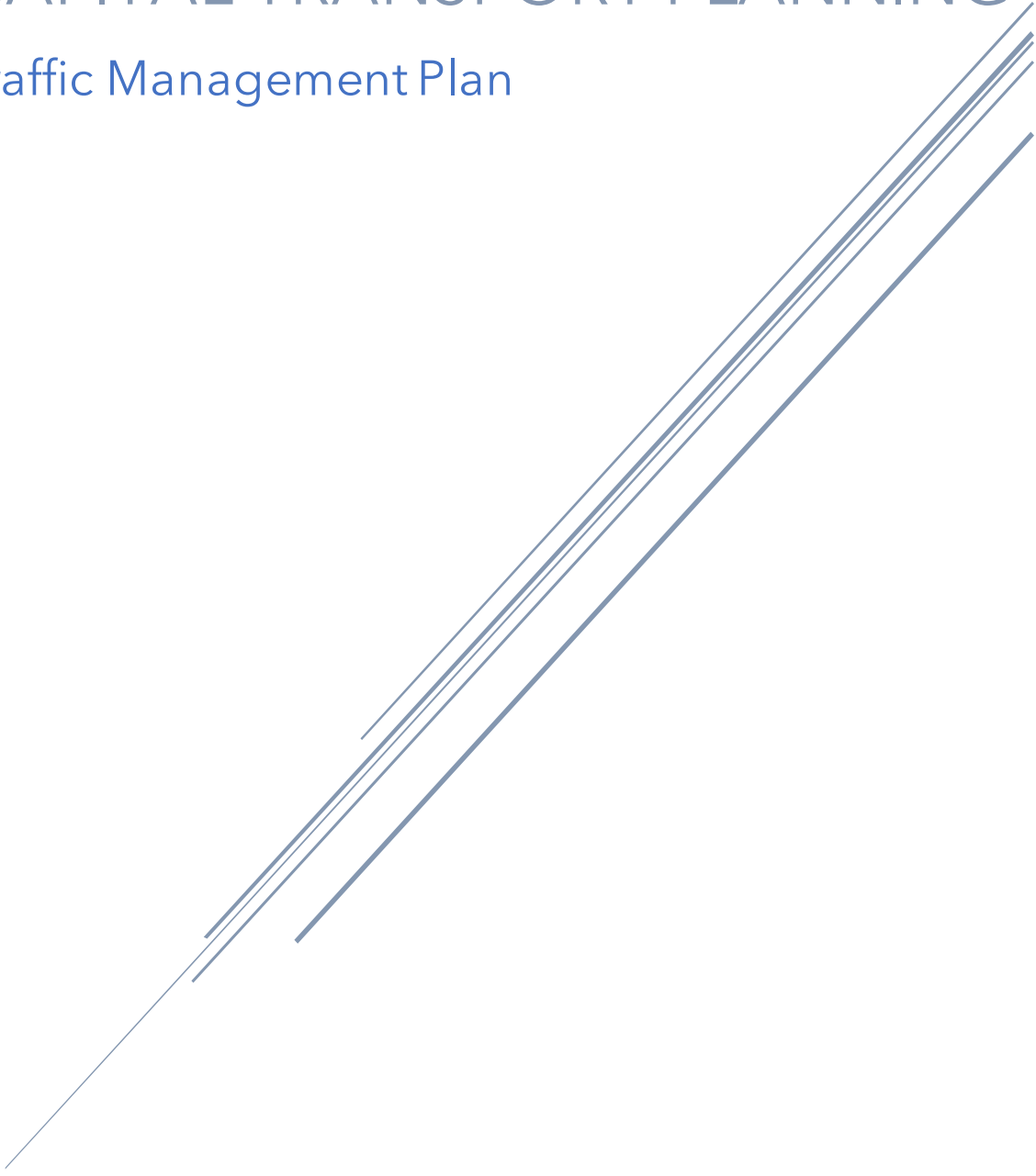




CAPITAL TRANSPORT PLANNING

Traffic Management Plan

A decorative graphic consisting of several parallel, slightly curved lines in a light blue-grey color, extending diagonally from the bottom left towards the top right of the page.

Former Cooks Garage, Forge Lane, Northwood
January, 2020

This report is to be regarded as confidential to the client and it is intended for their use only and may not be assigned. Consequently, and in accordance with current practices, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to form and context of such a publication or disclosure must be obtained.

Prepared for:

Powell Skeete Associates

Prepared by:

Capital Transport Planning LTD

Michael Okubajo BSc, MSc, MTPS

A handwritten signature in black ink, appearing to read 'M. Okubajo', written in a cursive style.

Transport Consultant

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Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

1. Introduction

This Traffic Management Plan has been prepared by Capital Transport Planning on behalf of Powell Skeete Associates. This Traffic Management Plan has been prepared to set out proposed management of drop-off/pick-up for the proposed development.

2. Existing Conditions

2.0. Site Location

2.1. The application site is located to the north of the London Borough of Hillingdon in Northwood. The site is not located in an accessible part of Northwood, achieving 2 (Poor) using TfL's WebCAT planning tool, the full report can be found in Appendix D. The application site is located on Forge Lane, which is an unclassified road under the jurisdiction of the Local Highway Authority (LHA). The site location plan can be found in Appendix A.

