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**TRANSPORT STATEMENT
PROPOSED EXTENSION TO MINISTEPS NURSERY
150 JOEL STREET
NORTHWOOD
LONDON BOROUGH OF HILLINGDON**

Ministeps Nursery
150 Joel Street
Northwood
HA6 1NL

ADL/AP/3606/03A

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1.0 INTRODUCTION

1.1 Purpose of the report

- 1.1.1 Ministeps Nursery is located in a residential area of Northwood Hills in London Borough of Hillingdon. The nursery currently operates between the hours of 08:00 and 18:00 hours. There is also a manager's residential flat on the first floor which is currently unused.
- 1.1.2 The proposal is to replace the residential flat and a classroom with two new classrooms and a new staff room that will consist of a kitchen and a welfare space.
- 1.1.3 The scheme will also benefit from an additional outdoor garden play space where the current wildlife garden is. In turn, the wildlife garden will be relocated to the rear to replace the residential flat's private garden.
- 1.1.4 Pre-application was sought from London Borough of Hillingdon (LBH) in respect of these proposals. The comments from the highway authority are provided in Appendix 1.0.
- 1.1.5 Ministeps Nursery have appointed ADL Traffic and Highways Engineering Ltd to provide a Transport Statement to support the proposal. This statement provides details of the accessibility, parking provision, and traffic impact assessment.

1.2 Scope of study

- 1.2.1 Chapter 2.0 of the report outlines the location of the site, surrounding road network and accident situation.
- 1.2.2 Chapter 3.0 considers the accessibility of the nursery in terms of walking, cycling, public transport and the PTAL rating.
- 1.2.3 Chapter 4.0 provides the traffic and parking survey results while Chapter 5.0 describes the proposal in terms of its transport context.

1.2.4 Chapters 6.0 and 7.0 present the traffic and parking impact respectively.

1.2.5 The conclusions are presented in Chapter 8.0.

2.0 SITE LOCATION AND SURROUNDING ROAD NETWORK

2.1 Site description

2.1.1 The nursery is located in the Northwood area of Hillingdon and lies on the west side of Joel Street at its junction with Norwich Road. The site location is shown in Appendix 2.1.

2.1.2 The nursery building also comprises a one-bed residential flat within the first floor which shares the access with the nursery. To the rear of the property is the external play space for the nursery and at the far end is the garden area for the one bedroom flat.

2.1.3 The nursery forecourt provides car parking spaces for two cars. There are four Sheffield stands and a bin store near the vehicle crossover.

2.1.4 The parents currently drive onto the nursery forecourt to drop off their children (subject to availability of the space) and then reverse onto Norwich Road to exit the nursery.

2.1.5 The residential garden/amenity space is accessed through the nursery's external play space.

2.1.6 The current nursery drop off and pick up hours are:

- Drop off:
 - 08:00-09:45 hours
 - 13:30-14:00 hours
- Pick up:
 - 12:45-13:00 hours
 - 16:00-18:00 hours

2.1.7 To the north of the application site is 148 Joel Street, a two-storey detached dwelling house, to the east (opposite) is a builders yard.

- 2.1.8 Norwich Road separates the application site from 154 Joel Street on the southern side. On the southwest side is 2 Norwich Road, a detached residential building and this stretch of Joel Street is residential in character and appearance, comprising predominantly semi-detached and detached houses. The site and surrounding area is shown in Appendix 2.2.

2.2 Local road network

- 2.2.1 Joel Street is a borough secondary distribution road classified as B472 and Norwich Road is an unclassified road. Both roads have a speed limit of 30mph. Both roads have on-street parking.
- 2.2.2 Joel Street runs broadly in a north-south direction and connects to the A404 to the north at Northwood Hills area and the High End Eastcote and Field End Road to the south at Eastcote Village.
- 2.2.3 The site has a vehicular crossover on Norwich Road approximately 12m west of the junction with Joel Street.
- 2.2.4 The pedestrian access is provided off Joel Street. This access replaced a previous vehicular crossover.

2.3 Accident analysis

- 2.3.1 ADL have obtained personal injury traffic accident data from Transport for London (TfL) for the 3-year period ending October 2016 for Joel Street and Norwich Road. There were only two accidents recorded within the study area and both were slight injury accidents. The accident report is provided in Appendix 3.0.
- 2.3.2 Both accidents occurred on Joel Street; at distances of 55m and 25m north of the junction with Norwich Road.
- 2.3.3 Accident 0115XH30928 occurred as a result of a driver losing control of their vehicle which resulted in its collision with a parked car.

- 2.3.4 Accident 01160021873 occurred when a driver failed to look properly before steering his/her vehicle to cross the carriageway to park and was hit by another vehicle who was overtaking it.
- 2.3.5 None of the accidents occurred on the entrance of the nursery, nor at the nursery opening and closing times.
- 2.3.6 The accident analysis shows that both the recorded accidents were a result of driver error and hence there are no highway safety issues that need to be addressed as part of this application.

3.0 ACCESSIBILITY

3.1 Walking

3.1.1 All pedestrian access to the nursery is via the private drive off Norwich Road or the pedestrian access gate on Joel Street. There are footways on both sides of Joel Street with minimum widths of 3.5m. Norwich Road also benefits from 2m wide footways on both sides. Both roads have street lighting and are subject to a 30mph speed limit.

3.1.2 The catchment area has been divided into four zones:

- North
- East
- South
- West

3.1.3 Table 3A below, shows the main roads that pedestrians are likely to use having filtered through the residential roads to access the site from these areas. Due to the locational characteristics of the site (i.e. with the Mottingham – New Eltham section of the railway forming a barrier to the north), the majority of pedestrians are expected to access the site from the east, south and west.

Table 3A Main roads used by pedestrians

Zone	Main roads
North	Joel Street Pinner Road Northwood Way Potter Street
East	Tolcarne Drive
South	Joel Street
West	Norwich Road

3.1.4 The pedestrians would use footways along Joel Street, Pinner Road, Potter Street and Norwich Road. These main pedestrian routes are all provided with footways, street lighting and dropped kerbs with and without tactile paving. As such, the catchment area is provided with accessible pedestrian routes to/from the site.

3.1.5 A map showing the cycle routes in Hillingdon is provided in Appendix 4.1. This shows that Joel Street and Norwich Road are both classed as advisory cycle routes.

3.1.6 The roads in the vicinity of the site are mostly residential in character with direct frontage access. They are subject to a 30mph speed restriction and therefore, are relatively safe for cyclists.

3.1.7 The site is therefore accessible on foot and by cycling.

3.2 Public transport

Bus

3.2.1 There are bus stops on Joel Street at a walking distance of 35m from the site and on Norwich Road at a walking distance of 113m from the site (northbound service) and 93m (southbound service). The bus stops on Norwich Road are provided with bus shelters, bus flags and timetable information boards. A plan showing bus stop locations is included as Appendix 4.2. The bus services are summarised in Table 3B below.

Table 3B Bus services

Service No	Route	Frequency		
		Mon – Fri	Sat	Sun
288	Queensbury Morrisons – Meadfield	5-8 buses per hour	4 buses per hour	4 buses per hour
H13	St Vincent's Nursing Home – Ruislip Lido	3 buses per hour	3 buses per hour	3 buses per hour

*source: TfL

3.2.2 As Table 3B shows, there are about 8-11 buses per hour arriving/departing from the bus stops in the vicinity of the site between Monday to Friday. A plan showing the bus route map is included in Appendix 4.3.

Rail Services

3.2.3 Northwood Hill tube station is located at a walking distance of 450m north of the site. This station is on the Metropolitan Line and is in Travelcard Zone 6. .

3.2.4 In the northbound direction, the station is served by trains to Watford (4 trains per hour), Amersham (2 trains per hour) and Chesham (2 trains per hour). In the southbound direction, off-peak services generally run 4 train per hour to Baker Street and 4 trains per hour to Aldgate.

3.2.5 A plan showing a map of rail and underground services is included as Appendix 4.4.

3.3 PTAL rating

3.3.1 The ease with which a person is able to gain access to public transport is a useful measure of the level of accessibility.

3.3.2 TfL's PTAL (Public Transport Accessibility Level) index is based on both distances to public transport services and quality of services available from a given location.

3.3.3 Assessment of the TfL database has confirmed that the site has a PTAL rating of 2 which is a 'poor' level of accessibility compared to Central London. A copy of the PTAL score is included in Appendix 4.5.

4.0 EXISTING TRAFFIC CONDITIONS

4.1 Turning Movement Counts

4.1.1 ADL commissioned KM Traffic Surveys to undertake turning movement count survey on the Joel Street/Norwich Road junction on 5th July 2017 during the following periods:

- AM - 07:00 – 10:00 hours
- PM - 16:00 – 19:00 hours

4.1.2 The survey was undertaken in 15-minute intervals. The scope of the traffic survey was adopted from the Transport Statement which was prepared by Motion Transport Planning to support the planning application reference 698/APP/2011/2951. The survey data is provided in Appendix 5.1 and is summarised in Table 4A.

Table 4A Joel Street/Norwich Road Junction (hourly)

		Traffic Through the Junction
AM	07:00-08:00	1211
	07:15-08:15	1255
	07:30-08:30	1208
	07:45-08:45	1198
	08:00-09:00	1160
	08:15-09:15	1178
	08:30-09:30	1195
	08:45-09:45	1193
	09:00-10:00	1213
PM	16:00-17:00	1308
	16:15-17:15	1336
	16:30-17:30	1378
	16:45-17:45	1380
	17:00-18:00	1405
	17:15-18:15	1395
	17:30-18:30	1385
	17:45-18:45	1360
	18:00-19:00	1309

4.2 Parking Survey

4.2.1 ADL also commissioned KM Traffic Surveys to undertake parking surveys on the neighbouring streets on 5th July 2017 during the same time period as the junction counts. This included a section of Norwich Road and Joel Street, approximately 100m from the nursery.

4.2.2 The survey was undertaken in 15-minute intervals. The scope of the parking survey was adopted from the Transport Statement which was prepared by Motion Transport Planning to support the planning application reference 698/APP/201/2951. The survey data is provided in Appendix 5.2.

4.2.3 Joel Street and Norwich Road were divided into zones as follows:

Norwich Road

- Zone A: North Side
- Zone B: South side

Joel Street (N)

- Zone C: West Side
- Zone D: East side

Joel Street (S)

- Zone E: East Side
- Zone F: West side

4.2.4 The number of unrestricted spaces available on-street on these streets are provided in Table 4B

Table 4B Number of available unrestricted spaces

Street	Zone	Nº of available unrestricted spaces
Norwich Road	Zone A	7
	Zone B	9
Joel Street (N)	Zone C	-
	Zone D	21
Joel Street (S)	Zone E	-
	Zone F	10
Total		47

4.2.5 There are 47 unrestricted kerbside spaces available on street within 100m walking distance from the nursery. The parking survey results are summarised in Tables 4C and 4D for AM and PM peak hours respectively.

