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CHILDREN'S DAY NURSERY
FORMER COOKS GARAGE, FORGE LANE, NORTHWOOD, MIDDLESEX
GREEN TRAVEL PLAN
BY
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Registered Office: 50 South Ealing Road, London W5 4QY Registration No. 2995276 VAT Registration No. 649 9941 66

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Figure 1: Site and Public Transport Network

Figure 2: Site and London Cycle network

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1 INTRODUCTION

- 1.1 Transport and Traffic Consultancy have been engaged to prepare a Green Travel Plan in respect of the current planning application for a children's day nursery on the site of the former Cooks Garage, Forge Lane, Northwood, Middlesex.
- 1.2 The business name for the nursery is to be Twisty Tails Nursery.
- 1.3 The aim of a Green Travel Plan is to minimise the impact of car travel on the environment, by reducing congestion, enhancing accessibility and improving local air quality. The Green Travel Plan should be a package of behavioural and physical initiatives adopted by an organisation, both to reduce dependency on car travel and to promote the use of alternative modes of transport or ways of working which reduce /or do not involve car use. The resulting TP document should act as a strategic document for the organisation to manage its transport demands.
- 1.4 TPs are just one of the tools required to successfully implement the Government's Integrated Transport Strategy and The Greater London Authority's and Hillingdon Council's traffic reduction aims, as set out in the Local Implementation Plan, in line with the targets set out in the Road Traffic Reduction Act 1997. Green Travel Plans are also necessary to ensure that development is undertaken in a sustainable way.
- 1.5 Travel Plans are important / essential to support the delivery of increased density of development, in line with the Government's objectives. Travel Plans must be inter-related with the Transport Assessment (TA).
- 1.6 This Travel Plan has been prepared having regard to Hillingdon Council's and Transport for London's published guidance on travel plan content.

2 POLICY CONTEXT

National Policy

2.1 National transport policy guidance is given in the National Planning Policy Framework (NPPF) March 2012.

- Paragraph 32 advises that all developments should ensure:

'The opportunities for sustainable transport modes have been taken up depending upon the nature and location of the site, to reduce the need for major transport infrastructure.'

- Paragraph 34 states that:

'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.'

- Paragraphs 35-36 state that:

'35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing homezones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.'*

'36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.'

Regional and Local Policy Context

- The London Plan July 2016

- Policy 6.3 of the London Plan 2016 states that:
‘Transport assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance.’

- Hillingdon Core Strategy

- Policy CS1 states that:
‘Parking for new development will be managed to contribute to the delivery of a modal shift from the private car to more sustainable modes. The Development Management Policies DPD will give local interpretation of London Plan parking standards and detail requirements for sustainable Travel Plans.’

- Hillingdon Development Management Policies

- Policy DM43 states that:
‘Proposals for major development will be required to satisfactorily mitigate the impacts identified in the Transport Assessment and any others arising from the Council’s assessment of it. Mitigation measures will be required to contribute to the desirability of achieving modal shift away from private car use and should include the preparation and implementation of Travel Plans.’
- Accompanying paragraph 9.15 states that:
‘The requirement for Travel Plans seeks to ensure that once a development is occupied and operational, the management measures identified through the transport assessment are implemented and their effectiveness monitored. Travel Plans also play an important role in bringing forward initiatives that contribute to the achievement of a modal shift away from car use.’

3 ORGANISATIONAL POLICY AND COMMITMENT

3.1 The owner and operator of the Nursery, Twisty Tails Nursery, is committed to reducing the numbers and lengths of motorised journeys and encouraging alternative means of travel leading to less of an impact on the environment. To assist in achieving these aims Twisty Tails Nursery has the following strategy:

- To provide staff with convenient, safe and viable alternatives to the car in order to access the nursery.
- To monitor regularly the means of travel used by staff and seek to encourage transfer to the most sustainable modes.
- This will be done through Transport and Traffic Consultancy and in-house resources.

3.2 The objectives of Transport and Traffic Consultancy are:

- To improve the choice of mode availability to staff and parents
- To reduce the demand for car parking
- To help reduce road congestion.

