Twisty Tails Nursery Northwood

Traffic Management Plan

bespoke
TRANSPORT CONSULTING

Twisty Tails Nursery Traffic Management Plan 2023

Introduction

We are Bespoke. This is the Traffic Management Plan for the proposed Twisty Tails Nursery on the Cooks Garage site in Forge Lane, Northwood, in the London Borough of Hillingdon.

Planning conditions

As a condition on planning permission being granted, 'prior to the commencement of the use of the premises a traffic management scheme shall be submitted to and approved in writing by the Local Planning Authority.

This shall provide details in relation measures to ensure the safety of children, access (vehicular and pedestrian) and the parking provision for the nursery, including details of the measures to enforce staggered drop off and pick up times to ensure the avoidance of queuing or the necessity to pick up or drop off in the road.

Upon the first use of the building for the D1 use hereby approved, the approved scheme shall be implemented and maintained in full compliance with the approved measures'.

Reason

To ensure that the development does not have an unacceptable impact on residential amenity and in the interests of highway and pedestrian safety in accordance with policies:

- AM2 (Development proposals – assessment of traffic generation, impact on congestion and public transport availability and capacity), and
- AM7 (Consideration of traffic generated by proposed developments) of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

Introduction

Twisty Tails Nursery Traffic Management Plan 2023

What is a traffic management plan?

A traffic management plan is a document prepared to manage the movement of traffic, including people walking and cycling and motor traffic.

What is a traffic management plan for?

A TMP is produced to inform and instruct employees, pupils, parents and others who to the nursery site, including visitors (both people walking, cycling, and those in vehicles) about the site rules concerning pedestrian and vehicle movements.

Why has a traffic management plan been prepared for the Twisty Tails nursery?

Twisty Tails take the health and safety of all our staff, pupils and visitors very seriously. We realise the importance of making sure the movement of people and motor vehicles in and around the site needs to be done safely.

It is our responsibility to introduce a plan that works and we will work with our staff and parents to ensure the plan is adhered to every day.

We ensure all our staff and parents are aware of the traffic management plan works through appropriate training and dissemination of information and will encourage all our visitors to do so.

Managing the need for a traffic management plan

The safest site for our staff, children, parents and visitors would be a car free site. Whilst we strive towards that we are committed to minimising and then reducing the amount of car trips associated with Twisty Tails.

This means the implementation of a number of measures included in this document and aims and objectives associated with more active travel.

The hope is that the requirement for a Traffic Management Plan other than that required for servicing and deliveries will reduce over time.

Introduction

Introduction

The policies that have informed the development and this traffic management plan are outlined in this section top down.

The traffic management plan, alongside the green travel plan, will continue to be assessed and evaluated through this policy framework, to strive for best practice and ensure compliance with local and national policy.

National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) sets out guidance relating to development in England. The focus is on sustainable development, including supporting reductions in greenhouse gas emissions and congestion associated with development.

The NPPF includes guidance that is relevant to the development of a nursery, including parking standards which are found in the chapter discussing the integration of sustainable transport.

In 104 it states 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 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.

National Planning Policy Framework (2021) Cont.

The degree to which a development is acceptable is defined in Paragraph 111 which states: "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".

In 112 the framework suggested applications for development should:

a. 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;

b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c. 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;

d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

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.

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.

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 the guidance outlined in the NPPF.

London Plan draft 2021

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.

It is based upon the principle of delivering good growth delivering a more socially integrated and sustainable city, where people have more of a say and growth brings the best out of existing places while providing new opportunities to communities.

There are a number of policy areas that are applicable to the development of a TMP for Tiny Tots.

In Policy S3 Education and childcare facilities, the plan states that :

B 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

POLICY

In T6 car parking the plan states:

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

With regard design, the plan states that 'the design of education and childcare facilities is critical to the creation of a good learning environment. Education and childcare facilities should be in locations that are easily accessible on foot, by cycling or using public transport.

The design of entrances to schools and playgrounds is important in ensuring that children are encouraged to walk and cycle to the school gate and can do so safely'.

It continues that 'facilities should be located away from busy roads, with traffic calming at entrances, to benefit from reduced levels of air pollution, noise and road danger. Where possible, natural features such as trees, greenery, forest schools and spaces for food growing should be incorporated into playgrounds and school sites, recognising both the health and educational benefits these can provide. Healthy and safe routes to education and childcare facilities, should be considered through the design process'.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

This TMP has been developed to prioritise those walking and cycling to the nursey and managing the number that may be driven. The aim of this approach is to enable staff, children and parents to travel actively to the nursery supporting good growth.

In 10.6.6 the plan continues the 'quantum of any parking provision, as well as its design and implementation, should have regard to the need to promote active modes and public transport use.

Provision should be flexible for different users and adaptable to future re-purposing in the context of changing requirements, including technological change. Alternative uses could include: seating, places for people to stop and spend time, areas of planting or additional cycle parking'.

In policy T7 (G) the draft plan states 'development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible'

In T7 (H) it continues 'Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

Servicing and delivery of the nursery will be managed to arrive outside of peak times, minimising the impact of deliveries to the nursery on the road network and ensuring deliveries do not clash with pick-up/drop-off.

POLICY

London Borough of Hillingdon – Development Management Policies (2020)

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

In the Hillingdon Local Plan Part 1 Policy AM2 focuses on Development proposals and the requirement for assessment of traffic generation, impact on congestion and public transport availability and capacity), whilst AM7 outlines the need for consideration of traffic generated by proposed developments)

Policy DM2, which focuses on highways impacts of development 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.

Accordance with policy

The proposed development has taken steps to ensure the impact of the development on the public highway is minimised. The following sections of this Traffic Management Plan outline the application of these policies through design, operations, management and review.

