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transport planning specialists

RZV Group Ltd

**150 Mount Pleasant, London
Borough of Barnet**

Transport Statement

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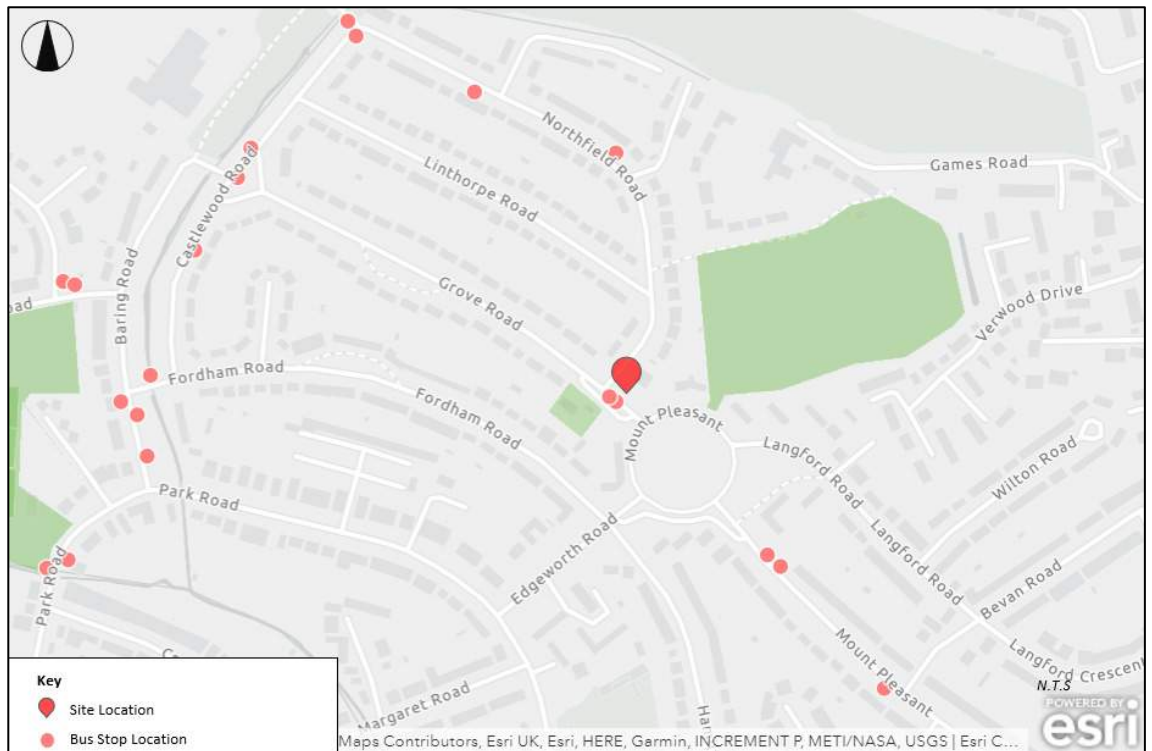
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by RZV Group Ltd to provide transport and traffic advice in relation to the proposed development at 150 Mount Pleasant, in the London Borough of Barnet (LBB). The location of the site is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.2 The site is bound by Northfield Road, Grove Road and Mount Pleasant and comprises of a partially demolished pub (which has not been in use since 2013). It benefits from one vehicular access point on Northfield Road, one at the corner of Northfield Road and Grove Road and one on Mount Pleasant.
- 1.3 The proposal seeks to demolish the existing building and provide a new 100-place day-care nursery fronting at the Northfield Road / Grove Road extent of the site, as well as 1 x 4-bedroom house to the north of the nursery and 5 flats (3 x 1-bed and 2 x 2-bed) fronting onto Mount Pleasant. It is intended that the nursery will be occupied by Happy Journeys Day Nursery. Vehicular access, refuse storage and cycle parking will be provided for each of the uses.
- 1.4 The report considers the effect of development in transport terms including accessibility, trip generation, car parking, cycle parking, deliveries and servicing. The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;

- Section 3 reviews relevant transport policies;
- Section 4 sets out the development proposals and considers the potential effects; and
- Section 5 provides a summary and conclusion.

2 THE EXISTING CONDITION

Site and Surrounding Area

- 2.1 The site is bound by Northfield Road to the northwest, Grove Road and Mount Pleasant to the south and residential properties to the north and east. The site comprises of a partially demolished pub (which has not been in use since 2013) and an associated outer building. It benefits from one vehicular access point on Northfield Road, serving access to the outer building, whilst access to the public house parking was provided by one crossover at the corner of Northfield Road and Grove Road and one on Mount Pleasant, serving an 'in and out' arrangement.
- 2.2 The site is situated approximately 1km (13-minute walk) to the west of Cockfosters Station and 1.2km (15-minute walk) to the east of New Barnet Station. The surrounding area comprises of predominately semi-detached houses and 2 – 3 storey flatted developments, with a number of shops at the southwest extent of the Mount Pleasant loop. To the west towards New Barnet Station there are a number of retail and units such as Sainsbury's and Londis as well as a post office. There are a number of schools that can be accessed within a short walk of the site, including Livingstone Primary and Nursery School (550m to the northwest), Danegrove Primary School (1.3km to the south), Hellenic School of High Barnet (1.5km to the south) and East Barnet School (1.6km to the south).

Local Highway Network

- 2.3 Northfield Road bounds the site to the northwest and is a two-way road that runs broadly in a west to south orientation between Castlewood Road to the west and Grove Road to the south. Parking is unrestricted along its length.
- 2.4 Grove Road which bounds the site to the south is a two-way road that runs broadly in an east to west orientation between Castlewood Road to the west and Mount Pleasant to the east. Similarly, parking is generally unrestricted along its length, with the exception of eight disabled parking bays, where parking is permitted for registered blue badge holders only.
- 2.5 Mount Pleasant bounds the site to the south also, and in the vicinity of the site, offers a loop road around the green space, which acts as a roundabout junction. The kerb space within the vicinity of the site is unrestricted. The road also offers a route to the southwest, connecting to Cockfosters Road.

Parking Survey

- 2.6 In order to ascertain the existing levels of on-street parking, hourly beat surveys were undertaken on Tuesday 20th April 2021 between 06:00-10:00, and between 14:00-19:00. The time periods were chosen to reflect drop-off and pick-up activity associated with a nursery school. The surveys covered an area within 200m (2-3 minute) walk around the site. The results, map of zones and plotted betas are included in **Appendix A**. A summary of the survey results is shown at **Table 2.1**.

Table 2.1 – Summary of Parking Beats			
Time Period	Parked Vehicles	Available Spaces	Occupancy Level
06:00-07:00	135	106	56%
07:00-08:00	126	114	53%
08:00-09:00	116	125	48%
09:00-10:00	111	131	46%
10:00-11:00	110	132	45%
14:00-15:00	109	133	45%
15:00-16:00	111	128	46%
16:00-17:00	122	124	50%
17:00-18:00	130	114	53%
18:00-19:00	134	110	55%
19:00-20:00	134	108	55%

- 2.7 The table shows that during the surveyed time periods, there were in excess of 106 available parking opportunities within a 200m walk of the site. Parking demand reached 56% at 06:00-07:00 and 55% at 19:00-20:00, whilst throughout the daytime period, parking demand was observed as being lower. It is noted that parking 'stress' is usually considered to be circa 80%-85% and that the demand within a 200m walk of the site during the daytime was observed to be significantly lower than this. It is considered that the area is operating well in terms of supply and demand for parking.

Accessibility

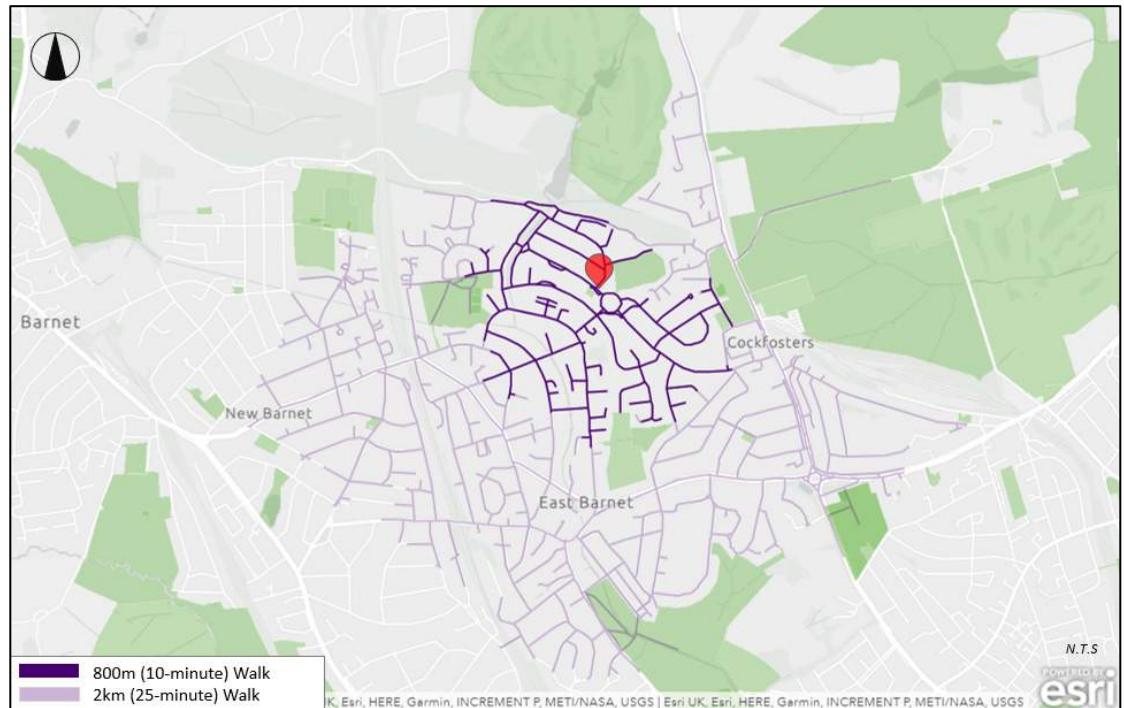
- 2.8 The site is accessible by a variety of modes of transport with a number of amenities within a reasonable walking distance of the site. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

- 2.9 Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.

2.10 **Figure 2.1** sets out an 800m (10-minute walk) and 2km (25-minute walk) catchment of the site. The site is conveniently located to enable parents / carers to stop at the nursery to drop off and collect children when travelling to and from local primary schools.

Figure 2.1 – Walking Isochrone Map



2.11 Footways are provided on both sides of Northfield Road, Grove Road and Mount Pleasant with dropped kerbs provided at crossing points. The footways outside the site lead east towards the shops on Mount Pleasant and towards Edgeworth Road, where local buses can be accessed.

2.12 **Table 2.2** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 2.2 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walking Time*
Mount Pleasant Cockfosters	Edgeworth Road	200m	2 – 3 minutes
Edgeworth Road	Edgeworth Road	240m	3 minutes
Cockfosters Station	Cockfosters Road	1km	12 minutes
New Barnet Station	York Road	1.2km	15 minutes
*Based on 80m per minute			

2.13 Local facilities and amenities including a primary school, banks, a post office, convenience stores and cafes are located a short walking distance from the site, a summary of which is shown in **Table 2.3.**

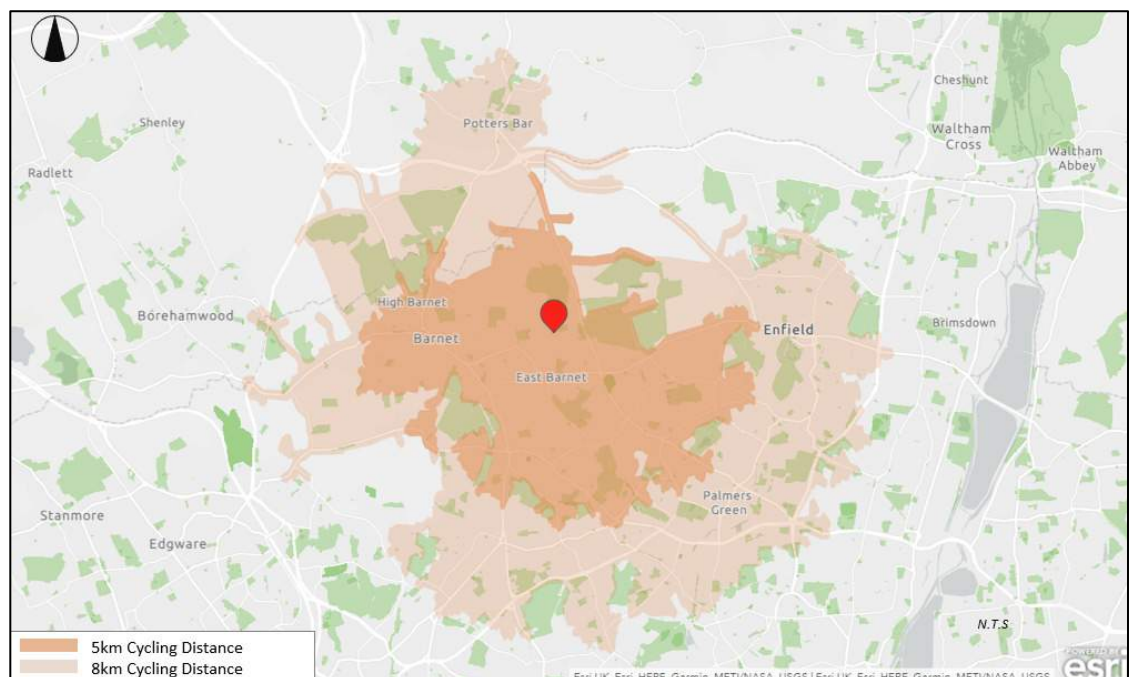
Amenity	Location	Distance	Approximate Walking Time*
Mount Parade Mini Market	Mount Pleasant	120m	1 – 2 minutes
Livingstone Primary & Nursery School	Baring Road	520m	6 – 7 minutes
Victoria Park	Lawton Road	680m	8 – 9 minutes
Trent C of E Primary School	Church Way	900m	11 minutes
Wild Bean Café	Cockfosters Road	950m	12 minutes
Londis	East Barnet Road	990m	12 minutes
Cockfosters Post Office	Cockfosters Road	1km	12 – 13 minutes
Co-op Food	Cockfosters Road	1km	12 – 13 minutes
Lloyds Pharmacy	East Barnet Road	1km	12 – 13 minutes
New Barnet Post Office	East Barnet Road	1km	12 – 13 minutes

*Based on 80m per minute

Cycling

- 2.14 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace.
- 2.15 **Figure 2.2** shows a 5km and 8km cycling catchment from the site. Much of East Barnet can be reached by bike, with areas such as Cockfosters, High Barnet and Southgate reached within the 5km cycling catchment, whilst areas such as Palmers Green, Enfield, and Potters Bar can be reached within the 8km cycling catchment.

Figure 2.2 – Cycling Isochrone Map



Public Transport Accessibility

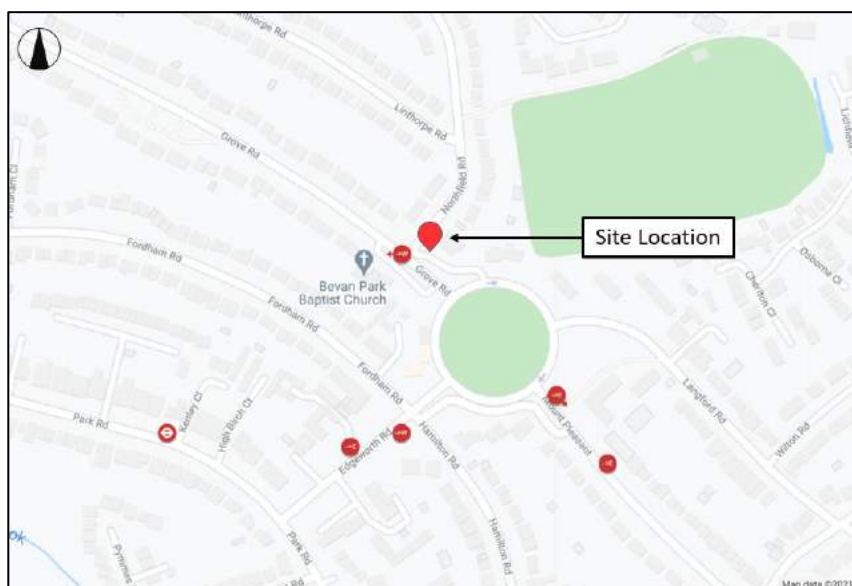
By Bus

2.16 The closest bus stop 'Mount Pleasant Cockfosters' is located approximately 200m south of the site on Edgeworth Road. The bus stop provides access to Route 384, which offers a route between Edgware Bus Station and Cockfosters, with services departing every 20 minutes. Routes in the opposite direction can be found 100m further south on Edgeworth Road. Further bus stops can be within a 12-minute walk from the site on Cockfosters Road, with destinations towards New Barnet, Southgate, Winchmore Hill, Potters Bar and Central London.