Table 4C Parking Survey Results: AM Period

	No of Unrestricted Spaces unoccupied						Total
	Norwich Road		Joel Street (N)		Joel Street (S)		
	Zone A	Zone B	Zone C	Zone D	Zone E	Zone F	
07:00	3	4	-	5	6	5	23
07:15	2	3	-	2	6	5	18
07:30	1	4	-	1	6	4	16
07:45	1	3	-	1	6	4	15
08:00	0	2	-	1	6	4	13
08:15	0	1	-	1	6	2	10
08:30	0	1	-	1	6	3	11
08:45	0	1	-	1	6	2	10
09:00	0	1	-	1	6	2	10
09:15	0	1	-	1	6	2	10
09:30	0	1	-	1	6	2	10
09:45	0	0	-	1	6	2	9
10:00	0	0	-	1	6	2	9

Table 4D Parking Survey Results: PM Period

	No of Unrestricted Spaces unoccupied						Total
	Norwich Road		Joel Street (N)		Joel Street (S)		
	Zone A	Zone B	Zone C	Zone D	Zone E	Zone F	
16:00	1	2	-	5	6	2	16
16:15	1	3	-	6	6	3	19
16:30	2	3	-	8	6	3	22
16:45	2	4	-	7	6	1	20
17:00	1	4	-	9	6	1	21
17:15	2	2	-	11	6	3	24
17:30	2	3	-	11	6	2	24
17:45	2	3	-	12	6	5	28
18:00	2	3	-	14	6	5	30
18:15	2	2	-	13	6	4	27
18:30	3	3	-	13	6	4	29
18:45	3	3	-	13	6	4	29
19:00	3	4	-	13	6	6	32

4.2.6 Tables 4C and 4D demonstrate that there were between 9 and 23 unrestricted kerbside spaces unoccupied during AM peak hours and between 16 and 32 unrestricted kerbside spaces unoccupied during PM peak hours.

5.0 DEVELOPMENT PROPOSAL

5.1 Description of proposal

5.1.1 The proposal is to amend the existing scenario by replacing the first-floor flat with a staff room and additional classroom. It is also proposed to replace the residential garden area at the far end of the external amenity space with further play area for the nursery.

5.1.2 It is also proposed to reintroduce a vehicular crossover to allow for secondary vehicle egress on Joel Street. As pedestrian access gate will provide adjacent to the proposed vehicle egress.

5.1.3 The proposal would result in an increase of 16 children and a change of the opening hours from 8am to 7:30am. Therefore, the new drop off and pick up times will be:

- Drop off:
 - 07:30-09:45 hours
 - 13:30-14:00 hours
- Pick up:
 - 12:45-13:00 hours
 - 16:00-18:00 hours

5.1.4 There will be 4 additional staff employed as a result of the proposal.

5.1.5 The proposed site layout is shown in Appendix 6.0.

5.2 Access arrangements

5.2.1 The vehicular crossover on Joel Street approximately 19m north of the give-way markings of the junction with Norwich Road will be reinstated as part of this proposal. A separation of 1.2m has been created between this crossover and the crossover of the adjacent property № 48 Joel Street.

- 5.2.2 This provision will create an in/out arrangement whereby the ingress will be off Norwich Road crossover and the egress will be off the proposed reintroduced Joel Street crossover.
- 5.2.3 The vehicular visibility splays at the proposed egress on Joel Street are 2.4m x 43m in both directions, as shown in Appendix 7.1.
- 5.2.4 An alternative pedestrian access has been proposed adjacent to the proposed vehicle egress. The pedestrian visibility splays as showed in Appendix 7.2 are 2.4m x 2.4m in each direction.
- 5.2.5 The pedestrian access will be provided adjacent to the proposed vehicular egress. The pedestrian route will be clearly signed and bollards installed on the forecourt to segregate vehicular traffic from pedestrian. Additional signage will be provided to advise the parents on the proposed in/out arrangements.

5.3 Parking

Car Parking

- 5.3.1 The parents currently drive onto the nursery forecourt to drop off their children (subject to availability of the space) and then reverse onto Norwich Road to exit the nursery. The proposed in/out arrangement creates a defined vehicular path on the forecourt which will also serve as a drop-in/pick-up facility. This is considered to be a highway gain as the parents do not have to reverse onto Norwich Road to exit the nursery.
- 5.3.2 A Manager or a Deputy Manager will be present during the opening and closing times to ensure that the parents do not overstay or cause congestion within the nursery.
- 5.3.3 The proposal will also provide two on-site car parking spaces which will be clearly designated for the staff.

Cycle Parking

- 5.3.4 It is proposed to provide two additional cycle stands (i.e. four spaces) as part of the proposals. This is in line with London Plan 2016 standards which require long stay space per 4 staff and 1 long stay space per 8 students and 1 short stay space per 100 students.

5.4 Servicing

- 5.4.1 The refuse collection and deliveries will be undertaken on-street as per existing. The proposed drop off/park up space will be left vacant at the time of refuse collection.

6.0 TRAFFIC IMPACT

6.1 Mode Split

Parents

6.1.1 ADL undertook Travel Plan monitoring in May 2016 for the nursery in liaison with Mr B Walch, the Travel Plan Monitoring Officer at West Trans. There was a 73.8% response rate from the parent sample population to the Travel Plan questionnaire. The Travel Plan Monitoring Report was formally approved by Mr Walch on 17 May 2016. A copy of the Monitoring Report is provided in Appendix 8.0.

6.1.2 The survey results of the 2016 Travel Plan questionnaire survey is provided in Table 6A.

Table 6A 2016 Ministeps Nursery Parent Travel Plan Survey

Mode of Travel	Trip Mode (%)
Car (driver alone)	51%
Car share (as a driver)	3%
Car share (as a passenger)	2%
Underground	15%
Bus	2%
Train	3%
Bicycle	2%
Foot	22%
Total	100%

6.1.3 Table 6A shows that the majority of parents drive to the nursery followed by those who walk and those who use the underground.

6.1.4 The proposal will result in an increase of 16 children. The percentage mode split provided in Table 5A has been used to obtain the mode split of the parents associated with 16 children. This mode split is provided in Table 6B.

Table 6B Mode Split of 16 New Parents

Mode of Travel	Trip Mode (%) (see Table 5A)	Parents
Car (driver alone)	51%	8
Car share (as a driver)	3%	1
Car share (as a passenger)	2%	0
Underground	15%	2
Bus	2%	0
Train	3%	1
Bicycle	2%	0
Foot	22%	4
Total	100%	16

- 6.1.5 Table 6B shows that 9 out of 16 parents will arrive/depart at the nursery in cars; two will use the underground and one will use the train.

Staff

- 6.1.6 The existing staff mode split based upon the information provided by the nursery is shown in Table 6C.

Table 6C Existing Staff Mode Split

Mode of Travel	Trip Mode (%)
Drive to nursery	57%
Either walk/use public transport	42%
Total	100%

- 6.1.7 Given that the proposal will result in an increase in staff number by four, the predicted mode share of these staff based on Table 6C is shown in Table 6D.

Table 6D New Staff Mode Split

Mode of Travel	Trip Mode (%)	Staff
Drive to nursery	57%	2
Either walk/use public transport	42%	2
Total	100%	4

- 6.1.8 Table 6D shows that 9 out of 16 parents will arrive/depart at the nursery in cars; two will use the underground and one will use the train.

6.2 Vehicle trips

Parents

- 6.2.1 The increase in vehicle trips as a result of the proposal during nursery drop off and pick up times based on Table 6B is provided in Table 6E.

Table 6E Vehicle Trips: Nursery Drop Off and Pick Up Times

	In	Out	Two-Way
Nursery drop off time	9	9	18
Nursing pick up time	9	9	18
Daily	18	18	36

- 6.2.2 Table 6E demonstrates that there could be an increase of up to 18 two-way vehicle movements as a result of the proposal.

6.2.3 It should be noted that not all the vehicular trips in Table 5C would occur in a single hour. The drop-off and pick-up times once the nursery is extended would be:

- Drop off:
 - 07:30 - 09:45 hours
 - 13:30 - 14:00 hours
- Pick up:
 - 12:45 - 13:00 hours
 - 16:00 - 18:00 hours

6.2.4 Based on the above, the vehicle trips in Table 6C have been proportionally divided during the nursery drop off and pick up as follows:

- Drop off:

◦ 07:30 – 08:00	2 parents in, 2 parents out = 4 vehicle movements
◦ 08:00 – 09:00	4 parents in, 4 parents out = 8 vehicle movements
◦ 09:00 – 10:00	3 parents in, 3 parents out = 6 vehicle movements
Total	9 parents in, 9 parents out
- Pick up:

◦ 12:45 – 13:00	3 parents in, 3 parents out = 6 vehicle movements
◦ 16:00 – 17:00	3 parents in, 3 parents out = 6 vehicle movements
◦ 17:00 – 18:00	3 parents in, 3 parents out = 6 vehicle movements
Total	9 parents in, 9 parents out

6.2.5 Therefore, it is noted that the maximum increase in vehicle movements per hour during nursery drop off and pick up times will be up 8 trips (two-way).

Staff

6.2.6 Based on Table 6D, there will be an increase by two vehicles during AM and PM peak hours.

Parents + Staff

6.2.7 Increase in vehicular traffic as a result of the proposal is provided in Table 6F.

Table 6F Increase in Vehicle Trips (Two-way)

	Parents	Staff	Total
07:30 – 08:00	4	2*	6
08:00 – 09:00	8	0	8
09:00 – 10:00	6	0	6
12:45 – 13:00	6	0	6
16:00 – 17:00	6	0	6
17:00 – 18:00	6	2*	8

* assuming that staff arrive between 07:30-08:00 hours and finish work between 17:00-18:00 hours

6.2.8 Table 6F shows that the proposal could generate a maximum of eight vehicle trips (two-way) during peak hours. This equates to an increase of only one vehicle movement every eight minutes. The increase in vehicle movements as a result of the proposal is therefore considered to be not severe.

6.3 Traffic Impact

6.3.1 The traffic impact as a result of the proposed development during the commuter periods of 07:00-10:00 hours and 16:00-19:00 hours on Joel Street/Norwich Road junction is shown in Table 6G.

Table 6G Increase in Vehicle Traffic on Joel Street/Norwich Road

		Survey Flows (Table 4A)	Increase in Traffic (Para. 6.2.4)	% Increase
AM	07:00-08:00	1211	+6	+0.5%
	08:00-09:00	1160	+8	+0.7%
	09:00-10:00	1213	+6	+0.5%
PM	16:00-17:00	1308	+6	+0.5%
	17:00-18:00	1380	+8	+0.6%
	18:00-19:00	1309	0	0

6.3.2 Table 6G shows that the increase in vehicular traffic as a result of the proposed development would be in the region of +0.5% to +0.7%.

6.3.3 The traffic impact as a result of the proposed development is therefore considered to be imperceptible and hence not severe.

7.0 PARKING IMPACT

- 7.1 The parking impact (based on a worst-case assumption that the new parents and staff park on-street) during the commuter periods of 07:00-10:00 hours and 16:00-19:00 hours on the neighbouring streets is shown in Table 7A.

