



**TRANSPORT AND TRAFFIC  
CONSULTANCY**

**Tel 07778 551690**

*48 Church Gardens  
Ealing  
London W5 4HH*

*Email info@transport-traffic.co.uk*

**CHILDREN'S DAY NURSERY  
FORMER COOKS GARAGE, FORGE LANE, NORTHWOOD, MIDDLESEX**

**TRANSPORT STATEMENT**

**BY**

**C M VEASEY BSc DipTransP CMILT MCIHT**

**January 2018**

**CHILDREN'S DAY NURSERY**  
**FORMER COOKS GARAGE, FORGE LANE, NORTHWOOD, MIDDLESEX**  
**TRANSPORT STATEMENT**

**CONTENTS**

	Page
1      Introduction	1
2      Site and Surroundings	1
3      The Development	3
4      Assessment	3
5      Conclusions	6

Figure 1:      Parking Survey Keyplan

Figure 2:      Site and Surroundings

Figure 3:      Site and Public Transport Network

Figure 4:      Site and London Cycle Network

Figure 5:      Proposed Development, Access and Parking layout

Appendix A:      Parking Survey Results and Analysis

## 1 INTRODUCTION

1.1 This statement gives an assessment of the on-street parking impact of the proposed children's day nursery on the site of the former Cooks Garage, Forge Lane, Northwood, Middlesex.

## 2 SITE AND SURROUNDINGS

2.1 The site and surrounding area are shown on the plans at Figures 1 and 2 of this report. The site lies on the west side of Forge Lane, a short secluded cul de sac off the west side of Hallowell Road. The site is occupied by a yard with former lockup garages or workshops and a storage compound, latterly used by a car repair business.

2.2 Hallowell Road is part of a network of local predominantly residential access roads south of Green Lane and west of the High Street. As the shortest route between Green Lane and the High Street, Hallowell Road carries significant through traffic in both directions particularly at peak hours, which owing to parking on both sides of the road occasions informal single file working and some delays at busy times. Traffic is generally very light in the other local roads in the area.

2.3 The site and the adjacent area are bounded on the west by the Northwood station car park (with no direct access thereto) and the Metropolitan Line and parallel Chiltern Line railways.

2.4 Parking is generally unrestricted in the area south of Chester Road. A one-hour controlled parking zone operates in Chester Road, Hallowell Road north thereof and adjacent local roads Monday – Friday 1-2pm, while the northernmost section of Hallowell Road is in the town centre an all-day Controlled parking zone operating Monday – Saturday 8am – 6.30pm.

2.5 Street lighting is generally of a high standard throughout the locality, using high pressure sodium or LED lanterns.

2.6 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 trans, 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.

- 2.7 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 fro 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.
- 2.8 The shops and other services close by in the town centre along Green Lane, Station Approach and Maxwell Road, and the local shops on the High Street, may be of use for staff during breaks and for parents for linked trips before or after child dropoff/ pickup at the nursery.
- 2.9 The site can thus in no way be considered inaccessible or poorly accessible for non-car users.
- 2.10 The site in relation to the designated London Cycle Network (LCN) is shown in Figure 4. The nearest designated LCN route, no 49, runs generally northwest/southeast via Green Lane but remains proposed rather than fully implemented.
- 2.11 The light traffic in most local residential roads in the area, and the generally flat or gently undulating terrain are however conducive to cycling.

### **3 THE DEVELOPMENT**

- 3.1 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. The proposed layout is shown in Figure 5.

- 3.2 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.
- 3.3 Refuse/ recycling storage and collection arrangements will be as existing for this and other premises in the area.
- 3.4 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.
- 3.5 Staff and parents will be incentivised to travel by non-car modes, or to car-share, and a 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.