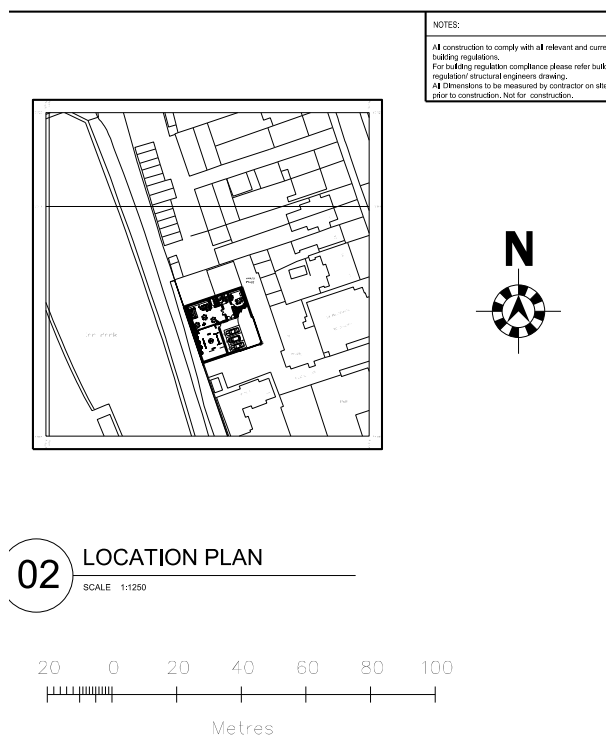


Figure 1. Location Plan

2.2. Site Description

The application site is located behind St Matthews RC Church. The site is comprised of a building which has been used for B8 storage purposes. The site is accessed from Forge Lane which is a private road adjoining Halloway Road which forms a part of the public highway.

3. Policy Context

This following section takes into consideration all planning policies which support and promote the proposal set out in this report. At the planning application stage, the proposed development will be reviewed against the following policy documents to ensure acceptability.

3.0.National Planning Policy Framework (NPPF) (2018)

- 3.0.1. The NPPF sets out guidance relating to parking standards within the chapter relating to sustainable transport. It is noted that the NPPF considers the location of a development in regard to parking standard. It also notes that proposals should only be refused on transport grounds if they compromise highway safety or result in a severe impact.
- 3.0.2. Chapter 9 covers the promotion of 'Sustainable Transport' and Paragraph 108 states:
- 3.0.3. "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users; and
 - c) 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."
- 3.0.4. The test of acceptability of a scheme is set out within Paragraph 109: "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"
- 3.0.5. It is also considered that the proposal complies with paragraph 109 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.
- 3.0.6. It is considered that the aim of the traffic management is to safely manage drop-off/pick-up of school children, protect the public highway of unnecessary congestion and promote walking and cycling. The proposal is also not considered to result in a severe impact to the

highway network. The proposed development is therefore in accordance with paragraph 108 and 109 of the NPPF.

3.1.London Plan (2016)

3.1.1. The London Plan sets out policies that promote the Mayor's Transport Strategy and encourage borough councils to impose such policies when determining planning applications.

3.1.2. Policy 6.3 of the London Plan on Assessing the Impacts of Developments on Transport Capacity, states:

- A. Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.
- B. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account.

3.1.3. It is considered that the proposed development and its diligent approach to traffic management is in accordance with policy 6.3 of the London Plan.

3.2.London Borough of Hillingdon – Development Management Policies (2020)

3.2.1. The London Borough of Hillingdon's development management policies set out the policies which will assist in shaping the boroughs future through development.

3.2.2. Policy DM2, which revolves around highways impacts states:

"Development proposals must ensure that:

- i) safe and efficient vehicular access to the highway network is provided to the Council's standards;
- ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

- iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;
- iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and
- v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity.

3.2.3. The proposed development has taken steps to ensure through this traffic management plan that impacts to the public highway, cyclists and pedestrians is minimised. The proposals are therefore in accordance with policy DM2.

4. Traffic Management

4.0. Any parent seeking to drop or collect their child to the application site must abide by this traffic management plan. All parents must provide vehicle registration to the nursery for monitoring purposes.

4.1. Pedestrian/Cycle Access

4.1.1. The application site provides direct access for pedestrians and cyclists directly from Hallowell Road. It is acknowledged vehicular movements on Forge Lane will be increased as a result of the proposed development. A route for pedestrians and cyclist is presented below in figure 2 and in Appendix B.