Table 7A Parking Impact

		No of Unrestricted Kerbside Spaces Unoccupied (Tables 4C & 4D)	Increase in Parking Demand			Additional Demand Accommodated
			Parents	Staff	Parents + Staff	
AM	07:00-08:00	Between 15 and 23	+2	+2	+4	Yes
	08:00-09:00	Between 10 and 13	+4	+2	+6	Yes
	09:00-10:00	Between 9 and 10	+3	+2	+5	Yes
PM	16:00-17:00	Between 16 and 22	+3	+2	+5	Yes
	17:00-18:00	Between 21 and 28	+3	+2	+5	Yes

- 7.2 Table 7D shows that additional on-street parking demand generated as a result of the proposed development could be accommodated on streets within walking distance of 100m from the nursery. This is based on the assumption that none of the new parents or staff use the proposed in/out arrangement and hence, the parking impact assessment is robust.
- 7.3 The proposal provides an in/out arrangement whereby the ingress will be off Norwich Road and the egress will be off the proposed Joel Street crossover. This would allow parents to temporarily stop on the in/out vehicle path on the forecourt, therefore serving as a drop-in/pick-up facility.

8.0 CONCLUSIONS

- 8.1 ADL Traffic and Highways Engineering Ltd have been appointed by Ministeps Nursery to undertake this Transport Statement in support of the proposal to extend the existing nursery by replacing the unused first-floor flat with a staff room and additional classroom. The proposal would result in an increase of 16 children, 4 staff and a change of the opening hours from 8am to 7.30am.
- 8.2 It is also proposed to reintroduce a vehicular crossover to allow for secondary vehicle egress on Joel Street. As pedestrian access gate will provide adjacent to the proposed vehicle egress.
- 8.3 The proposed in/out arrangement creates a defined vehicular path on the forecourt which will also serve as a drop-in/pick-up facility. This is considered as a highway gain because this arrangement would stop parents from reversing back on to Norwich Road to exit the nursery.
- 8.4 A Manager or a Deputy Manager will be present during the opening and closing times to ensure that the parents do not overstay or cause congestion within the nursery.
- 8.5 The proposed vehicular crossover on Joel Street will be approximately 19m north of the give-way markings of the junction with Norwich Road. A separation of 1.2m has been created between this crossover and the crossover of the adjacent property No 48 Joel Street.
- 8.6 The vehicular visibility splays at the proposed egress on Joel Street are 2.4m x 43m in both directions. An alternative pedestrian access has been proposed adjacent to the proposed vehicle egress. The pedestrian visibility splays are 2.4m x 2.4m in each direction.
- 8.7 The pedestrian routes will be clearly signed and bollards installed on the forecourt to segregate vehicular traffic from pedestrian.

- 8.8 The proposal will also provide two on-site car parking spaces which will be clearly designated for the staff. There will be two cycle stands (in addition to the existing four stands), which is in line with London Plan 2016 cycle parking standards.
- 8.9 The refuse collection and deliveries will be undertaken on-street as per existing.
- 8.10 Based on existing staff mode split, out of four new staff, two would drive and remaining two would either walk or use public transport. Based on the 2016 Travel Plan Monitoring Report approved by West Trans, the proposed extension will add an extra 18 vehicles (two-way) onto the local road network generated by parents.
- 8.11 During the peak hours, the proposal could generate a maximum of eight vehicle trips (two-way) during peak hours. This equates to an increase of only one vehicle movement every eight minutes. The increase in vehicle movements as a result of the proposal is therefore considered to be not severe.
- 8.12 The increase in vehicular traffic on the Joel Street/Norwich Road junction as a result of the proposed development would be in the region of +0.5% to +0.7%.
- 8.13 The proposal will result in an additional parking demand for maximum of 6 cars per hour. The parking survey on streets within 100m from the nursery (Norwich Road and Joel Street) demonstrates that there are sufficient unrestricted kerbside spaces to accommodate this nominal car parking demand. This does not take into account the proposed onsite car parking provision and hence, the assessment is robust.
- 8.14 In conclusion, there are no traffic, parking or transportation reasons to refuse this application.

PRE-APPLICATION RESPONSE



Ds Squared Architects
Dus House
4 Spring Villa Road
Edgware
HA8 7EB

Planning Applications Team
London Borough of Hillingdon
Civic Centre, High Street
Uxbridge

Tel: 01895 250230
Case Officer: Ed Laughton
Email: elaughton@hillington.gov.uk
Date: 15th February 2017
Our Ref: 698/PRC/2016/187

Dear Ds Squared Architects

RE: The replacement of the first floor residential flat with a staffroom and an additional classroom and outdoor playspace

SITE: 150 Joel Street Northwood

I refer to your request for pre-application planning advice dated 13th of October 2016 and our subsequent meeting on 1st of December 2016 relating to the above development. The advice provided is based on the following drawings and documents issued to the Local Planning Authority for consideration:

16019 P 0101 Existing Floor Plans and Elevations
16019 P 0201 Proposed Floor Plans and Elevations
16019 P 02.00 Design Appraisal
Travel Plan Monitoring Report

Plan Numbers: 16019 P 0101 Existing Floor Plans and Elevations - received 19 Oct 2016
16019 P 0201 Proposed Floor Plans and Elevations - received 19 Oct 2016
16019 P 02.00 Design Appraisal - received 19 Oct 2016

Outlined below is a preliminary assessment of the proposal, including an indication of the main issues that should be addressed should you choose to submit a formal planning application. Please note that the views expressed in this letter represent officer opinion only and cannot be taken to prejudice the formal decision of the Council in respect of any subsequent planning application, on which consultation would be carried out which may raise additional issues. In addition, the depth of analysis provided corresponds with the scope of information made available to Council officers.

The Site and Surrounds

The application site lies on the west side of Joel Street at its junction with Norwich Road and comprises a large detached property set within a spacious plot. The property is currently in use as a nursery with a one bed residential flat within the first floor that does not have independent access. To the rear of the property is the external play space for the nursery and at the far end

of the external space is the garden area for the one bedroom flat. This residential garden/amenity space is accessed through the nursery's external play space. The property was previously a 4-bedroom dwelling house, with part of the ground floor used as a GP Surgery, although there are no planning records which show that planning permission was granted for the mixed use.

To the north of the application site is 148 Joel Street, a two-storey detached dwelling house, to the east (opposite) is a builders yard located within the Green Belt.

Norwich Road separates the application site from 154 Joel Street on the southern side. On the southwest side is 2 Norwich Road, a detached residential building. Norwich Road and this stretch of Joel Street is residential in character and appearance comprising predominantly semi-detached and detached houses of varying designs and the application site lies within the developed area as identified in the adopted Hillingdon Local Plan (November 2012).

The Proposal

The proposed scheme is to amend the existing scenario by replacing the first floor flat with a staff room and additional classroom. It is also proposed to replace the residential garden area at the far end of the external amenity space with further play area for the nursery. No external changes are proposed to the facades of the building.

It is also proposed to remove the pedestrian access gate on to Joel Street and reinstate a crossover 'to allow for secondary vehicle access (out)'. The submitted proposed plans do not clarify however where vehicles using this access would park.

Planning Policy

The proposed development would be assessed against the Development Plan Policies contained within Hillingdon Local Plan: Part 1, Saved Unitary Development Plan policies, the London Plan 2016, the NPPF and supplementary planning guidance prepared by both LB Hillingdon and the GLA.

Other Policies:

BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE22	Residential extensions/buildings of two or more storeys.
BE23	Requires the provision of adequate amenity space.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
H2	Restrictions on changes of use of residential properties
H3	Loss and replacement of residential accommodation
OE1	Protection of the character and amenities of surrounding properties and the local area
R10	Proposals for new meeting halls and buildings for education, social,

	community and health services
AM14	New development and car parking standards.
AM7	Consideration of traffic generated by proposed developments.
R13	Use of residential accommodation for educational and child care premises
HDAS-EXT	Residential Extensions, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted December 2008
HDAS-LAY	Residential Layouts, Hillingdon Design & Access Statement, Supplementary Planning Document, adopted July 2006
LPP 7.4	(2016) Local character
LPP 7.6	(2016) Architecture
LPP 8.3	(2016) Community infrastructure levy

Main Planning Issues

1. Principle of development

The principle of the replacement of the existing residential flat is connected to the planning history of the property.

The site was previously in use as a residential property and had two planning applications refused for the change of use of the property to a nursery (Use Class D1). The most recent application (ref. 698/APP/2010/1947) was refused on 3 grounds:

1. The proposal would result in the loss of residential accommodation comprising a 4-bedroom house, which makes a contribution to the boroughs' housing stock. No suitable replacement that would meet the Council's standards has been provided and therefore, the proposal is contrary to Policies H2 and H3 of the Hillingdon Unitary Development Plan Saved Policies September 2007.

2. The proposed front extension, by reason of its siting forward of the existing front wing, and roof form, introducing a flat roof design that would be substantially different from that of the main roof, would be detrimental to the character and appearance of the original house and visual amenities of the locality. The proposal is therefore contrary to policies BE13, BE15 and BE19 of the Hillingdon Unitary Development Plan (Saved Policies, September 2007) and the Council's adopted Supplementary Planning Document HDAS: Residential Extensions.

3. The proposal is likely to result in indiscriminate car parking and dangerous manoeuvres at/close to a road junction contrary to the interests of highway and pedestrian safety and the free flow of traffic. The proposal would therefore be contrary to Policies R13(iii) and (iv) and AM7(ii) of the Hillingdon Unitary Development Plan Saved Policies September 2007.

This decision was the subject of an appeal and whilst the appeal was dismissed, reasons 1 and 3 were not supported by the Planning Inspectorate. The Inspectorate decision was a material consideration in the determination of a following application in 2011 (application reference) 698/APP/2011/2951 for 'Change of use of dwellinghouse to a Nursery School (D1), including single storey side and rear extensions, two storey front extension, canopy to front, side and rear, alterations to the elevations and relocation of pedestrian and vehicular accesses, retention of a one

bed staff flat at first floor level, involving demolition works' that was approved on the 11th of April 2012.

Policy R13 of the Hillingdon Local Plan (November 2012) advises that where the proposal is for education and/or child care facilities, residential loss may be acceptable provided that only part of a property is involved and the remainder is capable of providing suitable living accommodation. This policy also establishes other criteria which would need to be addressed, namely that the proposal should not result in an over concentration of similar facilities, the amenities of area and neighbouring properties should be safeguarded, the premises are accessible by public transport and the site can operate safely in terms of the dropping off and collection of children.

Policy H3 of the Hillingdon Local Plan (November 2012) states that 'the loss of residential accommodation will only be permitted if it is replaced within the boundary of the site'. Only in very exceptional circumstances will the loss of residential accommodation be permitted. Paragraph 7.8 of the Hillingdon Local Plan (November 2012) sets out those exceptional circumstances. These exceptional circumstances include where there are access issues relating to residential accommodation located over retail or other commercial premises, where the dwelling is unfit for habitation and where the existing dwelling is located adjacent to established uses that cause nuisance and disturbance.

The current property includes a one bedroom unit on the first floor. There is no separate access to the first floor however and without a separate access, the one bedroom unit is considered ancillary to the main Class D1 use.

