

CAPITAL CITY COLLEGE GROUP

TOTTENHAM CENTRE, LONDON BOROUGH OF HARINGEY

TRANSPORT STATEMENT

FINAL

REPORT REF.

2301780-R03

February 2024

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Capital City College Group to provide transport and infrastructure support for the proposed redevelopment at their Tottenham Centre at High Road, Tottenham (hereafter known as 'the site').
- 1.2. This Transport Statement (TS) supports a planning application for the redevelopment of an existing building which is to be demolished and associated car parking which is to be removed to provide space for a newly constructed building. The redevelopment scheme seeks to provide a new Construction & Engineering Centre for training and teaching, totalling 2,625m² of floor space.
- 1.3. The planning application for the proposed scheme is submitted to London Borough of Haringey (LBH) as the local planning authority. LBH is also the highway authority responsible for local roads, whilst Transport for London (TfL) is responsible for the strategic highway network, including the A10.
- 1.4. This TS has been prepared in accordance with the guidance set out in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) documents.
- 1.5. Following this introduction, the remainder of this report is structured as follows:
 - **Section 2.0** describes the existing situation, including proximity of the site to local services, pedestrian and cycle facilities and accessibility by public transport;
 - **Section 3.0** outlines the proposed redevelopment scheme;
 - **Section 4.0** considers the land use and transport planning policy context for the redevelopment proposals; and
 - **Section 5.0** provides a summary and sets out the conclusions.

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2. Existing Situation

Site Location & Local Context

- 2.1. The application site is located within The College of Haringey, Enfield and North East London (CONEL) Tottenham Centre which itself is situated on the western side of High Road (A10) to the south of Tottenham in the London Borough of Haringey.
- 2.2. The site location in the context of the local area is shown at **Figure 2.1**, with the site shown as a red dot.

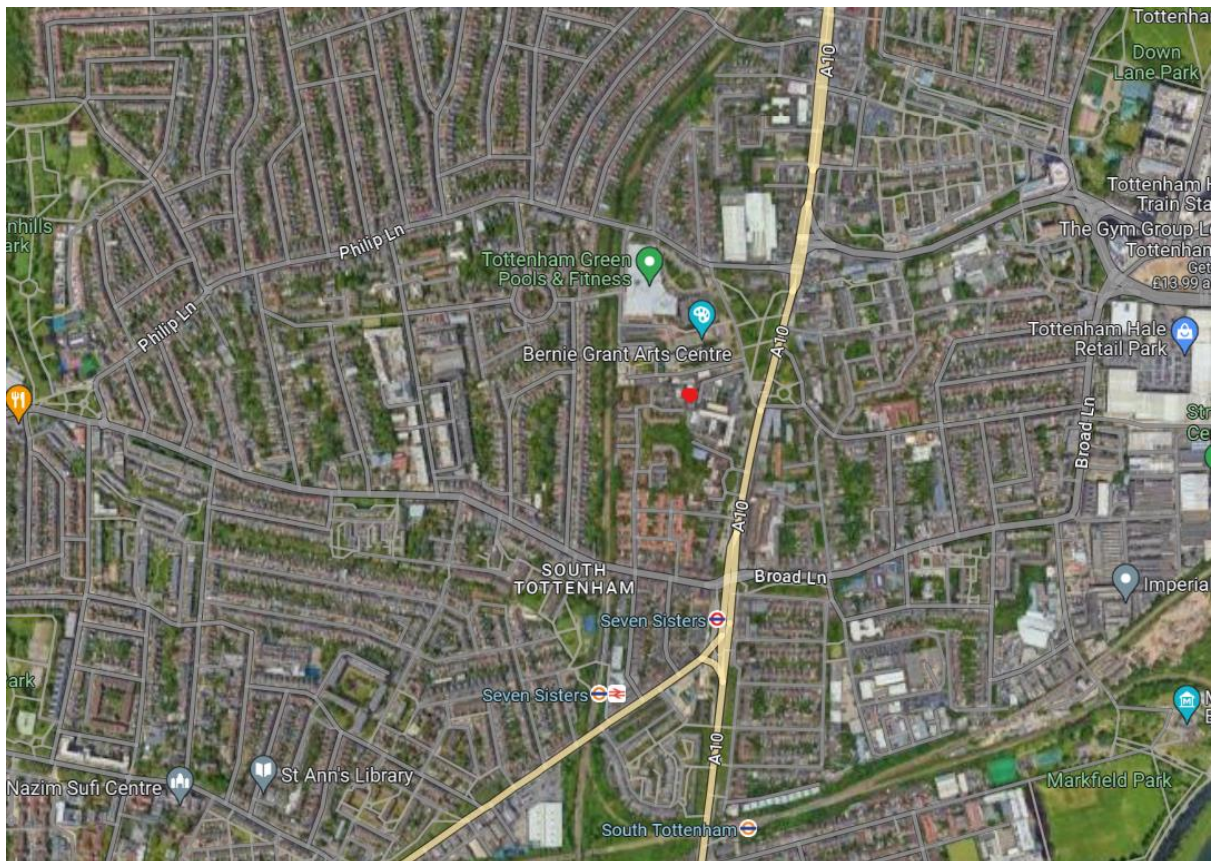


Figure 2.1: Site Location (Source: Google Earth)

- 2.3. The existing site plan of the college is shown below with the building to be demolished shown with a purple dot (full plan included in **Appendix A**). The red line boundary denotes the ownership of the wider college and the blue line the planning application boundary.

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**Figure 2.2: Existing Site Plan of College (Source: Atkins Plan 5219901-
ATK-01-00-D-A-021001)**

2.4. The college site lies within a mixed use area of residential, employment and retail land uses in close proximity to Seven Sisters underground station. It is bounded by residential development to the south and southwest; Isobel Place to the north which serves residential and office space; and Town Hall Approach and High Road (A10) adjacent to the eastern boundary.

