highgate London Underground station (the nearest to the School). Pupils and staff use parts of this route to travel between the different buildings at the School, although most of the route itself is internal, off-road, within St Michael's School, between B519 North Road and Bishopswood Road.
Key photographic record (walking to site)	

ATZ Route 1	
	
Foot/cycle provision	The majority of the route is characterised by a pedestrian-friendly environment. Footways are provided along the entire route, at least on one side of the road(s). There are numerous controlled and uncontrolled crossing points, including several zebra crossings. These crossings generally benefit from tactile paving and dropped kerbs. The pavements in this area are, mostly, wide and provide pedestrians with ample places to pass without being too close to the carriageways. However, there is narrow pavements on Southwood Lane, especially near the Jacksons Lane junction, but the road is constrained to suggest any widening, and a ban to large vehicles is in place. Local roads have a lack of cycle lanes, although the School does have cycle parking and the quieter streets are conducive to cycling.
KSIs	Clusters: • Archway Road outside Highgate Underground Station
Safer Junctions	No
Worst section of the route and HS Indicators to improve	<i>Healthy Street Indicator 2 – Easy to cross</i> <i>Healthy Street Indicator 6 – People choose to walk, cycle and use public transport</i> There is a lack of desire line crossing at the Southwood Lane/ Jacksons Lane junction. People were observed not using designated crossing area. This

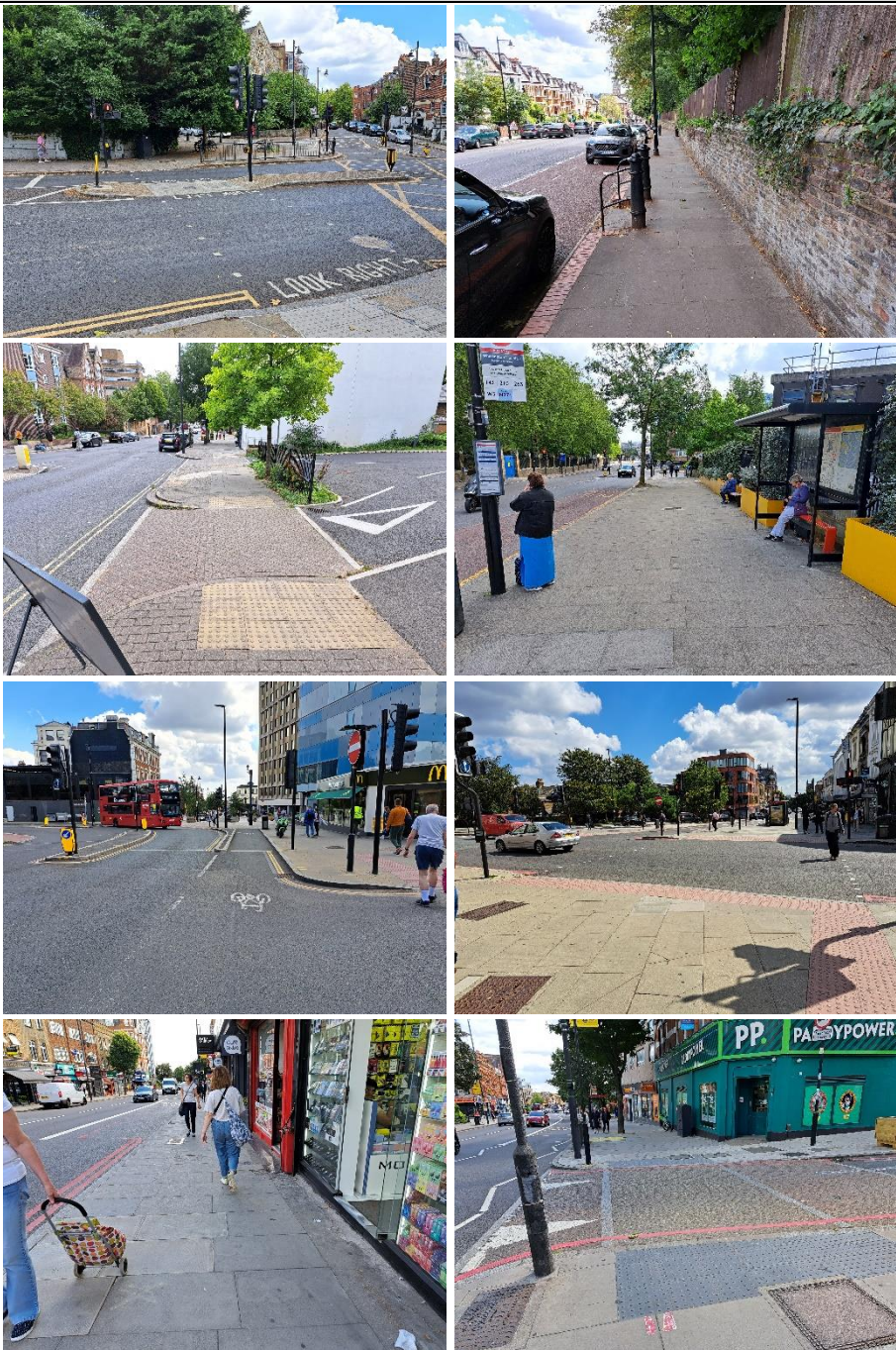
ATZ Route 1	
	could be improved so that pedestrians are able to cross at the desire line, and could be improved adding some road markings / colour treatment, or a raised table highlighting the area dedicated to the crossing (while remaining uncontrolled). Also, some of the pavements on Bishopswood Road are weathered and would benefit from some maintenance. Beyond this, the pedestrian infrastructure provision along the route was considered to be of suitable nature and condition.