In determining whether the principle of the change of use was acceptable in application reference 698/APP/2010/1947, the appeal decision was taken into consideration. In this decision, the Inspector commented on Policies H3 and R13:

"Policies H3 and R13 do not state that replacement or remaining residential accommodation must be self contained. The underlying aim is to avoid diminution of the housing stock and the flat would contribute towards this by providing accommodation for a manager who would otherwise have to be housed elsewhere."

The Inspectorate highlighted the Local Plan's recognition of the need for additional day care facilities for pre-school children and also referred to the emerging Core Strategy.

"The emerging Core Strategy indicates that high and rising birth rates are leading to a pressing for additional primary school places. Locally, there are considerably more pre-school age children than there are available nursery school places."

In this instance the Inspector concluded that the principal was acceptable. The Inspectorate noted that although "the proposed development would harm the provision of residential accommodation and conflict with the aims of Policies H2 and H3, this was outweighed by the need for nursery school places and would accord with Policy R13 in principle and with its criterion."

In light of the appeal decision it was concluded that the principle of the change of use was acceptable and as a form of residential accommodation would remain the proposal would comply with Policies R10, R13, H2 and H3 of the Hillingdon Local Plan (November 2012).

Taking the above into consideration, the loss of the residential unit is not deemed to be in accordance with the relevant policies. The Inspector has made it clear in their decision that the retention of a residential element on the site was a significant consideration in the determination of whether the principle of the change of use was acceptable. Therefore the loss of all residential use on the site is deemed to be contrary to policy and the principle of the proposal is not supported.

2. Design

No alterations are proposed to the external facades of the property. However there are indicative notes on the proposed plan to remove the pedestrian access and reintroduce a crossover. It is likely that this may result in a considerable amount of hardstanding to the front of the dwelling which could be detrimental to the street scene and the character of the area. However without detailed plans it is not possible at this stage to provide further comment.

3. Amenity

The applicant has stated within their submission that the proposed changes would at no time result in an increase in children using the external amenity area over and above the current scenario. Should this be the case then it is possible that concerns may not be raised on amenity grounds as there would be no increase in external noise levels. However evidence would be required to support that there would be no increase in internal noise levels.

4. Highways

The following comments have been received from the Council's Highways Engineer

General

Ministeps Nursery is seeking pre-application advice for the following proposals:

- Change of use of the existing residential unit at first floor level into a nursery school (D1), also including the existing part of the garden allocated for residential use;
- Construction of a new crossover to replace the existing pedestrian access along Joel Street. This proposal would reinstate an existing crossover that was removed to accommodate the pedestrian access. The existing crossover on Norwich Road would be retained and used for entry only; the new crossover would be used for exit only.

The site is located at the corner of Joel Street, borough secondary distributor road classified as B472, and Norwich Road, which is an unclassified residential road. Both roads have a speed limit of 30mph. On-street parking is available on both roads. The PTAL rating for the site is 2, which is considered poor. Local bus services are accessible nearby the site, while Northwood Hills underground station (Metropolitan Line) is located approximately 450m to the north of the nursery.

Trip Generation

The proposals would result in an increase in the maximum number of pupils from 38 to 54, which represent an increase of 16 children or 42% of the current maximum. The supplied information does not specify the associated increase in number of staff. In order to fully assess the impact of the proposals on trip generation, it is expected that the planning application will include the following information:

- Current and proposed staff numbers;
- Mode of transport used by staff members to reach the site;
- A full assessment of the additional trips generated by the proposed increase in the number of pupils, also taking into account the additional trips generated by the increase number of staff members.

Off Site works

When Planning Consent no. 698/APP/2011/2951 was granted, the applicant entered into a S106 agreement for the implementation of offsite measures intended to improve highway safety in the vicinities of the site. A sum of £10,000 was allocated for safety measures including, but not limited to:

- Upgrading single yellow lines to double yellow lines;
- Providing school "keep clear" markings
- Installing bollards along the kerb at the corner of Joel Street and Norwich Road.

The planning application should demonstrate how these highway obligations have been discharged and their impact on local road safety and traffic operations.

Access

The new crossover on Joel Street would be acceptable in terms of visibility splays and road safety. However, some concerns are raised with reference to the presence of a nearby crossover serving no. 148 Joel Street. The design would need to comply with current Council's standing advice and a separation of at least 1.2m should be considered between the two adjacent crossovers.

The attention is drawn, in particular, on pedestrian visibility splay requirements when children are present: the applicant must ensure that an unobstructed visibility above the height of 0.6m should be maintained from the site access for vehicles at least 2.4m in both directions along the back edge of the footway. Any fencing / hedging above 0.6m would have to allow drivers to be able to see through it. This is for the safety of pedestrians, and specifically children, along the footway. As part of the application, the applicant will need to supply details of proposed boundary treatment to demonstrate that the visibility requirements are met.

In order to accommodate the new crossover, the applicant would remove the existing pedestrian access. However, no alternative pedestrian access is shown on the supplied proposed layout drawings. In light of the current use of the premises, it is considered that appropriate pedestrian access routes should be clearly identified and separated by vehicular routes. These should be able to accommodate parent with prams. The proposed pedestrian routes should be shown on the proposed drawings.

Internal Layout

The planning application should include plans showing the proposed forecourt layout. This should include details of the proposed drop off / pick up facility and location of parking bays.

There are concerns to the practicalities of the proposed in / out arrangement in terms of highway safety and interaction with pedestrian movements inside the premises. Therefore, the design needs to be carefully justified.

Parking

The proposals to create a drop off / pick up area may potentially have an impact on parking provisions. Of particular concern is the potential loss of parking for staff. The applicant should provide more details on the number of parking spaces currently provided within the forecourt, how these are allocated and their occupancy rate. Also, the number of proposed parking spaces should be detailed in the proposals and how, if applicable, the shortfall would be accommodated.

5. Other

None

6. Planning Obligation and CIL (Mayor and LBH)

S106 PLANNING OBLIGATIONS

Policy R17 of the Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012), requires that where developments generate the need for additional facilities, financial contributions will be sought.

7. Application Submission

List of documents to be submitted (please note this list is not exhaustive):

- Application Form
- Existing and proposed plans and elevations
- Design and Access Statement
- Planning Statement
- CIL Questionnaire
- Transport Surveys and Assessment
- Landscaping details and maintenance
- Noise Assessment

8. Conclusion

Overall, there are concerns with regards to the loss of the residential unit on this site and the potential site layout, parking and pedestrian access proposed. If an application is submitted, careful consideration needs to be given to support the proposed loss of the residential unit and the design of any development to ensure that it does not have a detrimental impact on the character of the area, streetscene, residential amenity, the local highway network or pedestrian safety.

Please be advised that the Council require confirmation that you wish to enter into a PPA as soon as possible, in order to ensure the necessary resource are in place to meet the terms of the PPA.

Thank you for entering into the Councils pre-application advice service and I trust you have found this service of assistance.

**Ed Laughton
Planning Officer
Major Applications Team
London Borough of Hillingdon**

Planning Guarantee

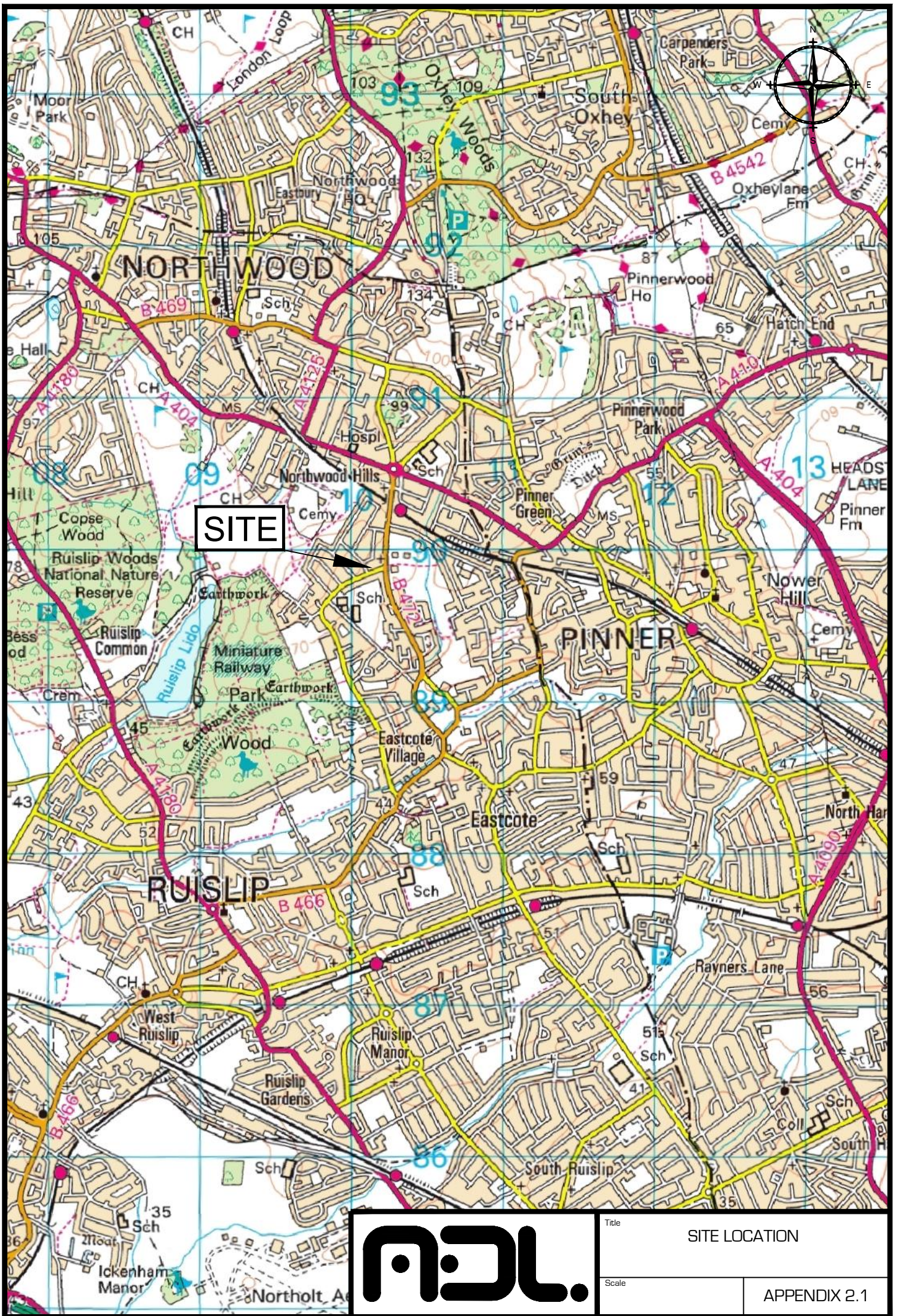
For complex applications which are likely to exceed the statutory timeframes, the applicant is encouraged to enter into a Planning Performance Agreement (PPA) to allow for the negotiation of complex cases. Central Government encourages the use of PPAs for larger and more complex planning proposals to bring together the developer, the Local Planning Authority and key stakeholders to work in partnership throughout the planning process.