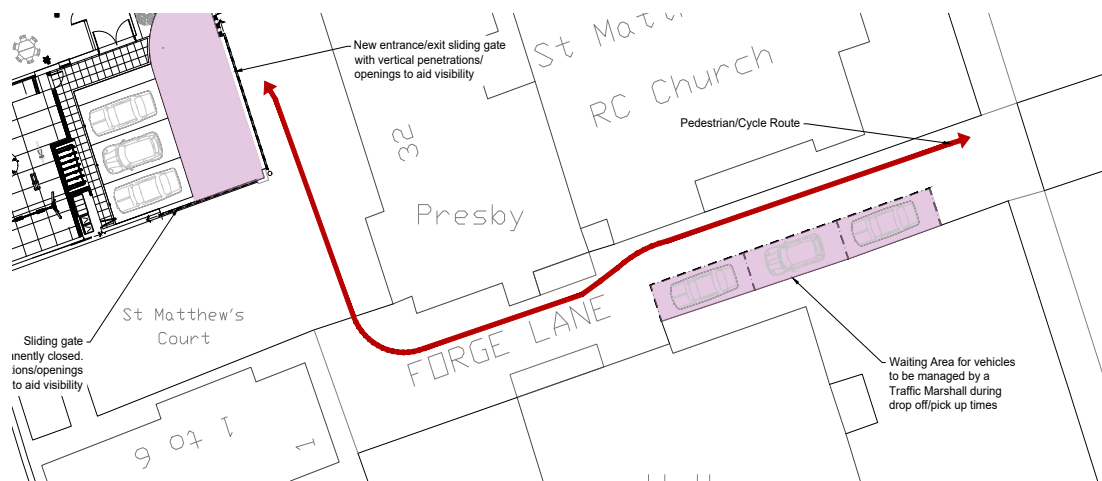


Figure 2. Pedestrian/Cycle Route

4.1.2. A member of staff who will be monitoring drop-off/pick-up of nursery children, will be on hand to monitor the movement of pedestrians and cyclists from the site to Hallowell Road. The staff member will be ensuring optimum safety is maintained on Forge Lane.

4.2.Vehicular Access

4.2.1. The application site gains access from Forge Lane. Forge Lane is a private road not under the jurisdiction of the Local Highway Authority. Vehicles accessing the site will enter from Forge Road, approach the site from the south and enter via the sliding gates.

4.2.2. Upon departure vehicles will leave the site using the western sliding gate and leave via Forge Lane onto Hallowell Road.

4.3.Car Parking

4.3.1. It is proposed that three proposed car parking spaces will be provided within the application site. One of the three car parking spaces will be allocated to members of staff only. The remaining two car parking spaces will be kept clear at all times to enable up to 5 parent vehicles to be on the site at pick-up/drop-off.

4.3.2. The gate used to enter the site with a vehicle will be managed by staff to ensure that unauthorised parking is prevented.

4.3.3. Swept-path analysis has been carried out to ensure that safe access/egress is achievable. The swept-path analysis is presented below in figure 3 and Appendix E.

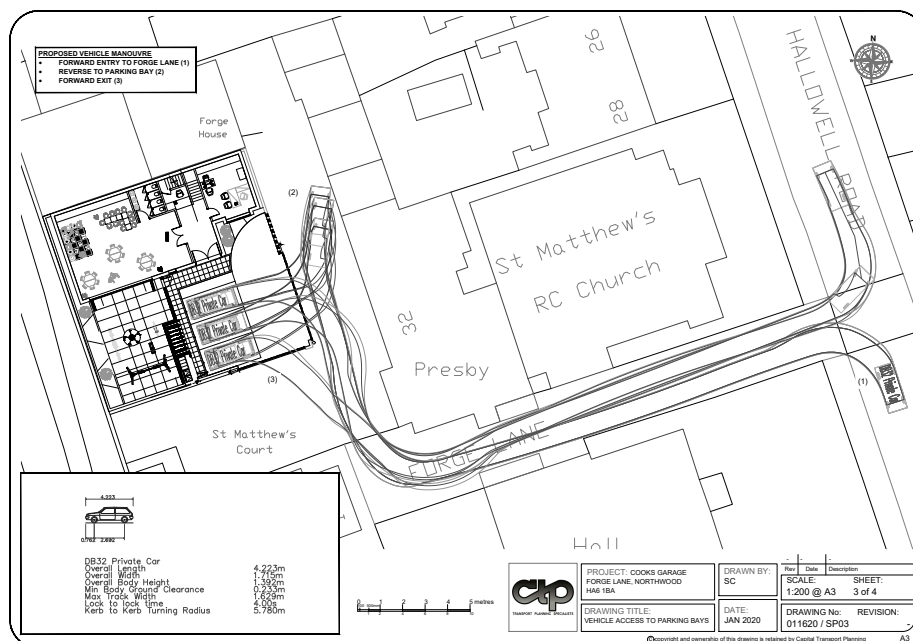


Figure 3. Swept-path analysis

4.4.Drop-off/Pick-up

- 4.4.1. After discussions with the end user of the proposed nursery, it has been confirmed that the proposal will result in 16 pre-school children, 9 babies and 8 staff on site at any one time.
- 4.4.2. The profile of drop-off and pick-up is a pertinent point to consider when considering the proposed traffic management.
- 4.4.3. As stated earlier, one car parking space will be reserved for a member of staff. The rest will travel to the site using public transport.
- 4.4.4. The following information assumes that 75% of parents drop their children off by car. It is assumed that 25% of the parents will be local and arrive on foot or public transport.
- 4.4.5. Drop-off can begin from as early as 07:30 and could account for up to 10% or 3 parents arriving by car. The rest of the drop-off's usually take place between 08:00 and 09:00.
- 4.4.6. If we assume that of the 25 total parents, 75% or 19 of them drive to the site, 16 of them would arrive between 08:00 and 09:00.
- 4.4.7. Similarly, pick-up tends to occur between 17:00 and 18:00, with around 10% or 3 taking earlier between 16:00 and 17:00. 16 of the parents would arrive between 17:00 and 18:00.
- 4.4.8. With the information above, it is considered that a maximum of 16 parents arriving across the course of an hour, which is not considered to be detrimental if managed efficiently.
- 4.4.9. It is considered that the staggered nature and profile of the drop-off and pick-up; accompanied with the two dedicated parking spaces for parents will allow for drop-up/pick-up to occur without impacting the public highway.