2.17 **Table 2.4** provides a summary of the local bus routes, whilst **Figure 2.3** sets out the site's proximity to local bus stops. The relevant TfL bus spider map is included at **Appendix B**.

Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Sat.	Sun.
Mount Pleasant	384	Edgware Bus St. – Cockfosters St.	20	20	30
Cockfosters Station (Stop B)	298	Arnos Grove St. – Potters Bar St.	18 – 20	20	30
	299	Queens Avenue – Cockfosters St.	12 – 14	15	30
	384	Edgware Bus St. – Cockfosters St.	20	20	30
	692	Dame Alice Owen's Sch. – Southgate St.	Schooldays Only. 16:15		
	699	Green Dragon Lane – Dame Alice Owen's Sch.	Schooldays Only. 16:00 & 16:11		
Cockfosters Station	610	Luton Station Interchange – Cockfosters St.	60	60	-

Figure 2.3 – Map to Show Local Bus Stops



By Underground / Rail

- 2.18 Cockfosters Underground Station is located 1km east of the site and provides access to Piccadilly Line services between Cockfosters and Heathrow Airport (all terminals) / Uxbridge, with trains departing every 3 – 4 minutes during peak periods. The station provides a 24-hour car park for 336 cars, as well as 8 sheltered cycle parking spaces by the car park's entrance. The station can be reached within a 13-minute walk / 3-minute cycle / 6-minute bus journey from the site.
- 2.19 New Barnet Rail Station is located 1.2km to the west of the site and provides access to Great Northern Rail services to destinations such as Moorgate and Welwyn Garden City, with trains departing every 15 minutes in each direction during peak periods. Destinations such as Cambridge, Letchworth Garden City and King's Cross can be reached when interchanging at Potter's Bar Station. New Barnet Station has entrances on Approach Road and Station Approach, with the latter providing access to the main ticket hall, 16 cycle parking spaces and 113 car parking spaces. The station can be reached within a 21-minute walk / 5-minute cycle / 19-minute bus journey from the site.

Public Transport Accessibility Level

- 2.20 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6 (best), with 6 demonstrating high level of accessibility. The site has a PTAL level of 1B. The PTAL report is included at **Appendix C**.
- 2.21 It should be noted that Cockfosters Station is located within 1km of the site, which is 40m (a one minute walk) outside of the distance that Transport for London include within the PTAL report. It is acknowledged that an additional 1 minute walk is not considered to be a barrier to using the station and hence the PTAL rating does not reflect the true accessibility of the site.

Method of Travel to Work

- 2.22 The 2011 Census has been examined to establish the method of journey to work for the workplace population and residential population. The data for the super output area – middle layer (**Barnet 003**) in which the site is located is summarised in **Table 2.5**.
- 2.23 The table shows similar trends between the workplace population and resident population, with the majority of people travelling to work by car, followed by London Underground and Overground services. Public transport accounts for 22% of local workforce and 36% of local resident journeys to work, whilst active modes account for 9% and 6%, respectively.

Table 2.5 – 2011 Method of Travel to Work [Barnet 003]

Mode	Percentage (%)	
	(Workplace Population)	(Resident Population)
Underground / Overground	11%	20%
Rail	4%	9%
Bus	7%	7%
Taxi	3%	1%
Motorcycle	0%	1%
Car Driver	63%	54%
Car Passenger	2%	2%
Bicycle	1%	1%
Walking	8%	5%
Total	100%	100%

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The revised National Planning Policy Framework (NPPF) was recently updated in June 2019 setting out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 3.3 Paragraph 109 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.4 Paragraph 110 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Regional Policy

London Plan

- 3.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 3.6 GG2 'Making the best use of Land' sets out how the Mayor intends to create successful sustainable mixed-use place and outlines what those involved in planning and development must achieve, with point 'C' stating the following in regard to transport and developments:
- "Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling".*
- 3.7 Policy T2 'Healthy Streets' states that development plans should:
- *"Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;*
 - *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant; and*
 - *In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators."*
- 3.8 Policy T5 'Cycling' suggest that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle by supporting the delivery of London-wide cycle networks; secure the appropriate provision of cycle parking in accordance with the minimum standards set out in Table 10.2; and to design and layout cycle parking in accordance with the guidance contained in the London Cycling Design Standards.
- 3.9 Table 10.2 of the London Plan summaries the minimum cycle standards for different land uses. The relevant minimum cycle parking standards are set out in **Table 3.1**.

Table 3.1 – Minimum Cycle Parking Standards		
Use Class	Long-stay	Short-stay
Nurseries	1 space per 8 FTE staff plus 1 space per 8 students	
Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2-person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

- 3.10 Policy T6 'Car Parking' outlines that car parking should be restricted in line with existing and future public transport accessibility and connectivity, and that car-free development should be the starting point for all development proposals in places that are (or planned to be) well-connected by public transport, with developments elsewhere designed to provide minimum necessary parking (car-lite); and that car parking should follow the maximum standards set out in Policy T6.1 'Residential parking' and Policy T6.5 Non-residential disabled persons parking.
- 3.11 Policy T6.1 'Residential parking' states that new developments should not exceed the maximum parking standards set out in Table 10.3 which state that Outer London areas of PTAL 0-1 should provide up to 1.5 spaces per dwelling for both 1-2 bed and 3+ bed dwellings.
- 3.12 In relation to disabled parking for residential dwellings, part G of Policy T6.1 sets out that disabled persons parking should be provided for new residential development. Residential development proposals delivering ten or more units must:
- *"Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset; and*
 - *Demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."*
- 3.13 Policy T6.5 'Non-residential disabled parking' should be provided in accordance with levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on-street or off-street disabled persons parking bay. Table 10.6 states that 5% of the total parking provision should be for designated bays and 5% for enlarged bays in educational uses.

Local Policy

Barnet's Local Plan Development Management Policies

- 3.14 The Local Plan Development Management Policies (DMP) DPD sets out the borough wide planning policies which support the Core Strategy and will be used for day-to-day decision making by the Planning Service and for planning committee determinations. The DMP DPD sets out the policy basis for delivering the long-term spatial vision and strategic place-shaping objectives in Barnet which are set out in the Core Strategy.
- 3.15 Chapter 18 'Travel Impact and Parking Standards' outlines the council's policies in relation to Transport. Policy DM17: 'Travel impact and Parking standards' states that the council will ensure the safety of all road users, seek that roads are used appropriately, and that major development proposals with the potential for significant trip generation are in locations which are, or will be made highly accessible to a range of transport modes.
- 3.16 Policy DM17 also sets out parking management standards and states that the Council will:
- "Expect development to provide parking in accordance with the London Plan standards, except in the case of residential development, where the maximum standards will be:*
- *2 to 1.5 spaces per unit for detached and semi-detached houses and flats (4 or more bedrooms);*
 - *1.5 to 1 space per unit for terraced houses and flats (2 to 3 bedroom); and*
 - *1 to less than 1 space per unit for development consisting of mainly flats (1-bedroom).*
- 3.17 Paragraph 18.8.5 states that:
- "Development proposals will need to demonstrate through a parking survey that sufficient on-street capacity is available to justify limited or no on-site parking. A legal agreement will be required to restrict future occupiers from obtaining on street parking permits in a CPZ where there is insufficient parking capacity on-street".*
- 3.18 Paragraph 18.8.6 states that:
- "Parking for bicycles and electric vehicles charging points will generally be provided in accordance with the London Plan for all new development or as agreed in a Travel Plan. Showering and changing facilities for cyclists should be provided as part of all non-residential development".*
- 3.19 In regard to Transport Assessments and Travel Plans, the council will require developers to submit a full Transport Assessment where the proposed development is anticipated to have significant transport impacts, and a Travel Plan for significant trip generating developments in order to minimise increases in road traffic and meet modal split targets. Furthermore, the

Council will expect developments to provide safe and suitable access arrangements for all users to new developments and will therefore require Construction Management and / or Delivery and Servicing Plan where appropriate.

- 3.20 Additionally, developments will be required to improve cycle and pedestrian facilities in the local catchment by providing facilities on site and / or funding improvements off site.

Policy Summary

- 3.21 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.

4 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

- 4.1 The proposal seeks to provide a mixed-use development, comprising a new 4 bed house at the northwest extent of the site, fronting onto Northfield Road, a new 100-place nursery fronting onto Grove Road and a residential building comprising 5 flats (3 x 1 beds and 2 x 2-beds) fronting onto Mount Pleasant.
- 4.2 Independent vehicular access and pedestrian access will serve each of the uses. The proposed layout plans are included at **Appendix D**.

Access

- 4.3 Pedestrian access to the nursery and 4-bed house will be provided from Northfield Road, whilst access to the 5 flats will be provided from Mount Pleasant.
- 4.4 Vehicular access to the 4-bed house will be taken from Northfield Road, with the existing access point serving the dwelling. Access to the nursery will be taken via two vehicular crossovers on Grove Road, offering an 'in' and 'out' arrangement, in line with the existing car park. The western access will be retained as per the existing arrangement, whilst a new eastern access will be introduced. The existing vehicular crossover on Mount Pleasant will be retained and modified to serve access to the residential building. The vehicular access points will be no wider than 4.2m, in accordance with the London Borough of Barnet's guidance.
- 4.5 Cycle parking for the house will be accessed from the vehicular crossover, whilst access to the cycle parking and buggy storage for the nursery will be achieved from Northfield Road and access to the cycle storage for the flats will be taken through the ground floor of the building.

Parking

Car Parking

- 4.6 In total, there will be 16 parking spaces provided at the site, of which 2 will be allocated to the 4-bedroom house, 9 for the nursery and 5 for the flats (a ratio of 1 space per dwelling). Swept path analysis demonstrating access to the proposed spaces is shown at **Appendix E**.

Nursery

- 4.7 Nursery car parking will be provided in accordance with the London Plan which states that parking should be provided on a case-by-case basis. This is considered sufficient to accommodate the parking demands of staff or parents who require parking, a further assessment is included below.

Residential

4.8 The London Plan states that car parking for residential developments in Outer London areas with a PTAL 0 – 1 should provide up to 1.5 spaces per dwelling for both 1-2 bed and 3+ bed dwellings. Policy DM17 of Barnet’s DMP states that all parking should be provided in accordance with the London Plan, except for residential developments, where the following standards are set out:

- a maximum of 2 to 1.5 spaces per unit should be provided for detached and semi-detached houses and flats (4 or more bedrooms),
- 1.5 to 1 space per unit for terraced houses and flats (2 to 3 bedroom); and
- 1 to less than 1 space per unit for development consisting of mainly flats (1-bedroom).

4.9 A summary is provided in **Table 4.1**.

Table 4.1 – Residential Parking Provision				
Development Proposal	London Plan Maximum standard	London Plan Requirement	Barnet Maximum standard	Barnet Requirement
3 x 1 bed	1.5 spaces	4.5 spaces	1 to less than 1 space	3
2 x 2 bed	1.5 spaces	3 spaces	1.5 to 1 space	2 to 3
1 x 4 bed	1.5 spaces	1.5 spaces	2 to 1.5 spaces	1.5 to 2
Total	-	9 spaces	-	6.5 to 8

4.10 In summary, the London Plan standards advise that a maximum of 9 spaces should be provided for the residential uses, whilst the London Borough of Barnet’s standards advise that a maximum of 6.5 – 8 spaces should be provided.

4.11 Given that the proposal seeks to provide 7 parking spaces, the proposed residential parking is considered to be in line with the maximum parking standards in both the Barnet DMP and the London Plan.

Cycle parking

Residential

4.12 Cycle parking for the house is proposed in front of the property, whilst cycle parking for the flats is located to the rear of the building, as shown on the Architect’s layout plans. There will be 2 long stay spaces provided for the house and 16 spaces (10 long stay / 6 short stay) for the 5 flats. Consequently, cycle parking will be provided in excess of the London Plan minimum standards which require 1 space per studio or 1 person bedroom dwelling; 1.5 spaces per 2-person 1 bedroom dwelling; and 2 spaces per all other dwellings, with short-stay should be provided at: 2 spaces for 5 to 40 dwellings.

Nursery

- 4.13 Cycle parking is proposed for 7 staff and parent bicycles in a yard area at the front of the building, which is accessed through the lobby in the building, as shown on the Architect's layout plans. Another store is provided in front of the building close to the entrance for 10 children's scooters or bicycles. The level of provision is in accordance with the London Plan standards, which require 1 space per 8 FTE staff plus 1 space per 8 students. Based on 100 children and 27 FTE members of staff, 13 cycle parking spaces for children and 4 for staff are required to accord with the London Plan standards.
- 4.14 It is proposed that the children's store will be a Sofco Junior Cycle Shelter, where bikes and scooters can be chained securely, as shown in **Appendix F**.
- 4.15 In addition, there will be buggy storage provided for 24 buggies across two locations; by the main entrance and another through the lobby in the yard area.

Trip Generation

- 4.16 The development proposes a 100-place nursery and 6 dwellings. The potential number of trips associated with the proposed nursery has been estimated for a typical weekday morning and evening, based on recent applications and the proposed residential units has been estimated for a typical weekday morning and evening peak period, based on a first principles approach.

Nursery

- 4.17 The proposed nursery will be open from 07:00 – 19:00, Monday through Friday, with the core hours being between 08:00 – 18:00. The nature of nurseries is such that drop-off and collection activity can take place over an extended period and with little or no characteristics in common with the arrival and departure patterns of a primary school which has a specific peak of activity around 09:00 and again around 15:15.
- 4.18 Parents and carers are able to drop off their children from 08:00 and as late as 09:30. Early drop-offs are particularly popular where one parent needs to travel for an onward commute whereas parents returning home or working locally are more likely to drop-off their children between 08.00 and 09.00.
- 4.19 A survey undertaken at Busy Bees site in Leytonstone recorded an arrival and departure profile during the morning and afternoon. The Leytonstone data has been applied to the number of pupils at the proposed nursery with results in **Table 4.2**. The table shows there is a relatively even spread of pupil arrivals between 07:00 – 09:00 and departures are spread predominantly between 16:00 – 19:00.

Table 4.2 – Total Nursery Trip Generation		
Time Period	Number of pupils	Percentage
Arrivals		
07:00 - 08:00	35	35%
08:00 - 09:00	41	41%
09:00 - 10:00	20	20%
After 10:00	4	4%
Total	100	100%
Before 15:00	6	6%
15:00 - 16:00	4	4%
16:00 - 17:00	22	22%
17:00 - 18:00	43	43%
18:00 - 19:00	24	24%
After 19:00	2	2%
Total	100	100%

- 4.20 The restrictions for drop-offs that have been implemented at many nurseries during the Covid-19 pandemic mean that parents often hand their children over to staff outside the building in order to meet social distancing requirements. This also speeds up the drop-off times and is expected to be a management strategy taken forward in the future.

Mode Split

- 4.21 The arrival profile demonstrates that with 100 pupils there are expected to be 41 arrivals during the morning peak hour (08:00 – 09:00). Mode split information was obtained from a nursery situated on Pembroke Studios, which was available from the planning portal (Ref:16/3749/S73). The site is comparable in terms of location with no controlled parking in the local area during drop-off and pick-up times, however the site achieves a PTAL rating 2 which is one point higher than the proposed site. To offer a robust assessment the percentage mode split has been applied to the arrivals during the peak hour as summarised in **Table 4.3**.