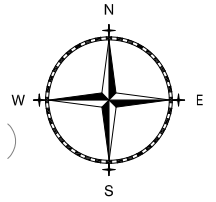
Providing a PPA helps ensure that major proposals progress through the application process in a timely fashion and result in high quality development but the service is both time consuming and costly. The charge for all Planning Performance Agreements will ensure that adequate resources and expertise can be provided to advise on major development proposals, the charges are determined on a site by site basis.

Hillingdon are committed to ensure the best possible service provision to all of our applicants. In order to ensure this, we will not be able to facilitate negotiation which would result in an application being determined outside of statutory timeframes, unless the applicant has entered into a Planning Performance Agreement.

SITE AND SURROUNDING AREA

2.1	Site Location
2.2	Site and Surrounding Area





ncl.

Title
SITE AND SURROUNDING AREA

Scale
1:500@A4

APPENDIX 2.2

ACCIDENTS



36 months to end October 2016 prov.

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA Joel St jw Norwich Rd 150M (C)	36 MTS TO OCT-2016	2

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

**36 months to end October 2016 prov.**

MP01 GIS AREA Joel St jw Norwich Rd 150M (C)						36 MTS TO OCT-2016 SORTED BY DATE			
1	0115XH30928	TUE 15/12/15 10:15	LIGHT	JOEL STREET, 55M NORTH OF J/W NORWICH ROAD		26	LINK 247-287	510200 / 189890	
POLICE - AT SCENE			ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			NO XING FACILITY IN 50M
FOR UNKNOWN REASON V1 HAS LOST CONTROL & HIT N/S OF PARKED V2 CAUSING V2 TO BE PUSHED INTO PARKED V3									
CASUALTY			001 (001)	(48 Yrs - F HA4)	SLIGHT	DRIVER/RIDER			
VEHICLE			001 (002)	CAR	(48 Yrs - F HA4)	GOING AHEAD OTHER		N TO S	
BT - NOT REQUESTED						N/S HIT FIRST			
						HIT PARKED VEH			
VEHICLE			002 (001)	CAR	(? Yrs - U PARKED)	PARKED		P TO P	
BT - DRV NOT CONTACTED						N/S HIT FIRST			
						HIT PARKED VEH			
VEHICLE			003 (002)	CAR	(? Yrs - U PARKED)	PARKED		P TO P	
BT - NOT REQUESTED						BACK HIT FIRST			
V001 B 204 (DEFECTIVE STEERING OR SUSPENSION)					V001 A 602 (CARELESS/RECKLESS/IN A HURRY)				
V001 A 410 (LOSS OF CONTROL)					V001 B 403 (POOR TURN OR MANOEUVRE)				
V001 B 603 (NERVOUS/UNCERTAIN/ PANIC)									
2	01160021873	THU 15/09/16 06:42	LIGHT	ON JOEL STREET, 25 METRES NORTH OF THE JUNCTION WITH NORWICH ROAD.		26	LINK 247-287	510200 / 189860	
POLICE - AT SCENE			ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M			NO XING FACILITY IN 50M
V1 CROSSED CARRIAGEWAY IN ORDER TO PARK AND HIT V2 WHICH WAS OVERTAKING									
CASUALTY			001 (002)	(39 Yrs - M WD19)	SLIGHT	DRIVER/RIDER			
VEHICLE			001 (000)	CAR	(29 Yrs - M HA52)	SLOWING OR STOPPING		S TO N	
BT - NOT REQUESTED						O/S HIT FIRST			
						OVERTAKE MOVE VEH O/S		S TO N	
BT - NOT REQUESTED						N/S HIT FIRST			
V001 A 405 (FAILED TO LOOK PROPERLY)					V001 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)				
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)					V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				
End of Accidents for MP01 GIS AREA Joel St jw Norwich Rd 150M (C)									

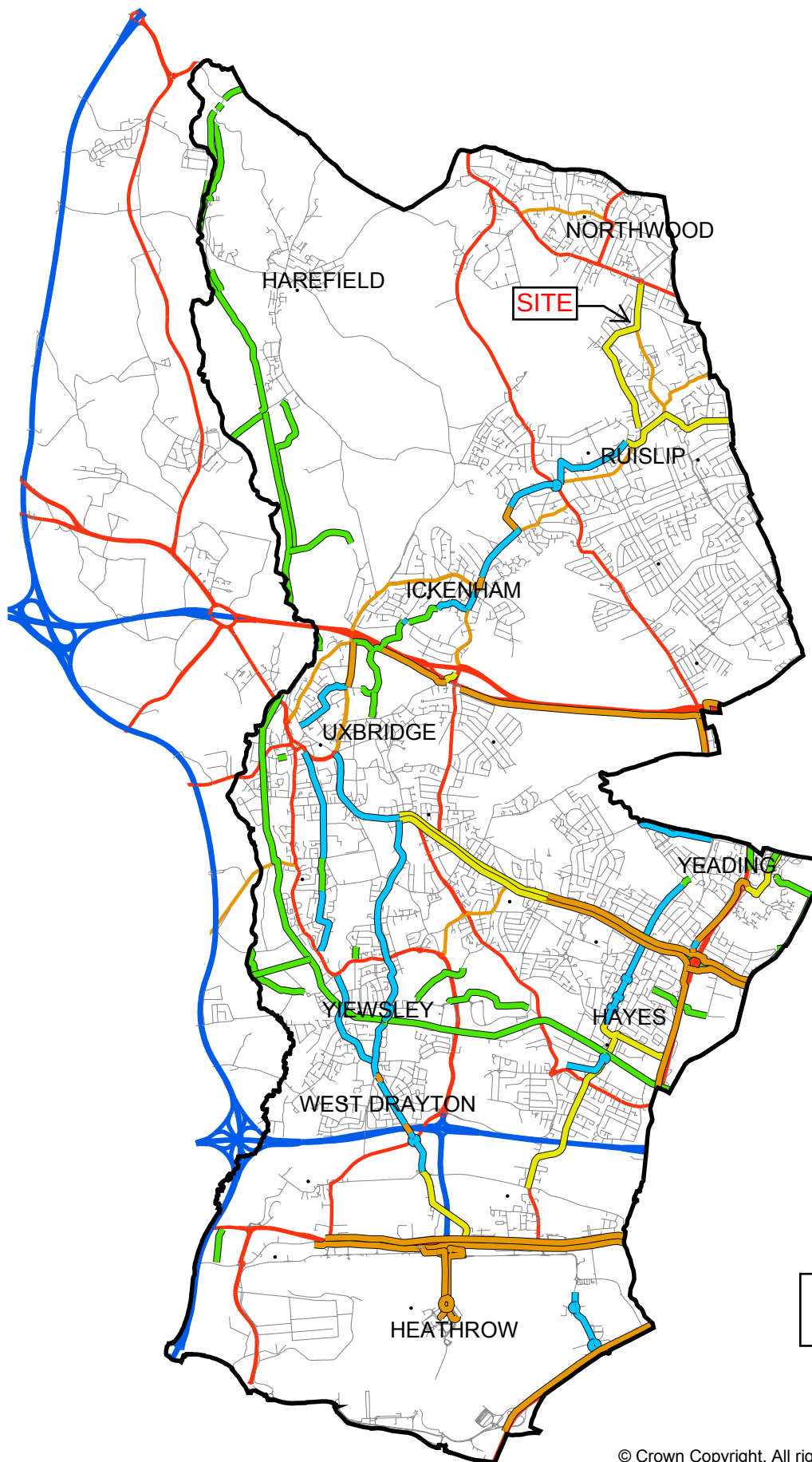
End of Accidents for MP01 GIS AREA Joel St jw Norwich Rd 150M (C)

End of Report

APPENDIX 4.0

ACCESSIBILITY

4.1	Cycle map
4.2	Bus stop locations
4.3	Bus routes
4.4	Rail Station location
4.5	PTAL rating



APPENDIX 4.1
CYCLE MAP



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London Borough of Hillingdon 100019283 2006



Cycling Routes in Hillingdon

 Borough Boundary

London Cycle Route

-  strategic route on road
-  strategic route off road
-  motor traffic free routes
-  LCC advisory route



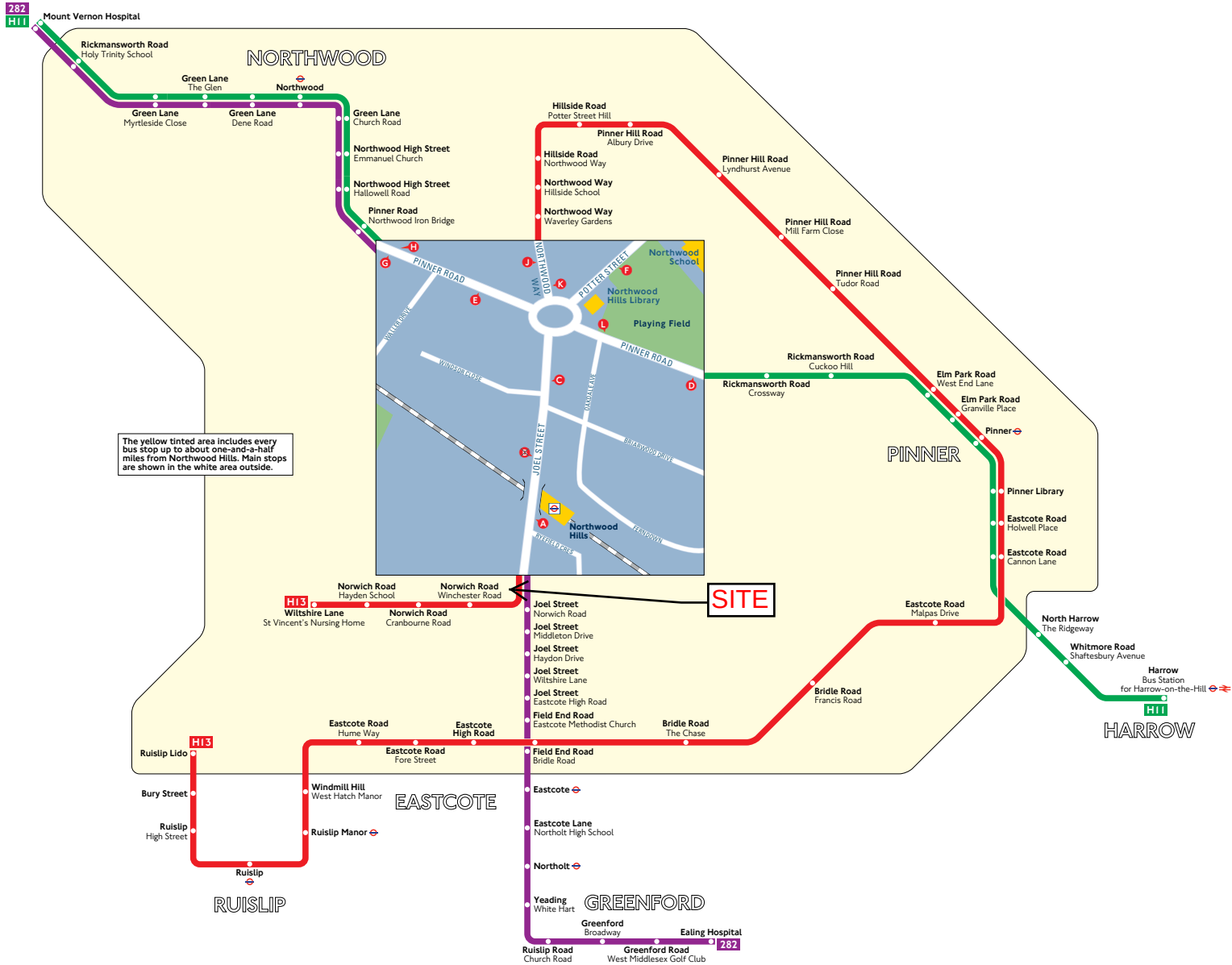
	Title BUS STOP LOCATIONS	
	Scale	APPENDIX 4.2