4.5.Traffic Management Log

4.5.1. A traffic management log will be used on site to record parent pick-up and drop-off at the site. The arrival slot and child collection times will be allocated to each parent with vehicle registration logged for monitoring purposes. An average dwell time of 5 minutes has been assumed and an example of the log is below in Table 1.

Table. 1 Example of traffic management log

Parent Number/Name	Forge Lane Arrival	Child Collection	Vehicle Registration

4.6.Traffic Management Plan

4.6.1. A gate is proposed at the entrance to the site via Forge Lane. The gate will provide both vehicular and pedestrian access to the site.

4.6.2. The proposed traffic management system will operate with a maximum of 5 parents on the site at all time during drop-off/pick-up. Time slots will be allocated to each parent choosing to drop-off or pick-up children using cars.

4.6.3. Assuming a dwell time of 5 minutes, each vehicle will be given a time slot with 5 minutes until the arrival of the next parent. There are two dedicated parking spaces for parents and space for 3 vehicles to wait on Forge Lane and this is presented below in figure 4.

4.6.4. If additional time on site is required, this must be arranged with staff in advance of arrival.

4.6.5. **Example of drop-off/pick-up.**

4.6.6. The following times have not been confirmed by the end user and are used for the purpose of an example.

4.6.7. Pick-up of nursery children tends to begin from 16:00, with the majority occurring from 17:00 to 18:00. Of the 16 parents arriving between this time, the first five parents would be at the site at 17:00. The first two parents would be directed into the site to park in the allocated spaces. Meanwhile three parent vehicles waiting on Forge Lane. After a maximum of 5 minutes, the first parent would leave the site and the next waiting parent will be told to proceed to the main building to pick up their child.