Table 4.3 – Mode Split Morning Peak Hour (08:00 - 09:00)		
Pupil Arrivals	No. of Trips	Percent
Walk	26	58%
Cycle	2	5%
Bus	3	6%
Car	14	31%
Train/Tube	0	0%
Other	0	0%
Total	45	100%

- 4.22 Given the local catchment, with families expected to live within walking distance of the nursery 58% of trips are expected to be made by foot. A further 5% are expected to cycle or scoot with 6% travelling by bus. Sustainable travel by parents / carers will be promoted by the nursery through the Travel Plan with targets set for a shift in the mode split to active travel rather than car use.
- 4.23 **Table 4.3** shows that 14 trips are expected to be made by car during the morning peak. Drop offs at nurseries generally take less than 10 minutes, with parents expected to use the parking area at the front of the site in the first instance or the available space on roads within 200m of the site.
- 4.24 There are 9 parking spaces proposed for the nursery. On the basis that the site could accommodate a peak of 14 vehicle trips within any one hour with parents not expected to stay for longer than 10 minutes, there is considered to be sufficient parking to accommodate demand. Notwithstanding this the parking surveys showed that there is capacity on-street for parents / carers to park when dropping off their children. Therefore, the vehicular activity associated with the nursery is not expected to have a noticeable impact on on-street parking capacity and local parking conditions.
- 4.25 The nursery will operate a local staff recruitment policy and it is commonplace for nursery staff in a caring role not to have access to a car with some being dropped at worked by relatives or travel by bus being a real option. Staff will not be entitled to park on-site.
- 4.26 Given the proximity to Livingstone Primary and Nursery School and Trent C of E Primary School, it is considered that a number of the children attending the nursery will have siblings that attend the school and hence a proportion of trips to the nursery could be linked to trips of that school, reducing the impact on the local transport network.
- 4.27 Notwithstanding this, the introduction of further parking controls on-street would reduce or restrict parking demand associated with the proposal, depending on timings of controls. The London Plan states at Policy T6 states:
- "An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."*

Residential

- 4.28 In order to offer an assessment of the potential travel demand associated with the proposed 6 dwellings, a first principles approach has been undertaken. It has been assumed that all of the 6 dwellings could generate a vehicle trip in the morning peak hour (08:00-09:00) and in the evening peak hour (17:00-18:00), when compared to vehicle trip rates within the TRICS database, this is considered to be robust. This level of activity is considered to be low and will not have a detrimental impact on the local highway network.

Deliveries

- 4.29 Deliveries and servicing activity is likely to be occasional with approximately 1 delivery per day attributed to the residential units, which will mostly consist of postal deliveries, household goods / food or online deliveries.
- 4.30 Deliveries associated with the nursery will also be infrequent, with only a few deliveries expected per week carries out by a transit van. It is envisaged that delivery vehicles would stop on-street or within the nursery car park (if spaces are available). It is expected that deliveries would occur outside of drop-off and pick-up periods. This level of activity is not expected to have any significant impact on the local highway network.

Waste

Nursery

- 4.31 Waste storage for the nursery will be located at the front of the site on Northfield Road. There will be a total of 2 660L bins provided. The level of provision has been agreed with the intended occupier and is expected to be similar to their existing nurseries. Waste will be collected by a private contractor.

Residential

- 4.32 Barnet Council provide recycling and waste guidance for architects and developers, which outlines the requirements that all planning applications must adhere to. Waste storage will be provided in line with Barnet Council's standards for residential developments. For the 4-bed house, waste storage will be provided in the form of 1 x 240L bin for recycling, 1 x 240L for residual waste and a food waste bin. The flats require the equivalent capacity of 640L for recycling and 640L for residual waste,. The plans indicate that there will be 2 x 660L bins with 1 being used for general waste and 1 for recycling. There will also be a food waste bin.

- 4.33 Waste will be stored at the front of the properties with the vehicle stopping on-street in line with neighbouring properties as part of the Council's existing regime. No bins will be stored on the public highway.

5 SUMMARY AND CONCLUSION

Summary

5.1 TTP Consulting has been appointed by RZV Group Ltd to provide traffic and transport advice in relation to the proposed development at 150 Mount Pleasant, in the London Borough of Barnet (LBB)

5.2 In summary:

- The site is currently occupied by a partially demolished pub which has not been in use since 2013, an outer building and an area of hardstanding with vehicle crossovers on Northfield Road / Grove Road and Mount Pleasant;
- The proposed development seeks to convert the existing buildings to provide a new 100-place day-care nursery, as well as 1 x 4-bedroom house and a new building with 5 flats;
- The site achieves a PTAL rating of 1b but it is noted that the site is located within 1km of Cockfosters Underground Station and within a short walk to bus stops on Edgeworth Road. Furthermore, the site is located close to numerous local amenities and facilities located on Cockfosters Road and East Barnet Road;
- Cycle parking for the nursery and residential units will be provided in line with the London Plan standards;
- A trip generation analysis has shown that the level of trips has demonstrated that 69% of trips associated with the nursery will be undertaken by non-car modes given the residential nature of the surrounding area and opportunities for walking and cycling. Furthermore, it is expected that the residential units could generate a vehicular trip in each peak hour (6 trips). This level of trips is not expected to have a significant impact on the local highway network.
- A total of 16 car parking spaces will be provided, 9 for the nursery and 7 for the residential units. The number of spaces provided is in accordance with the maximum London Plan and Barnet Council standards.
- A Travel Plan will be implemented to promote sustainable travel by parents and staff;
- Delivery and servicing activity is expected to take place both on-street and on-site. It is anticipated that there will be 1 delivery per day for the residential units and approximately 3 – 4 deliveries per week attributed to the nursery; and
- Waste storage for the residential units will be provided in line with Barnet's waste standards. Storage for the nursery will be provided as shown on the architect's layout plan and has been agreed with the intended occupier.

Conclusion

5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 109, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A

(Parking Survey Results)

K&M TRAFFIC SURVEYS

DATE : 20th APRIL 2021

DAY : TUESDAY

LOCATION : MOUNT PLEASANT RD, COCKFOSTERS



K&M TRAFFIC SURVEYS

DATE : 20th APRIL 2021

DAY : TUESDAY

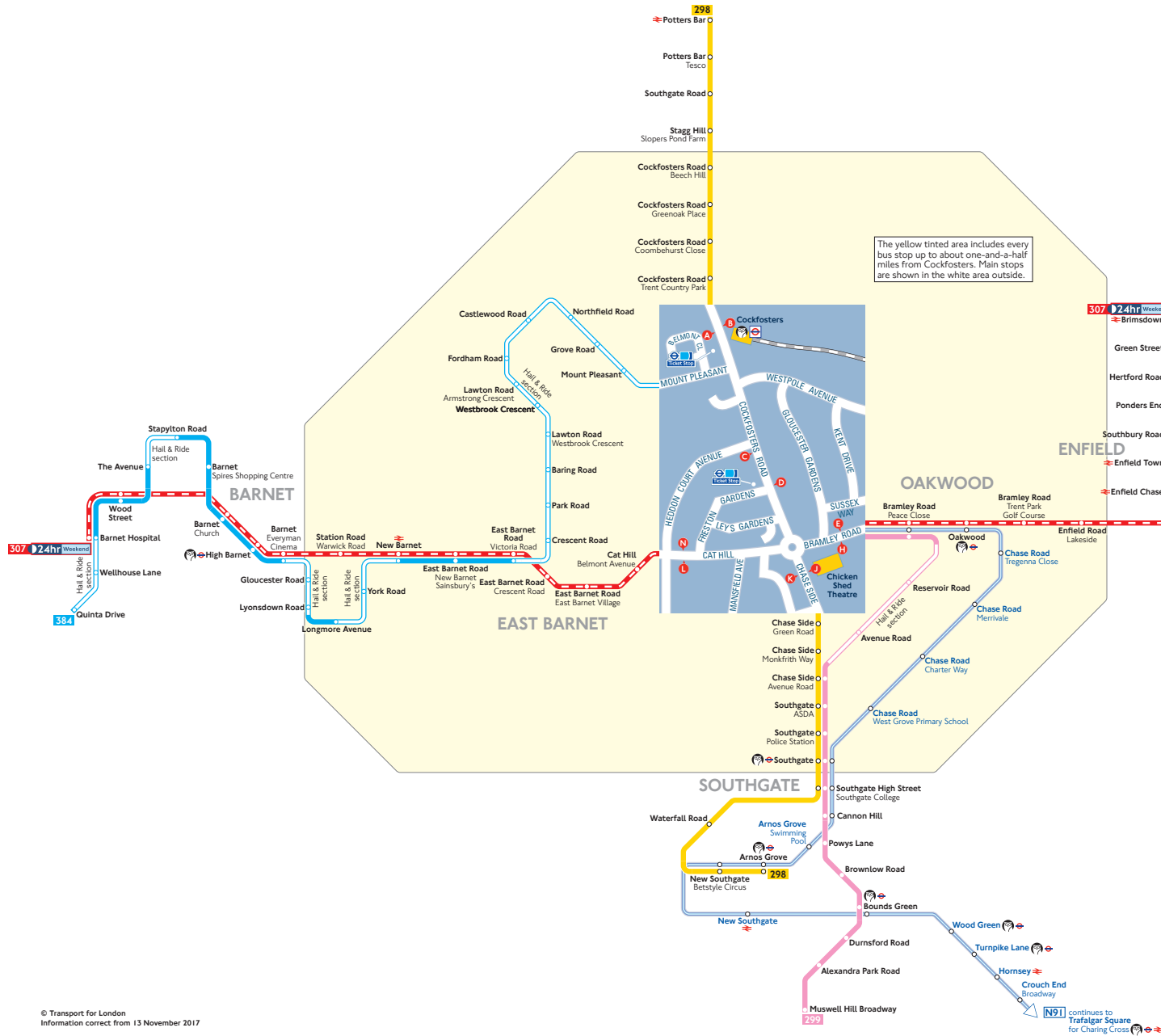
LOCATION : MOUNT PLEASANT RD, COCKFOSTERS



Appendix B

(TfL Bus Spider Map)

Buses from Cockfosters



Route finder

Bus route	Towards	Bus stops
298	Arnos Grove	B D J
	Potters Bar	A C K
299	Muswell Hill Broadway	B D E
307 24hr Weekend	Barnet Hospital	H L
	Brimsdown	E N
384	Barnet	B

Night buses

Bus route	Towards	Bus stops
N91	Trafalgar Square	B D E

Other buses

Bus route	Towards	Bus stops
692 Sch	Southgate	B D J
699 Sch	Dame Alice Owen's School	A C K
	Winchmore Hill	B D J

Key

- 298** Day buses in black
- N91** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights
- Sch** School journey

Ways to pay

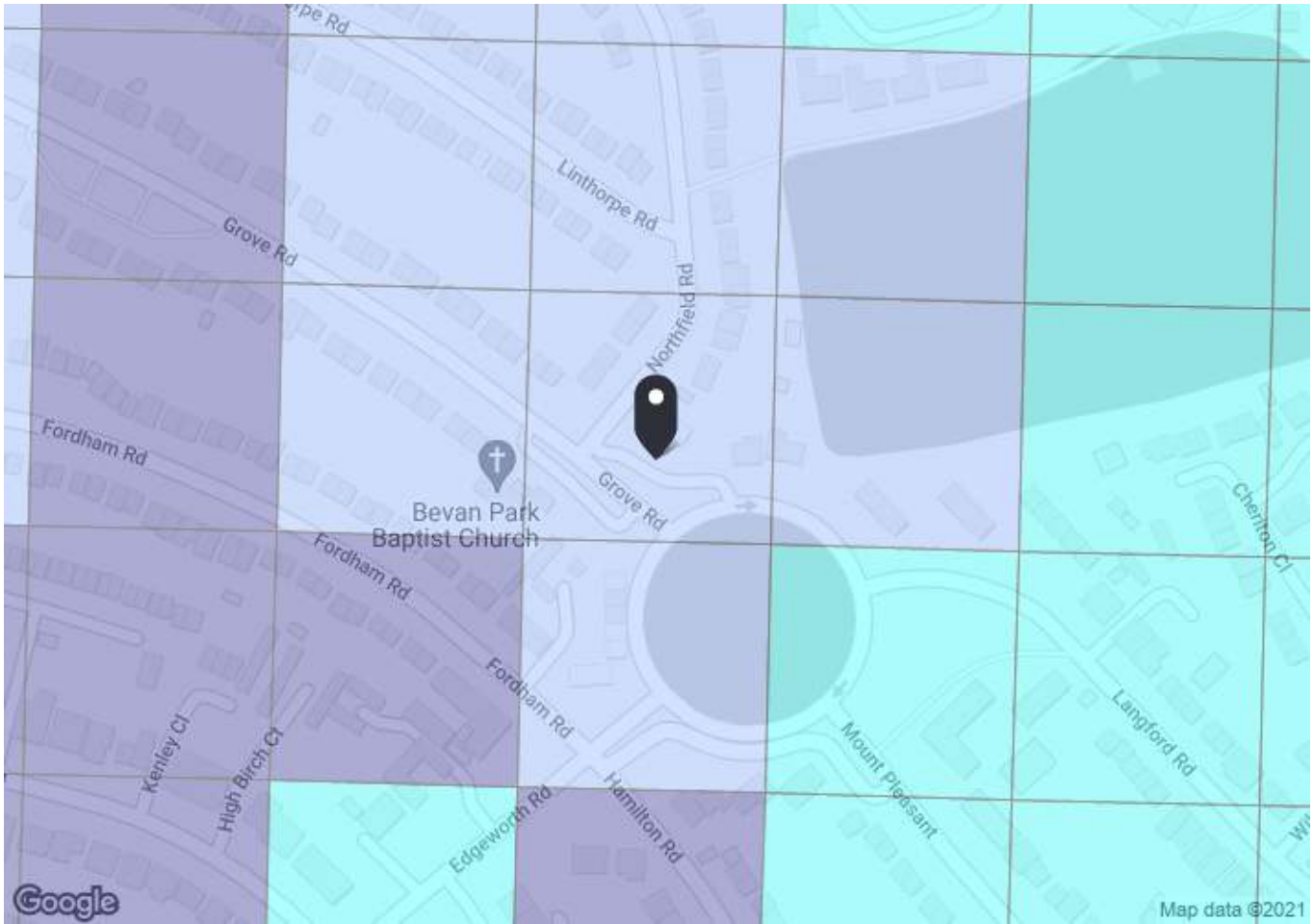
Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Sign up for an online account to top up online and see your travel history and spending.