POLICY

Location

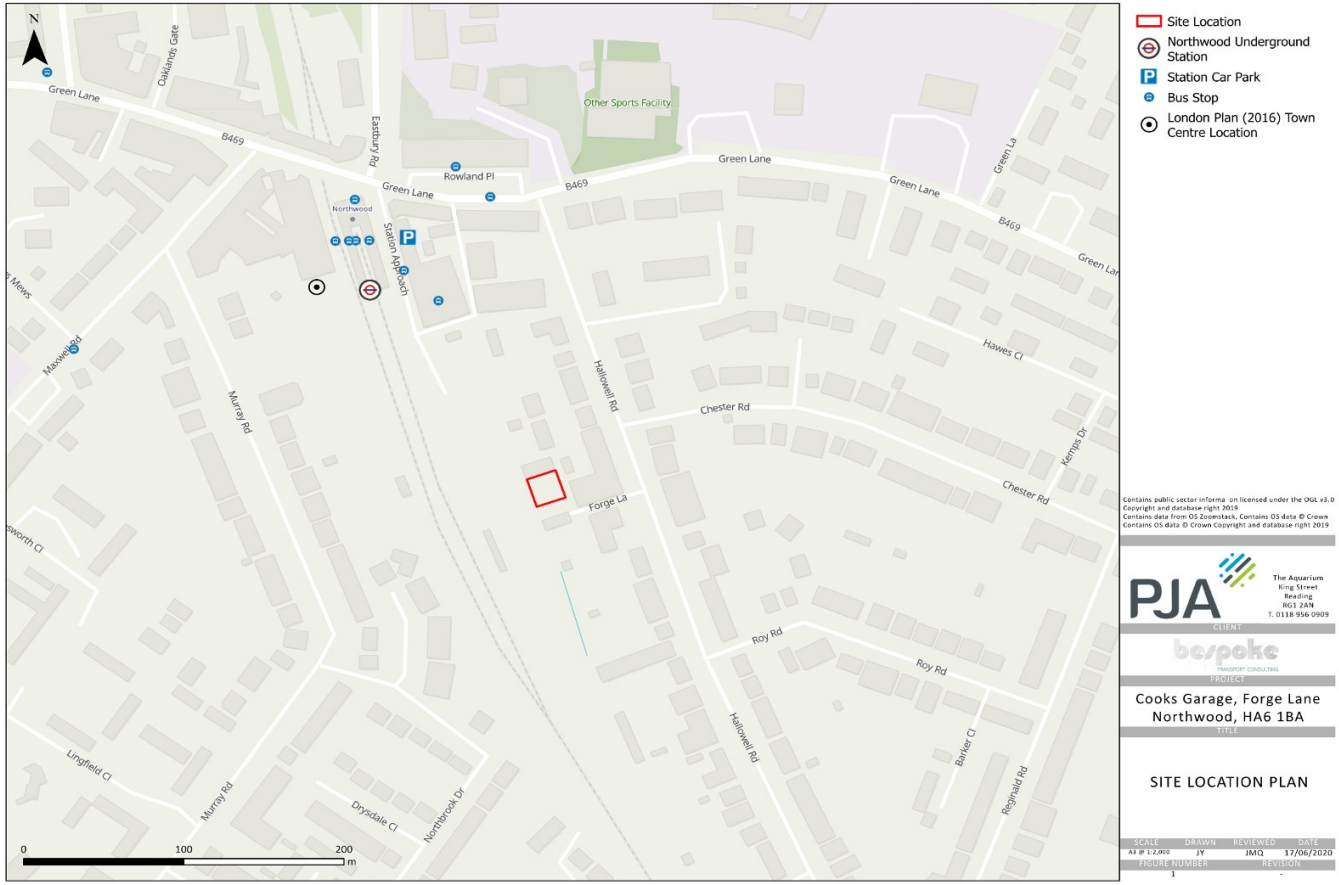
The application site is located in Northwood in the north of the London Borough of Hillingdon. The site is located on Forge Lane, an unclassified road under the jurisdiction of the London Borough of Hillingdon.

Hallowell Road from where the site is accessed via Forge Lane, is a predominantly residential street located relatively close to both the town centre and underground station.

Site Description

The application site is located behind St Matthews RC Church. The site is comprised of a building previously 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.



Local parking controls

Kerbside space in Hallowell Road is largely uncontrolled with some double yellow line markings in situ near to junctions.

North of the junction with Forge Lane and Chester Road a controlled parking zone is in situ to deter commuter parking and prioritise kerbside space for resident and visitor parking.

Restrictions are in operation between 1-2pm Monday to Friday. A ticket and meter parking scheme is in operation at the northern end of Hallowell Road which operates 8am-6.30pm.

In Murray Road on the western side of the railway line a resident parking scheme (Zone N) is also in operation, between the same hours of 1-2pm.

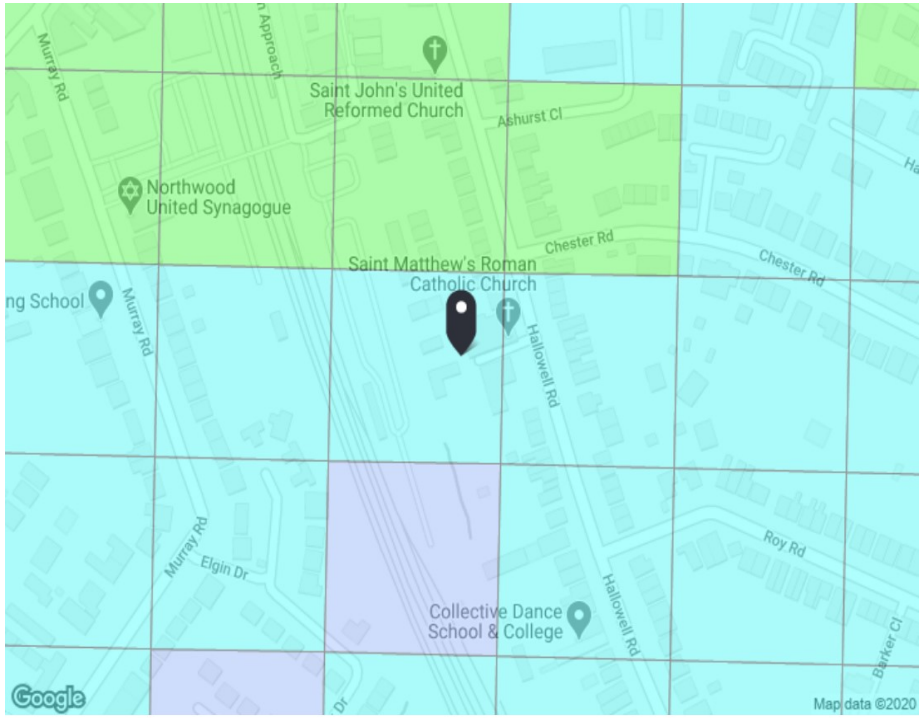
THE SITE

Accessibility

The site location is in a part of Northwood considered a relatively inaccessible part of Northwood, achieving 2 (Poor) using TfL's WebCAT planning tool.

However, the site is actually relatively well connected for public transport located only 5 mins walk or 2 minute cycle from the station.

Local bus services including the 8, 282, 331 and H11 are also only a few minutes walk.



PTAL output for Base Year
2
Easting: **509372**, Northing: **191250**

Map key - PTAL

0 (Worst) 1a
1b 2
3 4
5 6a
6b (Best)

Map layers

PTAL (cell size: 100m)