## 4 ASSESSMENT

### Traffic

- 4.1 Travel data has been obtained for an existing established childrens' nursery in a comparable location elsewhere in outer London with similar public transport accessibility:
  - Monkey Puzzle Day Nursery, Ealing, Charlotte House, 87 Little Ealing Lane, Ealing, London W5 4EH
  - Monkey Puzzle Day Nursery, All Saints Church Hall, Campbell Rd, Twickenham, Middlesex TW2 5BY. The data is summarised in the tables on the following page:-

Parents arrival time percentage of total	Ealing	Twickenham
7-8am	None	15%
8-9am	50%	80%
9-10am	30%	5%
10-11am	10%	None
11am-noon	10%	None

Parents pickup time percentage of total	Ealing	Twickenham
1-2pm	10%	10%
2-3pm	None	None
3-4pm	None	None
4-5pm	None	None
5-6pm	40%	80%
6-6.30pm	50%	10%

Parents travel mode	Ealing	Twickenham
Car driver	10%	50%
Walk/ cycle	90%	50%
Public transport	None	None
Shared car	None	None

Staff travel mode	Ealing	Twickenham
Car driver	None	10%
Walk	None	10%
Cycle	None	None
Public transport	100%	80%

- 4.2 Applying the car modal splits from this data indicates that the proposed nursery, catering for up to 25 children at a time, would at worst attract peak hour parent car traffic of no more than 11 car movements based on the Twickenham nursery, which would be expected to result in just a few parent cars at most being present at any one time, and possibly only 1 – 2 parent cars based on the Little Ealing nursery. As for staff, the data indicates that no more than 1 – 2 staff would drive to work at the business.
- 4.3 The resultant additional traffic movement would clearly have negligible impact on the local road network or further afield.

### **Parking**

- 4.4 A survey of parking in the locality was carried out at half hourly intervals between the hours of 4.30 – 6.30 pm on Tuesday 14<sup>th</sup> November, 8 - 10 am and 4.30 – 6.30 pm on Wednesday 15<sup>th</sup> November and 8 - 10 am on Thursday 16<sup>th</sup> November 2017, in order to determine the degree of on-street parking pressure during the main morning and afternoon periods for dropping off children at and picking up from the nursery. One early morning survey was also carried out between 06.45 and 07.15 on Wednesday 15<sup>th</sup> November to give an indication of on-street pressure before the arrival of commuters.
- 4.5 Kerbside parking capacity in designated parking bays (which nursery parents would be allowed to use for child dropoff/ pickup for up to 10 minutes under national rules) based on a realistic average 5 metre length per car, a figure widely accepted including in Lambeth Council's prescribed parking survey methodology on which this assessment is based, but taking due account of the practical usability of short lengths of bay between crossovers or other impediments to parking.
- 4.6 The core study area, shown in figure 1, was defined as Halowell Road (north of Highfield Road), Roy Road, Highfield Road (east of the railway bridge) Chester Road (west of Reginald Road), Wychwood Way, Kemps Drive and Ashurst Close, this being the area of highways within approximately 200 metres of the site but taking account of sensible termination points.

4.7 The results of the parking survey are tabulated at Appendix A of this report. The results confirm the visual impression that at no time is parking pressure excessive, that ample vacant parking space would be available on-street in the area around the site throughout the periods when child dropoff/ pickup would take place, and that the small amount of short-stay parking which would result from the proposed nursery would not cause the slightest problem for local residents or other road users,