4.6.8. The above example should be read in conjunction with Figure 4 below.

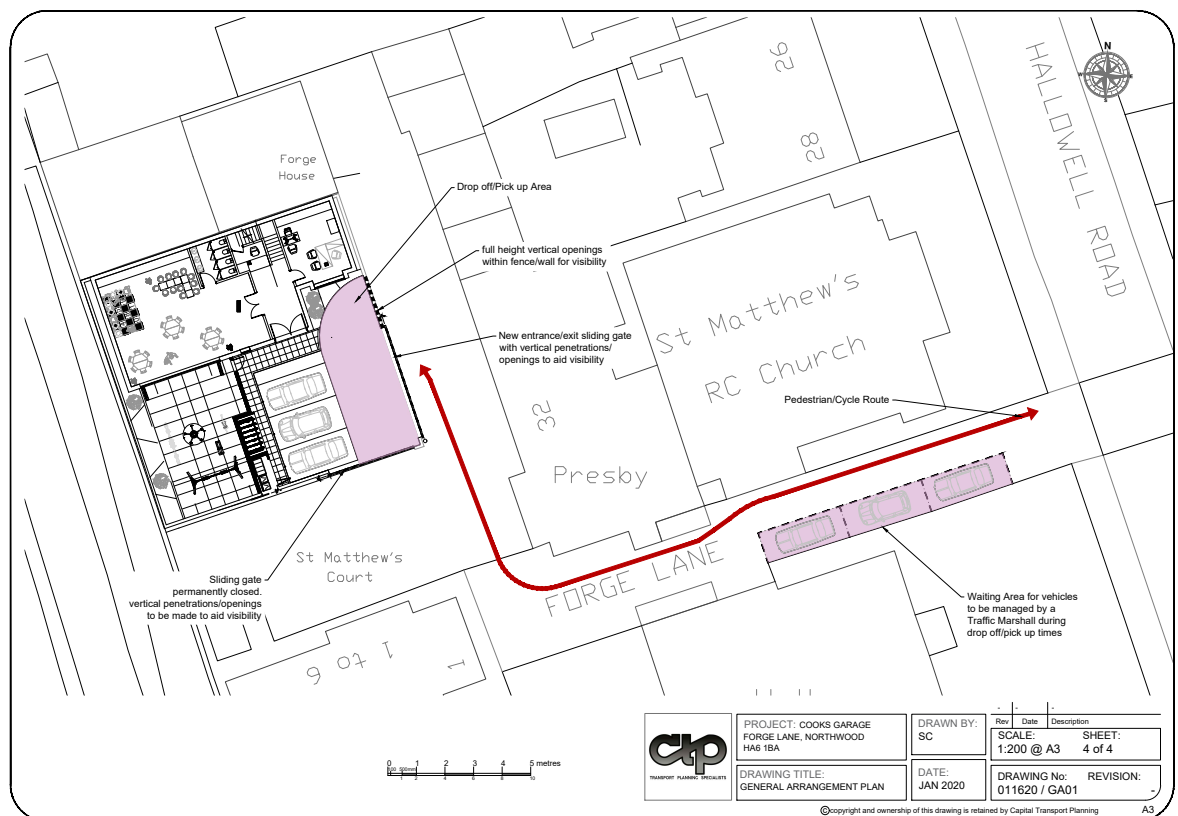


Figure 4. Traffic Management Plan

4.6.9. The Traffic Management Plan for the proposed development is presented above in figure 4 and Appendix E.

4.7.Safety Measures

4.7.1. It has been acknowledged by the end client that measures are required to maintain safety on Forge Lane during drop-off and pick-up.

4.7.2. Due to the dimensions available and the size of the site, the number of safety measures are somewhat limited.

4.7.3. Careful consideration has been placed on the safety measures below. The following measures will be implemented at the site:

- **5mph speed limit observed (Signage Required)**
- **Member of staff present on Forge Lane at all times (Road Safety Training Required)**
- **Strict compliance with proposed traffic management plan (Non-compliant penalty required)**

4.7.4. It is considered that the safety measures presented above are sufficient to uphold safety for pedestrians, cyclists and vehicles on Forge Lane.

4.7.5. Any non-compliance to the traffic management plan will be logged and further action will be taken against repeat offenders.

5. Appendices

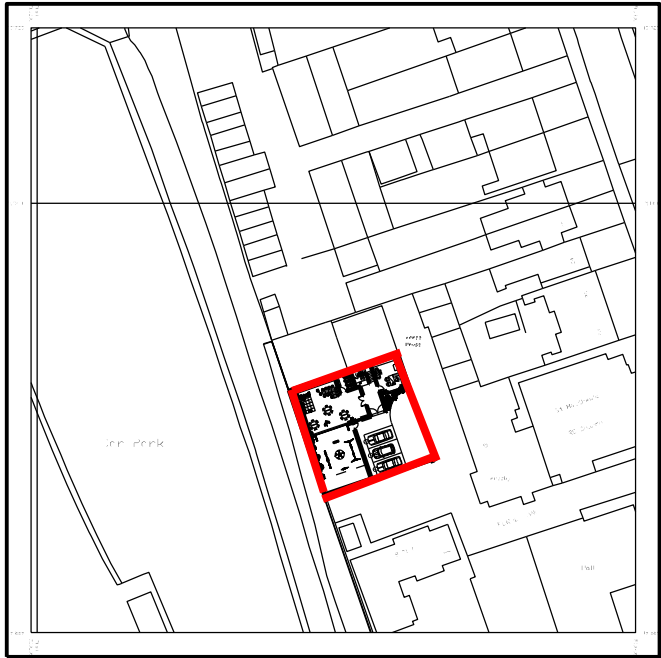
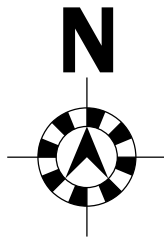
APPENDIX A – LOCATION PLAN

NOTES:

All construction to comply with all relevant and current building regulations.

For building regulation compliance please refer building regulation/ structural engineers drawing.

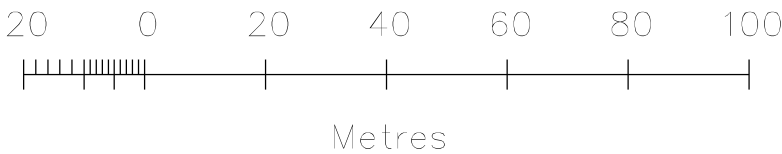
All Dimensions to be measured by contractor on site prior to construction. Not for construction.



02

LOCATION PLAN

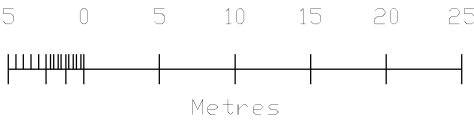
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01