Appendix C

(PTAL Report)



PTAL output for Base Year 1b

150 Mount Pleasant, London, Barnet EN4, UK
Easting: 527350, Northing: 196527

Grid Cell: 154687

Report generated: 30/04/2021

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

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

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	GROVE ROAD THE JESTER	384	45.22	4	0.57	9.5	10.07	2.98	1	2.98
Total Grid Cell AI:									2.98	

Appendix D

(Proposed Layout Plans)

Project: Mount Pleasant Nursery
 Project reference: MTP
 Project number: 298
 Drawing title: Proposed Site Plan
 Drawing number: A-267-COU-PL-PLN-005
 Scale: 1:100@A1 / 1:200@A3
 Date: February 2021
 Status: Planning
 Drawn: CB
 Checked: SA
 Revision: P

Revision # Date Amendment
 P1 02.06.2021 Issued for planning

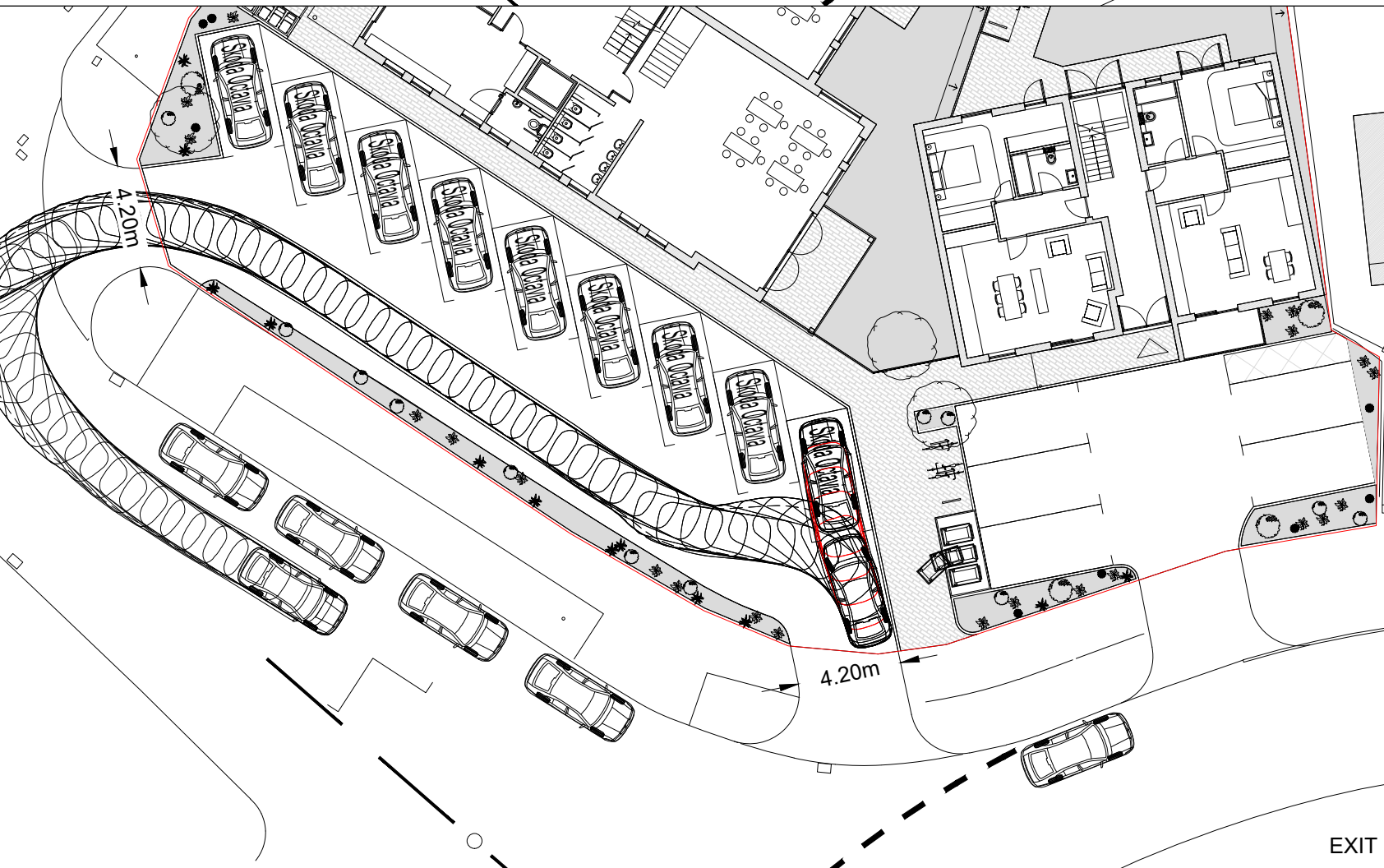
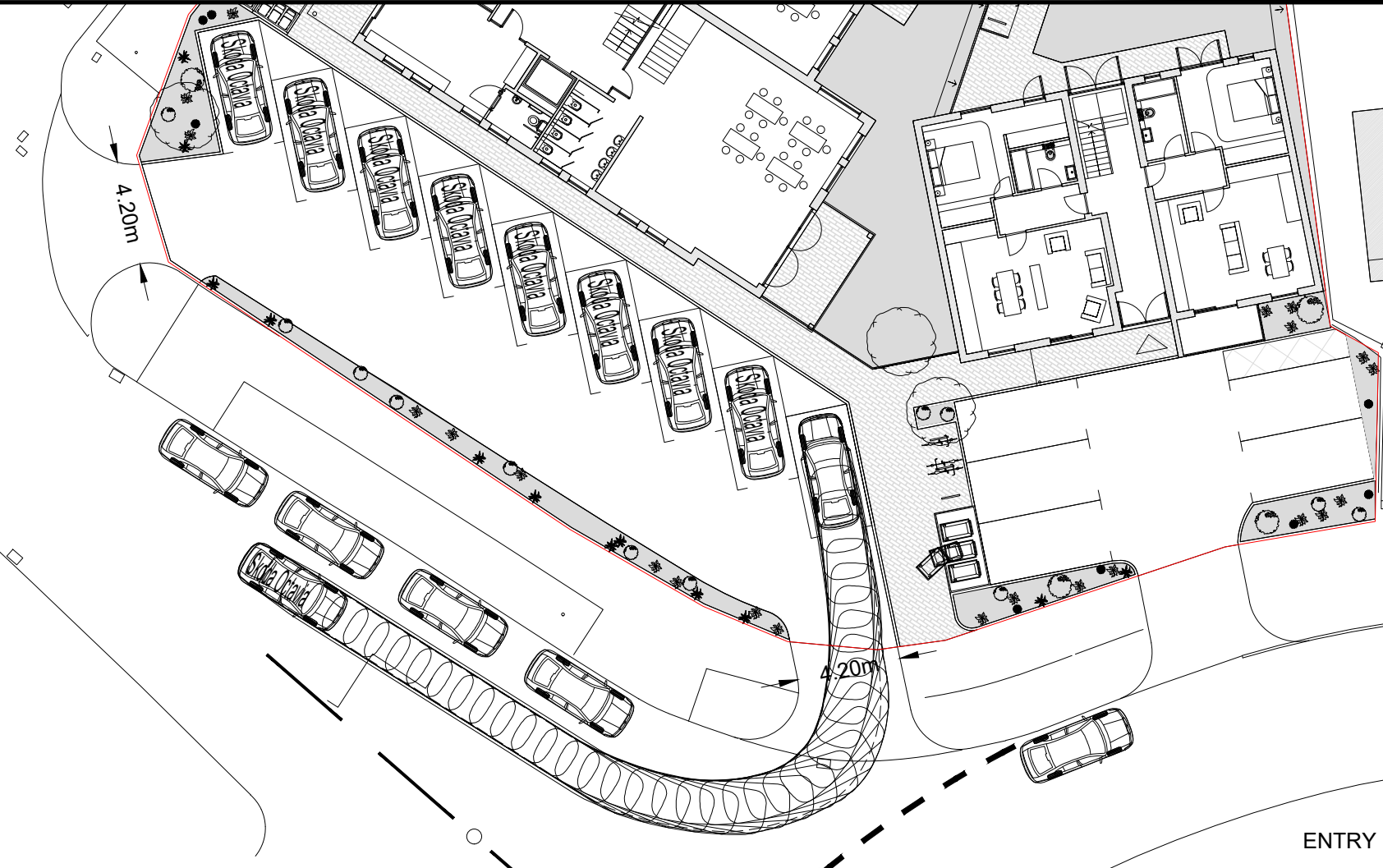
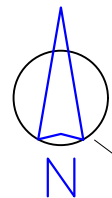
- General Notes:
- All dimensions to be checked on site prior to construction or fabrication. Any discrepancies should be reported to the architect.
 - Where structural elements are shown this is for illustrative purposes only. All structural design to be carried out by suitably qualified structural engineer.
 - All drawings are indicative of architects visual requirements and show design intent only. All work is subject to change upon detail design.
 - All dimensions in mm unless otherwise specified. IF IN DOUBT ASK.
 - All work to conform to current building regulations and all current construction legislation, if divergences from statutory requirements are shown on the drawings these should be reported to the architect immediately.
 - All drawings are to be read in conjunction with specifications and drawings of all other consultants.
 - This drawing has been produced using survey information supplied by others, the accuracy of which dust can not guarantee. All dimensions are to be checked and confirmed onsite by the contractor prior to construction.

- Legend:
- (A) Driveway to house
 - (B) Nursery front garden
 - (C) Nursery external service and store
 - (D) Nursery entrance
 - (E) Existing crossover
 - (F) Nursery drop-off area
 - (G) Proposed crossover
 - (H) Driveway to flats
 - (I) Nursery rear garden
 - (J) Flats rear garden
 - (K) House rear garden
 - Amenity Lawns
 - Permeable hardstanding
 - Native shrubs - low level at all road and crossover junctions

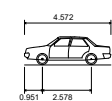


Appendix E

(Swept Path Analysis)



Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
 -

Project
 150 Mount Pleasant

Drawing Title
 Swept Path Analysis using a Medium Car

Scale
 1:250 at A3

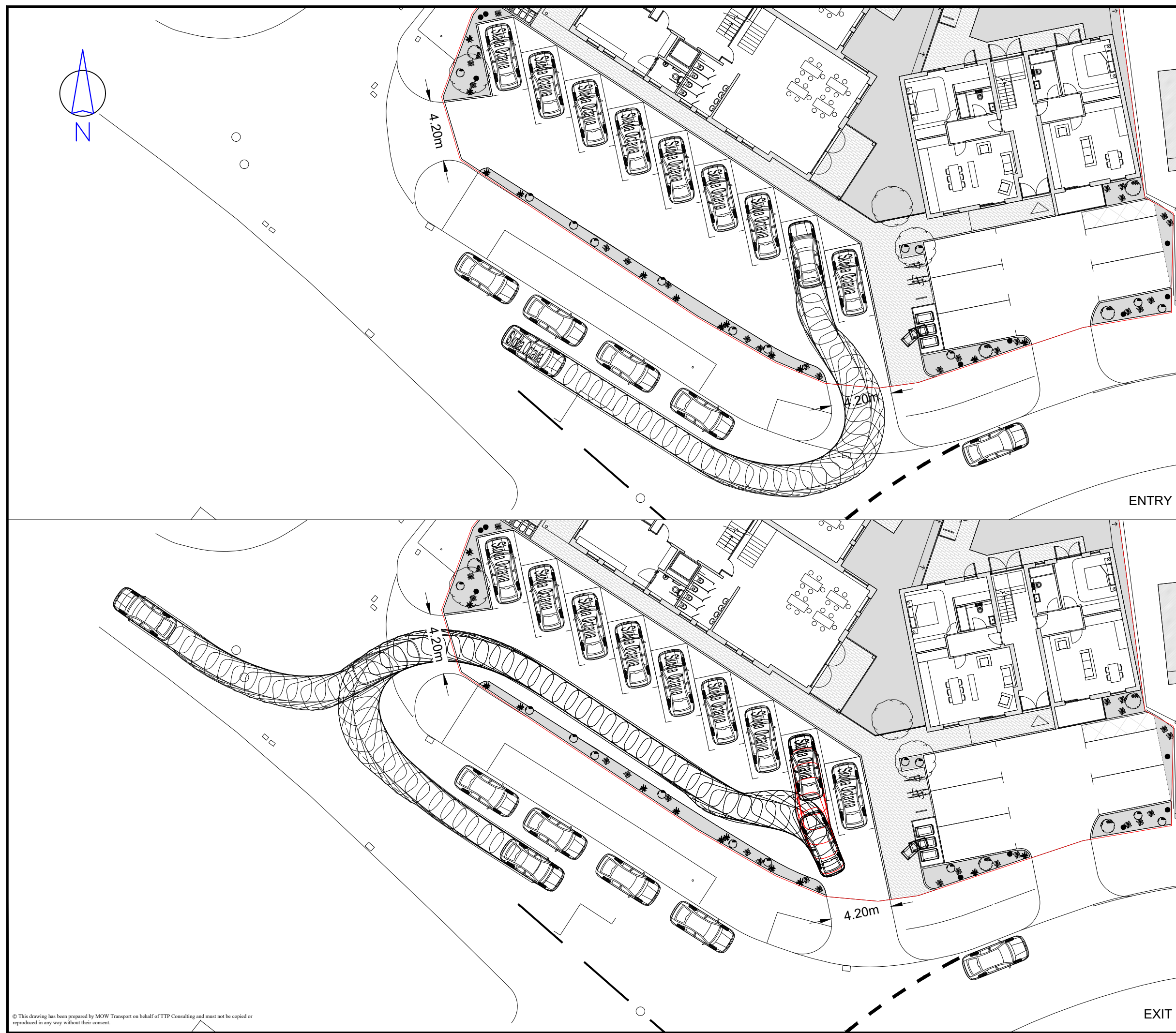
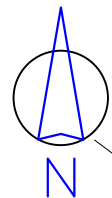
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Checked	EC	20.04.21



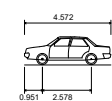
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 Tel. No. 0207 1000 753

Drawing Number	2021-4147-AT-101(1)	Rev	B
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
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Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
 -

Project
 150 Mount Pleasant

Drawing Title
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Scale
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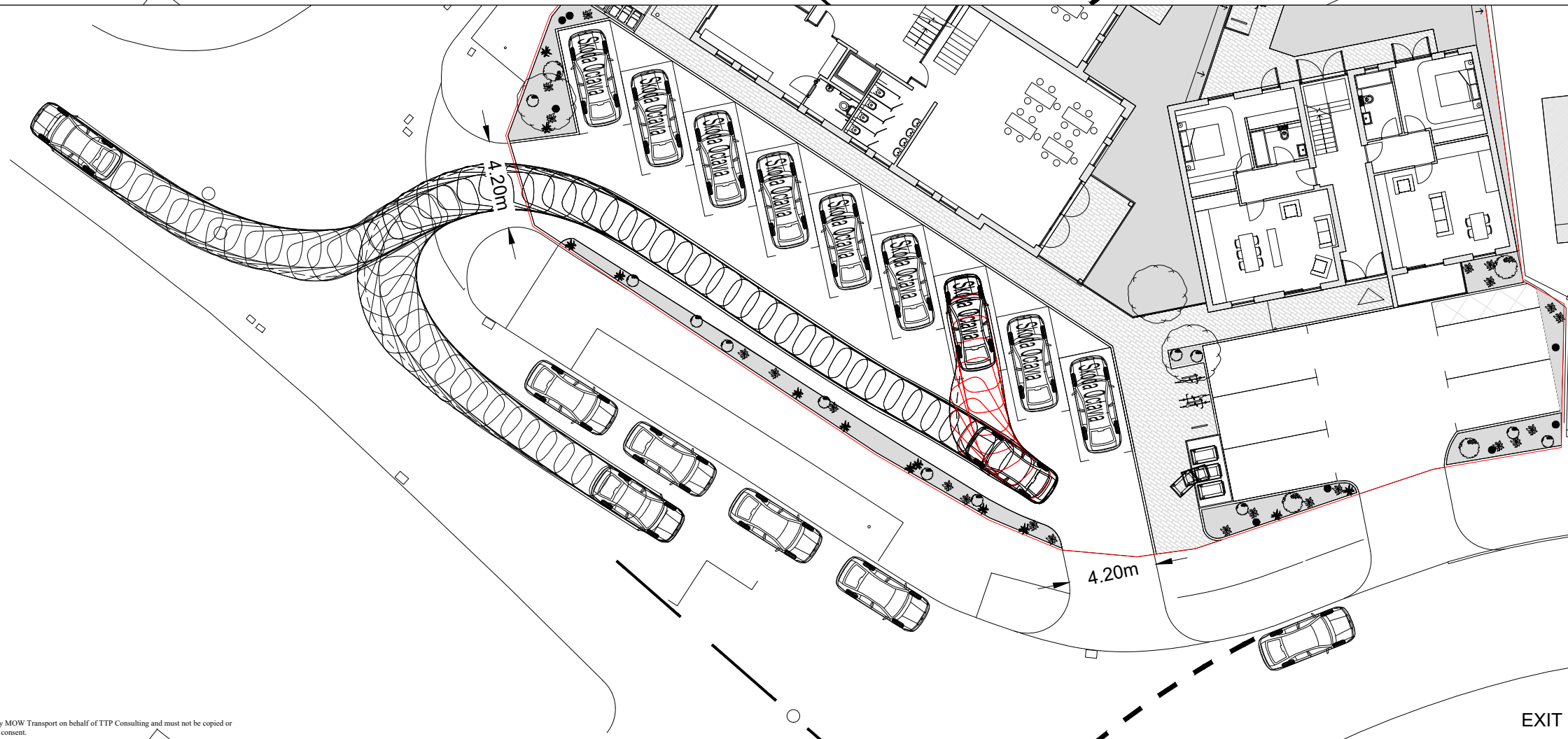
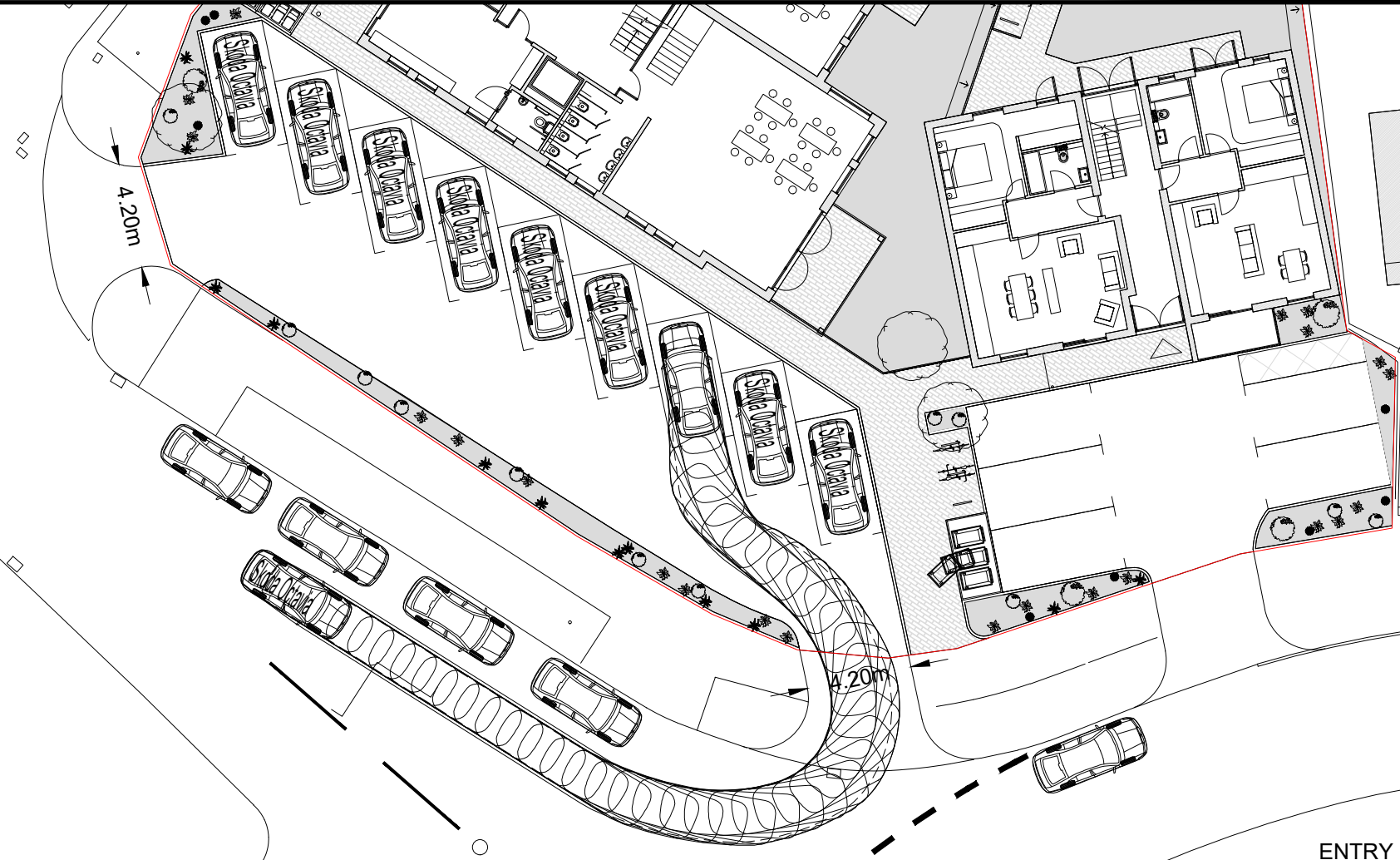
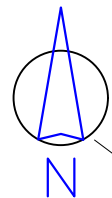
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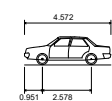
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
 -