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The Site

- 2.5. The building to be demolished is of poor quality and is deemed no longer fit for purpose. It is currently used as a gym/lecture theatre and has a floor area of 1,030m².
- 2.6. For wider context, the "Building Block" located to the west of the gym/lecture theatre as identified above in **Figure 2.2** is an existing construction workshop and teaching block of 3,587m². It too is in poor condition and no longer fit for purpose. The proposed new building is to replace this facility. The "Building Block" is to be demolished at a later date (as part of a separate planning application) and the land potentially released as a residential building plot. Students will continue to learn in the "Building Block" until such time as the new construction building is constructed and operational.
- 2.7. Vehicular access and egress is available from Town Hall Approach via a simple priority junction. It is gated and used for servicing of large goods to the college and provides access to 17 No. car parking spaces marked for staff use. Separate access and egress points are provided from High Road (A10) in the form of vehicular crossovers. They serve a car park with 20 No. spaces fronting the college.
- 2.8. Cycle parking in the form of Sheffield stands located within secure shelters are provided at the frontage of the college for 10 bikes and adjacent to the servicing access for 16 bikes, as indicated by the orange dots in the plan below. In addition, there are 12 uncovered Sheffield stands (providing 24 spaces) located on land owned by the college shown by the yellow dot below following the edge of the building.

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Figure 2.3: Existing Cycle Parking (Source: Atkins Plan 5219901-ATK-01-00-D-A-021001)

Local Highway Network

2.9. Town Hall Approach Road is a single, two way carriageway road which serves a number of buildings including the Tottenham Green Centre, Ambitious College, Bernie Grant Arts Centre along with Isobel Place and CONEL. At the southern end of Town Hall Approach Road (south of the CONEL access) is a one way bus and cycle only lane running southbound to connect with High Road (A10) as a traffic signalised junction with banned left turn out.

2.10. Town Hall Approach Road is part of the public realm with Tottenham Green on the eastern side and wide open hard landscaped space fronting a number of the

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buildings. There are waiting restrictions in the form of double yellow lines along Town Hall Approach Road and only three access roads leading off it into the Tottenham Green Centre, Isobel Place and CONEL.

2.11. High Road (A10) is a dual carriageway road, formed of two running lanes and subject to a 20mph speed limit. It forms part of the red route network in London with no stopping at any time except in specific locations for loading or disabled badge holders. The carriageway is a strategic road in the local network that provides a north/south route through Tottenham leading to the M25 to the north and towards London Bridge to the south.

2.12. High Road (A10) has two, good quality footways that are well maintained on both sides of the carriageway. It is a bus route with multiple services available and has a bus lane running northbound.

2.13. The streets surrounding the college are part of a controlled parking zone with restrictions in place Monday – Friday. A plan showing the controlled parking zone and details of the restrictions within a 500m catchment is shown in Appendix B.

Accident Data

2.14. The National Planning Practice Guidance (NPPG) includes the online document 'Travel Plans, Transport Assessments and Statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Statements and Assessments. This document states consideration should be given to "*an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area*".

2.15. In light of the above information a review of TfL's Road Danger Reduction Dashboard has been undertaken in the vicinity of the site within a five-year period covering 25/7/2018 to 31/7/2023 (inclusive). Five years of data has been assessed to provide a robust assessment of highway safety.

2.16. In accordance with TfL requirements, a cluster is defined where there are two serious incidents in a location, or a single fatal accident has occurred. Two potential clusters

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have been identified on A10 – one close to Town Hall Approach Road and frontage of the college; and a second at Philip Lane/A10. The clusters are shown in the figures below with a review of the details underneath each figure.

Town Hall Approach Road/A10

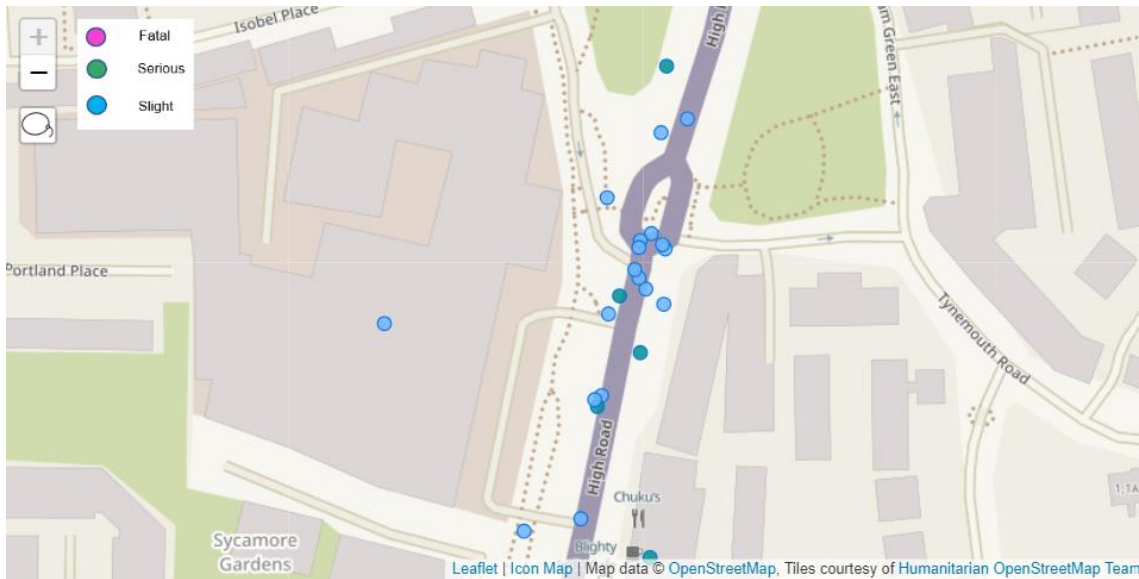


Figure 2.4: Collision Data for Town Hall Approach Road/A10 (Source: TfL's London Collision Map)

2.17. The review has identified a total of 16 collisions of which 3 No. were classified as serious and the remainder as slight.

2.18. The details of the 3 No. serious collisions are tabulated below:

Table 2.1: Details of Serious Collision (Source: TfL's London Collision Map)

Incident Reference	Day/Date	Time	Weather/Road Surface	Description
01190184743	1/6/19	17:07	Fine/Dry	Involving a pedal cyclist travelling north on the A10 who woke up on the ground opposite 280 High Road. The bike chain was broken which is believed to have caused the rider to fall off.
01220368408	30/3/22	17:57	Fine/Dry	20m north of Town Hall Approach Road involving a collision with one other vehicle and a pedal cycle.
01190220209	22/11/19	19:01	Fine/Dry	Vehicle heading south on A10 near junction with Tottenham Green East

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collided with a pedestrian who was stationary in the middle of the road.

2.19. Of the cluster of incidents, one related to a bike malfunctioning. The other two appear to be isolated incidents that do not suggest a common causation factor.