Buses from Northwood Hills

Route finder

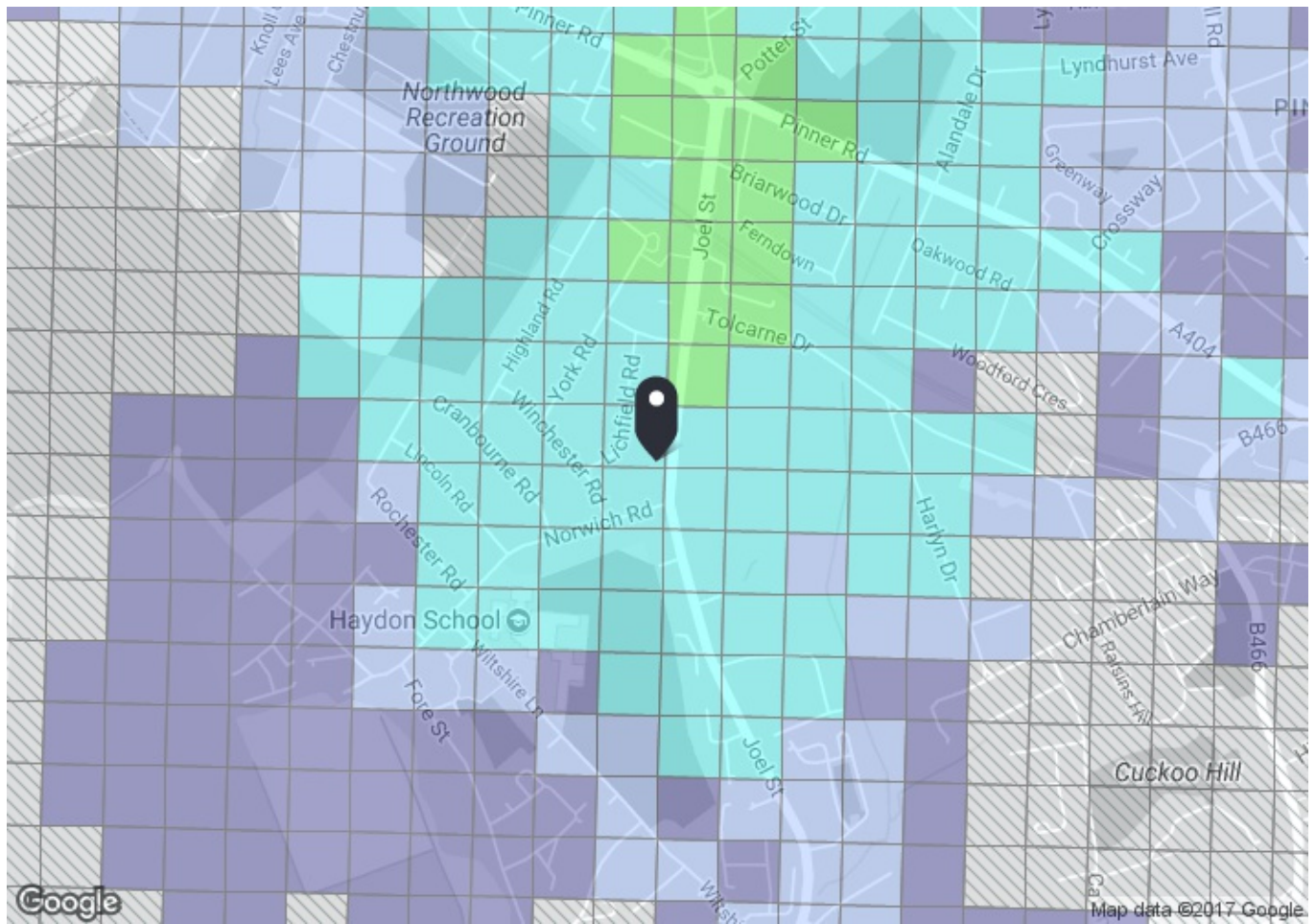
Day buses

Bus route	Towards	Bus stops
282	Ealing Hospital	A C H
	Mount Vernon Hospital	E G
H11	Harrow	H L
	Mount Vernon Hospital	D E G
H13	Northwood Hills	A C K
	Ruislip	J





Title		RAIL STATION LOCATION
Scale		APPENDIX 4.4



PTAL output for Base Year

2

HA6 1NL

Joel St, Northwood HA6 1NL, UK
Easting: 510183, Northing: 189899

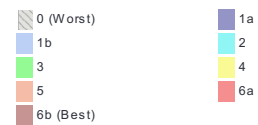
Grid Cell: 130983

Report generated: 06/07/2017

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	JOEL STREET/NORWICH ROAD	282	316.22	5	3.95	8	11.95	2.51	1	2.51
Bus	NORWICH RD CRANBOURNE RD	H13	299.02	3	3.74	12	15.74	1.91	0.5	0.95
LUL	Northwood Hills	'Watford-BStreetSF '	440.6	2.33	5.51	13.63	19.13	1.57	0.5	0.78
LUL	Northwood Hills	'Watford-AldStast '	440.6	3.67	5.51	8.92	14.43	2.08	1	2.08
LUL	Northwood Hills	'Aldg-WatfordSlow'	440.6	3.67	5.51	8.92	14.43	2.08	0.5	1.04
LUL	Northwood Hills	'BakStr-WatfordSlow'	440.6	1.67	5.51	18.71	24.22	1.24	0.5	0.62
LUL	Northwood Hills	'Wembley-WatfordSL '	440.6	0.67	5.51	45.53	51.03	0.59	0.5	0.29
Total Grid Cell AI:										8.27

APPENDIX 5.0

2017 SURVEYS

- 5.1 Traffic survey: Joel Street/Norwich Road
- 5.2 Parking survey

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD



APPENDIX 5.1
2017 SURVEYS
TRAFFIC SURVEY:
JOEL STREET/
NORWICH ROAD

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

	NORWICH RD TO JOEL ST - NORTH					
	MOVEMENT 1					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0700-0715	17	2	0	0	0	19
0715-0730	18	0	2	0	1	21
0730-0745	19	1	0	0	2	22
0745-0800	16	0	1	0	0	17
0800-0815	12	0	1	0	0	13
0815-0830	23	0	1	1	1	26
0830-0845	22	2	0	0	0	24
0845-0900	18	1	1	0	0	20
0900-0915	23	0	2	0	0	25
0915-0930	21	1	0	0	0	22
0930-0945	9	0	1	0	0	10
0945-1000	18	1	1	0	0	20
0700-1000	216	8	10	1	4	239
0700-0800	70	3	3	0	3	79
0715-0815	65	1	4	0	3	73
0730-0830	70	1	3	1	3	78
0745-0845	73	2	3	1	1	80
0800-0900	75	3	3	1	1	83
0815-0915	86	3	4	1	1	95
0830-0930	84	4	3	0	0	91
0845-0945	71	2	4	0	0	77
0900-1000	71	2	4	0	0	77

	NORWICH RD TO JOEL ST - SOUTH					
	MOVEMENT 2					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0700-0715	6	0	0	0	1	7
0715-0730	5	1	0	0	0	6
0730-0745	9	1	0	0	0	10
0745-0800	13	0	0	0	0	13
0800-0815	39	0	0	0	0	39
0815-0830	24	0	0	0	0	24
0830-0845	17	0	0	0	0	17
0845-0900	8	0	0	0	0	8
0900-0915	12	0	0	0	0	12
0915-0930	3	1	0	0	0	4
0930-0945	5	0	0	0	0	5
0945-1000	6	1	0	0	0	7
0700-1000	147	4	0	0	1	152
0700-0800	33	2	0	0	1	36
0715-0815	66	2	0	0	0	68
0730-0830	85	1	0	0	0	86
0745-0845	93	0	0	0	0	93
0800-0900	88	0	0	0	0	88
0815-0915	61	0	0	0	0	61
0830-0930	40	1	0	0	0	41
0845-0945	28	1	0	0	0	29
0900-1000	26	2	0	0	0	28

	JOEL ST - SOUTH TO NORWICH RD					
	MOVEMENT 3					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0700-0715	1	0	0	0	0	1
0715-0730	3	0	0	0	0	3
0730-0745	14	0	0	0	0	14
0745-0800	12	0	0	0	0	12
0800-0815	10	0	0	0	0	10
0815-0830	6	0	0	0	0	6
0830-0845	10	0	0	0	0	10
0845-0900	6	0	1	0	1	8
0900-0915	9	0	0	0	0	9
0915-0930	7	1	0	0	0	8
0930-0945	6	0	0	0	0	6
0945-1000	9	1	0	0	0	10
0700-1000	93	2	1	0	1	97
0700-0800	30	0	0	0	0	30
0715-0815	39	0	0	0	0	39
0730-0830	42	0	0	0	0	42
0745-0845	38	0	0	0	0	38
0800-0900	32	0	1	0	1	34
0815-0915	31	0	1	0	1	33
0830-0930	32	1	1	0	1	35
0845-0945	28	1	1	0	1	31
0900-1000	31	2	0	0	0	33

	JOEL ST - SOUTH TO JOEL ST - NORTH					
	MOVEMENT 4					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0700-0715	109	5	2	0	0	116
0715-0730	148	2	2	2	2	156
0730-0745	118	3	1	1	1	124
0745-0800	92	7	0	1	2	102
0800-0815	53	1	6	0	4	64
0815-0830	40	3	2	2	3	50
0830-0845	60	2	1	1	1	65
0845-0900	71	2	0	1	3	77
0900-0915	120	6	2	0	0	128
0915-0930	101	5	1	1	0	108
0930-0945	116	5	2	2	1	126
0945-1000	107	5	1	0	0	113
0700-1000	1135	46	20	11	17	1229
0700-0800	467	17	5	4	5	498
0715-0815	411	13	9	4	9	446
0730-0830	303	14	9	4	10	340
0745-0845	245	13	9	4	10	281
0800-0900	224	8	9	4	11	256
0815-0915	291	13	5	4	7	320
0830-0930	352	15	4	3	4	378
0845-0945	408	18	5	4	4	439
0900-1000	444	21	6	3	1	475