TRANSPORT FOR LONDON

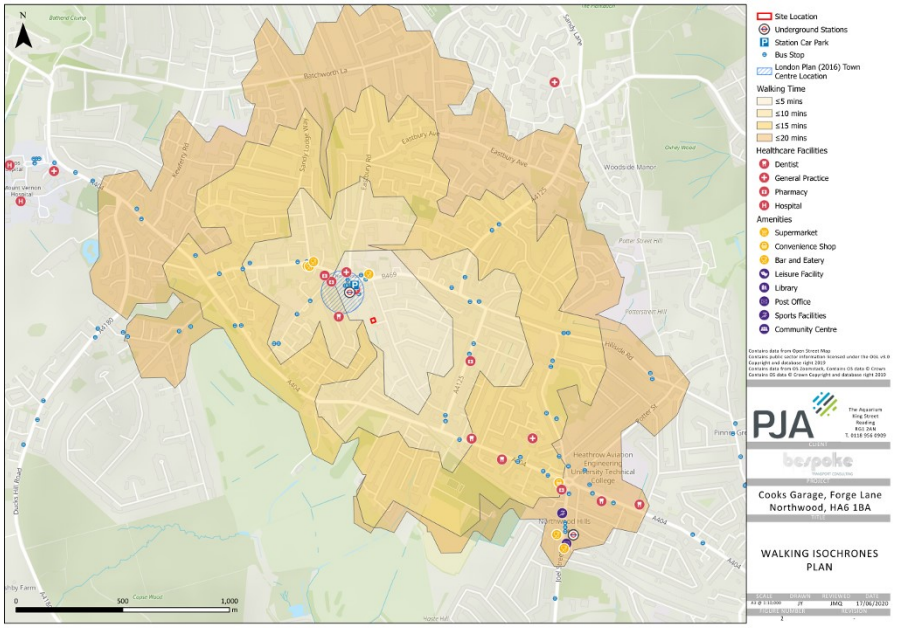
The Site

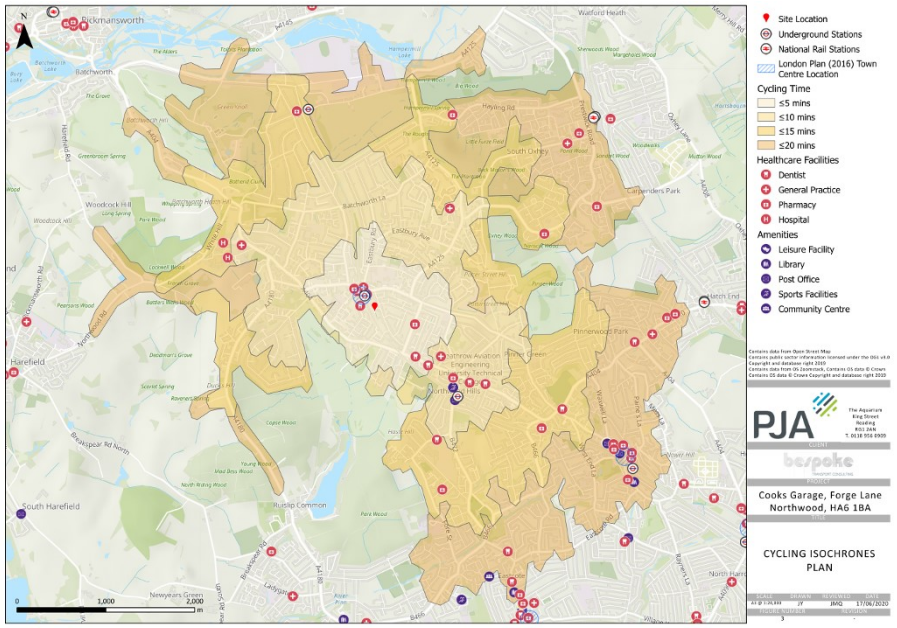
Accessibility

The maps right show walking and cycling isochrones from the nursery site. As can be seen in the plans large parts of the urban area and potential area are within short walks or cycles.

Most of the surrounding urban area is within a 15-20 walk or 5-10 minute cycle meaning the nursery is easily accessible by active travel.

Whilst the PTAL map suggest a poor level of service as can be seen on both maps the cluster of bus stops and underground rail services available at Northwood Station is only a short walk or cycle from the nursery site.





ACCESSIBILITY

Twisty Tails Nursery Traffic Management Plan 2023

People walking and cycling

We want to prioritise people walking, cycling and scooting to the nursery. The safety of our staff, children and parents is of paramount importance and we want to put people walking and cycling first.

The application site provides direct access for pedestrians and cyclists from Hallowell Road using the primary access route along Forge Lane. The route for people walking and cycling to the nursery from Hallowell Road is shown below and at a larger scale in Appendix C of this document.

Deliveries

The nursery receives one delivery a day which will be arranged outside of either pick-up or drop off times to minimise the risk of the movement of goods into the premises impacting on the safety of staff, children and parents.

Access for motor vehicles

Access to the application site by motor vehicle is also 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. Upon departure vehicles will leave the site using the western sliding gate and leave via Forge Lane onto Hallowell Road.

Traffic Management

Whilst vehicle movements will be lite it is acknowledged vehicular movements on Forge Lane will be generated by the proposed development. The busiest times for vehicle movements will also be the busiest times for people walking and cycling.

A member of nursery staff will be managing the morning and afternoon arrival and departure of children. There will be a particular focus on the safe movement of motor vehicles into Forge Lane and manoeuvring into and out of car parking spaces for the drop-off/pick-up of nursery children.

The most effective form of traffic management is traffic minimisation. We will be working with parents through our green travel plan to minimise and then reduce the number of parents driving children to the nursery.

MOVEMENT

Car Parking

It is proposed that three car parking spaces are provided within the application site. These spaces will be used as the primary drop off/pick-up spaces. One car parking space at the neighbouring St Matthew's residential development (parking space no. 4) is within the control of the applicant.

It is proposed to use this space as overspill parking if required during pick-up/ drop-off period. The gate used to enter the car parking spaces on site with a vehicle will be managed by staff to ensure that unauthorised parking is prevented.

Swept-path analysis has been carried out to demonstrate the vehicular route from Hallowell Road into Forge Lane and into the site.

Swept path analysis has also been used to ensure that safe access/egress is also easily possible from the primary parking spaces.

Swept-path analysis using Autotrack can be seen in and Appendix E.

MOVEMENT

Managing demand for car parking

In total 4 car parking spaces will be available to parents/carers during the drop-off/pick-up period.

Mechanisms to manage demand for car parking are to be implemented, so it does not exceed the maximum capacity at any time and preferably the 3 primary spaces at any one time.

This will include a combination measures enacted as part of the TMP and initiatives included in the green travel plan.

The space currently allocated to car parking in the development has been designed to be flexible and converted to alternative uses in line with the implementation of this Traffic Management Plan and the Green Travel Plan.

MOVEMENT

Movement

It has been confirmed that the nursery will accommodate up to 25 children (16 pre-school children, 9 babies) and up to 8 staff on site at any one time.

As part of our commitment to active travel and traffic management all staff members will be arriving to the nursery on foot, cycling or by using public transport.

As part of the development of the transport assessment, green travel plan and this TMP comparative studies have been conducted to benchmark mode shares, vehicle movements and demand for car parking.

These studies have informed the development of this plan and suggest a mode share for private car to nursery level of similar nurseries in west London of 75%.

To effectively manage, minimise and work toward reducing this demand, the nursery will not permit parents who live within 1.5 km (15 minute walk or 5 minute cycle) to drive to the nursery and use the car parking spaces (with exceptions for those with mobility issues).

This TMP assumes that a maximum of 70% of parents will drop their children off by car. It is assumed the remaining 30% or 4 children live locally to the nursery and will arrive to the site on foot, cycle or by public transport.

As previously stated the nursery will work toward minimising the number of children being driven to the nursery through the implementation of its green travel plan.

The table 1 below shows assumed levels of mode share for the nursery with differing levels of demand management interventions.

Table 1: Mode share scenarios (Private car vs. walking, Cycling and Scooting) with differing levels of intervention

	Car		Walk/cycle/scoot	
Scenario	%	Number	%	Number
Do nothing	75	19	25	4
Manage access to car parking	70	17	30	7
Green travel incentives	50	12	50	12

Drop off/pick-up demand profile

Drop-off begins at 7.30 am until 9am with a tendency for more arrivals and therefore demand after 8am. Pick-up starts at 4pm until 6pm. Similarly to drop -off, more pick-ups occur after 5pm.