3.3 The Nursery Managing Director, Mr Raaj Radia will be appointed as the Travel Plan Coordinator (TPC) for the nursery – email raaj@twistytails.co.uk The TPCs' role will be to:

- To develop staff cooperation.
- To promote nationally recognised travel planning theme days eg National Bike week (www.bikeweek.org.uk)
- To make travel information readily available to staff and parents.
- To carry out weekly team meetings so that staff are aware of the travel plans and fully trained to inform prospective parents of plans.
- To commission the carrying out of staff and parent travel surveys at the appropriate times, and review and setting of travel mode share targets in the light of the survey findings.

3.4 Twisty Tails Nursery will be a member of TravelWise (application pending) Further information is available from the Travel Wise website – www.acttravelwise.org.uk

3.5 Community

- The nursery will also employ local people.
- There is a demand for childcare in Northwood and surrounding areas.
- The nursery will support local business by doing business with local companies.
- The nursery will provide a high standard of pre-school education in line with early year's foundation so that when the children move on to primary school they will already have had a good stepping stone to succeed. This will hopefully also put less strain on school resources in the area.
- The nursery's aim is to be in the heart of the community and be part of the local schools charitable events. Twisty Tails Nursery aims to offer support to local schools through a number of charitable events.

3.6 The Travel Plan will be funded entirely by Twisty Tails Nursery.

4 THE DEVELOPMENT

- 4.1 The site will be completely cleared and a new purpose-built 1 - 2 storey building will be constructed existing house will be converted for nursery use within the existing building envelope. Three parking spaces will be available for staff but there will be no on-site parking for parents.
- 4.2 Secure cycle parking will be provided in accordance with the Council's standards, and pram storage facilities will be provided to enable and encourage parents to leave their prams and continue to work by public transport.
- 4.3 Refuse/ recycling storage and collection arrangements will be as existing for this and other premises in the area.
- 4.4 It is envisaged that the business will cater for up to 9 babies and 16 pre-school children, requiring 8 staff on duty at any one time. The business will be open from 7.45am – 6.30pm Monday – Friday.
- 4.5 Staff and parents will be incentivised to travel by non-car modes, or to car-share, and this Green Travel Plan will be continuously operated after opening to facilitate and

encourage travel by non-car modes. A member of staff will be on hand to meet and greet parents and to supervise dropoff/ pickup activity.

5 EXISTING TRAVEL

- 5.1 Data obtained for staff and parent travel at other, existing nurseries elsewhere in outer London indicates the following staff and parent travel modal splits:-

Staff travel mode	Ealing ¹	East Finchley ²
Car driver	None	10%
Walk	None	10%
Cycle	None	None
Public transport	100%	80%

Parents travel mode	Ealing ¹	East Finchley ²
Car driver	10%	20%
Walk/ cycle	90%	60%
Public transport	None	20%
Shared car	None	None

- (1) Charlotte House, 87 Little Ealing Lane, Ealing, London W5 4EH
- (2) Ground Floor, Park House, 16 High Road, East Finchley
London N2 9PJ

- 5.2 Twisty Tails Nursery will conduct a similar travel survey (methodology to accord with Transport for London methodology and to be agreed with Hillingdon Council) within 6 months of opening or 75% child places occupancy to provide baseline data from which to set and review car travel reduction targets.

6 PUBLIC TRANSPORT ACCESS

- 6.1 The public transport services in this area are shown in Figure 3. The site is well served by public transport with Northwood station served by high frequency Metropolitan Line trains, and adjacent bus stops served by frequent London bus services 282, 331 and H11 giving good access to the hinterland to the northwest, southwest and southeast and generally half hourly non-London bus service 8 running to the northeast across the county boundary into Hertfordshire.
- 6.2 The bus stops in this area have shelters and seating, and Northwood station has a good range of passenger facilities including substantial platform shelters.
- 6.3 This good range and level of service is understated by the site's current public transport accessibility level (PTAL) of 2 (low accessibility), though close to the PTAL 3 (medium accessibility) area in and around Northwood town centre and station. It is this latter, better level of accessibility which travellers to and from this site are more likely to perceive, with all the town's public transport services just a few minutes walk away, and the proposed nursery will thus be well placed to encourage any staff and parents living beyond reasonable walking distance to come by public transport rather than car.