Route 2

3.22 A review of this route and of the associated potential improvements is provided as follows.

Table 3.3 Route 2 – ATZ Assessment

ATZ Route 2	
Length	2,100m
Time of visit	Early Afternoon
Destinations	Archway Underground Station, Upper Holloway Overground Station, The Whittington Hospital, Waterlow Park and sports facilities, numerous bus stops.
Why is it relevant to the site	Key route for commuting and key services and facilities, including shopping, education, medical, sports facilities, and green space.
Key photographic record (walking from site)	

ATZ Route 2	
	
Foot/cycle provision	Pedestrian friendly environment. Footways are provided along the whole of the route and there are numerous controlled and uncontrolled crossing points. These generally benefit from tactile paving and dropped kerbs. There is an abundance of cycle parking located on this route with the majority located in Archway's commercial core. Archway also has dedicated cycle routes. The Archway area has high levels of pedestrian footfall and signalised crossings are present throughout.
KSIs	Clusters: • Holloway Road/ Elthorne Road • Holloway Road/ St John's Grove

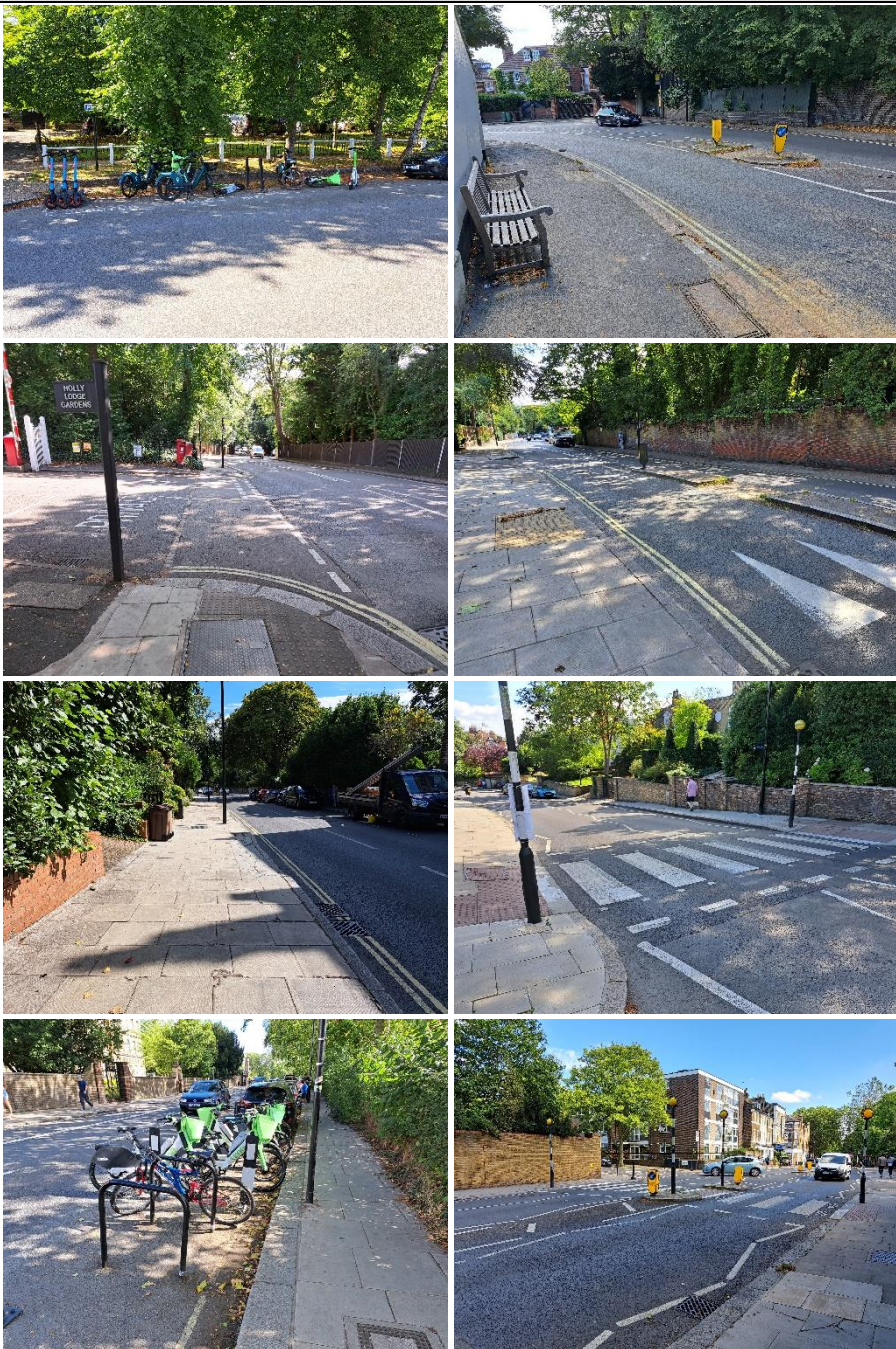
ATZ Route 2	
Safer Junctions	No
Worst section of the route and HS Indicators to improve	<i>Healthy Street Indicator 4 – Places to stop and rest</i> Highgate Hill is relatively steep, so benches could be added along the route, enabling opportunities to sit down every five to 10 minutes. This would enable the creation of room for people to find somewhere away from the flow of pedestrians to stop when they need to.

Route 3

3.24 A review of this route and of the associated potential improvements is provided as follows.