Managing daily demand

To manage demand for parking spaces, ensure spare capacity at all times and mitigate any impact on the public highway it is proposed to introduce a win-dow booking system for parents.

The aim is to ensure that even at busy times spaces are available for parents to park and demand is managed simply and fairly. There will be 6 windows available for parents to arrive as shown in the table below.

The scenario below also includes a worst case 'do nothing' approach to geographical allocation of permits assuming 75% or 19 children are driven to the nursery every day.

It also allows for a 15 minute slot for each parent to drop-off/pick-up with the likely total time taken more likely to be in the region of 10 minutes or less.

As the scenario shows, through managing arrival times of children so they are staged in the six windows and only spreading demand with a busier profile post 8am, demand exceeds supply between 8am and 8.45am.

This means the contingency parking space is in use between these times and any other parent arriving early or late could not be accommodated and would cause issues.

Twisty Tails Nursery is however limiting eligibility of access to car parking to parents who live in excess of 1.5 kms. Applying this restriction, and with a reduced number of no more than 17 parents driving to pick-up/drop off and staging the arrival through a booking system ensures there is always spare capacity.

The same system will be developed and applied to pick-up times.

Table 2 showing parent drop off with do nothing and approach to manage access applied as proposed at Twisty Tails (all 4 spaces)

	Time											
	7.30am-7.45am		7.45am-8.00am		8am-8.15am		8.15am-8.30am		8.30am-8.45am		8.45am-9.00am	
Scenario	No	% of capacity	No	% of capacity	No	% of capacity	No	% of capacity			No	% of capacity
Do nothing	1	25%	2	50%	4	100%	4	100%	4	100%	4	100%
Managed access	2	66%	3	75%	3	75%	3	75%	3	75%	3	75%

MOVEMENT

Strategically managing pick-up/drop-off

Parents will be informed in joining material of the parking management process, the drop off/pick-up windows and the car parking layout including areas where parking is not acceptable.

The management system will aim to spread arrival and departure times across the windows from the outset to avoid developing peak times.

This system, and the effectiveness of the nurseries car parking demand management will be reviewed on a regular basis as part of wider reviews of this document and the green travel plan.

In parking management, the ideal parking occupancy is in the region of 85%, primarily to aid circulation and ensure spare capacity at all times. Using the management system as outlined above demand will be managed at no more than 75% capacity.

With the relatively small numbers of parking spaces included in the nursery development we are referring to one space when we talking about 25%.

The further management of demand through the implementation of measures included in the nursey green travel plan will enable further reductions.

Table 3 showing parent drop off with Managed Access and Green Travel Incentive outcomes as proposed at Twisty Tails (all 4 spaces)

	Time											
	7.30am-7.45am		7.45am-8.00am		8am-8.15am		8.15am-8.30am		8.30am-8.45am		8.45am-9.00am	
Scenario	No	% of capacity	No	% of capacity	No	% of capacity	No	% of capacity			No	% of capacity
Managed access only	2	33%	3	75%	3	75%	3	75%	3	75%	3	100%
Green travel incentives	1	25%	2	50%	2	50%	3	75%	2		2	50%

Twisty Tails Nursery Traffic Management Plan 2023

Traffic Management Log

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 on a first come first served booking system. Vehicle registration will be logged for monitoring purposes and wider safe guarding.

As mentioned an average dwell time of 8-10 minutes has been assumed but a window of 15 minutes permitted for each parent motor vehicle pick-up-drop-off.

As previously explained there will often be some flexibility in capacity but parents will still be expected to book a space in a drop off window and arrive promptly. If parents are likely to miss their allocated slot they will advise the nursery and rearrange an arrival time.

An example of the log is included below.

Safety Measures

The following measures will be implemented:

- 5mph speed limit observed (Signage Required)
- Introduction of convex safety mirror to aid visibility
- Member of staff present on Forge Lane at all times (Road Safety Training Required)
- All staff provided a copy of the Traffic Management Plan and advised of pick-up drop-off process as part of induction training
- All parents provided a copy of the Traffic Management Plan as part of nursery welcome pack

