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2 Murray Road Northwood Car Parking Management Strategy

Business Premises: 2 Murray Road, Northwood HA6 2YN

Hours Of Opening: Monday to Friday 7.30am to 6.30pm

Introduction

This document has been produced to support a planning application for a change of use of 2 Murray Road, Northwood to a Children's Day Nursery accommodating up to 117 children aged 6 months to 4 years.

Purpose

The purpose of this Car Parking Management Strategy (CPMS) is to set out how the Nursery will operate and ensure that the use will not adversely affect the safe operation and parking on Murray Road and the surrounding area.

Background

The proposed nursery is located on Murray Road which falls within a Controlled Parking Zone (CPZ) (Ref: 'N') which prohibits vehicle parking from Monday to Friday between the hours of 1pm – 2pm. Single yellow lines are also present on both sides of the road in proximity to the site which restrict on-street parking from Monday to Saturday between the hours of 8am – 6.30pm. An additional traffic regulation order (TRO) is also present which restricts the stopping of buses and >5T vehicles between Midnight – 8am and 6.30pm – Midnight.

Drop off times are to be staggered from 7:30am until 10am in the morning and 4pm and 6.30pm. It is anticipated that the majority of traffic will be generated between the hours of 8:00 – 9:00 am and 5:00 – 6:00pm.

This application seeks a change of use of the former Police Station to a Children's Day Nursery, together with ancillary car parking and a turning area. The details of the site layout are included as **Appendix 1** to this CPMS.

The maximum number of pupils would not exceed 117, whilst the use would generate a need for around 28 full-time equivalent staff members.

The make-up of the pupils is shown below

- 6 months – 2 years ----- 21 pupils
- 2 – 3 years ----- 46 pupils
- 3 + years ----- 24 pupils
- 4 years ----- 26 pupils

Operational Characteristics

The Day Nursery would be operational Monday through to Friday from 7:30 AM to 6:30PM. Staff would arrive at 7:00AM and would depart once the last Pupil had been collected. Staff will not be permitted to park within the site and will be expected to use sustainable means of transport, i.e. walking, cycling and the use of public transport. Those members of staff that do drive will be unable to park within the immediate vicinity of the site due to the existing parking restrictions that are in place. This is explored in more detail below.

Children would be brought at specific pre-arranged times rather than arriving ad hoc, and this would be spread over the course of a 2.5-hour period at the start and end of each day, to ensure that congestion was minimised.

Although the number of pupils will be limited to 117, it is anticipated that some pupils will be attending for just a half day, either within the morning or the afternoon. The likely impact from parents dropping children off and collecting will therefore be spread across the day, rather than concentrated to the AM and PM peak periods.

Pick up and drop off for the nursery will be undertaken from the on-site parking bays whilst there are also opportunities for pick up and drop off from on-street parking bays on Murray Road and Maxwell Road. as well as the Green Lane public car park, a short distance from the site.

The site accommodates a total of 11 parking spaces (including a dedicated disabled parking bay) and staff will be discouraged from using the on-site parking.

Typical dwell time for pick up and drop off at a nursery is 5-10 minutes, therefore taking an average of 7.5 minutes, each parking bay can accommodate up to 8 vehicles per hour. The 10 general use on-site parking bays for the nursery could therefore accommodate up to 80 pickups / drop offs per hour.

Drawing numbered NJC-002 is included as [Appendix 1](#) to this CPMS which shows the site access as being wide enough for two cars to pass one another at the site access, ensuring no congestion takes place at the site access. The drawing also demonstrates that should the car park be full at any one time, the internal access road has capacity to hold a further 4 vehicles, ensuring that no queuing occurs on Murray Road.

Traffic Impact

The Application is supported with a comprehensive Transport Statement which addresses the highway implications of the development and includes an analysis of the likely traffic impact using latest TRICS Data. Using the TRICS Trip Rates as set out within the Transport Statement, the table below shows the likely traffic impact from a 117 pupil Day Nursey.

Traffic Impact Based on 117 Children									
	AM (0800 -0900)			PM (1700-1800)			Total Two Way		
	Arrival	Depart	2 Way	Arrival	Depart	2 Way	Arrival	Depart	2 Way
Vehicles	19.89	15.68	36	15.91	20.12	36	89.15	89.15	178
Pedestrians	11.50	3.74	16	5.15	10.65	16	60.37	62.50	123
Cyclists	1.29	0.35	1	0.000	0.35	0	2.22	1.87	4
Pub Transport	1.99	0.12	2	0.59	0.94	2	8.42	8.31	16

From the above, it can be seen that based on TRICS data a 117 Child Day Nursery could generate some 36 two-way vehicular movements in the AM peak period, 36 two-way movements in the PM peak period and a total of some 178 movements on a daily basis.