Philip Lane/A10

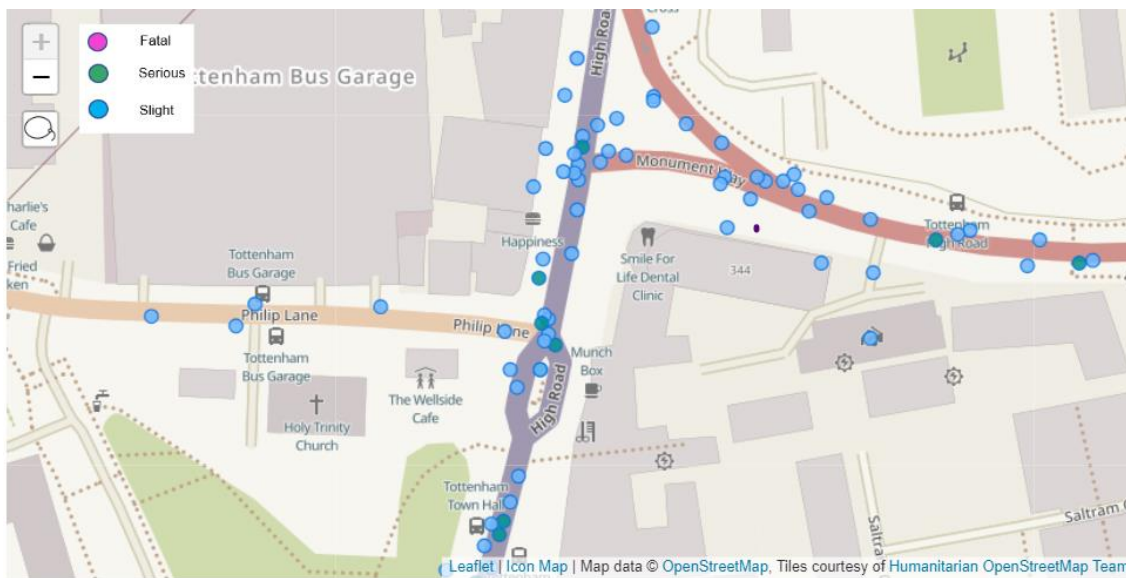


Figure 2.5: Collision Data for Philip Lane/A10 (Source: TfL's London Collision Map)

2.20. The review has identified a total of 14 collisions of which 4 No. were classified as serious and the remainder as slight.

2.21. The details of the 4 No. serious collisions are tabulated below:

Table 2.2: Details of Serious Collision (Source: TfL's London Collision Map)

Incident Reference	Day/Date	Time	Weather/Road Surface	Description
01220382778	16/6/22	17:13	Fine/Dry	Collision of a bus/coach on A10, 50m south of junction with Monument Way. No other vehicles are mentioned. Two casualties involved (one classified as serious in severity and the other slight).
01180133211	18/9/18	07:43	Fine/Dry	Details unknown. Pedestrian casualty involved. Location at Philip Lane/A10

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01210336676	10/10/21	18:30	Fine/Dry	Collision on A10 near Philip Lane junction with motorcyclist and pedestrian.
01200234291	3/12/20	13:30	Fine/Dry	Collision on A10 near Philip Lane junction with car and pedestrian.

2.22. Of the cluster of incidents, one related to a collision of a bus/coach – it is assumed the casualties were passengers as pedestrians were not mentioned in the incident log. The others involved a pedestrian and a car, or motorcyclist. There are pedestrian facilities across this junction and so it is assumed driver or pedestrian error is a factor in this location for these latter incidents described.

Walking

2.23. Significant pedestrian infrastructure already exists in the surrounding area.

2.24. All local roads in the vicinity of the have two good quality footways with street lighting, providing an excellent environment for pedestrians. Formal pedestrian crossing points are provided over High Road (A10) within the vicinity of the college and at junctions along the route. They have dropped kerbs and tactile paving, allowing pedestrians a direct, step-free crossing point to assist pedestrian movements along key desire lines. These facilities provide a safe environment for pedestrians and connect the site well to surrounding public transport infrastructure and local facilities.

Cycling

2.25. Route CS1 runs adjacent to the college along the carriageway of Town Hall Approach Road, and along High Road (A10) in the form of off road facilities. The route runs north/south between Dalston and Waltham Cross. It connects with other routes to the north and south enabling cyclists to travel to the college from the surrounding area (see **Figure 2.6**).