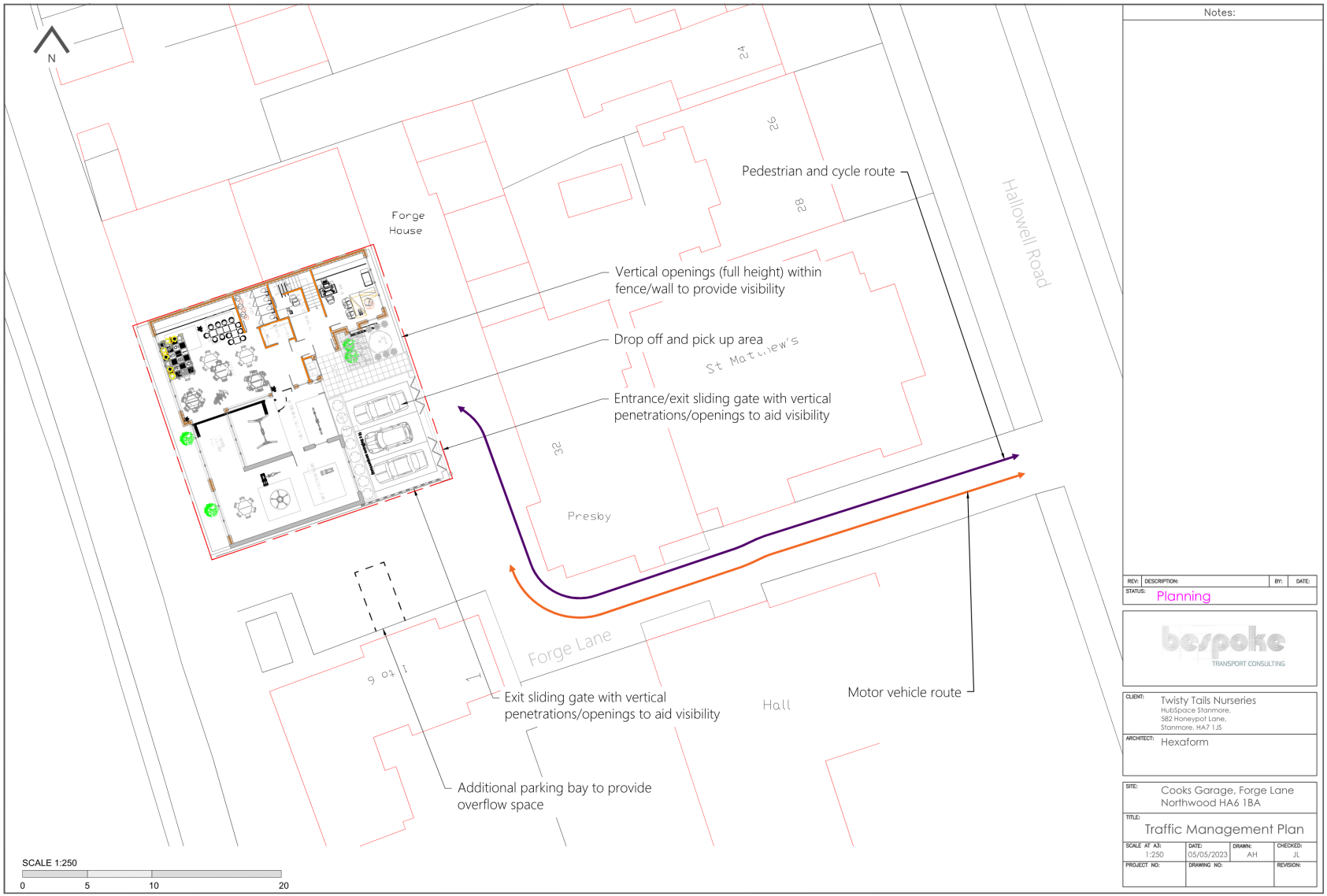
Twisty Tails parent vehicle log

Date		XX Month Year		Time 7.30am-7.45am
Vehicle number	Vehicle Reg.	Arrival	Depart	Comments
1				
2				
3				
4				

Twisty Tails Nursery Traffic Management Plan 2023

Traffic Management plan

The Traffic Management Plan for the proposed development using the measures described can be seen in the plan below.



MOVEMENT

Monitoring and review

The ongoing monitoring of the plan will be undertaken by the nursery manager and. We have a collective responsibility with our parents and visitors to ensure the safety of have a responsibility to make sure that they are acting in such a way as to not compromise the health and safety of themselves or others.

Monitoring of compliance

Management and staff will monitor on a regular basis the compliance of the travel management plan. A traffic management log will be implemented and the operation of the TMP including demand for parking from parents and compliance with the arrangements of the TMP will be reviewed on a regular basis including compliance to the pick-up drop off windows.

Any near misses or other serious road safety or parking concerns will be recorded and inform the review of the TMP and its associated operational practices.

Non-compliance

If there are concerns or incidents that constitute non-compliance these will be recorded and appropriate action will be taken where necessary.

Continuous improvement

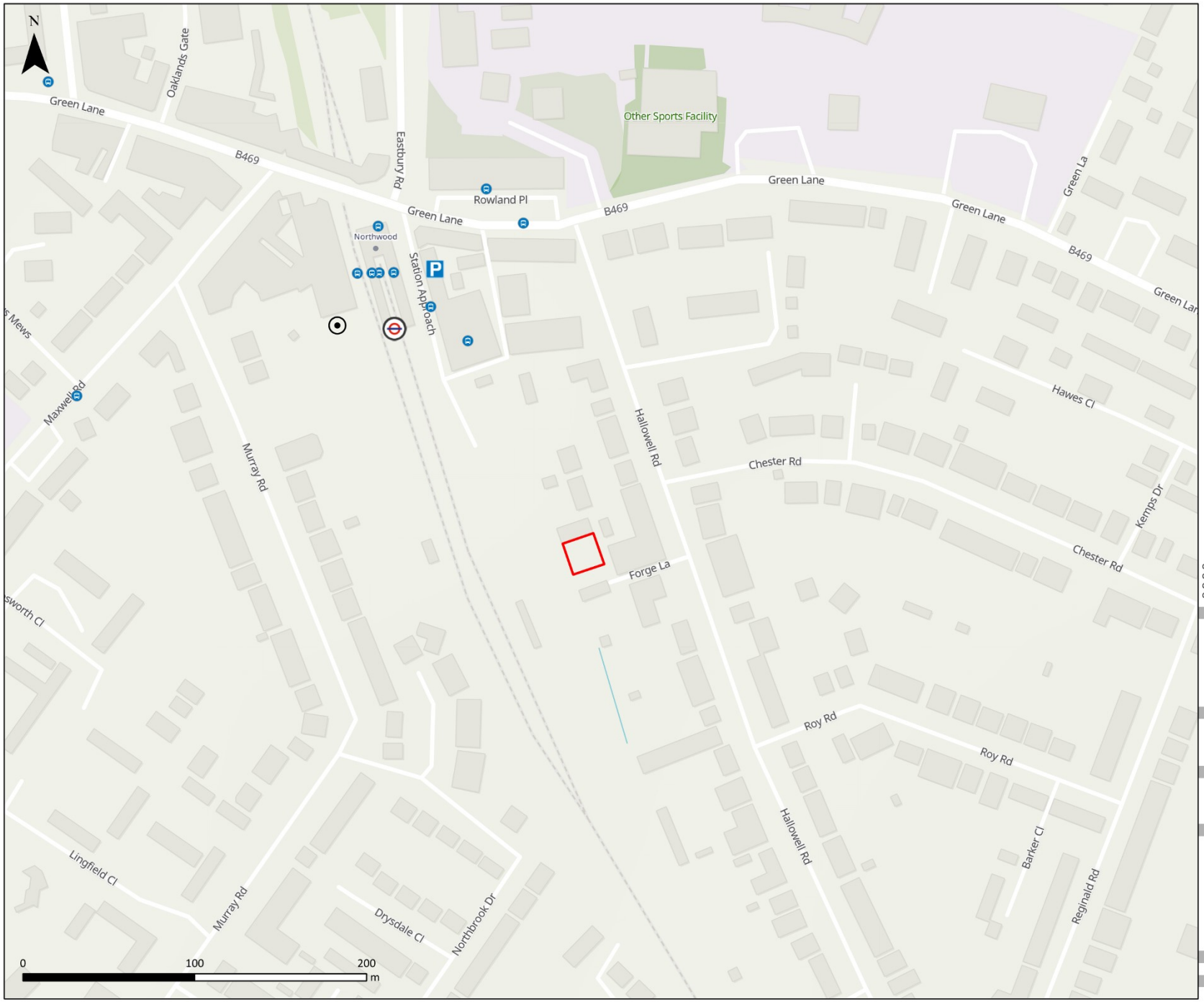
This Traffic Management Plan is appropriate and deliverable at the nursery site. It will effectively manage the movement of people and motor vehicles generated by the operation of the nursery. It has designed to be easy to manage and review and refine.

We will however strive to continuously improve the way we manage the nurseries impact on the environment including parents driving their children to the nursery.

This also means a Traffic Management Plan is required to manage the movement of motor traffic. Through managing the number of parents that drive to the nursery we can further reduce this impact and minimise associated issues and risk.