	JOEL ST - NORTH TO JOEL ST - SOUTH					
	MOVEMENT 5					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
0700-0715	91	7	3	1	1	103
0715-0730	105	8	1	0	0	114
0730-0745	114	0	2	0	3	119
0745-0800	142	5	1	3	1	152
0800-0815	125	1	1	1	1	129
0815-0830	121	3	0	2	1	127
0830-0845	130	5	2	4	0	141
0845-0900	139	5	2	1	1	148
0900-0915	112	7	3	1	0	123
0915-0930	116	9	0	0	0	125
0930-0945	124	11	1	0	1	137
0945-1000	127	7	2	2	0	138
0700-1000	1446	68	18	15	9	1556
0700-0800	452	20	7	4	5	488
0715-0815	486	14	5	4	5	514
0730-0830	502	9	4	6	6	527
0745-0845	518	14	4	10	3	549
0800-0900	515	14	5	8	3	545
0815-0915	502	20	7	8	2	539
0830-0930	497	26	7	6	1	537
0845-0945	491	32	6	2	2	533
0900-1000	479	34	6	3	1	523

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

	NORWICH RD TO JOEL ST - NORTH					
	MOVEMENT 1					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
1600-1615	28	0	1	0	1	30
1615-1630	23	0	0	0	1	24
1630-1645	30	0	1	0	0	31
1645-1700	26	0	1	0	0	27
1700-1715	27	0	1	0	1	29
1715-1730	16	0	0	0	0	16
1730-1745	28	0	1	1	0	30
1745-1800	32	1	1	1	0	35
1800-1815	32	0	0	0	0	32
1815-1830	29	1	1	0	0	31
1830-1845	27	0	1	0	0	28
1845-1900	23	0	3	0	0	26
1600-1900	321	2	11	2	3	339
1600-1700	107	0	3	0	2	112
1615-1715	106	0	3	0	2	111
1630-1730	99	0	3	0	1	103
1645-1745	97	0	3	1	1	102
1700-1800	103	1	3	2	1	110
1715-1815	108	1	2	2	0	113
1730-1830	121	2	3	2	0	128
1745-1845	120	2	3	1	0	126
1800-1900	111	1	5	0	0	117

	NORWICH RD TO JOEL ST - SOUTH					
	MOVEMENT 2					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
	9	0	1	1	0	11
	8	0	0	0	0	8
	8	0	0	0	0	8
	10	0	0	1	0	11
	12	0	0	0	0	12
	7	0	0	0	0	7
	10	0	0	0	0	10
	12	0	0	0	0	12
	11	0	0	0	0	11
	9	0	0	0	0	9
	8	0	0	0	0	8
	8	0	0	0	0	8
	112	0	1	2	0	115
	35	0	1	2	0	38
	38	0	0	1	0	39
	37	0	0	1	0	38
	39	0	0	1	0	40
	41	0	0	0	0	41
	40	0	0	0	0	40
	42	0	0	0	0	42
	40	0	0	0	0	40
	36	0	0	0	0	36

	JOEL ST - SOUTH TO NORWICH RD					
	MOVEMENT 3					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
	7	0	0	0	0	7
	8	0	0	0	0	8
	7	0	0	0	0	7
	10	0	0	0	0	10
	1	0	0	0	0	1
	6	0	0	0	0	6
	8	0	0	0	0	8
	10	0	0	0	0	10
	11	0	0	0	0	11
	4	0	0	0	0	4
	5	0	1	0	0	6
	5	0	0	0	0	5
	82	0	1	0	0	83
	32	0	0	0	0	32
	26	0	0	0	0	26
	24	0	0	0	0	24
	25	0	0	0	0	25
	25	0	0	0	0	25
	35	0	0	0	0	35
	33	0	0	0	0	33
	30	0	1	0	0	31
	25	0	1	0	0	26

	JOEL ST - SOUTH TO JOEL ST - NORTH					
	MOVEMENT 4					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
	108	3	3	1	0	115
	113	2	0	3	1	119
	107	1	2	2	1	113
	96	2	1	0	4	103
	112	0	2	0	2	116
	124	1	1	2	0	128
	121	0	1	2	1	125
	105	0	1	3	2	111
	110	1	2	2	3	118
	120	0	1	1	3	125
	122	0	2	1	3	128
	104	1	0	2	2	109
	1342	11	16	19	22	1410
	424	8	6	6	6	450
	428	5	5	5	8	451
	439	4	6	4	7	460
	453	3	5	4	7	472
	462	1	5	7	5	480
	460	2	5	9	6	482
	456	1	5	8	9	479
	457	1	6	7	11	482
	456	2	5	6	11	480

	JOEL ST - NORTH TO JOEL ST - SOUTH					
	MOVEMENT 5					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
	113	2	2	2	2	121
	120	1	1	1	3	126
	149	2	1	2	1	155
	139	5	1	2	0	147
	149	0	2	1	4	156
	165	1	1	1	2	170
	137	0	1	2	1	141
	161	1	1	1	1	165
	132	0	1	4	1	138
	137	0	1	2	2	142
	115	0	2	2	2	121
	138	0	1	0	1	140
	1655	12	15	20	20	1722
	521	10	5	7	6	549
	557	8	5	6	8	584
	602	8	5	6	7	628
	590	6	5	6	7	614
	612	2	5	5	8	632
	595	2	4	8	5	614
	567	1	4	9	5	586
	545	1	5	9	6	566
	522	0	5	8	6	541

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

	JOEL ST - NORTH TO NORWICH RD					
	MOVEMENT 6					
	LIGHT	HEAVY	BUS	MCYCLE	PCYCLE	TOTAL
1600-1615	31	0	0	0	0	31
1615-1630	22	1	1	0	0	24
1630-1645	27	0	1	0	0	28
1645-1700	41	0	1	1	1	44
1700-1715	27	0	0	1	1	29
1715-1730	22	0	1	1	0	24
1730-1745	29	0	1	0	0	30
1745-1800	33	0	1	0	0	34
1800-1815	23	0	0	0	0	23
1815-1830	28	0	1	0	1	30
1830-1845	26	0	1	1	0	28
1845-1900	27	0	1	0	0	28
1600-1900	336	1	9	4	3	353
1600-1700	121	1	3	1	1	127
1615-1715	117	1	3	2	2	125
1630-1730	117	0	3	3	2	125
1645-1745	119	0	3	3	2	127
1700-1800	111	0	3	2	1	117
1715-1815	107	0	3	1	0	111
1730-1830	113	0	3	0	1	117
1745-1845	110	0	3	1	1	115
1800-1900	104	0	3	1	1	109

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD



APPENDIX 5.2
2017 SURVEYS
PARKING SURVEY

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

VEHICLES RECORDED PARKING ON STREET AT 15 MIN INTERVALS

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

VEHICLES RECORDED PARKING ON STREET AT 15 MIN INTERVALS

		07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00		
ZONE A - (NORWICH RD - NORTHSIDE)	UNRESTRICTED	3	4	5	5	7	6	6	6	7	7	7	7	7	ZONE A - (NORWICH RD - NORTHSIDE)	
	DROPPED KERBS															
ZONE B - (NORWICH RD - SOUTHSIDE)	UNRESTRICTED	5	6	5	6	7	8	8	8	8	8	8	9	9	ZONE B - (NORWICH RD - SOUTHSIDE)	
	DROPPED KERBS															
	SINGLE YELLOW															
ZONE C - (JOEL ST - NORTH - WESTSIDE)	SINGLE YELLOW														ZONE C - (JOEL ST - NORTH - WESTSIDE)	
	DROPPED KERB															
ZONE D - (JOEL ST - NORTH - EASTSIDE)	UNRESTRICTED	16	19	20	20	20	20	20	20	20	20	20	20	20	ZONE D - (JOEL ST - NORTH - EASTSIDE)	
	DROPPED KERB							1	1	1	1	1	1	1		
ZONE E - (JOEL ST - SOUTH - EASTSIDE)	UNRESTRICTED	0	0	0	0	0	0	0	0	0	1	1	0	0	ZONE E - (JOEL ST - SOUTH - EASTSIDE)	
	BUS STOP															
ZONE F - (JOEL ST - SOUTH - WESTSIDE)	UNRESTRICTED	5	5	6	6	6	8	7	8	8	8	8	8	8	ZONE F - (JOEL ST - SOUTH - WESTSIDE)	
	DROPPED KERBS															
	SINGLE YELLOW															
NURSERY	MARKED BAYS - 2 BAYS	0	0	0	0	2	1	0	0	1	1	2	1	1	NURSERY	
	MCYCLES?	1	1	1	1	1	1	1	1	1	1	1	1	1		

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

SPACES AVAILABLE ON STREET AT 15 MIN INTERVALS

		07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	10:00	ZONE A - (NORWICH RD - NORTHSIDE)
ZONE A - (NORWICH RD - NORTHSIDE)	UNRESTRICTED	3	2	1	1	0	0	0	0	0	0	0	0	0	
	DROPPED KERBS														ZONE A - (NORWICH RD - NORTHSIDE)

ZONE B - (NORWICH RD - SOUTHSIDE)	UNRESTRICTED	4	3	4	3	2	1	1	1	1	1	1	0	0	ZONE B - (NORWICH RD - SOUTHSIDE)
	DROPPED KERBS														
	SINGLE YELLOW														

ZONE C - (JOEL ST - NORTH - WESTSIDE)	SINGLE YELLOW														ZONE C - (JOEL ST - NORTH - WESTSIDE)
	DROPPED KERB														

ZONE D - (JOEL ST - NORTH - EASTSIDE)	UNRESTRICTED	5	2	1	1	1	1	1	1	1	1	1	1	1	ZONE D - (JOEL ST - NORTH - EASTSIDE)
	DROPPED KERB														

ZONE E - (JOEL ST - SOUTH - EASTSIDE)	UNRESTRICTED	6	6	6	6	6	6	6	6	6	5	5	6	6	ZONE E - (JOEL ST - SOUTH - EASTSIDE)
	BUS STOP														

ZONE F - (JOEL ST - SOUTH - WESTSIDE)	UNRESTRICTED	5	5	4	4	4	2	3	2	2	2	2	2	2	ZONE F - (JOEL ST - SOUTH - WESTSIDE)
	DROPPED KERBS														
	SINGLE YELLOW														

K&M TRAFFIC SURVEYS

DATE : 5th JULY 2017

DAY : WEDNESDAY

LOCATION : NORWICH RD / JOEL ST, NORTHWOOD

SPACES AVAILABLE ON STREET AT 15 MIN INTERVALS

SURVEYS

RD / JOEL ST, NORTHWOOD

PARKING ON STREET AT 15 MIN INTERVALS

	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00
UNRESTRICTED	6	6	5	5	6	5	5	5	4	5	3	3	3
DROPPED KERBS									1				

[illegible][illegible]

UNRESTRICTED	16	15	13	14	12	10	10	9	7	8	8	8	8
DROPPED KERB	1	1	1	1	1								

[illegible][illegible]