Table 3.4 Route 3 – ATZ Assessment

ATZ Route 3	
Length	1,800m
Time of visit	Early afternoon
Destinations	Parliament Hill fields and sports facilities, various bus stops, William Ellis School and Parliament Hill School.
Why is it relevant to the site	Route for access to residential area, bus services, sports facilities and green space.
Key photographic record (walking to site)	

ATZ Route 3	
	
Foot/cycle provision	The route links the Highgate commercial core to Parliament Hill sports facilities. The area is mostly residential with a gradient which slopes from Highgate to the north to Parliament Hill to the south. There is an abundance of crossing locations along the route which come in the form of uncontrolled and controlled crossings. Tactile paving and dropped kerbs are present at major junctions. There is a lack of cycle routes on the roads but cycle parking for hireable bike is available both to the north of south of the route.
KSIs	Clusters: • Near Highgate West Hill/ Holly lodge Gardens junction • Near Highgate West Hill/ Langbourne Avenue junction
Safer Junctions	No

ATZ Route 3	
Worst section of the route and HS Indicators to improve	<i>Healthy Street Indicator 2 – Easy to cross</i> <i>Healthy Street Indicator 6 – People Choose to walk, cycle and use public transport</i> There is a lack good quality pavements on The Grove with pedestrians walking on the road, and could be improved with some maintenance. At the junction of Highgate West Hill/ South Grove/ The Grove there is not a desire line crossing for pedestrians on northern side of the junction, so introducing a desire line crossing recommended here.