36 two-way movements equates to 18 vehicles entering and leaving the site in the AM and PM peak periods. As identified above, the car park can accommodate up to 11 vehicles, with capacity for a further 4 queued in the access road. As the car park can effectively accommodate up to 80 drop off / pick-ups an hour based on an average dwell time of 7.5 minutes, we are confident that the safety and free flow of traffic on Murray road will not be affected.

Parents will also be allocated a time frame to be able to drop off and pick up their children, rather than doing so on an ad hoc basis. Failure to comply with the allotted time frame will result in a polite warning, whilst persistent breaches will result in a financial fine.

Staff Travel

The site will employ around 28 staff members although many of these will be part time, given that the Nursery will be operating between 7:30AM and 6:30PM. Some staff will therefore work a half day, whilst some staff will also not work a full 5-day week.

Staff will not be permitted to park on-site, although it is the experience of the Operator, that staff generally do not drive, but tend to be local, therefore they either walk or use public transport. This is recognised by some degree through the TRICS data given above.

Staff will be encouraged to travel by alternative transport modes where possible and a number of incentives will be put into place to achieve this. A Travel Plan Framework has been produced and as the Nursery is not currently operating, once up and running, travel habit surveys will be undertaken, and a suitable Travel Plan will be formulated. The Travel Plan Framework is a separate document and forms part of the formal application submission.

Although the site falls within a PTAL zone with a rating of 3 which represents a moderate level of accessibility, the site is located close to a number of bus stops that provide a good level of service, together with Northwood Underground Station which is located on the Metropolitan Line. This offers a range of services to various destinations. In the northbound direction, the station is served by trains to Watford (4tph), Amersham (2tph) and Chesham (2tph) trains (at peak times, 'fast' trains do not stop at stations between Harrow-on-the-Hill and Moor Park). In the southbound direction, off-peak services generally run 4tph to Baker Street and 4tph to Aldgate.

A secure and undercover cycle store is to be provided and the building will be provided with changing facilities for staff who cycle.

The site is also located close to two public car parks, these being Green Lane which provides 157 spaces, whilst Northwood Station provides 185 spaces. Car parking is therefore available locally for staff who do decide to travel by car, but again in this case, staff will be encouraged to car share. Staff will be instructed not to park on the surrounding highway.

Summary and Conclusion

This Car Parking Management Strategy has been produced to support a planning application for a 117 space children's day nursery at 2 Murray Road, Northwood.

The site is located within a Controlled Parking Zone, where on-street parking is prohibited by yellow lines with some limited parking available within bays, restricted to residents only between 1pm -2pm.

A car park for 11 vehicles is to be provided with capacity for a further 4 vehicles queued in the access road, which based on an average dwell time of 7.5 minutes can accommodate up to 80 drop off and pick-ups per hour. Based on TRICS data however it is likely that the site would generate just 18 vehicle entering and leaving the site within the AM peak hour.

Parents will be allocated a specific time frame in which to drop off or collect their children thereby allowing the nursery the ability to control and manage parking, to ensure no congestion occurs. Parents that contravene their allotted time frame will be warned and subsequently fined should the practice persist.

Staff will mainly travel by sustainable means of transport, but those that do drive will be instructed not to park within the highway, but to use the local car parks that are located within a convenient walking distance.

It is therefore considered that this CPMS will be an effective way of managing the traffic generated by the nursery and will ensure that the safe operation, parking and free flow of traffic on Murray Road will be maintained.

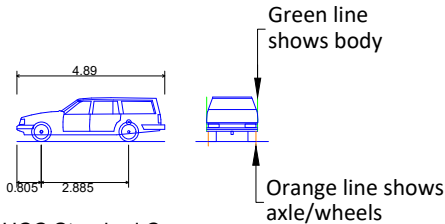
Nick Culhane March 2024

Appendix 1

Site Access and Swept Path Tracking



VEHICLE DETAILS:



HCC Standard Car	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.452m
Min Body Ground Clearance	0.217m
Track Width	1.817m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	4.950m
Design speed 5kph for all Forward movements	
Design speed 2.5kph for all Reverse movements	



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Project
PROPOSED NURSERY
AT MURRAY ROAD, NORTHWOOD

Drawing Title
SWEPT PATH TRACKING

Drawing Status
FOR INFORMATION

Drawn PN	Designed NC	Date MAR 2024	Scale 1:250	Size A3
Drawing No. NJC-002				Rev -