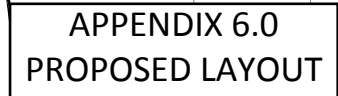
SURVEYS

RD / JOEL ST, NORTHWOOD

I STREET AT 15 MIN INTERVALS

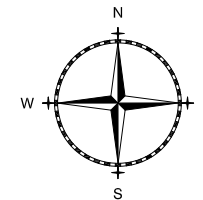
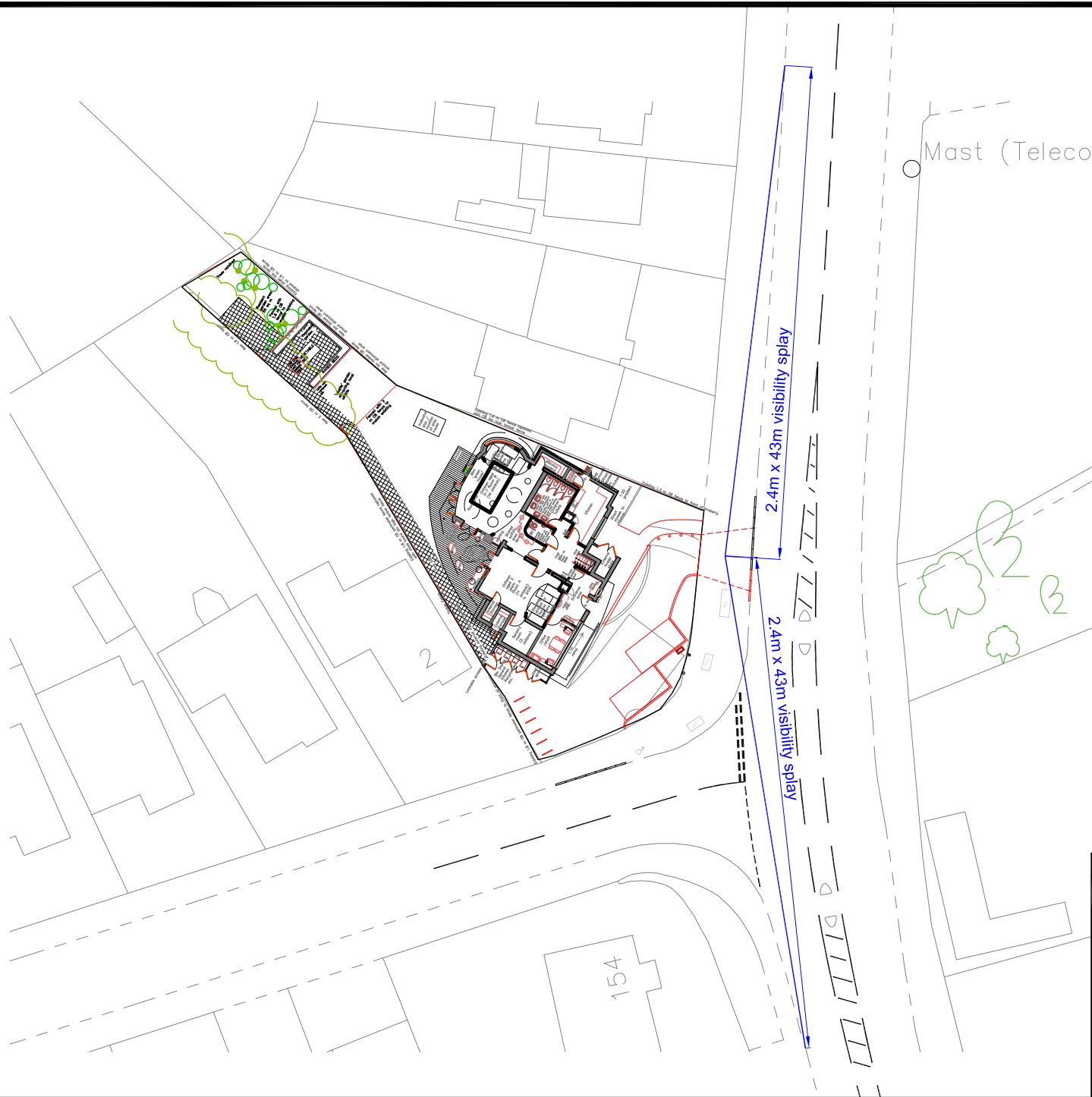
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PROPOSED LAYOUT



VISIBILITY SPLAYS

- 7.1 Vehicular visibility splays
- 7.2 Pedestrian visibility splays



Mast (Telecommunication)



Title
VEHICULAR VISIBILITY SPLAYS

Scale
1:500@A4

APPENDIX 7.1

2016 TRAVEL PLAN MONITORING REPORT

Travel Plan Monitoring Report

Ministeps Nursery
150 Joel Street, Northwood, HA6 1NL

16 May 2016
Report prepared by:
Amol Pisal
(amol@adltraffic.co.uk)

APPENDIX 8.0
2016 TRAVEL PLAN
MONITORING REPORT

1. Travel survey results

1.1. Methodology

A travel survey was undertaken in April 2016 using the questionnaire downloaded from iTRACE platform.

A total of 59 questionnaire responses were received, giving a response rate of 73.8% calculated on the total number of parents whose children are enrolled at the nursery.

Survey Start Date: 01.04.2016.

Survey End Date: 30.04.2016.

ADL provided the paper copies of the travel survey questionnaire forms to the nursery manager.

ADL advised the nursery manager that a response rate of at least 70% would be necessary.

The nursery manager ensured that every parent and staff were provided with the questionnaire forms.

The nursery manager forwarded the filled in questionnaire forms to ADL.

ADL manually entered each and every questionnaire form on iTRACE website.

1.2. Survey Results Table

WestTrans general survey

Main Mode of Transport	Trip Mode		Stated Mode	
	# Respondents	% of Total	# Respondents	% of Total
Car (Driver - alone):	30	51%	36	61%
Car Share (as Driver):	2	3%	1	2%
Car Share (as Passenger):	1	2%	0	0%
Motorcycle:	0	0%	0	0%
Bus:	1	2%	4	7%
Train:	2	3%	0	0%
Bicycle:	1	2%	1	2%
Foot (Walk):	13	22%	17	29%
Tram:	0	0%	0	0%
Underground (Tube):	9	15%	0	0%
Bike/Rail:	0	0%	0	0%
Other Mode:	0	0%	0	0%
Total # of responses:	59	100%	59	100%



Respondents were asked about each 'leg' of their journey to work, giving us good insight into the proportion of site users who travel by car and by sustainable means for part or the whole of their journey to the site.

The survey showed that approximately 63% (STATED MODE), 56 % (TRIP MODE) of respondents travel by car for part of their journey and that approximately 61 % (STATED MODE), 51 % (TRIP MODE) do so in a car alone.

The main modes of transport used by respondents to reach our site had been calculated from our survey results and are shown in the figure below. These correspond to the mode which each respondent uses for the longest amount of time during their journey to the site.

The other key findings of the travel survey undertaken at the nursery are:

- Given the ages of the nursery pupils, parents perceive travelling in cars to be a safer mode of transport;
- Also, it is very common to see low levels of cycling and public transport use at a nursery site. This is concurred through the travel survey at Ministeps Nursery;
- 22% of the respondents (TRIP MODE) walk to/from nursery.

2. Targets

Targets are the measurable goals by which the progress of the travel plan will be assessed. They should be 'SMART' – specific, measurable, achievable, realistic and time-related. The targets are set to drive improvements over the life of the Travel Plan.

A Framework Travel Plan was submitted in 2014 in support of the planning application in relation to this nursery. This Framework Travel Plan did not provide a set of indicative targets.

Therefore the targets for the next year i.e. 2017 are set based up on the travel survey undertaken in April 2016.

1. Promote and educate pupils regarding benefits of using more sustainable modes of transport to and from the nursery and reduction in single occupancy car trips by parents by 10%.
2. Ensure that all the pupils receive road safety talk
3. Reduce the proportion of staff driving to nursery by 5% by 2017

3. Monitoring and review

The travel plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to our organisation and those using the site. Based on survey results, new targets and schemes may be introduced.

The results of the travel surveys and of any review of the travel plan will be compiled into monitoring reports that will be submitted to WestTrans at travelplans@westtrans.org.

The travel plan, its initiatives and any other ongoing documents will be circulated to and discussed amongst site users.

We consider that undertaking travel surveys to be a very positive step towards Travel Planning.

ADL as transport consultant have assisted Ministeps Nursery to undertake the travel surveys in April 2016.

ADL will liaise and assist Ministeps Nursery to consider measures to encourage staff and parents to use for sustainable modes of transport.

The nursery will undertake surveys annually for another four years. The next surveys will be undertaken in April 2017.

In order to assess the progress of the Travel Plan, Targets are prescribed within this report.

These targets will be compared against the travel survey results of 2017 to ascertain whether the measures that will be undertaken this year were sufficient.

The 2017 Monitoring Report will contain new set of targets for the year 2018 with new measures in place wherever applicable.

4. Action plan

This chapter draws together our proposals for travel plan implementation. The actions which we have taken and will take are listed in the following action plan, including the timescale of their implementation.

TARGET 1: Promote and educate pupils regarding benefits of using more sustainable modes of transport to and from the nursery and reduction in single occupancy car trips by parents by 10%.

Proposed Action	Key TASKS	Person Responsible	Partners to consult or engage with	Target Date	Review date	Expenditure
Register for Walk to School Weeks in May & October each year	Structure Walk to School week into school's curriculum Distribute resources	Nursery Manager Nursery Manager	HCC School Travel Plan Adviser ssj.schools@hertfordshire.gov.uk	May & Oct annually May & Oct annually		None
Promoting walking to nursery/school as a fun activity to the children	Engage older pupils (age 5) in drawing posters reflecting walking as a fun activity	Nursery Teachers	-	Monthly	-	Costs to buy stationery
Promoting public transport	Copies to be provided on the noticeboards. Copies will be made available to parents on request	Nursery Manager	-	Regularly	-	Printing costs
Promoting walking and cycling to parents	Walking to nursery leaflets will be distributed amongst parents and staff. Posters identifying buggy and cycle storage areas will be displayed throughout the nursery	Nursery Manager	-	Regularly	-	Printing costs
Promoting car sharing	Postcode plotting exercise will be undertaken and a 'coffee morning' will be held for parents who drive their children to establish which parent/children could feasibly share car journeys. An informal car share database will be set amongst the staff	Nursery Manager	-	Regularly	-	Printing costs

TARGET 2: Ensure that all the pupils receive road safety talk

Proposed Action	Key TASKS	Person Responsible	Partners to consult or engage with	Target Date	Review date	Expenditure
Join The Children's Traffic Club (if you live in Hillingdon borough)	Contact the council via http://www.chil-drenstraffclub.com/contact-us	Nursery Manager	Children's Traffic Club	July 2016	April 2017	Printing costs

TARGET 3: Reduce the proportion of staff driving to nursery by 5% by 2015

Proposed Action	Key TASKS	Person Responsible	Target Date	Review date	Expenditure
Provide public transport information	Provide up-to-date bus route map and timetables and train times on the staff noticeboards (https://tfl.gov.uk/)	Nursery Manager	July 2016	Review monthly	Printing costs
Set up informal car share database and provide details of local car share liftshare	Set up register of staff interested in car sharing which will allow journeys to be matched and the names of the potential car sharers given out https://liftshare.com/uk	Nursery Manager	July 2016	April 2017	Printing costs
Organise Cycle Training for staff	Complete application form for free Road Safety Cycle Training organised by the council https://www.hillingdon.gov.uk/cycle	Nursery Manager	July 2016	April 2017	Printing costs

5. Postcodes Map

The Map feature within iTRACE did not seem to work at the time of writing this monitoring report.