Monitoring

Appendix A The Site



Site Location

Northwood Underground Station

Station Car Park

Bus Stop

London Plan (2016) Town Centre Location

PJA
The Aquarium
King Street
Reading
RG1 2AN
T. 0118 956 0909

CLIENT

bespoke TRANSPORT CONSULTING

PROJECT

Cooks Garage, Forge Lane
Northwood, HA6 1BA

TITLE

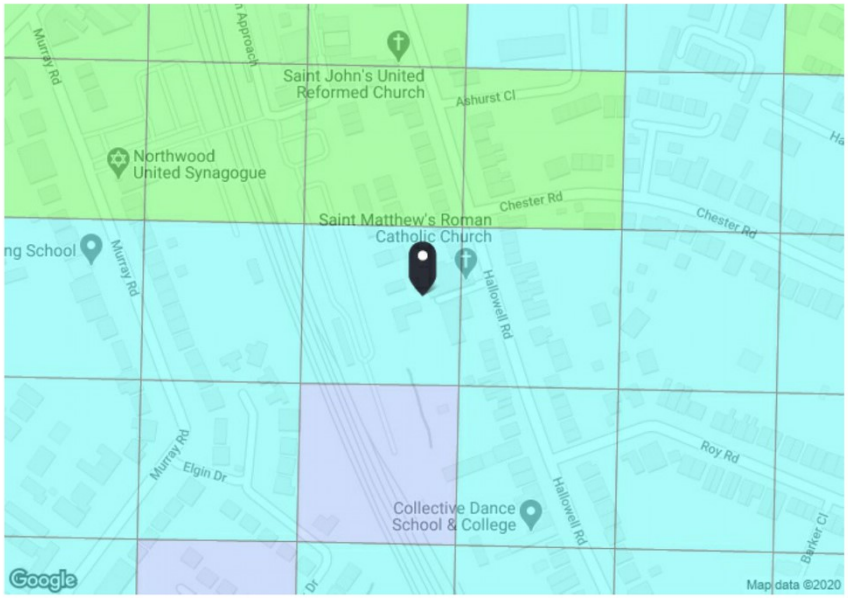
SITE LOCATION PLAN

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:2,000	JY	JMQ	17/06/2020

FIGURE NUMBER: 1

REVISION: -

TRANSPORT FOR LONDON



PTAL output for Base Year
2

St Matthews Court, Forge Ln, Northwood HA6 1BA, UK
Easting: 509372, Northing: 191250

Grid Cell: 137304

Report generated: 17/05/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

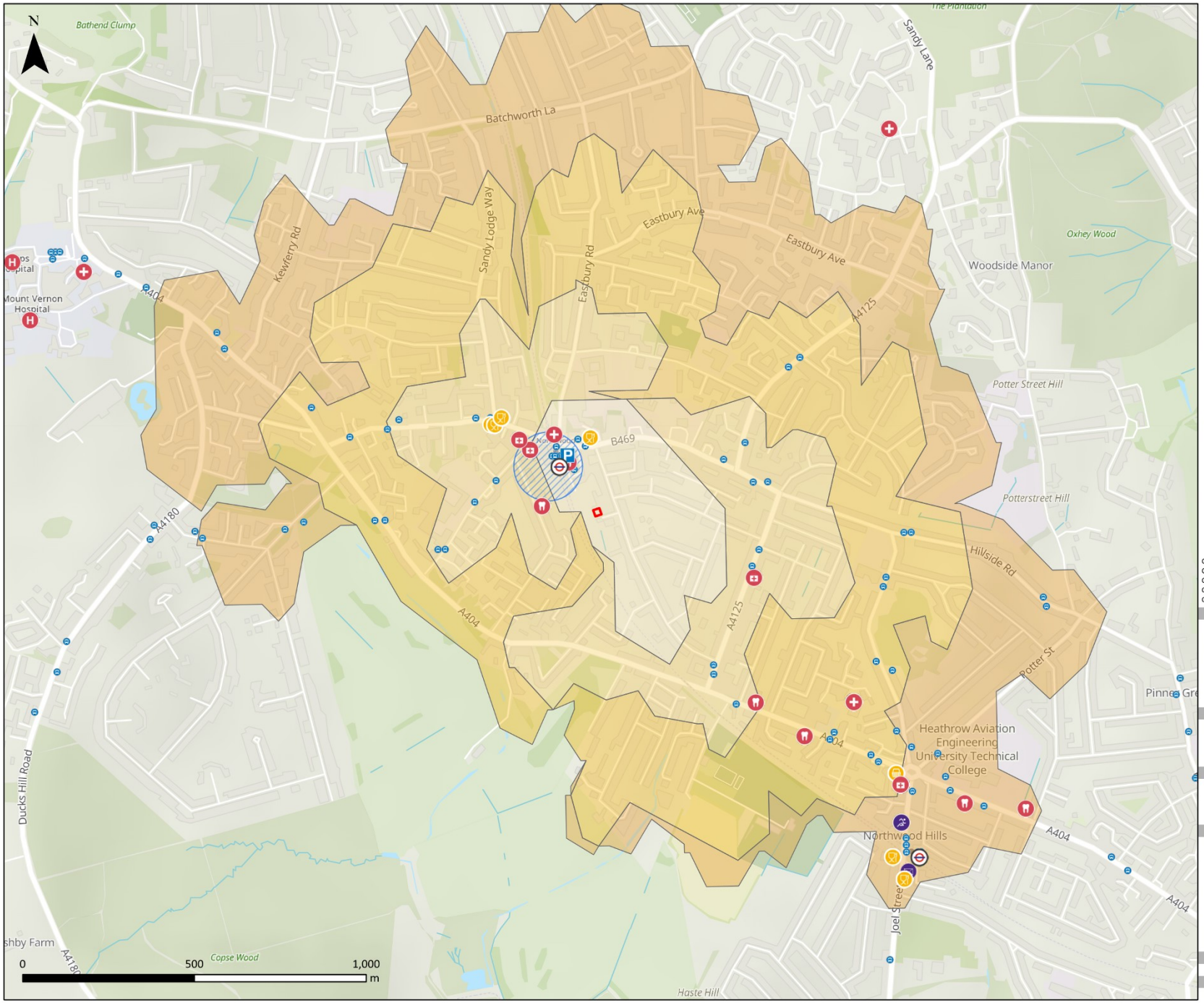
Calculation Parameters

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

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 B Access



Site Location
Underground Stations
Station Car Park
Bus Stop
London Plan (2016) Town Centre Location

Walking Time
- ≤5 mins
- ≤10 mins
- ≤15 mins
- ≤20 mins

Healthcare Facilities
- Dentist
- General Practice
- Pharmacy
- Hospital

Amenities
- Supermarket
- Convenience Shop
- Bar and Eatery
- Leisure Facility
- Library
- Post Office
- Sports Facilities
- Community Centre