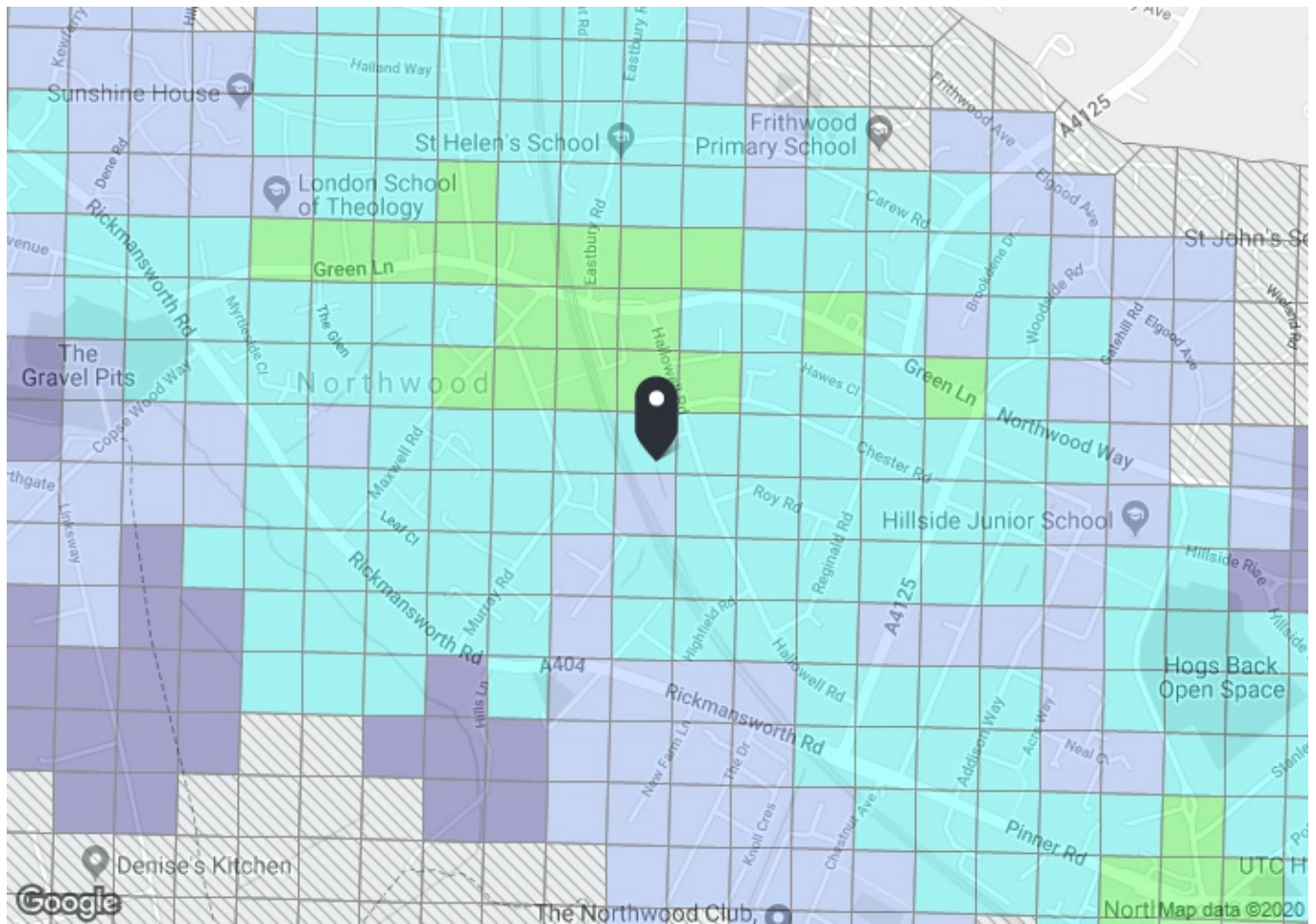
PROPOSED BLOCK PLAN

SCALE 1:500



C	17/08/2018	Planning
B	20/06/2018	Planning
A	11/01/2018	Planning
D1	21/03/2017	Planning
REV.	DATE	REASON FOR ISSUE
POWELL SKEETE ASSOCIATES ARCHITECTS & DEVELOPMENT CONSULTANTS		
Stanmore - BIC Stanmore Place Howard Road Stanmore HA7 1GB		
Project Address: Cooks Garage		
Forge Lane		
Northwood		
HA6 1BA		
Project Number: PSA 1453		
Description: Conversion of garage storage facility to children's day care nursery		
SCALE: 1:500 & 1:1250@A3		
RAJ1008 C		