## 5 CONCLUSIONS

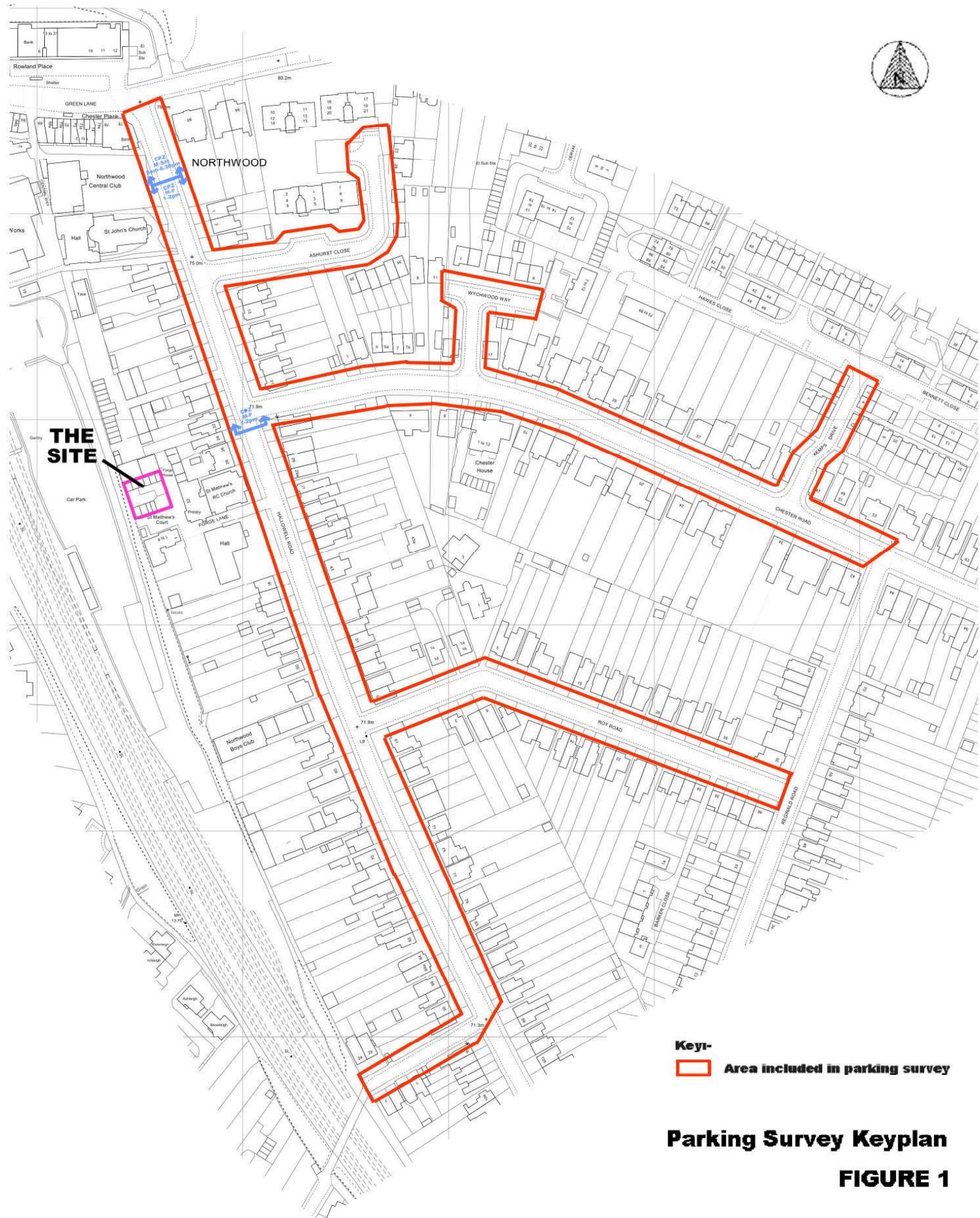
5.1 The proposed nursery would have good access by public transport and for cyclists as well as on foot. This would minimise the need and hence the desire of both staff and parents to come by car, though the on-site parking space is expected to cater fully for any staff parking demand.

5.2 The parking survey has in any case demonstrated that there is more than enough spare kerbside parking space available in the vicinity of the site at times when the majority of parents would be arriving to drop off or pick up their children at the nursery.

5.3 It is concluded that the proposed development would not unacceptably impair parking or traffic conditions on street even if greater than expected proportions of staff and parents came by car (which we consider unlikely).