PJA
The Aquarium
King Street
Reading
RG1 2AN
T. 0118 956 0909

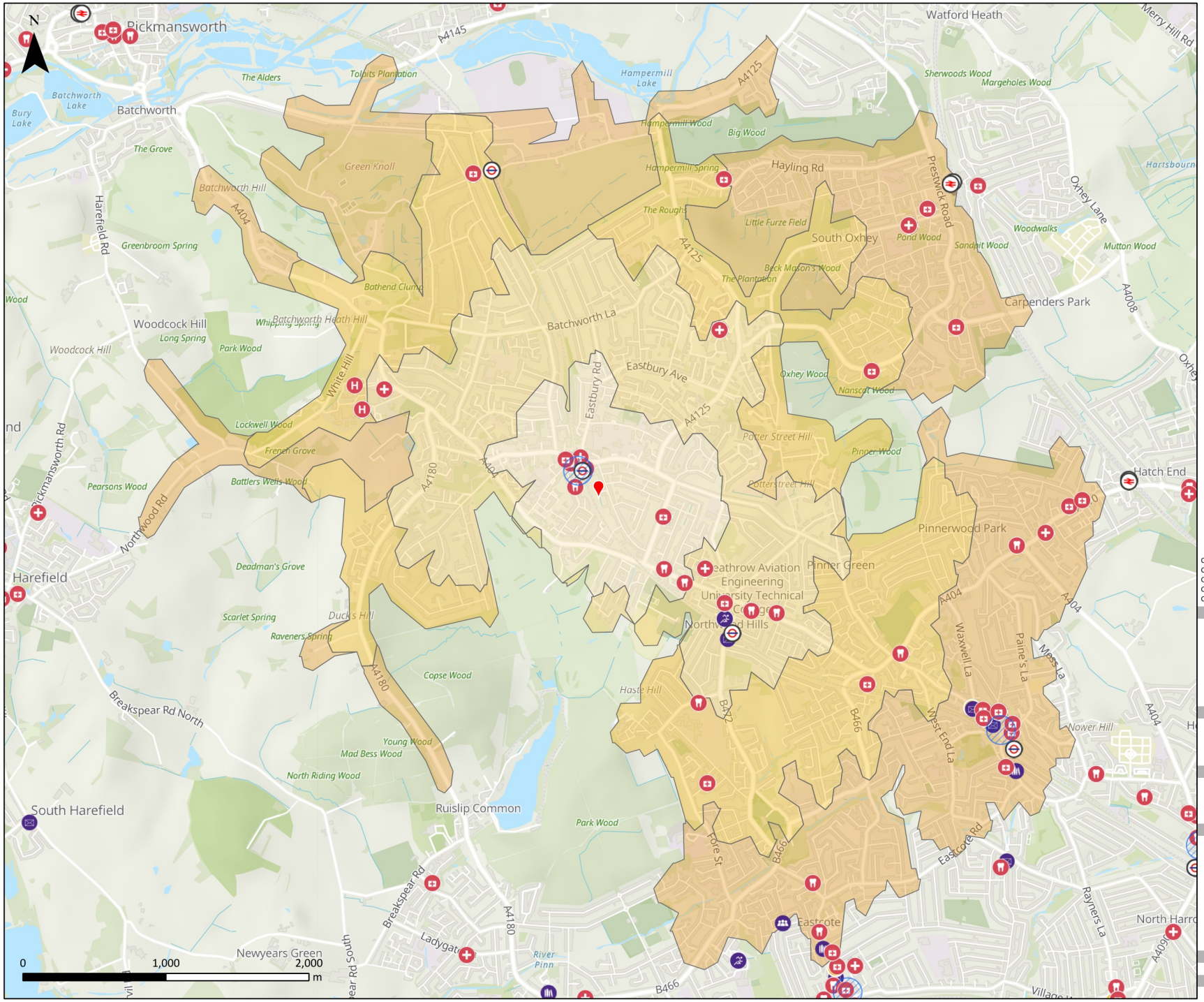
CLIENT
bespoke TRANSPORT CONSULTING

PROJECT
Cooks Garage, Forge Lane
Northwood, HA6 1BA

TITLE
WALKING ISOCHRONES PLAN

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:10,000	JY	JMQ	17/06/2020

FIGURE NUMBER: 2
REVISION: -



- Site Location
- Underground Stations
- National Rail Stations
- London Plan (2016) Town Centre Location

Cycling Time

- ≤5 mins
- ≤10 mins
- ≤15 mins
- ≤20 mins

Healthcare Facilities

- Dentist
- General Practice
- Pharmacy
- Hospital

Amenities

- Leisure Facility
- Library
- Post Office
- Sports Facilities
- Community Centre

PJA
The Aquarium
King Street
Reading
RG1 2AN
T. 0118 956 0909

CLIENT

bespoke TRANSPORT CONSULTING

PROJECT

Cooks Garage, Forge Lane
Northwood, HA6 1BA

TITLE

CYCLING ISOCHRONES PLAN

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:24,000	JY	JMQ	17/06/2020

FIGURE NUMBER	REVISION
3	-

Notes:

REV:	DESCRIPTION:	BY:	DATE:

STATUS: Planning

bespoke TRANSPORT CONSULTING

CLIENT: Twisty Tails Nurseries
HubSpace Stanmore,
582 Honeypot Lane,
Stanmore, HA7 1JS

ARCHITECT: Hexaform

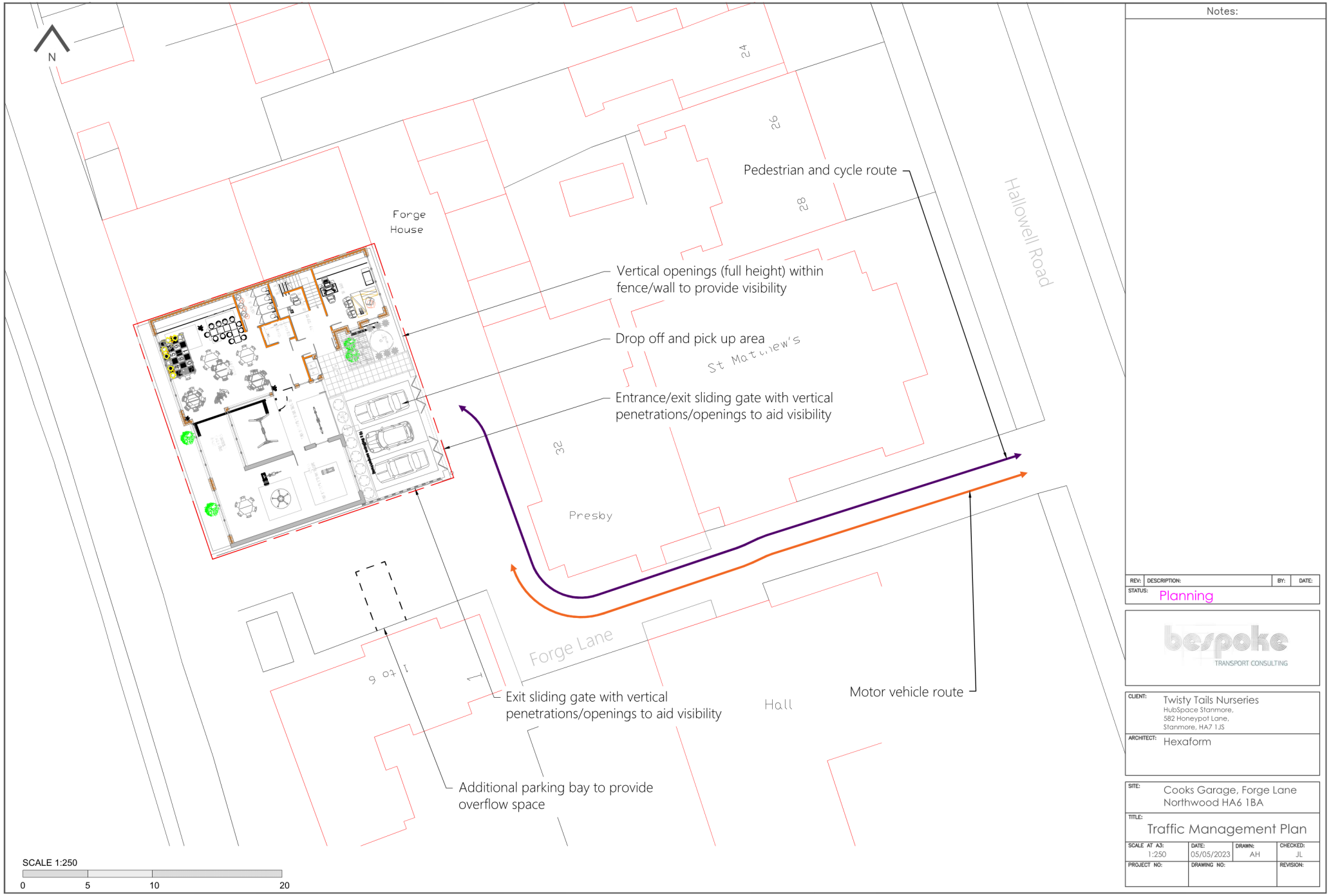
SITE: Cooks Garage, Forge Lane
Northwood HA6 1BA