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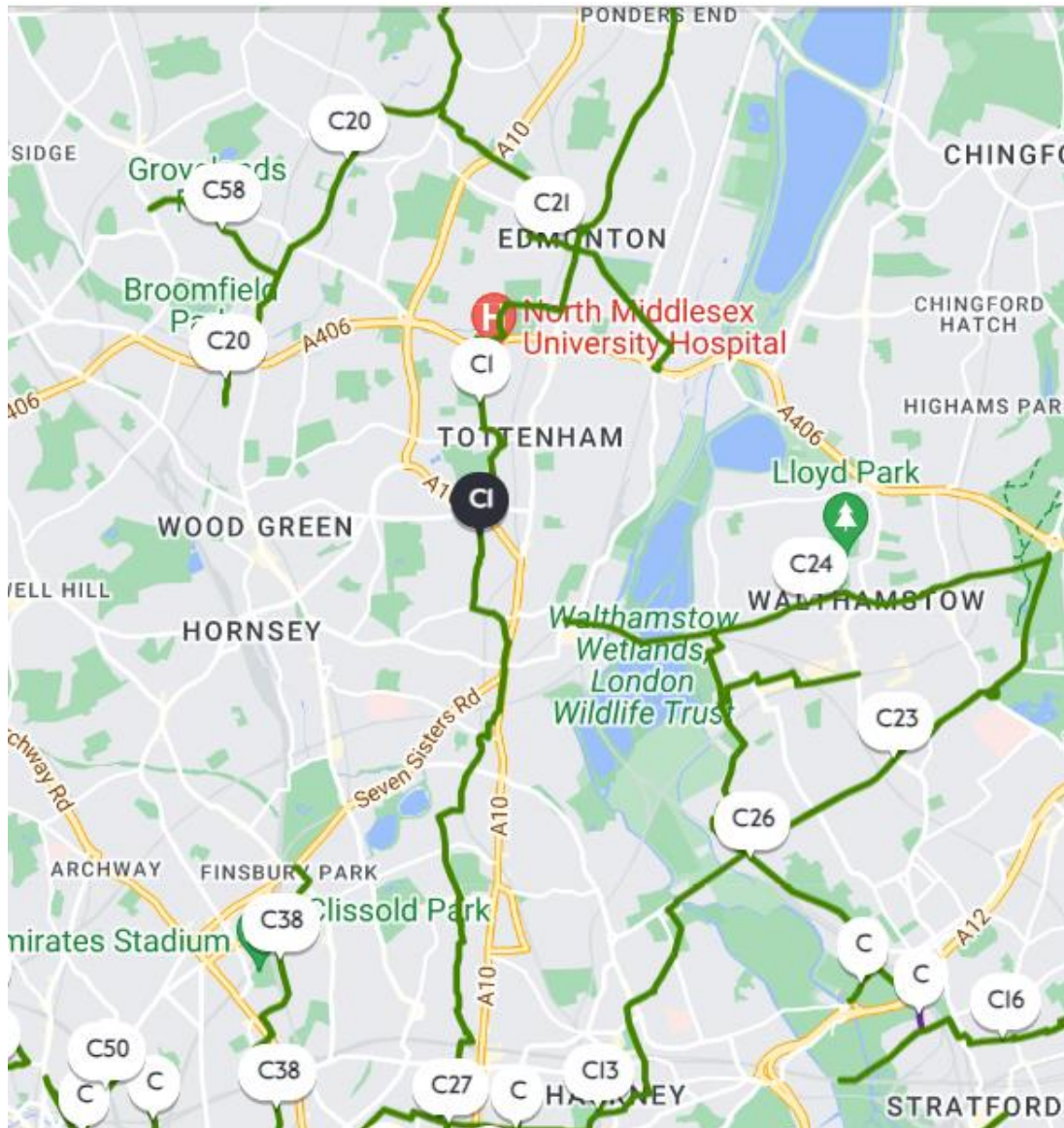


Figure 2.6: Cycle Routes (Source: www.tfl.gov.uk/maps)

2.26. The TfL WebCAT system incorporates a Time information Mapping (TIM) function to demonstrate the accessibility of a site to the wider area by outlining travel contours for travel by cycle or public transport.

2.27. The TIM output for cycle journeys has been considered showing travel time contours for journeys to the site during the weekday AM peak period and confirm the site is within a short cycling time of a significant area.

2.28. The site is therefore very well connected to local and wider residential destinations as demonstrated within **Figure 2.7**.

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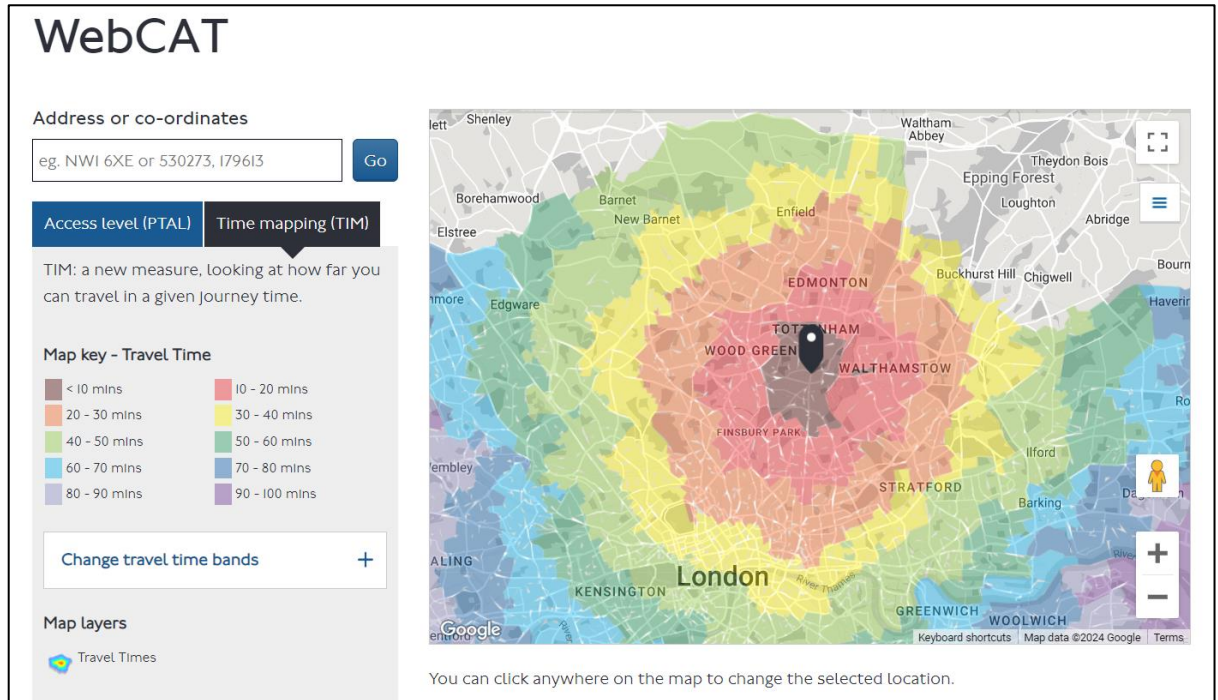


Figure 2.7: TIM Output – Cycling Contours (Source: TfL WebCAT Output)

Public Transport

2.29. The site is located within an area of one of the highest Public Transport Accessibility Level (PTAL) rating scores of 6a and on the border of 6b meaning it has excellent accessibility to public transport.

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Buses

2.30. The closest bus stops (named College of North East London (Stop G and J)) are located to the south of the college site on High Road (A10), within a 120m (2 minute) walk of the site to the southbound stop and 220m (3 minute) walk of the northbound stop.

2.31. Eight services are available which operate at a high frequency throughout the week. The routes, description and frequencies of the bus services are summarised in **Table 2.4** below.