5.4 The propensity of staff and parents to travel by car will in any case be further reduced by a Green Travel Plan.

5.5 There is therefore no parking or other transport reason why the development should not be permitted.





**Key:**

	No waiting any time		Resident permit parking bay
	No waiting CPZ hours		Footway crossover

**Site and Surroundings (north)**

Scale 1:1250 @ A3

**FIGURE 2a**

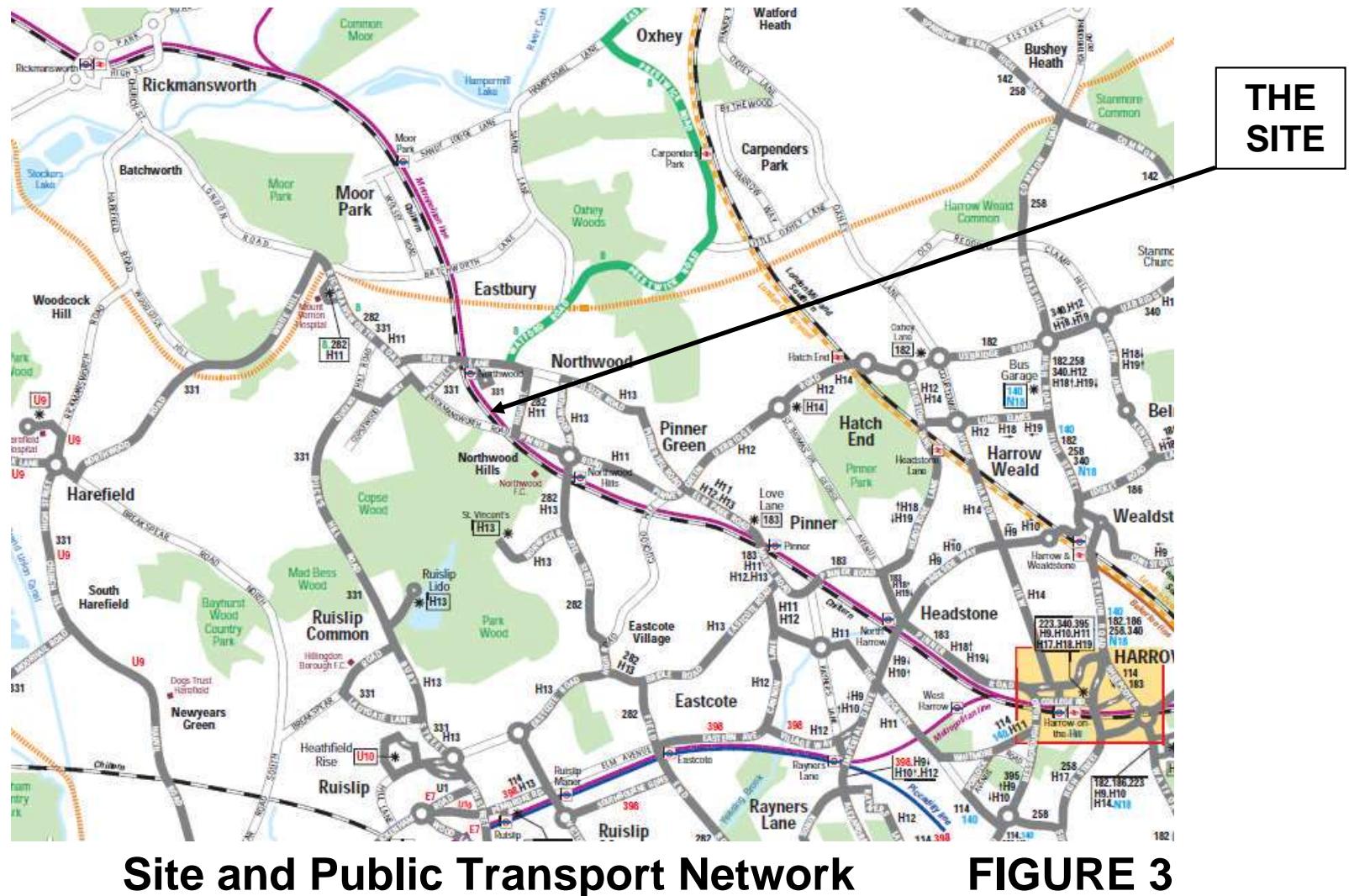


**For key to symbols see Figure 2a**

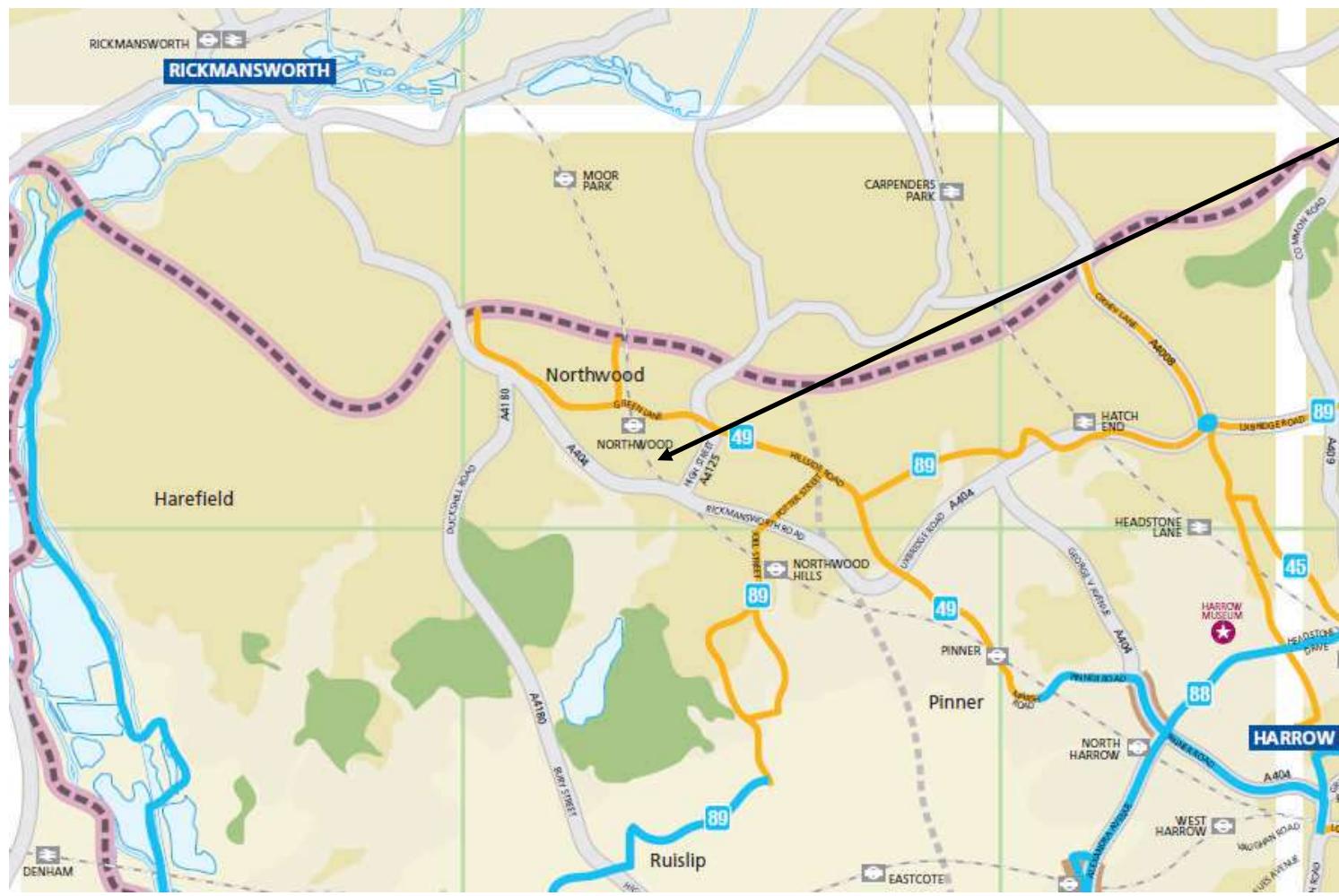
## **Site and Surroundings (south)**

## FIGURE 2b

## FIGURE 3



## FIGURE 4



# FIGURE 4

# THE SITE



01

EXISTING SITE PLAN

SCALE 1:200

Proposed Development, Access and Parking Layout

FIGURE 5

**APPENDIX A**  
**Parking Survey Results and Analysis**

**FORMER COOKS GARAGE, FORGE LANE, NORTHWOOD, MIDDLESEX**

**Parking Survey Results**

Street:-	Length of unrestricted unobstructive kerbside (metres)	Tuesday evening 16.30-17.00		Tuesday evening 17.00-17.30		Tuesday evening 17.30-18.00		Tuesday evening 18.00-18.30	
		Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)
Halowell Road	275	46	84	59	107	47	85	54	98
Roy Road	195	37	95	34	87	32	82	27	69