Project
 150 Mount Pleasant

Drawing Title
 Swept Path Analysis using a Medium Car

Scale
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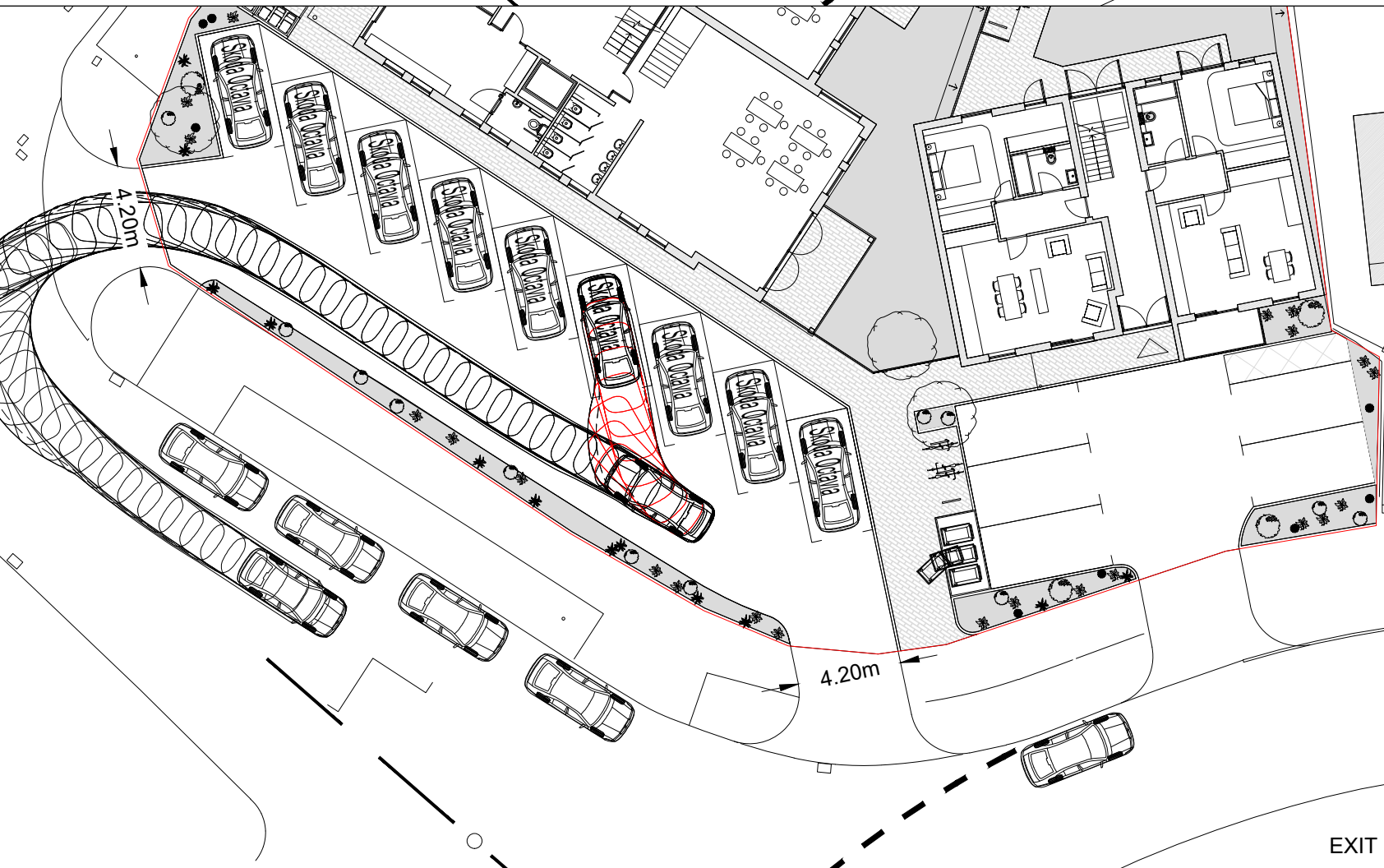
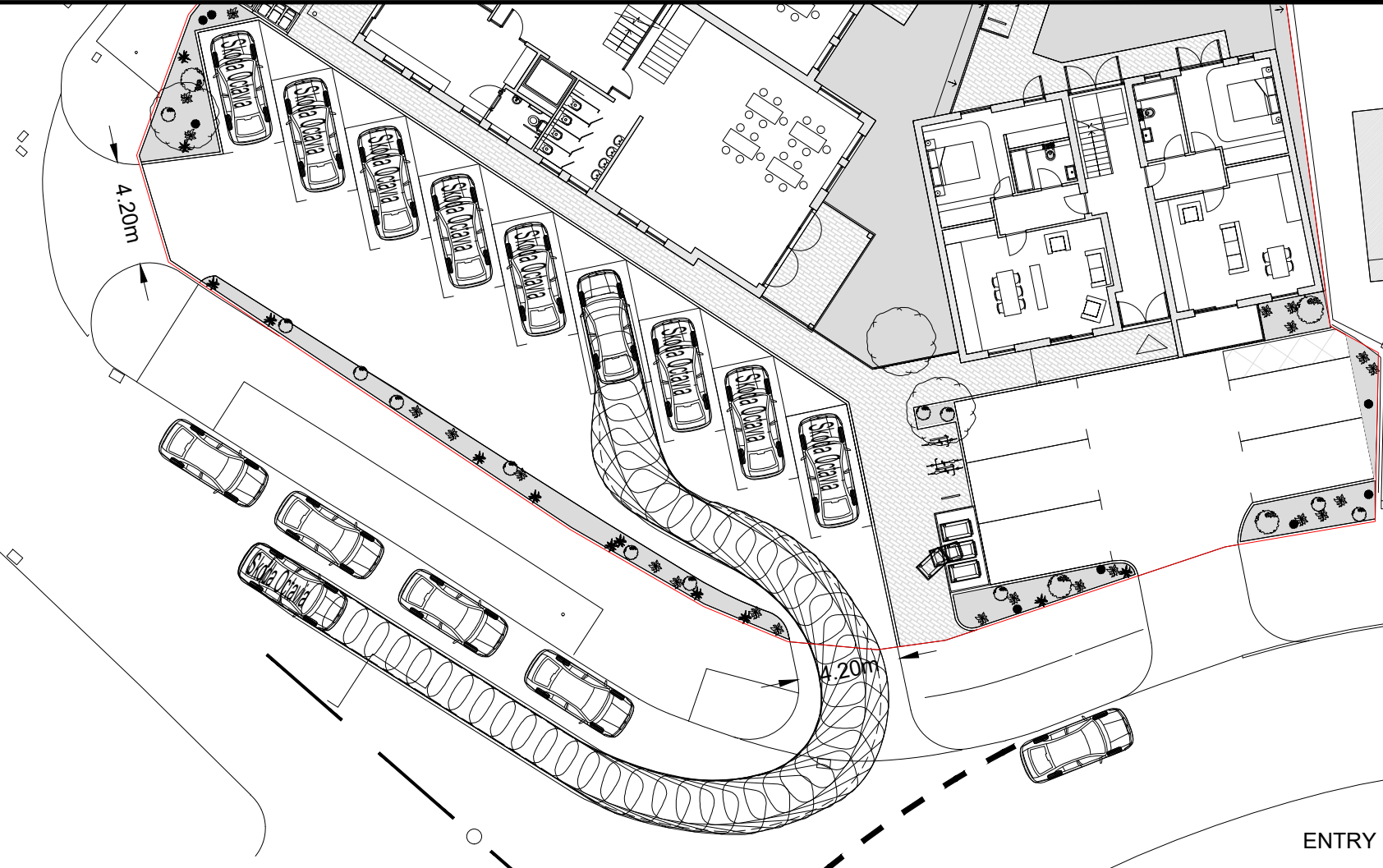
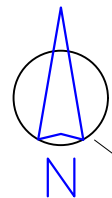
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Checked	EC	20.04.21



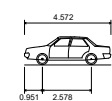
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Drawing Number	2021-4147-AT-101(3)	Rev	B
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
 -

Project
 150 Mount Pleasant

Drawing Title
 Swept Path Analysis using a Medium Car

Scale
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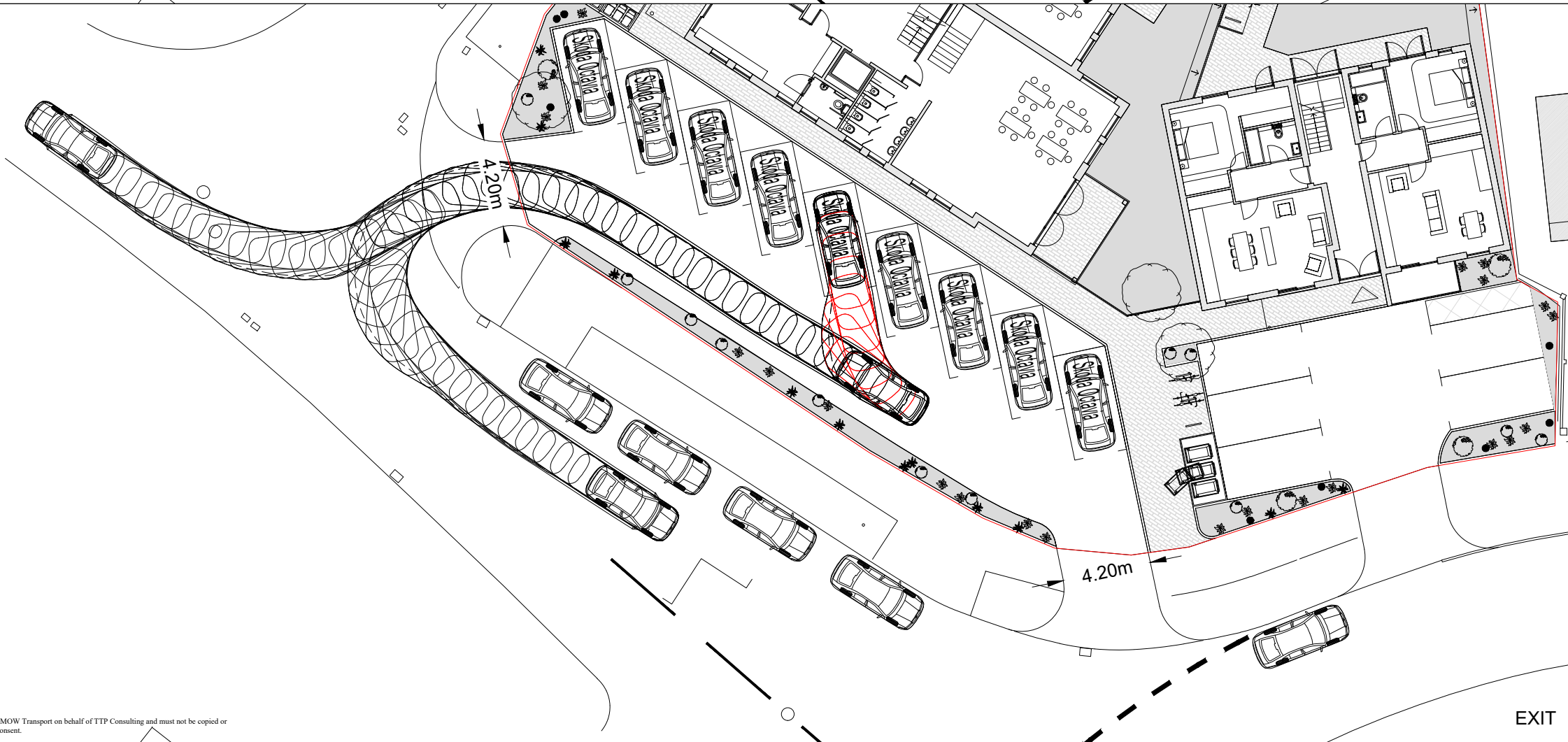
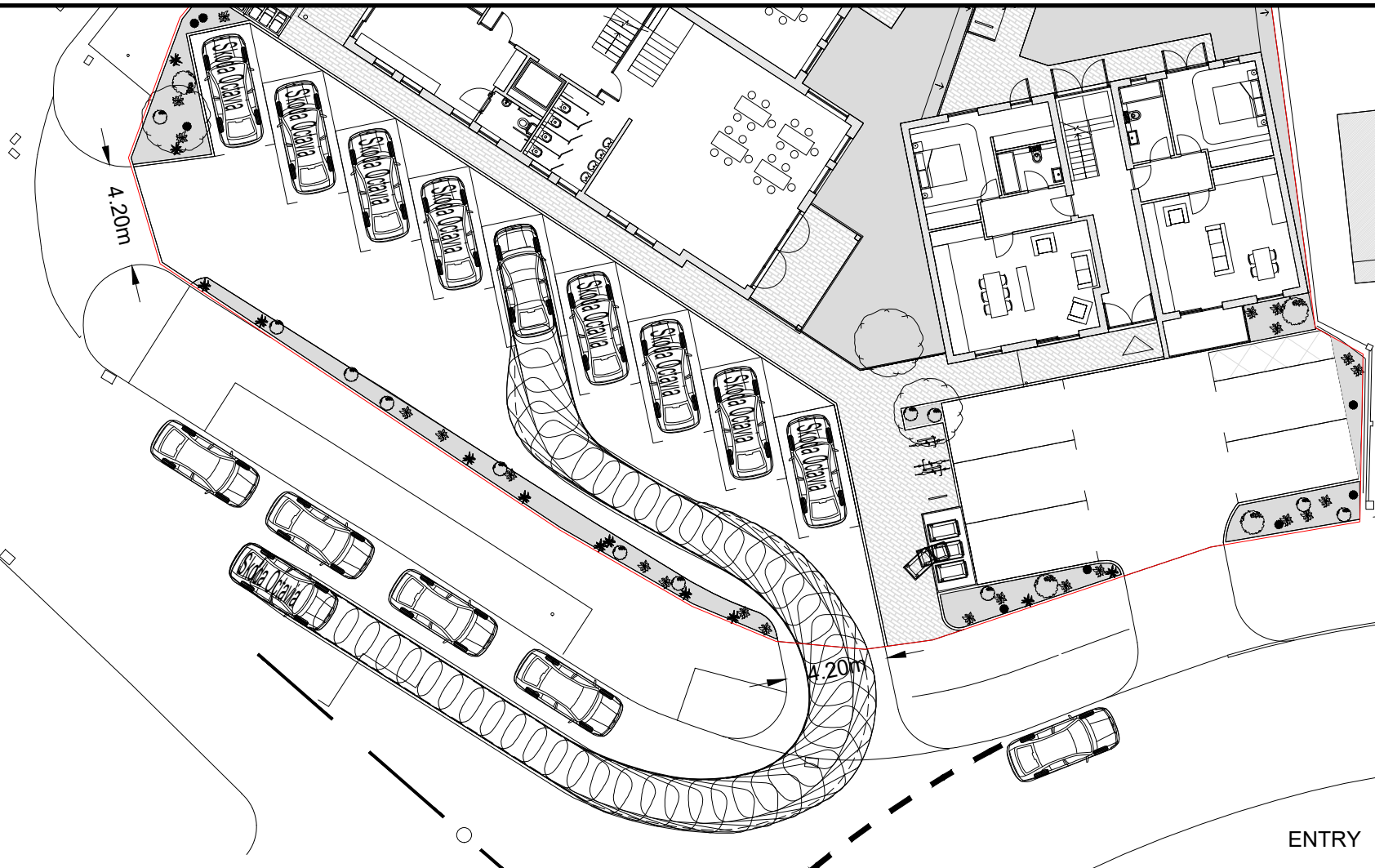
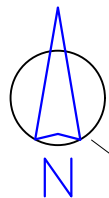
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Checked	EC	20.04.21