Route 4

3.26 A review of this route and of the associated potential improvements is provided as follows.

Table 3.5 Route 4 – ATZ Assessment

ATZ Route 4	
Length	1,185m
Time of visit	Mid-Morning
Destinations	Far Field sport facility, numerous bus stops, Kenwood House and Hampstead Heath.
Why is it relevant to the site	The route guides people to Far Field sport facility and also allows access to green space at Hampstead Heath, further west.
Key photographic record (walking from site)	

ATZ Route 4	
	
Foot/cycle provision	The pavements on this route are of a good width and condition. Unlike the other routes this route does not have many crossing facilities at junctions. Cycle provision on this route is not present.
KSIs	Clusters: • None
Safer Junctions	No
Worst section of the route and HS Indicators to improve	<i>Healthy Street Indicator 2 – Easy to cross</i> The crossing point over Kenwood House does not have tactile paving, some of the trees are uprooting the pavements and making them uneven.

Route 5

3.28 A review of this route and of the associated potential improvements is provided as follows.

Table 3.6 Route 5 – ATZ Assessment

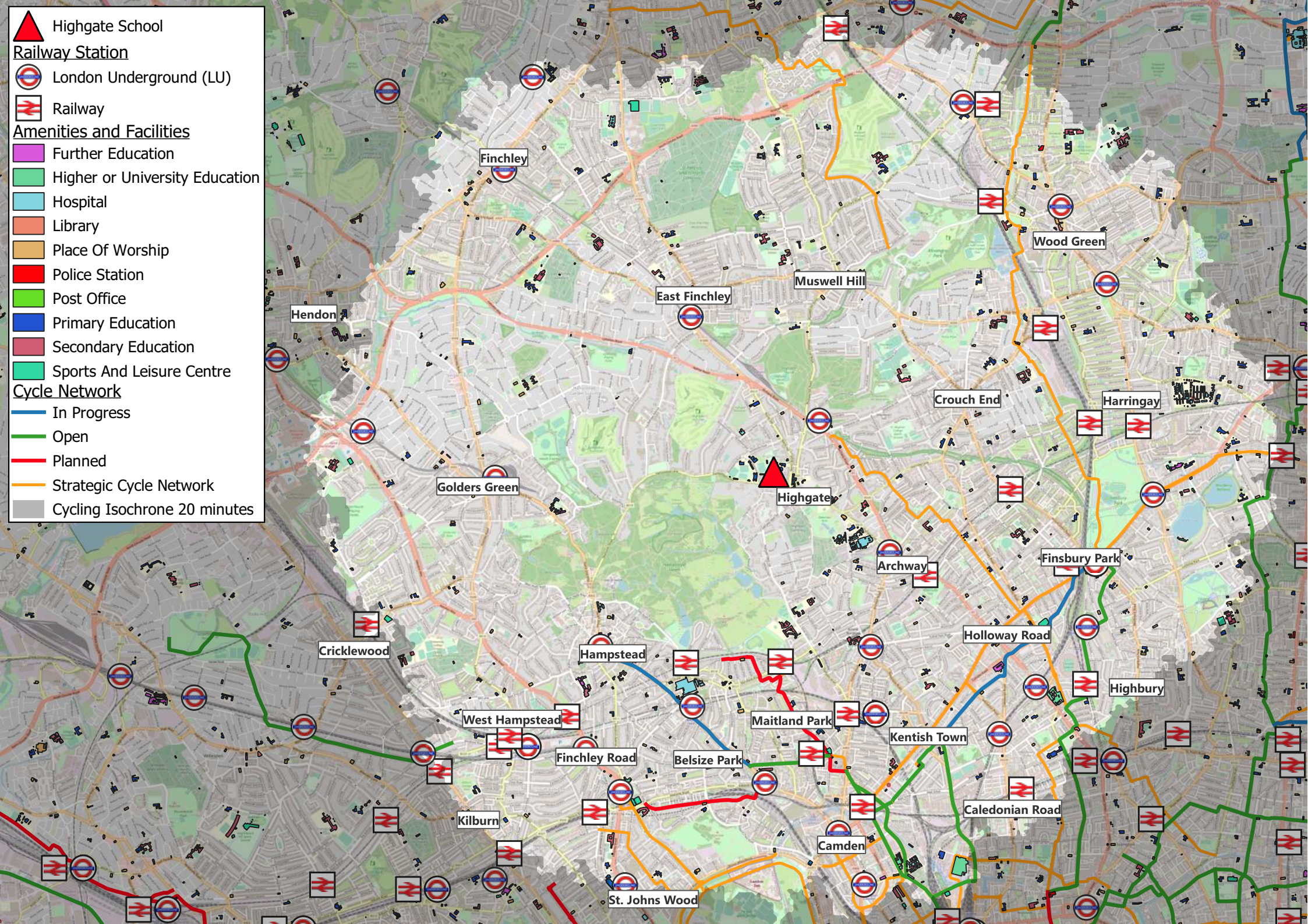
ATZ Route 5	
Length	2,000m
Time of visit	Mid-Morning
Destinations	Highgate Synagogue, Highgate Golf Club, Esso Petrol Station, numerous bus routes/stops, East Finchley Underground Station and Cherry Tree Wood.
Why is it relevant to the site	Key route for commuting and key services and facilities, including places of worship and bus routes.
Key photographic record (walking from site)	