Table 2.4: Bus Service Frequencies

Service and Route		Typical Frequency
		Weekdays
76	Waterloo – Tottenham Hale	Every 10-14 minutes (0700-0800) and every 7-11 minutes throughout the day
149	London Bridge - Edmonton	Every 4-7 minutes (0600-0800) and every 6-10 minutes throughout the day
243	Waterloo – Wood Green	Every 5-7 minutes (0600-0700) and every 6-10 minutes throughout the day
259	Kings Cross Road – Edmonton Green Bus Station	Every 9-13 minutes (0600-0700) and every 8-12 minutes throughout the day
279	Waltham Cross Bus Station – Manor House Station	Every 7-10 minutes (0700-0800) and every 4-8 minutes throughout the day
318	North Middlesex Hospital – Rookwood Road	5 services between 0700-0800 and every 11-13 minutes throughout the day
349	Glyn Road – Rookwood Road	Every 9-13 minutes throughout the day
476	Northumberland Park – Kings Cross Station	Every 7-11 minutes (0600-0700) and every 8-12 minutes throughout the day

Rail

2.32. The closest national rail station is Tottenham Hale, located approximately 1.1km to the east of the site, around a 15-minute walk or 6 minute cycle away. The station is managed by Greater Anglia and runs between London, Stansted Airport and Cambridge. Local stops include Northumberland Park, Meridian Water, Ponders End,

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Brimsdwon, Enfield Lock, Waltham Cross, Chestnut, Broxbourne, Rye House, St Margarets, Ware and Herford East. The Victoria underground line is also accessible from this station.

2.33. The station provides frequent services with 9 trains between 0800-0900 and 6-7 trains every hour throughout the day and so the site is well located for staff and students travelling in the local region.

Underground/Overground

2.34. The nearest station is Seven Sisters which provides access to the Victoria Underground and London Overground lines. It is around 650m (9 minute walk) from the college.

Summary

2.35. It is clear from the above that the site is located within walking and cycling distance of frequent public transport services with multiple bus routes available. This is reflected in the high PTAL rating of 6a/6b for the site and adjacent area.

2.36. There is a key cycle route which runs adjacent to the college and wide footways on both sides of the carriageway linking to the surrounding area. Therefore, active travel infrastructure is available to encourage these modes.

2.37. Given its location within close proximity of bus stops and rail services, the site is ideally located to take advantage of sustainable travel opportunities.

3. The Proposed Development

- 3.1. The proposed redevelopment scheme seeks planning permission to provide a new education building for the study of engineering totalling 2,625m² of floor space. This is to be located on the site of an existing building used as a gym/lecture theatre which is to be demolished as no longer fit for purpose. The new building is to replace an existing facility to the west which is to be retained for use until the new building is constructed. Beyond construction the old building to the west will be demolished as it is not deemed fit for purpose, and the land potentially released as a residential building plot. The demolition and the potential residential building plot will both be considered through a separate planning application(s) at a later date.
- 3.2. The proposals relating to this current application do not correspond to an uplift in either student or staff numbers as the building is to replace an existing facility. It should be noted that the proposed facility is smaller by 962m² in floor area when compared to the existing building to the west.
- 3.3. A copy of the proposed masterplan for the site is provided at **Appendix C**.
- 3.4. The following description is pertinent to the highways and transport aspects of the proposals.

Access

- 3.5. Existing vehicular access for servicing and delivery to the development site is to be retained in its current position from Town Hall Approach Road. The service and car parking area is to be reduced in size but service/delivery vehicles will continue to be able to turn within the site and exit in forward gear. The 17 No. existing car parking bays associated with the wider college site are to be removed. Therefore, there will be an overall loss of 17 No. car parking spaces.
- 3.6. Refuse collection for the wider college site will be undertaken in the same way as existing as there is no uplift in staff/student numbers. Skips and compactors are shown located on the site layout in **Appendix C**. Various vehicles are used by the College's Contractor to collect/delivery the skips/compactors ranging from an 18 ton box vehicle of 10.2m through to a 12 ton box vehicle of 8.9m, and waste food

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collection vehicle of 8m length. Tracking analysis has been undertaken to show that the largest waste/recycling collection vehicle (similar to the size of a "large tipper" with 10.2m in length as shown) can turn within the new layout to collect the skips/compactors - see **ACE Drawing 2301780-014A** for details.

- 3.7. Fire tender vehicles are able to enter the site as currently and as these vehicles are smaller than the largest waste/recycling vehicle tracked in **ACE Drawing 2301780-014A**, can turn within the site and exit in forward gear.
- 3.8. Deliveries for the college site as a whole will be the same as existing as there is no uplift in staff/student numbers. A Servicing & Delivery Plan (report reference 2301780-R06) has been produced to show how existing deliveries are to be managed in the future to reduce impacts on the wider network through improving efficiency of delivery, and ensuring safe and legal loading takes place. The worst case delivery vehicle (rigid truck with length 12m) is also shown in ACE Drawing 2301780-014A as able to manoeuvre within the confines of the site to deliver items.
- 3.9. It is assumed the larger size vehicles (10-12m length) currently reverse back into the site access from Town Hall Approach Road.
- 3.10. Smaller deliveries currently take place on the frontage of the college using the loop road and car park area. This will continue with the proposed development in place.
- 3.11. Therefore, on the basis of the above, access to the site by servicing and fire tender vehicles is achievable.
- 3.12. As shown on **ACE Drawing 2301780-026**, a junction visibility splay of 2.4m x 25m is provided to the north of the existing access for drivers egressing from the development. A junction visibility splay of 2.4m x 17m is provided to the south to take account of cyclists using CS1 route. Both splays accord with Manual for Streets (MfS) standards for a 20mph single carriageway road for the northern splay and a cycle speed of 17mph for the southern splay.

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Travel Plan

A Travel Plan has been produced (report reference 2101780-R04) to show how the college will implement measures to encourage sustainable modes (in particular active modes) for staff and students. The Travel Plan includes targets, monitoring and review to track progress.

Parking

3.13. Vehicle and cycle parking is to be provided with reference to the London Plan (2021).

Vehicle Parking

3.14. The proposals include a loss of 17 car parking spaces at the rear of the college. This is a net reduction for the wider college.

3.15. The principle of not providing additional parking is in line with the London Plan which seeks to reduce parking in sustainable locations.

3.16. Consideration has been given to the amount of disabled parking required for the wider college to ensure there is a sufficient amount available for the proposed development.

3.17. A total of 3 disabled parking spaces are currently provided at the front of the college which equates to 15% of the total 20 parking spaces. This is in line with the London Plan requirements of 5% of total provision for designated bays and 5% enlarged bays.