APPENDIX B – PTAL REPORT



PTAL output for Base Year 2

HA6 1BA
Northwood HA6 1BA, UK
Easting: 509366, Northing: 191209

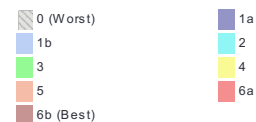
Grid Cell: 137904

Report generated: 16/01/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



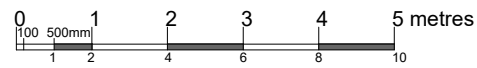
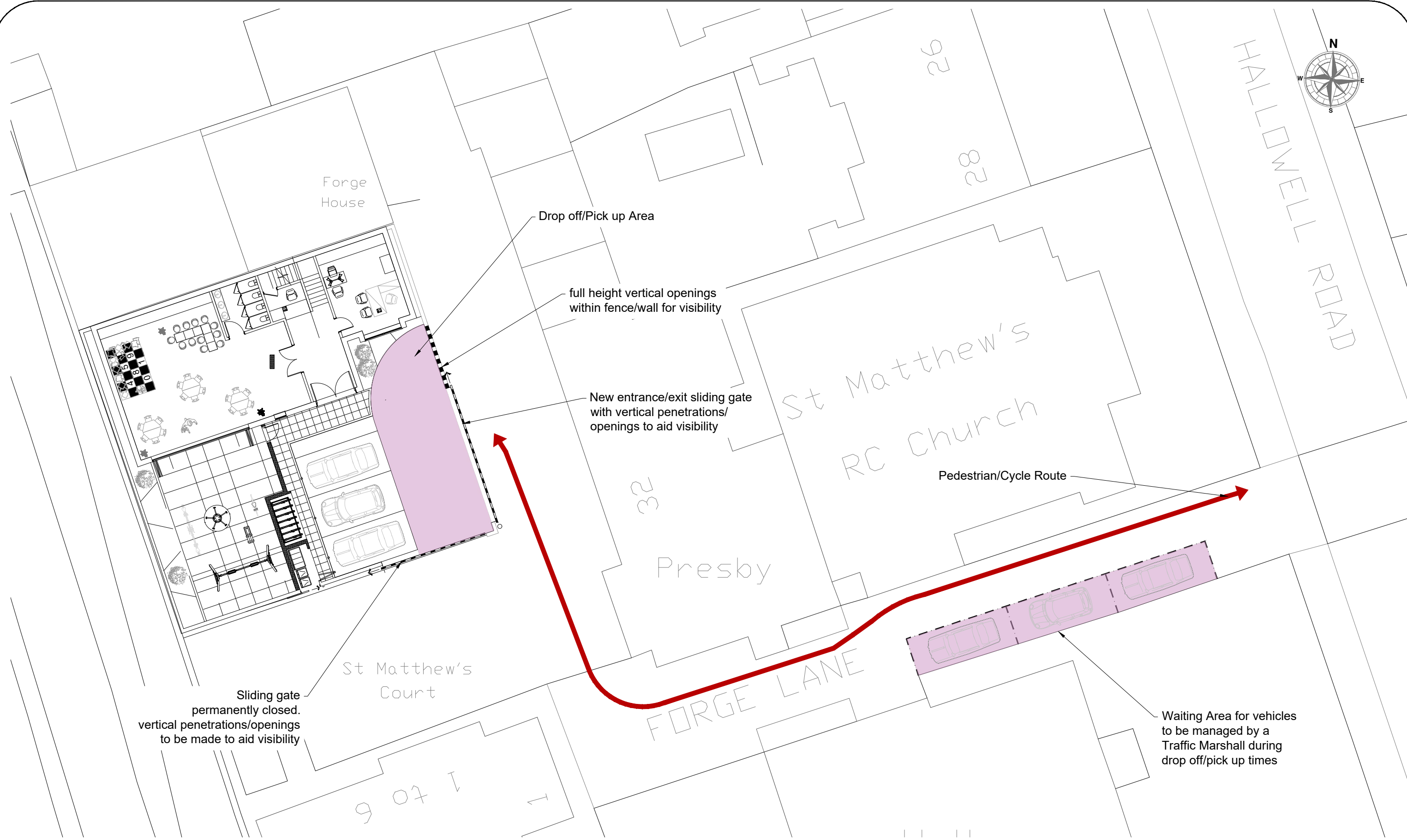
Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	NORTHWOOD STATION	331	323.16	3	4.04	12	16.04	1.87	0.5	0.94
Bus	NORTHWOOD STN GREEN LANE	282	318.99	5	3.99	8	11.99	2.5	1	2.5
Bus	NORTHWOOD STN GREEN LANE	H11	318.99	4	3.99	9.5	13.49	2.22	0.5	1.11
LUL	Northwood	'Watford-BStreetSF '	363.79	2.33	4.55	13.63	18.17	1.65	0.5	0.83
LUL	Northwood	'Watford-AldSfast '	363.79	3.67	4.55	8.92	13.47	2.23	1	2.23
LUL	Northwood	'Aldg-WatfordSlow'	363.79	3.67	4.55	8.92	13.47	2.23	0.5	1.11
LUL	Northwood	'BakStr-WatfordSlow'	363.79	1.67	4.55	18.71	23.26	1.29	0.5	0.64
LUL	Northwood	'Wembley-WatfordSL '	363.79	0.67	4.55	45.53	50.07	0.6	0.5	0.3
Total Grid Cell AI:										9.66