7 CYCLE ACCESS

- 7.1 The site in relation to the designated London Cycle Network (LCN) is shown in Figure 2. The nearest designated LCN route, no 49, runs generally northwest/southeast via Green Lane but remains proposed rather than fully implemented. There are no cycle lanes along Green Lane in this area, just cycle advance boxes and stoplines at traffic signals. The quiet local roads in the area are however conducive to cycling, as is the generally flat or gently undulating terrain.

8 PEDESTRIAN ACCESS

- 8.1 Pedestrian access in this locality is largely confined to the comprehensive network of on-street footways plus footpaths through public open space.

9 REDUCED CAR USE

- 9.1 The site is in a sustainable location with a good level of public transport accessibility, It also has a good range of town centre services and facilities very close to the site.
- 9.2 Some practicable and viable measures to encourage and facilitate sustainable travel are, however apparent and are therefore proposed as outlined below. These are strongly commended as comprising an appropriate and effective sustainable travel plan.
- 9.3 As the nursery is located on the boundary of the boroughs of Hillingdon and Barnet, the Travel Plan also needs to take account of new developments in traffic and transport in the area, and of new developments and technology in promoting active travel.
- 9.4 The Travel Plan will be accessible on the Nursery website and will also be promoted during key nationwide promotional periods such as Walk to School week/ Month and National Bike Week. The following link gives information on national events and campaigns that promoting active travel initiatives: <https://stars.tfl.gov.uk/About/Diary>
- 9.5 Recruitment practice
- Twisty Tails Nursery's aim is to recruit staff from the local community.
 - Twisty Tails Nursery's recruitment strategy will monitor the means of transport staff will use to get to work.
 - Staff will be informed about the incentives Twisty Tails Nursery offer to encourage non-car mode travel, including:-
 - The provision of updated information on alternatives;
 - A free ride home in an emergency;
 - Discounted cycle purchase;
 - A car sharing scheme;
 - A prize draw every 6 months for those who travel by non – car modes
- 9.6 A welcome pack will be presented to each new member of staff. In addition to information on non-car travel facilities as outlined in the following sections, each pack will include:-

- A complimentary copy of the booklet 'Cutting Your Car Use' by Anna Semlyen
- A copy of the Government leaflet 'Walk In To Work Out'.

9.7 The company will introduce a car sharing scheme for staff who travel from similar areas. The methods used will be dependent on the decisions of staff but an example used elsewhere involved advising staff of the scheme and suitable arrangements then matching those that travel from similar areas.

9.8 There are a number of car clubs operating within London. The location of car clubs can be found using the following websites: www.carplus.org.uk, www.streetcar.co.uk and www.zipcar.co.uk.

9.9 In the event of an emergency, staff who car share will be provided with a ride home as detailed in Appendix A.

9.10 Shift patterns will be flexible to allow where possible for personal circumstances for example matching staff shifts to coincide with public transport timetables.

9.11 The Nursery will promote sustainable travel methods to parents through the availability of additional information within the nursery including:-

- Plans will be displayed in a prominent location showing the pedestrian and cycle routes in the vicinity of the nursery, and 5 and 10 minute walk zones around the nursery.
- Holding regular Walk to Nursery promotions, with parents being encouraged to walk and thereby earning their children badges and stickers.
- Promotion of nationally recognised travel planning theme days i.e. National Bike weeks to both parents and staff.
- Ensuring that there are bus timetables and maps available for Nursery parents.
- Discounted fees will be offered to parents that live within the Northwood area and a special rate to those within 3 miles of the location, in order to reduce travel distance and propensity to travel by car.
- Reduced monthly rates and one fee-free week per year will be offered to all parents that continually use public transport or walk to the nursery.