Cycle Parking

3.18. The cycle parking standards in the London Plan suggest 1 space per 4 FTE staff + 1 space per 20 FTE students. As the proposals do not include an uplift in staff or student numbers then there is no requirement for additional cycle parking. However, the proposals allow for maximising cycle parking within constraints and improving the current facilities. The Travel Plan also includes a commitment from the college to monitor the cycle parking provision to ensure there is sufficient capacity to accommodate the demand and review current cycle parking facilities.

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- 3.19. On the basis of the above, the existing covered shelter (approximately 2.0m x 6.0m) will be upgraded to a double stacked modular shelter which will result in an additional 4 No. spaces being provided. A stacked system such as a Two Tier Bristol Cycle Shelter (www.bikedocksolutions.com) provides 20 spaces within a size of 2.1m x 4.1m which fits within the existing area. The remaining space adjacent to the proposed stacked system has 2 No. Sheffield stands (4 cycle parking spaces) included. In addition, the proposals include 6 No. extra Sheffield stands (12 cycle parking spaces) adjacent to the existing row in front of the college (see proposed site layout for details). Therefore, in total there will be an additional 20 spaces provided.
- 3.20. Changing facilities and showers are already available in the college gym which staff and students can use. Lockers are available for both staff and students to keep cycling equipment secure.

4. Policy Context

Framework

4.1. Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents: -

- National Planning Policy Framework (NPPF – December 2023);
- London Plan 2021; and
- London Borough of Haringey's Local Plan: Strategic Policies (2013 (with alterations since 2017)).

National Planning Policy Framework (December 2023)

4.2. The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It is a material consideration in planning decisions.

4.3. Para 108 states that: *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate*

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opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

4.4. Para 114 states that: *In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- safe and suitable access to the site can be achieved for all users;*
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

4.5. Para 115 confirms that: *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.*

The London Plan 2021

4.6. *The London Plan (adopted in March 2021), is the shared responsibility of the Mayor of London, all London Boroughs and the Corporation of the City of London. The plan sets out an integrated economic, environmental, transport and social framework for the spatial planning in London up to the year 2036.*

4.7. *Policy T1 of the London Plan states:*

A. Development Plans should support, and development proposals should facilitate:

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1) 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

2) the proposed transport schemes set out in Table 10.1.

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.

Local Plan: Strategic Policies 2013 Document (with alterations since 2017)

4.8. The Local Plan sets out a vision and key policies for the future development of the borough up to 2026.

4.9. Policy SP7: Transport for delivering action on climate change and quality and healthy places states:

4.10. *"In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:*

Minimising congestion and addressing the environmental impacts of travel;

Promoting public transport, walking and cycling (including minimum cycle parking standards);

Promoting road safety and pedestrian movement particularly in town centres and close to local services;

Promoting car sharing and establishing car clubs;

Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;

Adopting maximum car parking standards and car free housing wherever feasible;

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Seeking to mitigate the impact of road based freight and promote alternatives;

Supporting measures to influence behavioural change such as promoting low carbon vehicles; and

Requiring the submission of transport assessment and travel plans for large scale proposals in line with TfL guidance."

Local Plan: Development Management Plan (adopted July 2017)

4.11. The Development Management Plan sets out criteria based policies against which planning applications will be assessed.

4.12. Policy DM31: Sustainable Transport states:

- *"A. The Council will require that developments with high trip generation characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
- *B. The Council support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
- *C. The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds."*

Summary

4.13. In view of the above, it is considered that the principle of the proposed redevelopment on this site is fully compliant with current policy guidance on transport and land use planning at national, regional and local levels.

**TOTTENHAM CENTRE, LONDON BOROUGH OF HARINGEY
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**2301780-R03
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5. Summary & Conclusions

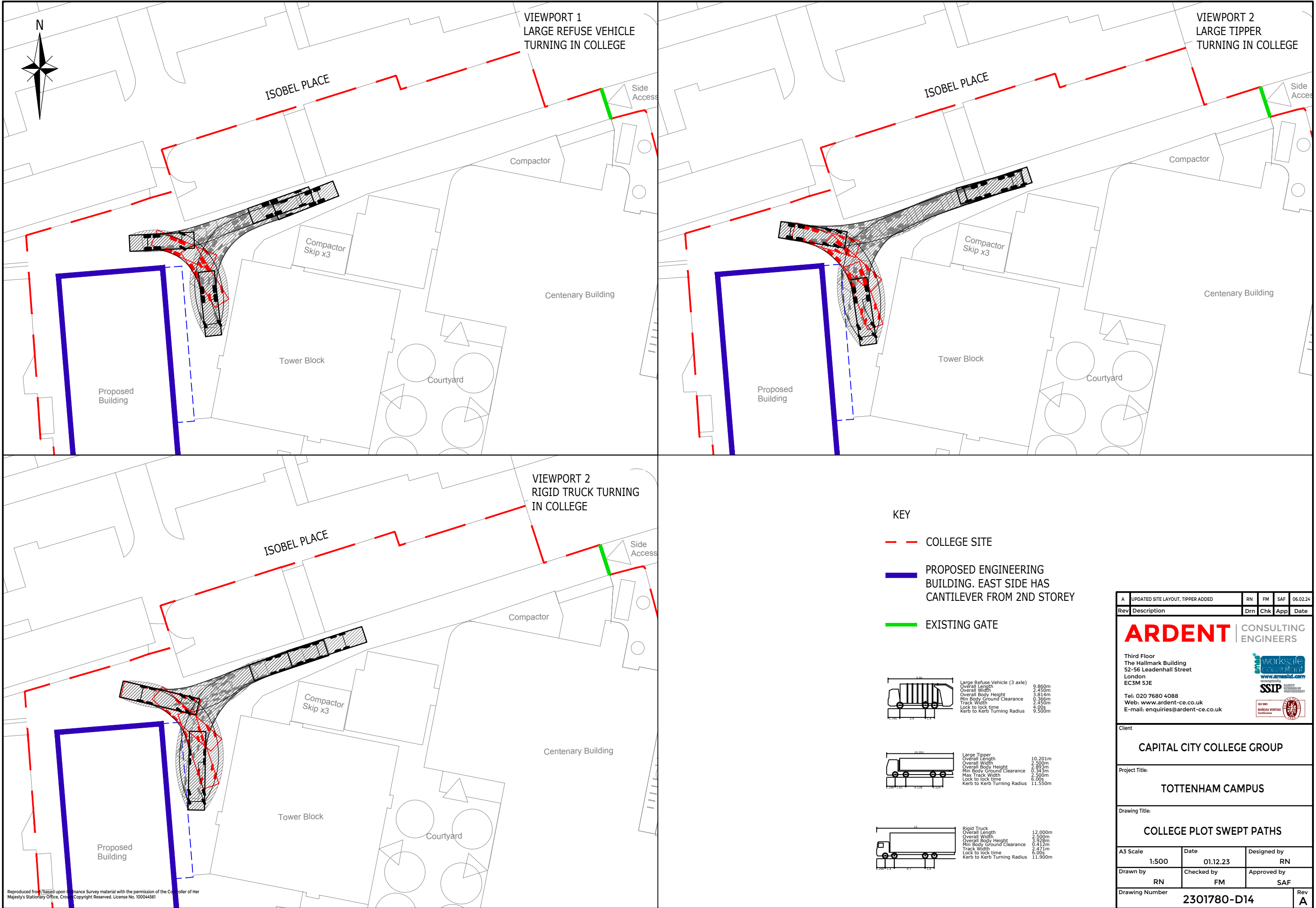
- 5.1 Ardent Consulting Engineers has been appointed to provide transport and infrastructure support for the proposed redevelopment at the College of Haringey, Enfield and North East London, Tottenham Centre.
- 5.2 This TS supports a planning application for the demolition of an existing building and construction of a new replacement building. As a consequence of the proposals there would be a loss of 17 car parking spaces.
- 5.3 The site is located within walking and cycling distance of frequent public transport services with multiple bus routes available. This is reflected in the high PTAL rating of 6a/6b for the site and adjacent area.
- 5.4 There is a key cycle route which runs adjacent to the college and wide footways on both sides of the carriageway linking to the surrounding area. Therefore, active travel infrastructure is available to encourage these modes.
- 5.5 The existing access point onto the wider highway network has no accident issues and visibility splays are achievable in accordance with relevant standards.
- 5.6 The principle of not providing additional parking and removing parking associated with the proposals is in line with the London Plan which seeks to reduce parking in sustainable locations.
- 5.7 No cycle parking is required in accordance with local policy requirements on the basis that there is no uplift in staff/student numbers. However, the scheme includes improving the existing cycle facilities and maximising the number of spaces that can be provided.
- 5.8 Access to the site for all users, including servicing and emergency vehicles, is achievable.
- 5.9 The impact on the surrounding highway network is considered to be a negligible benefit as there is a reduction in car parking spaces overall for the college and no