APPENDIX C – TRAFFIC MANAGEMENT PLAN

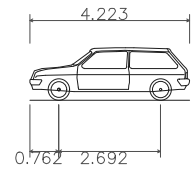
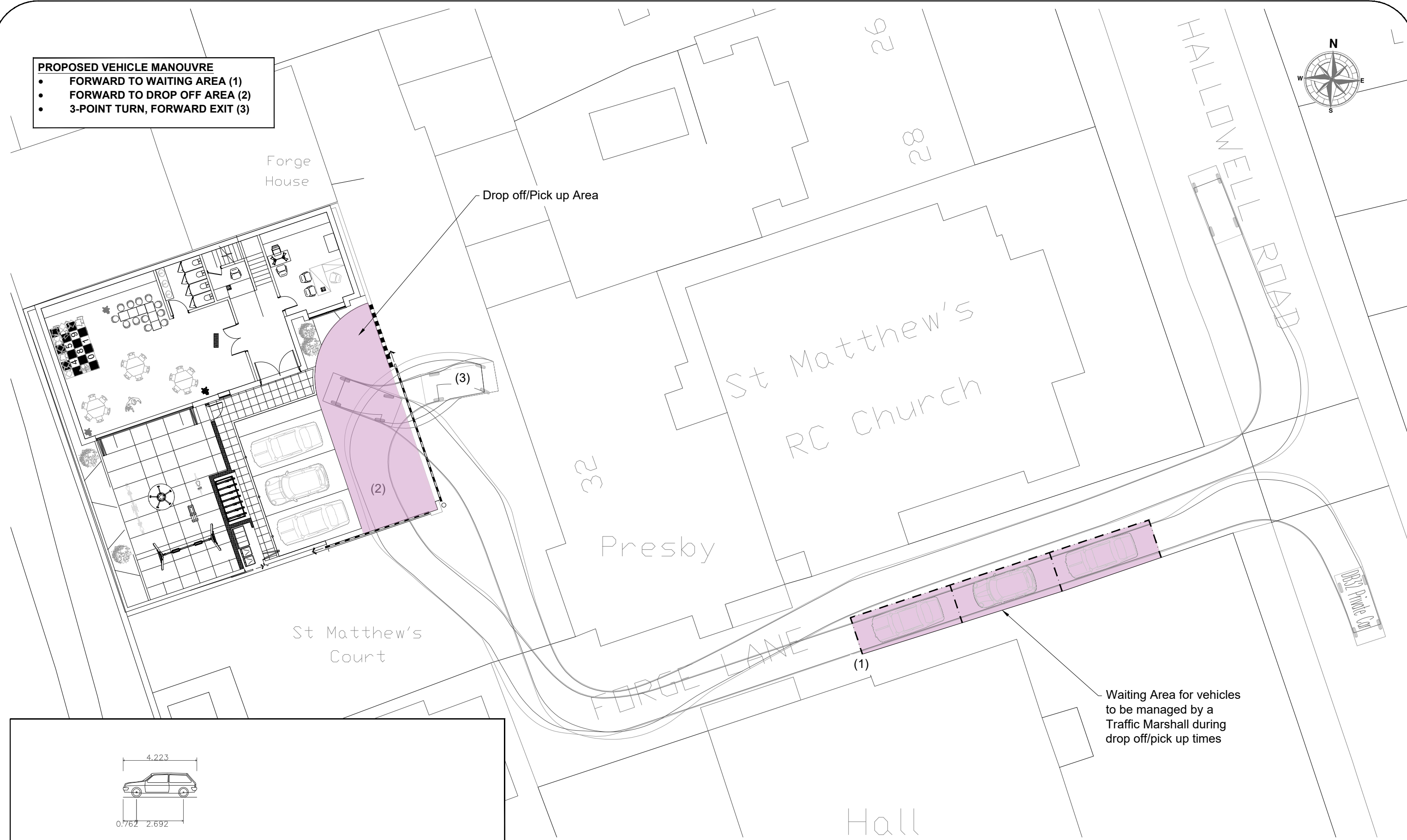
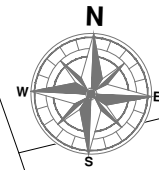


PROJECT: COOKS GARAGE FORGE LANE, NORTHWOOD HA6 1BA	DRAWN BY: SC	Rev Date Description		
DRAWING TITLE: GENERAL ARRANGEMENT PLAN	DATE: JAN 2020	SCALE: 1:200 @ A3		SHEET: 4 of 4
		DRAWING No: 011620 / GA01		REVISION: -

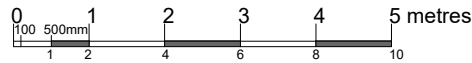
APPENDIX D – PROPOSED STAFF CAR PARK/SWEPT-PATH ANALYSIS

- PROPOSED VEHICLE MANOUVRE

 - FORWARD TO WAITING AREA (1)
 - FORWARD TO DROP OFF AREA (2)
 - 3-POINT TURN, FORWARD EXIT (3)



DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m





TRANSPORT PLANNING SPECIALISTS

PROJECT: COOKS GARAGE

FORGE LANE, NORTHWOOD

HA6 1BA

DRAWING TITLE:

NURSERY DROP OFF/PICK UP

DRAWN BY:

SC

DATE:

JAN 2020

Rev	Date	Description
-	-	-

SCALE:

1:200 @ A3

SHEET:

1 of 4

DRAWING No:

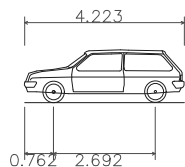
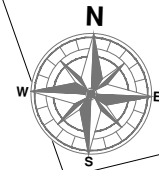
011620 / SP01

REVISION:

-

- PROPOSED VEHICLE MANOUVRE

 - FORWARD ENTRY TO FORGE LANE (1)
 - REVERSE TO PARKING BAY (2)
 - FORWARD EXIT (3)



DB32 Private Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.223m

1.715m

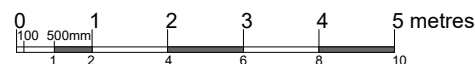
1.392m

0.233m

1.629m

4.00s

5.780m





TRANSPORT PLANNING SPECIALISTS

PROJECT: COOKS GARAGE

FORGE LANE, NORTHWOOD

HA6 1BA

DRAWING TITLE:

VEHICLE ACCESS TO PARKING BAYS

DRAWN BY:

SC

DATE:

JAN 2020

Rev	Date	Description
-	-	-

SCALE:

1:200 @ A3

SHEET:

3 of 4

DRAWING No:

011620 / SP03

REVISION:

-