- Twisty Tails Nursery will also work with local parents that insist on using their own cars to use car share. This will be encouraged by creating a community whereby parents become familiar with each other so that they gain trust.

10 PUBLIC TRANSPORT

- 10.1 No meaningful and viable contributions to the enhancement of public transport services commensurate with the scale of development and relevant to this site have been identified.
- 10.2 It is, however, appropriate and desirable to make staff, parents and other visitors as aware as possible of the local public transport facilities to encourage their use in preference to cars where possible, as outlined in Section 8 above. Local public transport information including timetables and maps will be made available in the entrance foyer and will be updated as and when published service changes occur. In addition, up to date public transport information will be included in the welcome pack and in the appropriate section on the Nursery website.
- 10.3 Interest-free public transport season ticket loans will be offered to all staff undertaking not to travel by car to work at the Nursery.

11 CYCLING

- 11.1 London Cycle Guide local maps and any other relevant information will be made available on the same basis as the public transport information as outlined above, and secure covered cycle parking facilities will be provided for staff and parents.

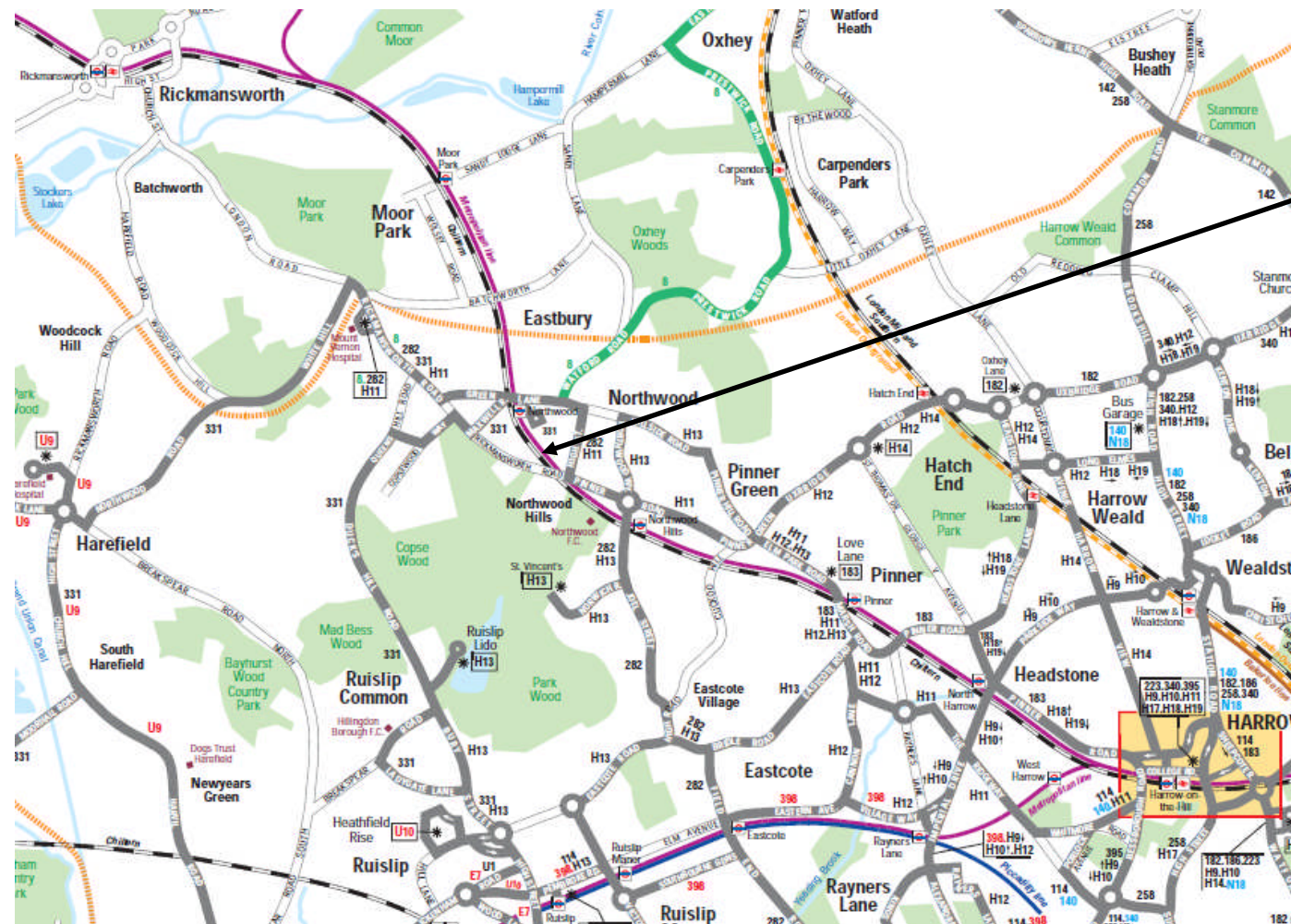
12 TARGETS AND MONITORING

- 12.1 An iTrace compliant travel survey by means of a staff and parent questionnaire will be conducted 3 and 5 years after opening to ascertain the pattern and mode of travel. Car travel reduction targets will be set and reviewed in the light of the data thus obtained. Initially it is proposed to set a target of 10% reduction of staff car trips and parent car trips and an increase in staff cycling trips by 30% over the 12 months following completion and opening of the new development.

- 12.2 Targets will be set for 3 – 5 years after opening and first occupation of the nursery, in the light of the data obtained from the initial travel questionnaire survey and in consultation with Hillingdon Council.

13 ACTION PLAN

Action	Timescale	Responsibility
Travel Plan secured	Post planning permission, before opening	Developer
Provide secure, covered cycle parking for staff, guests and other visitors	Post planning permission, before opening	Developer