Highfield Road	45	8	89	8	89	8	89	8	89
Chester Road	275	32	58	38	69	27	49	28	51
Wychwood Way	40	5	63	6	75	6	75	6	75
Kemps Drive	30	5	83	6	100	7	117	9	150
Ashurst Close	100	11	55	12	60	13	65	13	65
<b>TOTAL</b>	<b>960</b>	<b>144</b>	<b>75</b>	<b>163</b>	<b>85</b>	<b>140</b>	<b>73</b>	<b>145</b>	<b>76</b>

Street:-	Length of unrestricted unobstructive kerbside (metres)	Wednesday morning 06.45-07.15		Wednesday morning 08.00-08.30		Wednesday morning 08.30-09.00		Wednesday morning 09.00-09.30		Wednesday morning 09.30-10.00	
		Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)
Halowell Road	275	43	78	53	96	54	98	57	104	57	104
Roy Road	195	25	64	24	62	26	67	31	79	33	85
Highfield Road	45	8	89	11	122	7	78	7	78	6	67
Chester Road	275	34	62	28	51	27	49	30	55	32	58
Wychwood Way	40	7	88	4	50	6	75	5	63	6	75
Kemps Drive	30	8	133	6	100	4	67	4	67	3	50
Ashurst Close	100	10	50	10	50	7	35	12	60	14	70
<b>TOTAL</b>	<b>960</b>	<b>135</b>	<b>70</b>	<b>136</b>	<b>71</b>	<b>131</b>	<b>68</b>	<b>146</b>	<b>76</b>	<b>151</b>	<b>79</b>

Street:-	Length of unrestricted unobstructive kerbside (metres)	Wednesday evening 16.30-17.00		Wednesday evening 17.00-17.30		Wednesday evening 17.30-18.00		Wednesday evening 18.00-18.30	
		Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)
Halowell Road	275	45	82	51	93	48	87	45	82
Roy Road	195	34	87	39	100	31	79	30	77
Highfield Road	45	8	89	7	78	7	78	7	78
Chester Road	275	26	47	33	60	45	82	30	55
Wychwood Way	40	6	75	6	75	6	75	6	75
Kemps Drive	30	6	100	8	133	6	100	7	117
Ashurst Close	100	13	65	18	90	18	90	15	75
<b>TOTAL</b>	<b>960</b>	<b>138</b>	<b>72</b>	<b>162</b>	<b>84</b>	<b>161</b>	<b>84</b>	<b>140</b>	<b>73</b>

Street:-	Length of unrestricted unobstructive kerbside (metres)	Thursday morning 08.00-08.30		Thursday morning 08.30-09.00		Thursday morning 09.00-09.30		Thursday morning 09.30-10.00	
		Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)	Number of vehicles parked at unrestricted unobstructive kerbside	Parking Stress (%)
Halowell Road	275	42	76	52	95	51	93	53	96
Roy Road	195	29	74	31	79	32	82	34	87
Highfield Road	45	8	89	7	78	7	78	7	78
Chester Road	275	23	42	23	42	22	40	34	62
Wychwood Way	40	6	75	6	75	7	88	6	75
Kemps Drive	30	6	100	8	133	6	100	3	50
Ashurst Close	100	10	50	8	40	13	65	15	75
<b>TOTAL</b>	<b>960</b>	<b>124</b>	<b>65</b>	<b>135</b>	<b>70</b>	<b>138</b>	<b>72</b>	<b>152</b>	<b>79</b>