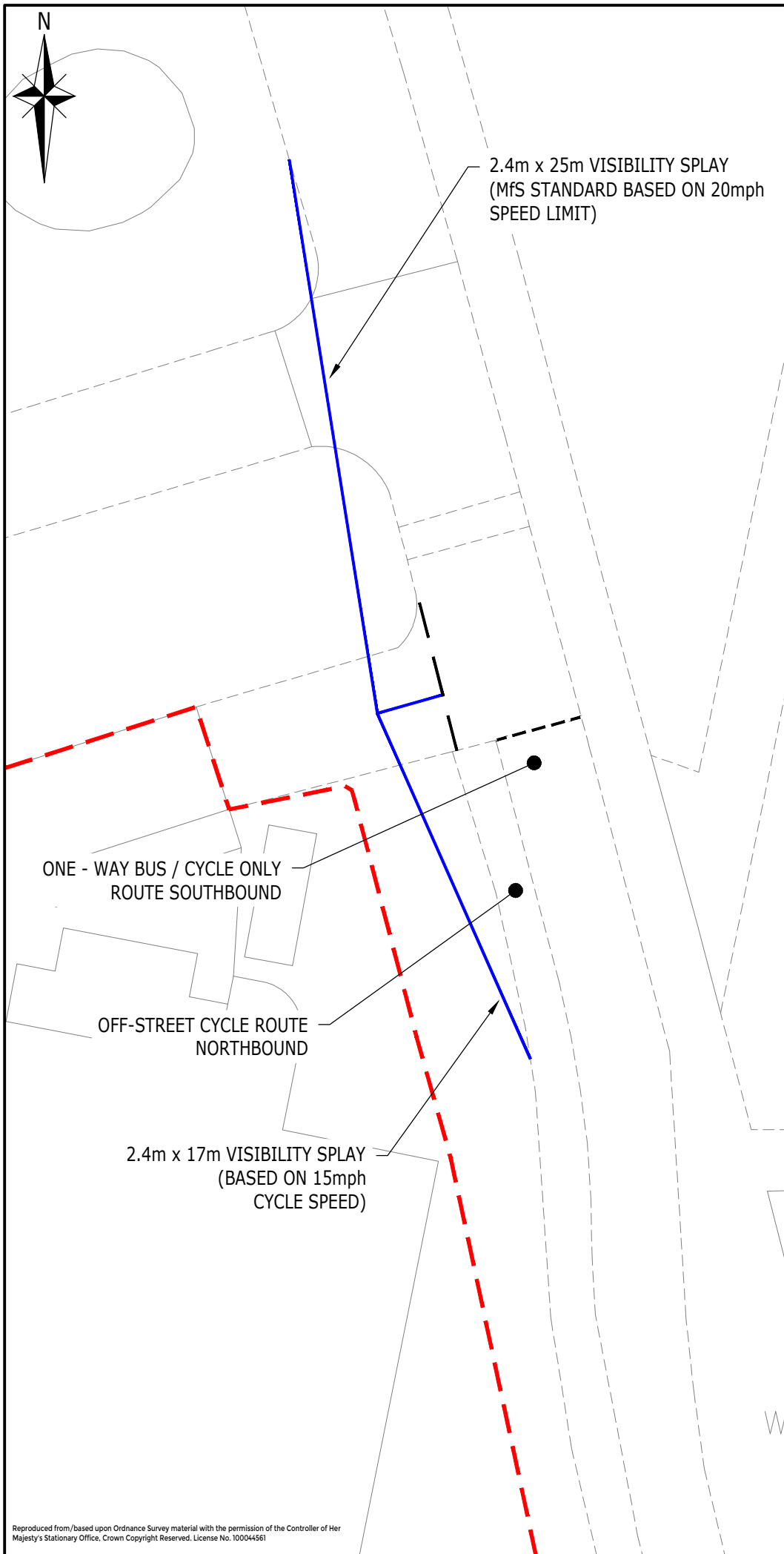
**TOTTENHAM CENTRE, LONDON BOROUGH OF HARINGEY
TRANSPORT STATEMENT**

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uplift in staff or student numbers as a result of the proposals. Therefore, it does not constitute a severe impact in terms of the National Planning Policy Framework.