Provide changing facilities/showers/lockers for staff cyclists	Post planning permission, before opening	Developer
Market Travel Plan to staff/visitors including Personalised Travel Planning for staff	Upon opening and kept ongoing	Travel Plan Coordinator
Set up Cycle to Work scheme for staff	Upon opening and kept ongoing	Travel Plan Coordinator
Provide public transport , cycling and walking information for visitors	Upon opening and kept ongoing and up to date	Travel Plan Coordinator
Undertake post occupation staff and parent travel surveys	6 months after opening or at 75% child place occupancy	Travel Plan Coordinator
Prepare initial Monitoring Report Submit, submit to and discuss with Hillingdon Council and agree Travel Plan targets	After completion of surveys and initial Monitoring Report	Travel Plan Coordinator
Undertake annual staff and parent travel surveys, prepare annual Monitoring Reports, submit to and discuss with Hounslow Council/ WestTrans and review Travel Plan targets and Action Plan and agree any changes	3 years and 5 years after initial surveys	Travel Plan Coordinator
If targets not met, Undertake annual staff and guest travel surveys, prepare annual Monitoring Reports, submit to and discuss with Hillingdon Council and review Travel Plan targets and Action Plan and agree any changes	5 years and 7 years after initial surveys	Travel Plan Coordinator



**THE
SITE**

FIGURE 1

Site and Public Transport Network

FIGURE 1

FIGURE 2



Site and London Cycle Network

FIGURE 2

APPENDIX A

Emergency Ride Home Scheme

Emergency Ride Home Scheme

1. Staff who travel to work by non-car modes may, under special circumstances require an Emergency Ride Home (ERH).
2. An ERH will be provided to staff who travel to work by non – car modes of transport
3. All staff who travel to work using sustainable travel methods will qualify to receive ERH. Those who currently travel alone by car are not eligible.
4. Approved ERH qualifying users are:
 - Public transport users
 - Car-sharers
 - Cyclists
 - Walker/runners
5. Staff who require an ERH will contact their Travel Plan Coordinator and/or Manager.
6. If it is not possible to provide a lift through other colleagues then a taxi service will be provided
7. ERH facility cannot be used for:
 - Personal errands
 - Pre-planned medical appointments
 - Business related travel
 - Non-emergency side trips on the way home
8. A travel pack information pack containing these guidelines for the ERH will be provided to all current and new staff.