TITLE: Car Prking Layout

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	05/05/2023	AH	JL

PROJECT NO:	DRAWING NO:	REVISION:

Appendix C Movement



Notes:

REV:	DESCRIPTION:	BY:	DATE:

STATUS: Planning

bespoke TRANSPORT CONSULTING

CLIENT: Twisty Tails Nurseries
HubSpace Stanmore,
582 Honeypot Lane,
Stanmore, HA7 1JS

ARCHITECT: Hexaform

SITE: Cooks Garage, Forge Lane
Northwood HA6 1BA

TITLE: Traffic Management Plan

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	05/05/2023	AH	JL

PROJECT NO:	DRAWING NO:	REVISION:

Swepth paths, Hallowell Road to Forge Lane.

Notes:

REV:	DESCRIPTION:	BY:	DATE:

STATUS: SWEPT PATH

bespoke TRANSPORT CONSULTING

CLIENT: Twisty Tails Nurseries
HubSpace Stanmore,
582 Honeypot Lane,
Stanmore, HA7 1JS

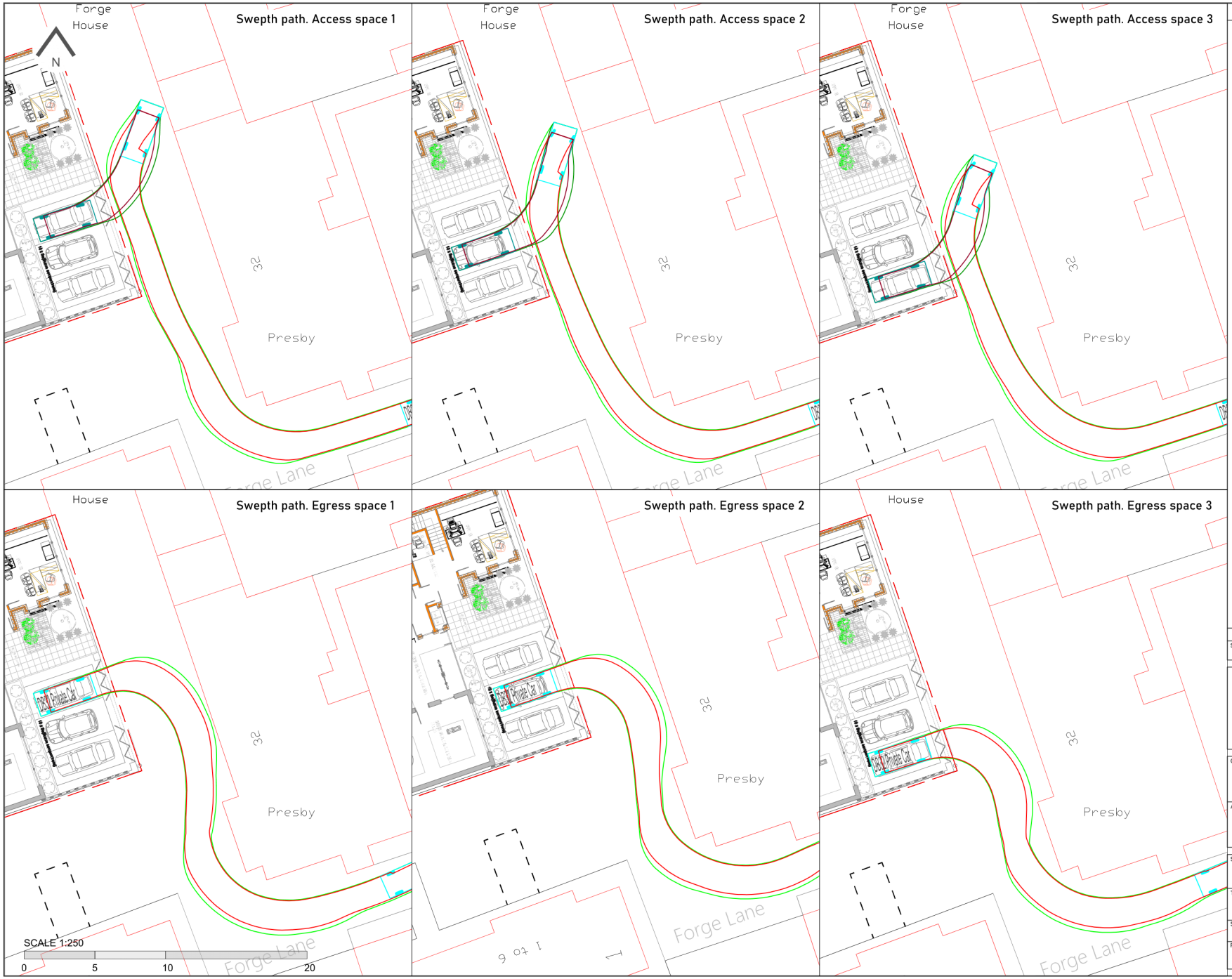
ARCHITECT: Hexaform

SITE: Cooks Garage, Forge Lane
Northwood HA6 1BA

TITLE: Swept Path Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	05/05/2023	AH	JL

PROJECT NO:	DRAWING NO:	REVISION:



Notes:

REV:	DESCRIPTION:	BY:	DATE:

STATUS: SWEPT PATH

bespoke
TRANSPORT CONSULTING

CLIENT: Twisty Tails Nurseries
HubSpace Stanmore,
582 Honeypot Lane,
Stanmore, HA7 1JS

ARCHITECT: Hexaform

SITE: Cooks Garage, Forge Lane
Northwood HA6 1BA

TITLE: Swept Path Analysis

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	05/05/2023	AH	JL

PROJECT NO:	DRAWING NO:	REVISION:

Notes:

REV:	DESCRIPTION:	BY:	DATE:

STATUS: Planning

bespoke TRANSPORT CONSULTING

CLIENT: Twisty Tails Nurseries
HubSpace Stanmore,
582 Honeypot Lane,
Stanmore, HA7 1JS

ARCHITECT: Hexaform

SITE: Cooks Garage, Forge Lane
Northwood HA6 1BA

TITLE: Pedestrian and Cycle Access

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	05/05/2023	AH	JL

PROJECT NO:	DRAWING NO:	REVISION:

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