Drawings





KEY:

--- LAND OWNERSHIP
BOUNDARY

Rev	Description	Drn	Chk	App	Date
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ARDENT CONSULTING
ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk



www.vankshep.com



Client

CAPITAL CITY COLLEGE GROUP

Project Title:

TOTTENHAM CAMPUS

Drawing Title:

EXISTING AND PROPOSED SITE ACCESS
JUNCTION VISIBILITY PLAN

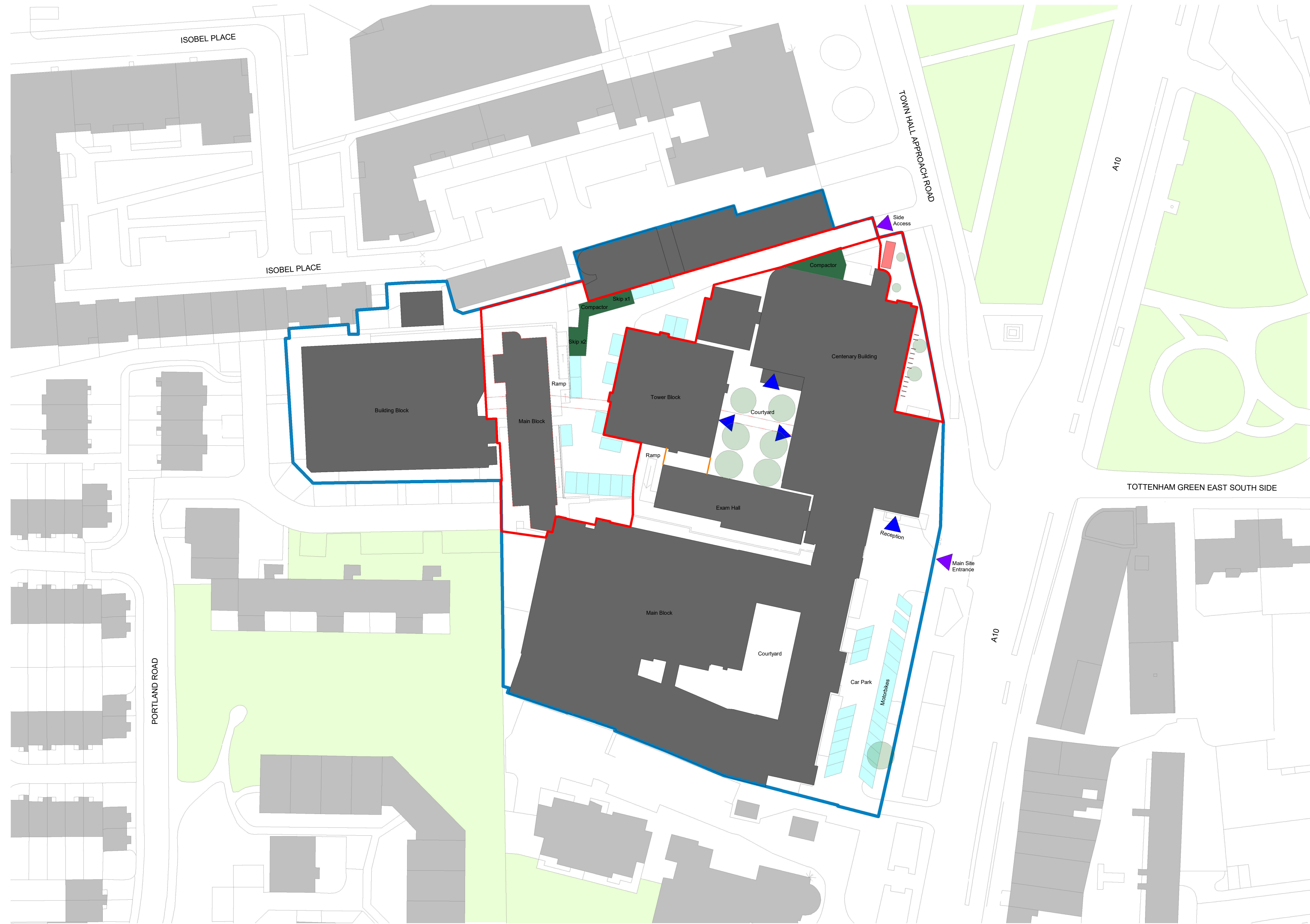
A4 Scale	Date	Designed by
1:250	23.01.24	BT

Drawn by	Checked by	Approved by
BT	FM	SAF

Drawing Number	Rev
2301780-D026	-

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Appendix A

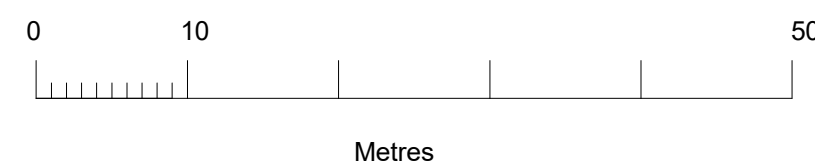


- Ownership Site Boundary Line
- Application Boundary Line
- Existing College Buildings on Campus
- Existing Building to be Demolished
- Neighbouring Residential/ Business Buildings
- Parks/ Green Areas
- Existing Trees within Site Boundary
- Existing Car Parking Spaces
- Existing One-tier Sheltered Cycle Stand and Sheffield Cycle Stands
- Existing Recycling and Waste Areas
- Pedestrian Entrance
- Vehicular Entrance
- Secure Lines

Note:

- Ramps, steps and level changes
- Surfaces
- The exam hall will be demolished at a later stage

This drawing uses colour, colours are indicative, not actual finish.



- Demolition works associated with removal of existing building walls and construction of new internal walls risk of collapse.
- Working at height for works at high levels.
- Risk associated with the stripping of existing services.

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

[illegible]

Scale 1 : 500	Designed LO	Drawn RS	Checked JR	Authorised JR
Original Size A1	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024	Date 31.01.2024
Drawing Number 5219901-ATK-01-00-D-A-021001				Revision

Appendix B