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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



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Overall Length	4.572m
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Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

Client

Project

150 Mount Pleasant

Drawing Title

Swept Path Analysis using a Medium Car

Scale

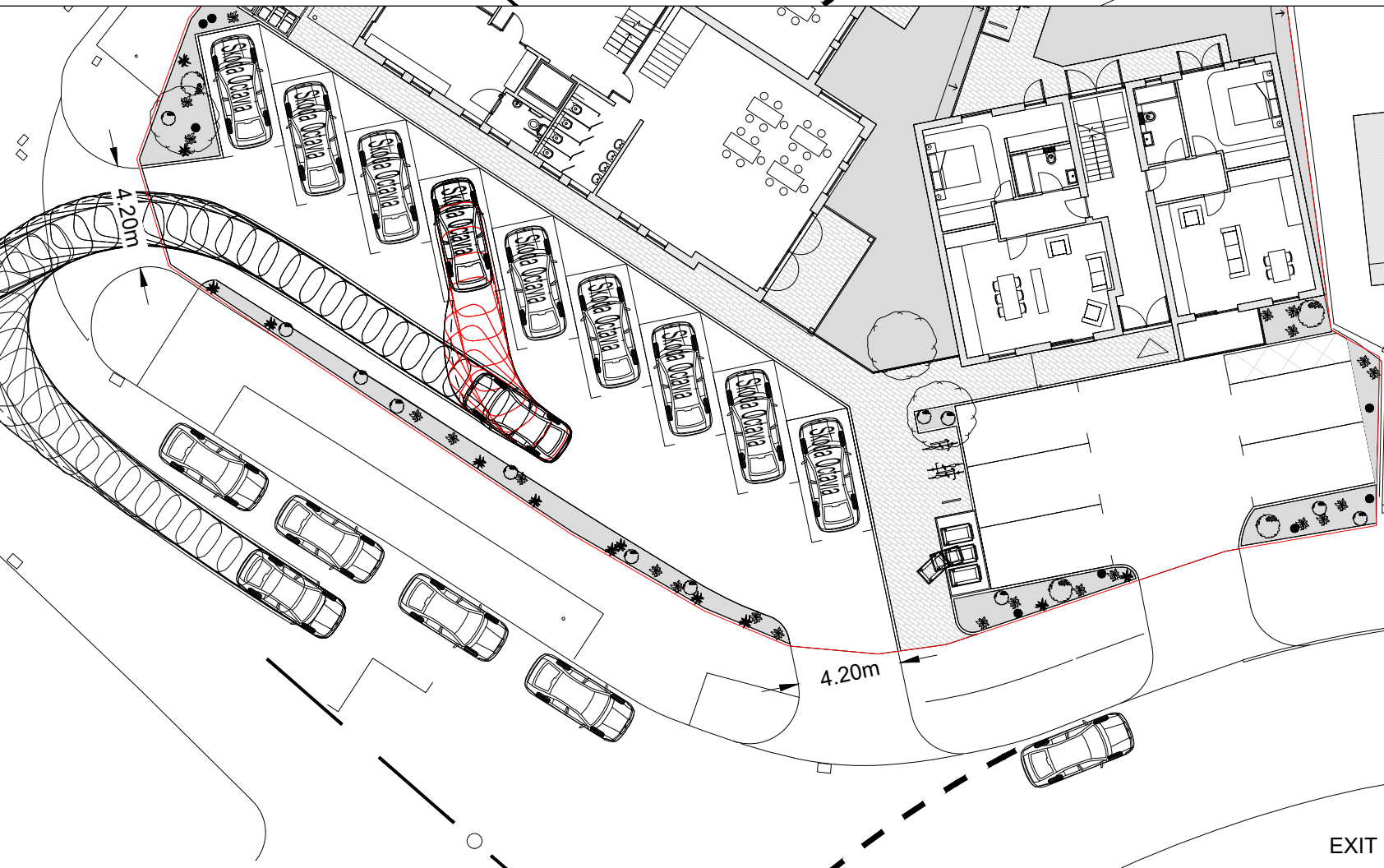
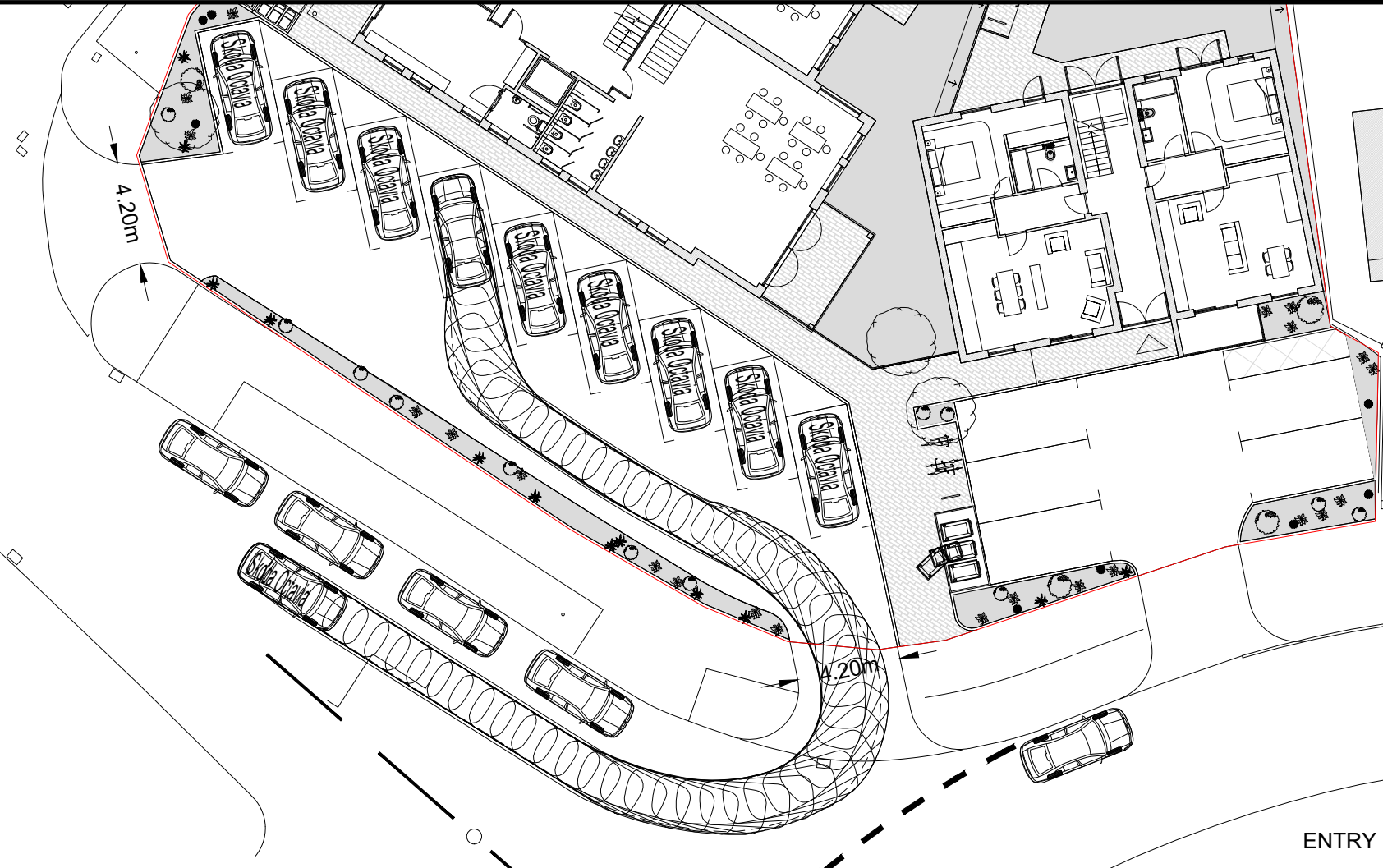
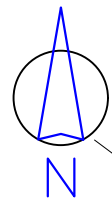
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Checked	EC	20.04.21

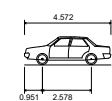


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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



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Overall Length	4.572m
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Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
 -

Project
 150 Mount Pleasant

Drawing Title
 Swept Path Analysis using a Medium Car

Scale
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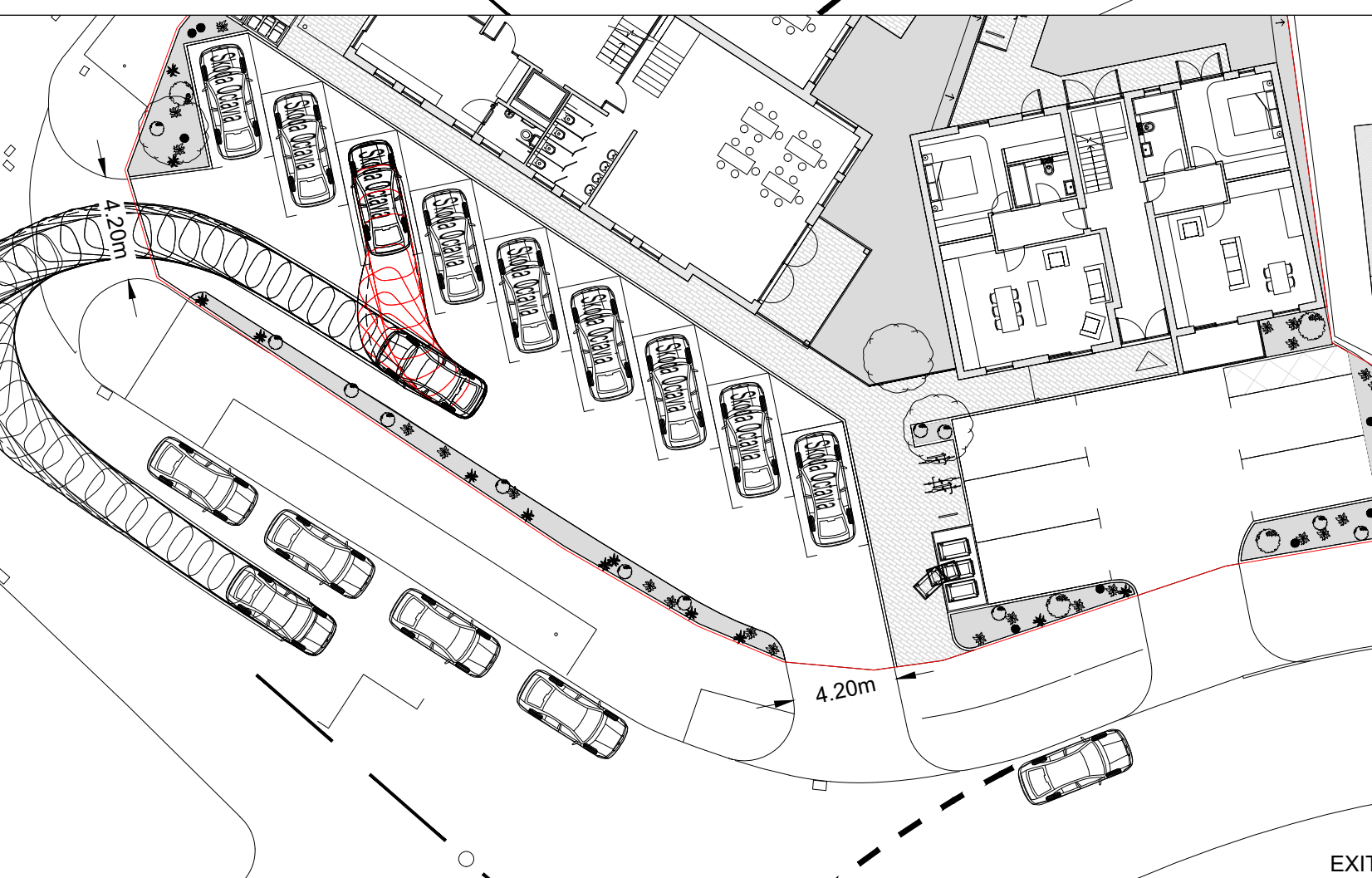
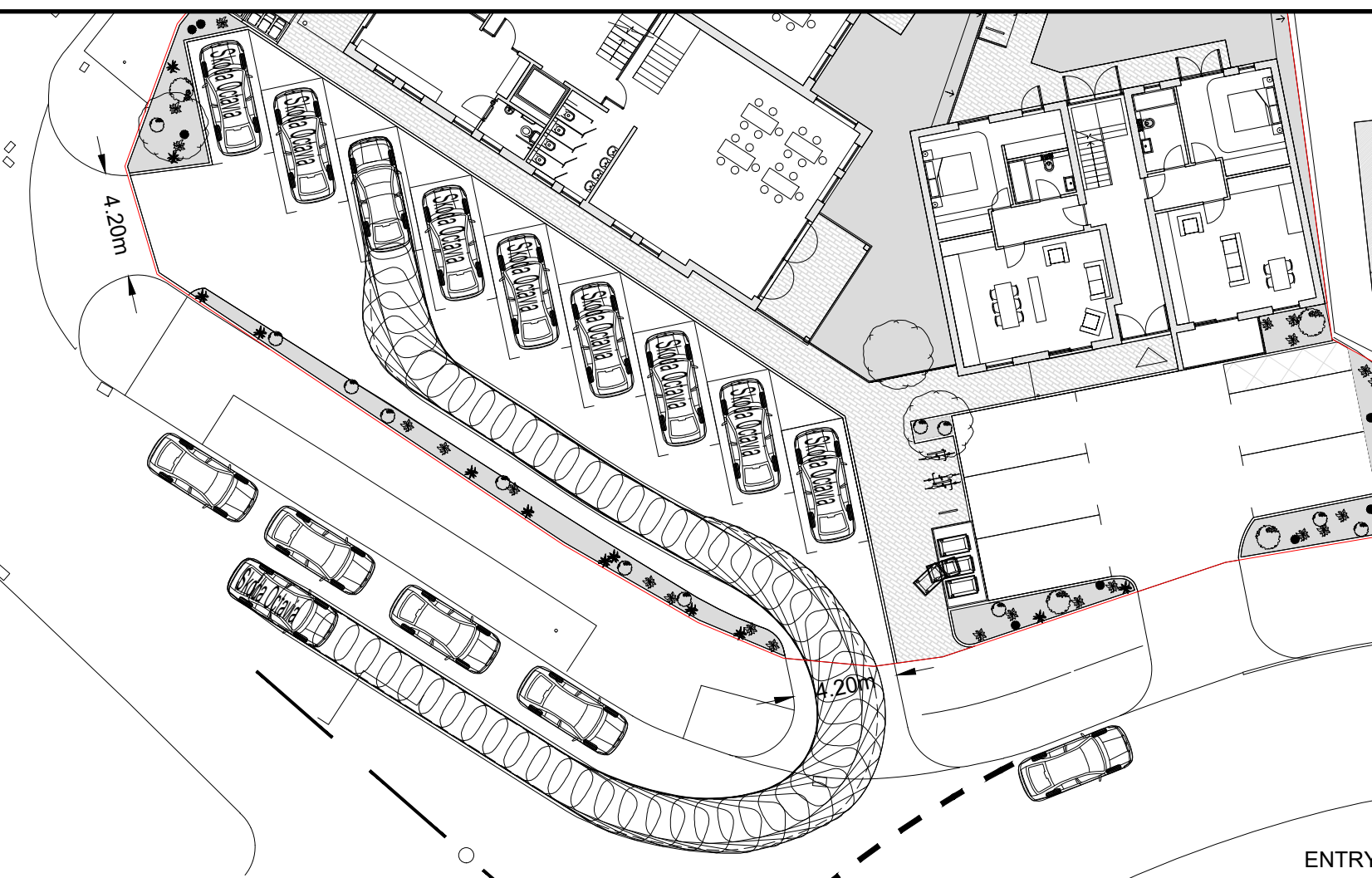
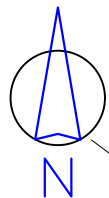
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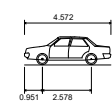
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