ATZ Route 5	
	
Foot/cycle provision	This route follows the Great North Road and the B519 North Hill. The majority of the route has wide pavements and good crossing points. There is cycle infrastructure towards the north of the route near to East Finchley Underground Station in the form of on road cycle lanes and there is also cycle parking outside the Underground station.
KSIs	Clusters: • None
Safer Junctions	No
Worst section of the route and HS Indicators to improve	<i>Healthy Street Indicator 6 – People choose to walk, cycle and use public transport</i> More cycle parking and cycle lanes should be made available along this route. There are some area where the pavements are narrow only allowing one person to cross at a time.

4 Conclusions

- 4.1 The ATZ assessment herein presented has provided a review of the walking and cycling infrastructure in an area, spread across LBH and surrounding Boroughs of Camden, Islington and Barnet, covering five routes (a total of around 9.5km), and the scope of which was agreed with LBH's officer(s) ahead of the audit. The site's location and the routes have been reviewed with reference to street density, access to public transport, access to green space, KSIs and Healthy Streets Indicators, and a number of possible improvements were identified and suggested.
- 4.2 The quality of the existing infrastructure was generally considered good, and it should be stressed (as covered in the various TS'es, and in the Introduction to this TN) that it is not anticipated to have changes to trip patterns across the School's sites as a result of the proposed developments, or an increase in staff or pupils' numbers. Pupils and staff do and will use off-road routes to walk between the School sites (a private footpath to/from St Michael's School). Improvements are also proposed as part of the various developments at the School, such as better access to Dyne House (again, off road) and to the various buildings.
- 4.3 Notwithstanding the good nature of the existing infrastructure, a number of potential improvements were suggested, as part of the ATZ. These include the introduction of dropped kerbs and tactile paving in certain areas, general maintenance of pavements, the introduction of resting places (benches) and the improvement of a pedestrian crossing along desire lines. These were suggested, specifically:
- Southwood Lane/ Jacksons Lane junction,
 - Bishopswood Road,
 - Highgate Hill,
 - The Grove,
 - Highgate West Hill/ South Grove/ The Grove junction, and
 - Kenwood House Access.
- 4.4 Close to the School, the provision of pedestrian and cyclist facilities is considered good, even though improvements could be made to the maintenance of the pavements on Bishopswood Road.
- 4.5 These are intended as suggestions to LBH in relation to the locations where financial contributions from different developers could be invested, rather than direct works from the School as part of this series of applications. While the improvements would be of benefit in general, they are not considered to be necessary in order to make any of the development proposals at the School acceptable.
- 4.6 The ATZ assessment helps meeting the applicable and relevant policies outlined within The London Plan, particularly to the Policy T2 – Healthy Streets, and the MTS. This TN therefore corroborates the conclusion reached in the various TS'es supporting each application, particularly the compliance with the relevant national, regional and local applicable policies. To conclude, we consider there are no transport or highways matters that should prevent planning permission from being granted.

APPENDIX A



KSI 2018 - 2022

- Fatal
- Serious

Railway Stations

- London Underground (LU)
- Railway

Highgate School Sites

- Richards Music Centre
- Far Field
- Mallinson Sports Centre
- Science Block
- Dyne House

Amenities and Facilities

- Further Education
- Hospital
- Library
- Place Of Worship
- Post Office
- Primary Education
- Secondary Education

Healthy Street Routes

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5