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Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

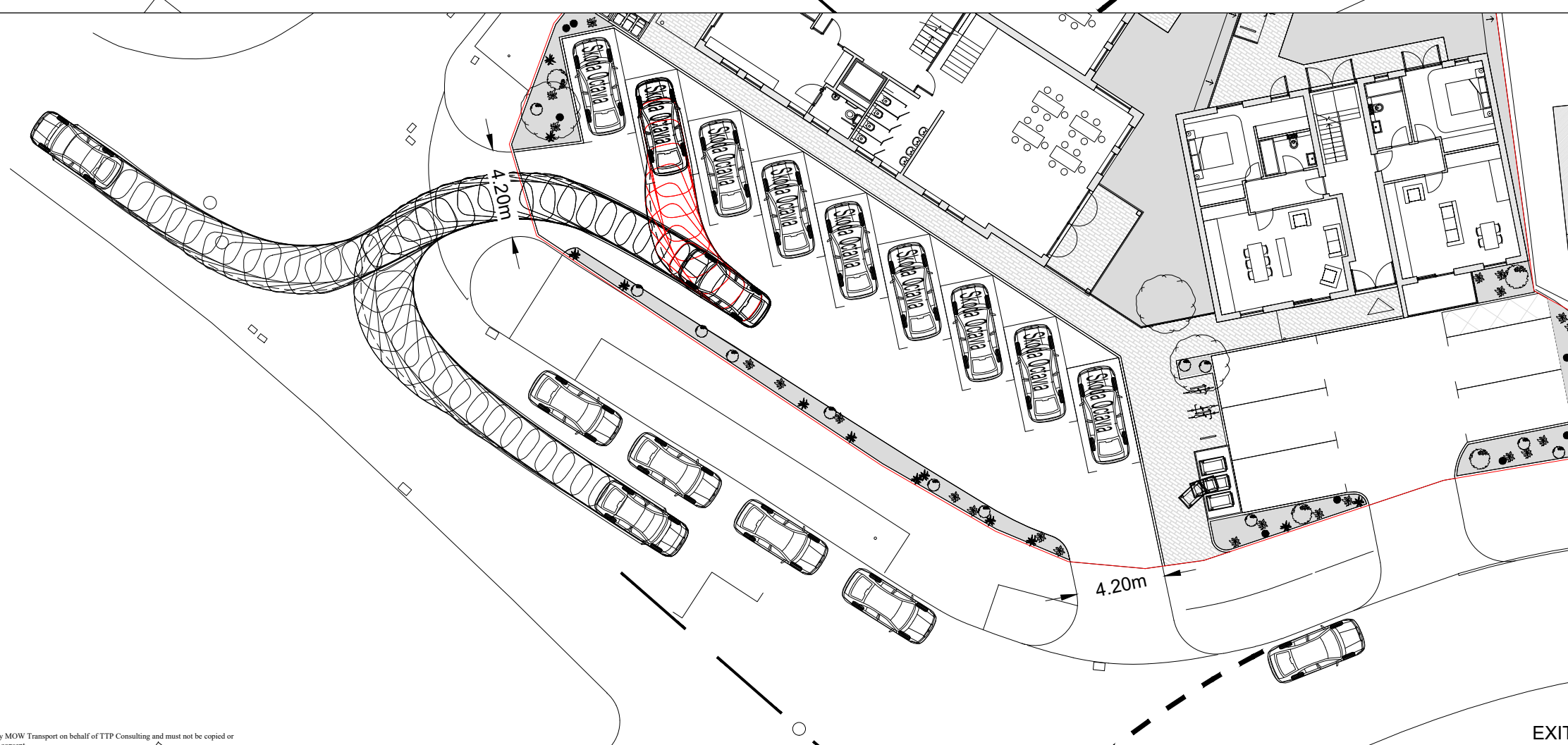
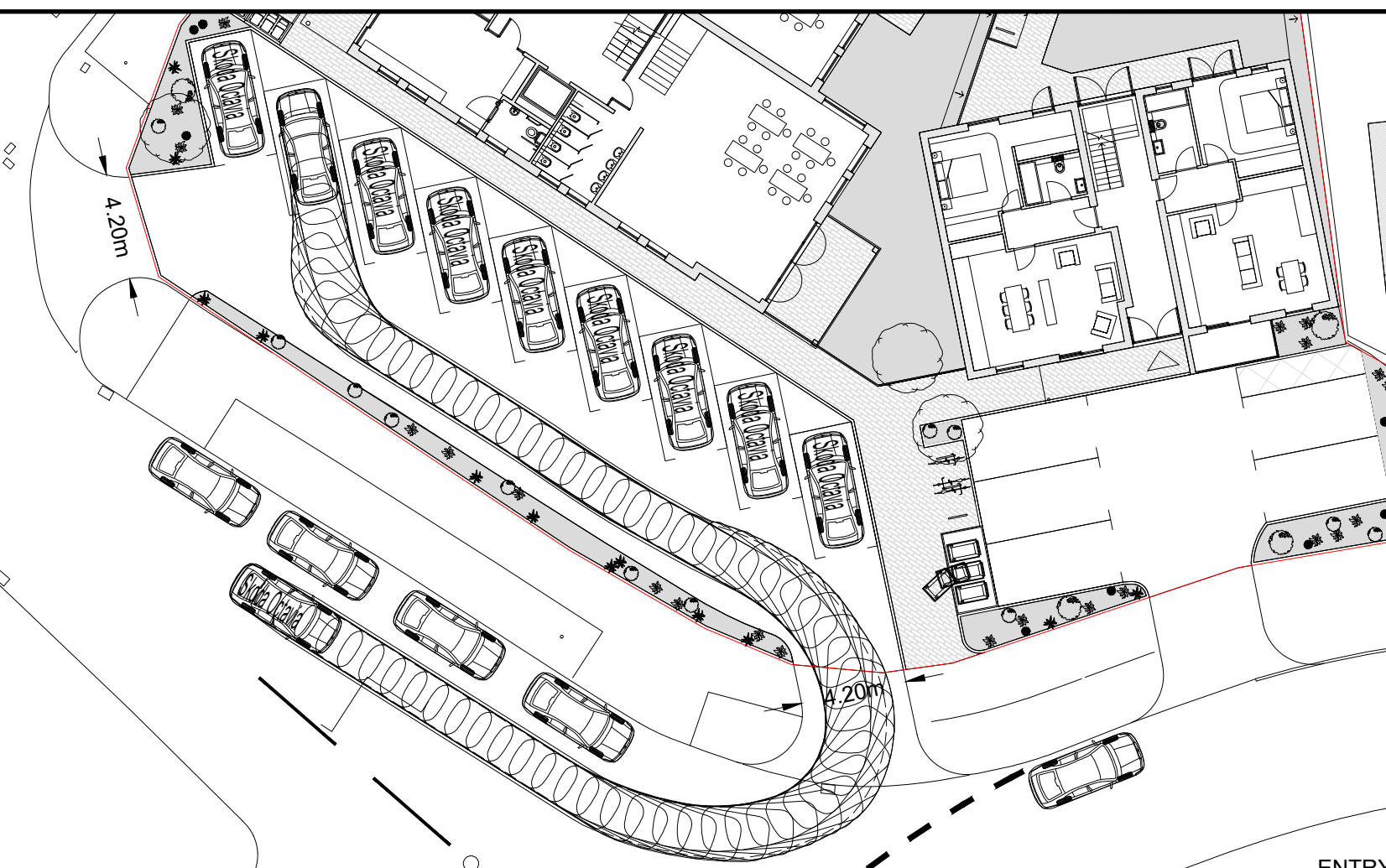
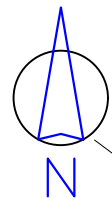
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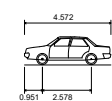
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Drawing Number	2021-4147-AT-101(7)	Rev	B
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
 -

Project
 150 Mount Pleasant

Drawing Title
 Swept Path Analysis using a Medium Car

Scale
 1:250 at A3

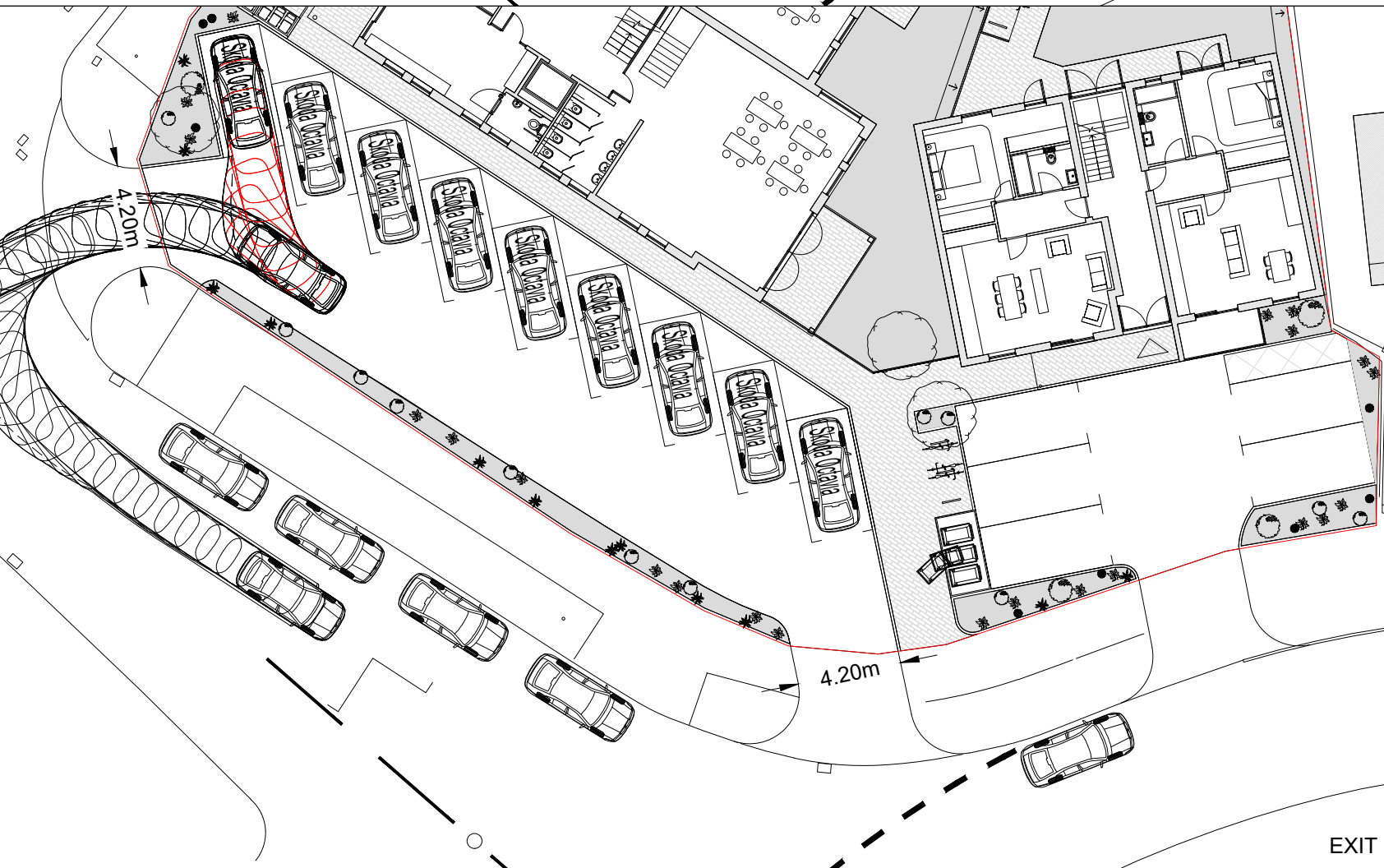
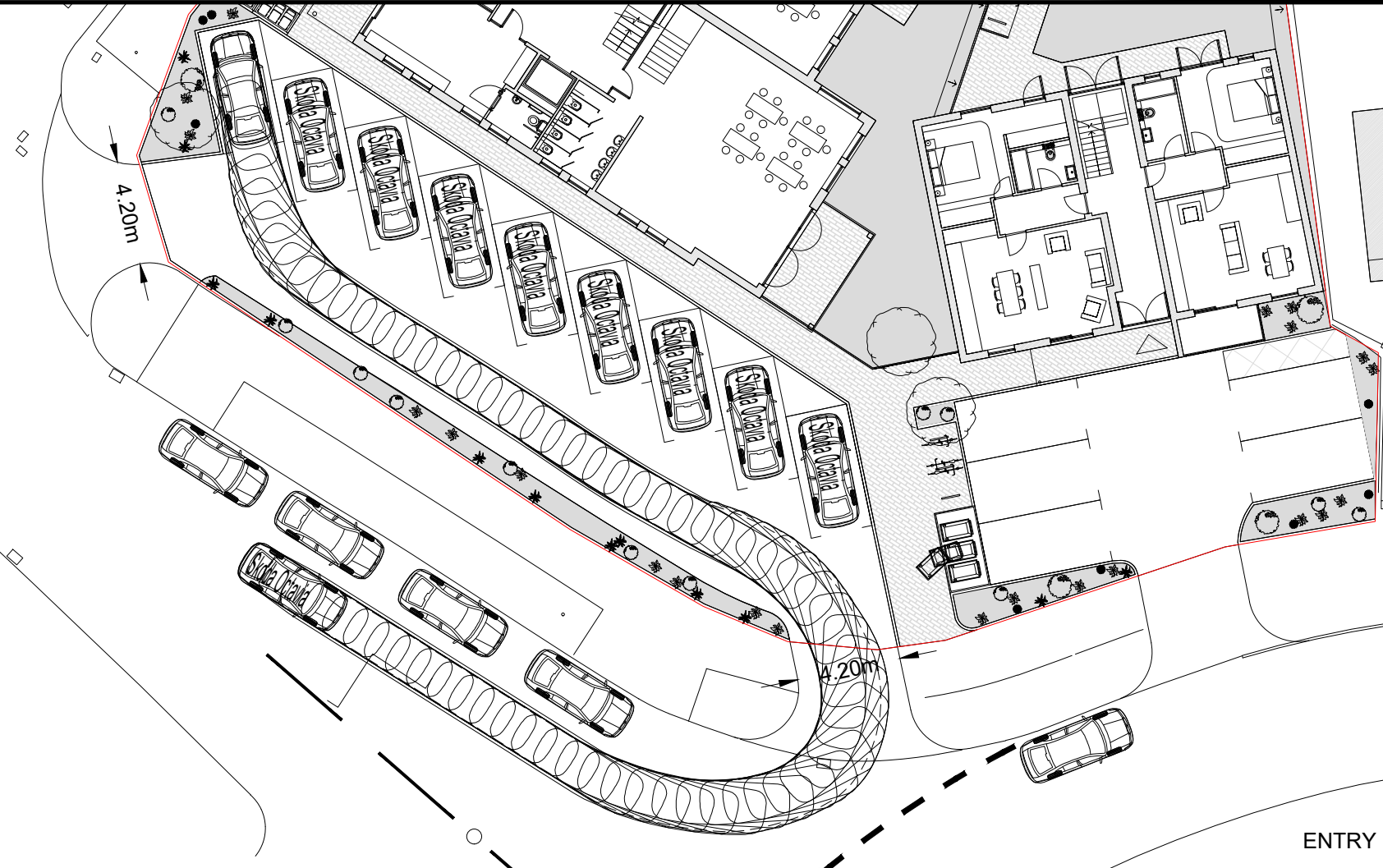
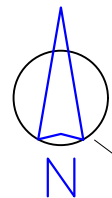
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Checked	EC	20.04.21



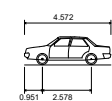
111 - 113 Great Portland Street
 London
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 Tel. No. 0207 1000 753

Drawing Number	2021-4147-AT-101(8)	Rev	B
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	20.04.21
Checked	EC	20.04.21



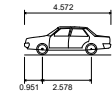
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Tel. No. 0207 1000 753

Drawing Number	2021-4147-AT-101(9)	Rev	B
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

ENTRY

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	20.04.21
Checked	EC	20.04.21



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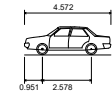
Drawing Number	2021-4147-AT-103(1)	Rev	B
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

ENTRY

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
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Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	20.04.21
Checked	EC	20.04.21



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Tel. No. 0207 1000 753

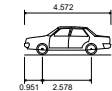
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
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Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

ENTRY

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
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Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	20.04.21
Checked	EC	20.04.21



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Tel. No. 0207 1000 753

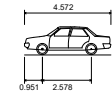
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	20.04.21
Checked	EC	20.04.21



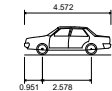
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Drawing Number	2021-4147-AT-103(4)	Rev	B
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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	EC	25.05.21
B	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

ENTRY

Notes:
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Client
-

Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	20.04.21
Checked	EC	20.04.21

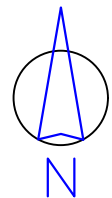


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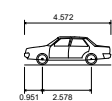
Drawing Number	Rev
2021-4147-AT-103(5)	B

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Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
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Max Track Width	1.713m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.100m

ENTRY

Notes:
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Client
-

Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	25.05.21
Checked	EC	25.05.21

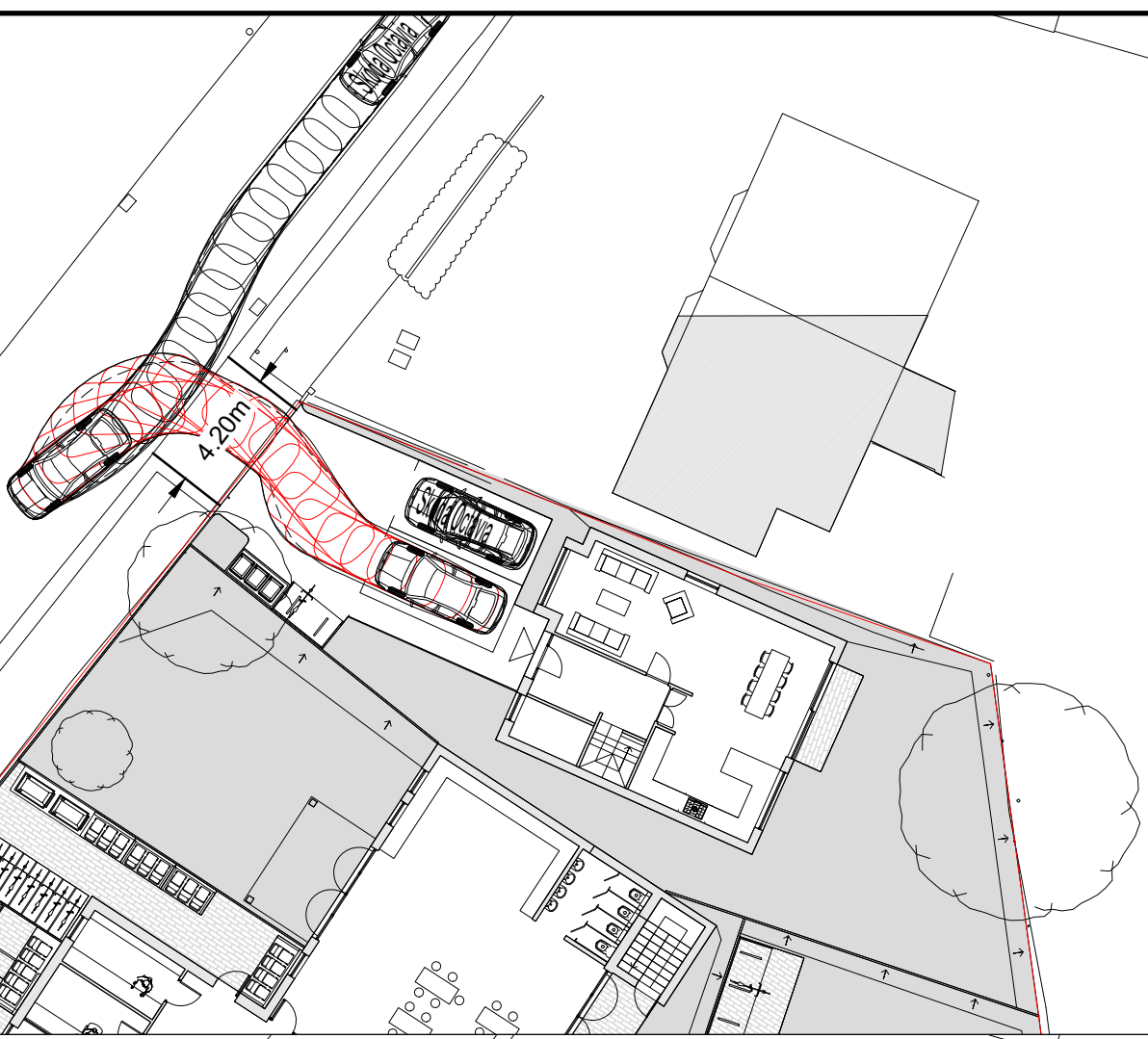
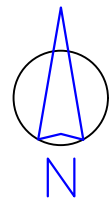


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Tel. No. 0207 1000 753

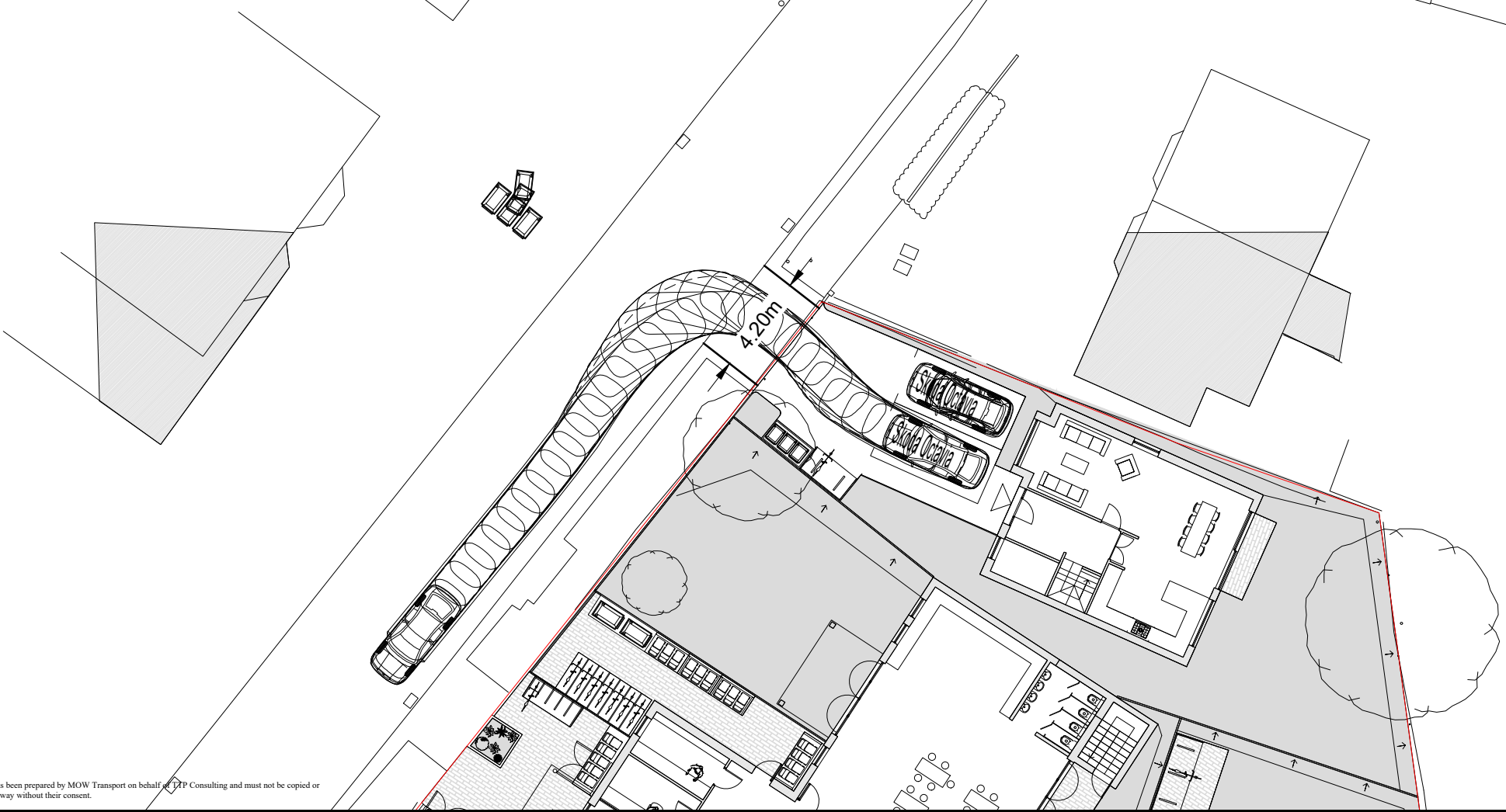
Drawing Number	Rev
2021-4147-AT-104(1)	A

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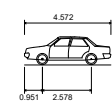


ENTRY



EXIT

Rev	Details	Drawn	Checked	Date
A	Scheme and swept paths updated.	MW	JP	08.06.21



Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
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Notes:
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Client
-

Project
150 Mount Pleasant

Drawing Title
Swept Path Analysis using a Medium Car

Scale
1:250 at A3

Drawn	MW	25.05.21
Checked	EC	25.05.21



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Drawing Number	Rev
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Appendix F

(Sofco Junior Cycle Shelter)

Sofco Junior Cycle Shelter

Features:



All pre-designed shelters.



PETg or polycarbonate for impact resistance and discolouration.



On all defects as a result of workmanship, material selection and finish (wear and tear, vandalism and abuse excluded).



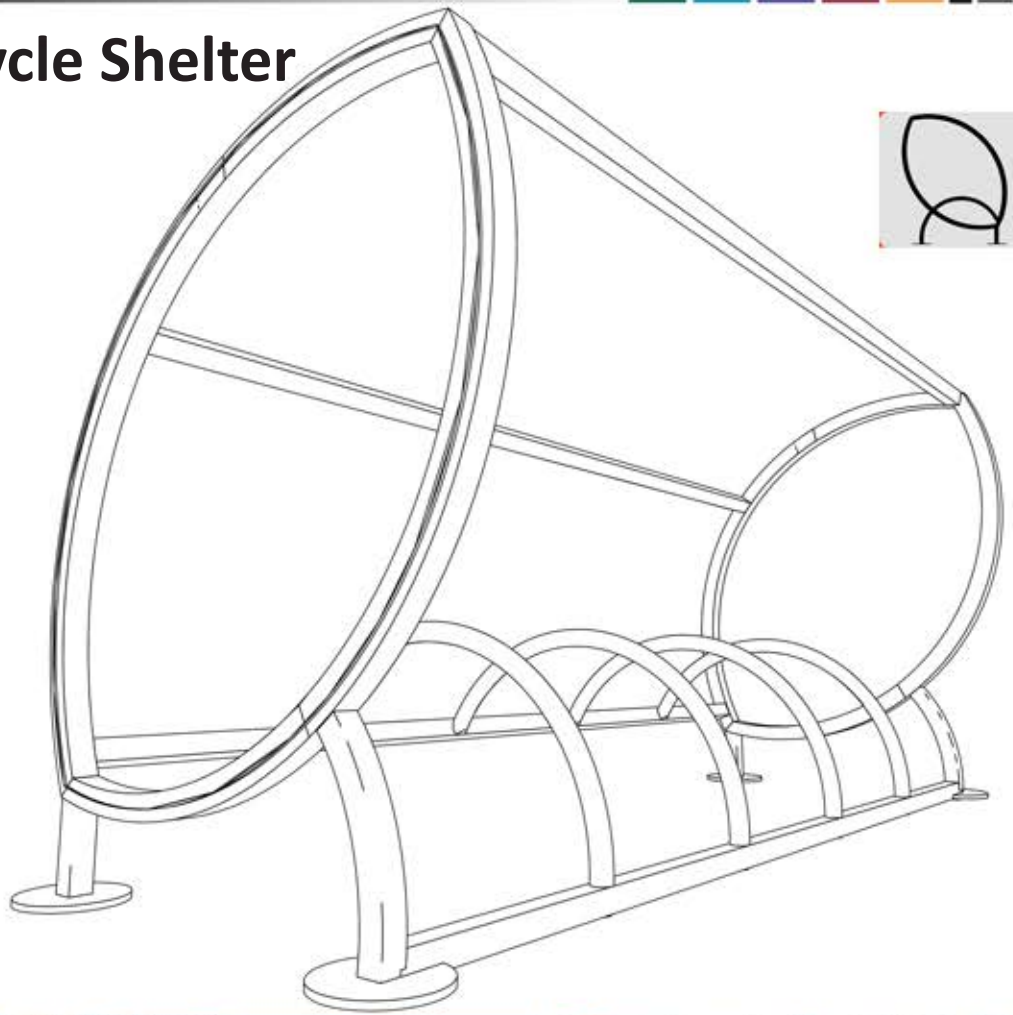
Hot-dip galvanised components increase life expectancy up to 85 years plus.



We deliver and install our canopies nationally.



Choose from our standard range of RAL and BS colours.



Leaf Shaped End Panels



Child Friendly Cycle Shelter



Caters For Cycles & Scooters



8 Cycle Capacity



ClearView PET Panels



Colourful Graphics Are Available

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 Tel: +44 (0)1782 564411 • Fax: +44 (0)1782 565357/562546 • E.mail: sales@broxap.com • Web: www.broxap.com

