



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS 020 8780 0426

KIDZ KABIN PEMBROKE STUDIOS

7A COPPETTS ROAD, MUSWELL HILL,
N10 1NN

TRANSPORT STATEMENT

April 2026

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Ref: File path P:\ P3150 7 Coppetts Road, Muswell Hill, N10 INN Transport Statement April 2026

1.0 INTRODUCTION

- 1.1 Paul Mew Associates has been instructed by the client to prepare a Transport Statement in support of a planning application for the proposed development at 7A Coppetts Road, Muswell Hill, N10 1NN. The local planning and highway authority is the London Borough of Haringey.
- 1.2 The application site's location is presented on a map in Figure 1 of this report, the site boundary is presented at Appendix A.
- 1.3 The site has a public transport accessibility level (PTAL) rating of 2 which is a 'poor' level of accessibility as defined by Transport for London (TfL). A total of five bus services with high peak period service frequencies can be accessed from bus stops within around 460-metres of the site.
- 1.4 The roads adjoining the site are not within Haringey Council's controlled parking zones.
- 1.5 The application site itself currently comprises of a detached building with a converted outbuilding to the side. The site has a vehicle access off Coppetts Road which currently provides access to a forecourt parking space. The forecourt parking provides capacity for roughly four cars.
- 1.6 The kerbside outside of the site features single yellow lines, with no restrictions on loading. The single yellow line restrictions are active Monday to Friday 7 – 10 am and 3 – 7 pm (i.e. drop off and pick up times for the nursery).
- 1.7 The site appears to have been previously used as a Pet Care Store and before that a book shop office.
- 1.8 The area immediately adjoining the site is predominantly residential in character with a number of schools locally.

- I.9 The proposal involves the erection of new boundary treatment; resurfacing of the forecourt; installation of play equipment; and replacement door. The building will be used as a nursery under the current planning permission. Proposed works therefore are only in relation to the outside parking forecourt area.
- I.10 A redundant cross over and kerb to be reinstated. Secure and sheltered long-stay cycle parking will be provided for the nursery. The proposed site plan is presented at Appendix B.
- I.11 The nursery currently operates from Fortismere School North Wing, Creighton Avenue, which is located 200 metres to the west of the site as the crow flies. The Fortismere School nursery does not feature car parking. Given that the Coppetts Road site is only 200 metres away from the previous nursery, staff and children are expected to access the site in exactly the same manner as previously.
- I.12 The nursery has a capacity for 35 children. 13 members of staff are required on site, consisting of nursery teachers, assistants, a cook and manager, etc.
- I.13 This report has been prepared to assess the impact of the proposals for submission to the local planning authority as part of a full planning application. It should be reiterated that 7a Coppetts Road currently has permission to provide the nursery on site (within the existing building), therefore this report assesses the loss of forecourt parking area only.
- I.14 It should be noted that a separate Travel Plan has also been produced for submission alongside this document.
- I.15 The following chapter sets out the policy context relevant to this study.

2.0 POLICY ASSESSMENT

2.1 A range of local, regional, and national planning policies relating to development have been examined as part of the preparation of this Transport Statement.

2.2 These include policies relating to the relationship between new development and transport as set out in:

- London Borough of Haringey Development Plan
- The London Plan March 2021
- National Planning Policy Framework NPPF (2024)

London Borough of Haringey

Development Plan Document (2017)

2.3 At the time of preparing this report the London Borough of Haringey's Local Plan comprises of the Strategic Policies Development Plan Document (DPD), Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan.

2.4 The council's DPD sets out planning policies to help determine which developments are granted planning permission in Haringey. It was adopted by the Council in July 2017.

2.5 Policy DM31 Sustainable Transport, of the Development Management DPD provides policy with regard to sustainable transport. This sets out that:

- A. *"The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
- B. *The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*

- C. The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds."*

2.6 Policy DM32 Parking, of the Development Management Plan DPD sets out the Council's policy regarding parking provision as part of new developments;

- A. "Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
- B. The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.*
- C. The Council will support proposals for new development with limited or no on-site parking where:*
- A. There are alternative and accessible means of transport available;*
- B. Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
- C. A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
- D. Parking is provided for disabled people; and*
- E. Parking is designated for occupiers of developments specified as car capped."*

The London Plan

2.7 The London Plan 2021 is the latest iteration of the Spatial Development Strategy for Greater London. Chapter 10 of the London Plan relates to London's Transport.

2.8 At the regional level the London Plan Policy T1 sets out the Mayor's strategic approach to transport as shown below:

"Policy T1 Strategic approach to transport

A Development Plans should support and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and

cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

- 2.9 Policy T2 of the new London Plan sets out the Mayor's strategy for 'healthy streets' and is an important new feature of this version of the London Plan. Policy T2 is extracted as follows:

"Policy T2 Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) 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.

2) 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.

C 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.

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.

2) reduce the dominance of vehicles on London's streets whether stationary or moving.

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

- 2.10 Policy T6 of the London Plan relates to the provision of parking in new development. At the strategic level the guidance is provided in Table 10.3 in the London plan and is shown below:

“Policy T6 Car parking

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

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

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

D The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt

minimum standards. Minimum standards are not appropriate for nonresidential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

- 2.11 The London Plan states that car parking should be restricted in line with levels of existing and future public transport accessibility and a lack of local on-street parking controls should not be a barrier to new development.
- 2.12 It should be reiterated that the proposals do not involve the creation of new nursery space, only the erection of new boundary treatment; resurfacing of the forecourt; installation of play equipment; and replacement door. The proposals will, however, include the removal of the existing forecourt parking.
- 2.13 The minimum long-stay and short-stay cycle parking requirements for the nursery is one space per eight FTE staff and one space per eight students. Six bike stands are therefore required, which are proposed as per the plans shown within Appendix B.

National Planning Policy Framework (NPPF)

- 2.14 On a national level, the National Planning Policy Framework (updated December 2024) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

"109. Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

111. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

116. 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”

- 2.15 The NPPF 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, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 2.16 In preparing the development proposal and this transport statement, the above policies have been considered. The following chapter sets out the site’s accessibility to local amenities and public transport nodes.

3.0 SITE AREA ASSESSMENT

Local Amenities

- 3.1 The application site at 7A Coppetts Road, Muswell Hill, London N10 INN is located in a predominantly residential area. Muswell Hill is located 750 metres walking distance from the south of the site, which includes access to day-to-day facilities including convenience retail and a range of service uses (e.g. café/food and drink and other local services). There is also a Little Waitrose 380 metres to the east of the site.
- 3.2 The surrounding area is also served by several schools and community facilities, which is consistent with the nursery use of the existing building and encourages 'linked' trips.

PTAL

- 3.3 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, a public transport accessibility level (PTAL) assessment has been undertaken. The assessment has been informed by Transport for London's (TfL) PTAL methodology and the outputs from TfL's online PTAL tool.
- 3.4 The PTAL system assigns a rating to a location based on the walk time to nearby public transport access points (e.g. bus stops and rail/tube stations) and the frequency of services available, resulting in a score and banding from 0 (very poor) to 6b (excellent).
- 3.5 TfL provides an online, GIS-based PTAL tool which uses public transport network data (including access points and walking routes) to calculate PTAL scores for specific locations.
- 3.6 The PTAL output indicates that the application site has a PTAL of 2, which is a 'poor' level of public transport accessibility as defined by TfL. The full PTAL output

file is provided at Appendix C and Figure 2 presents the nearby public transport access points.

3.7 For reference, TfL's PTAL banding table is reproduced below.

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

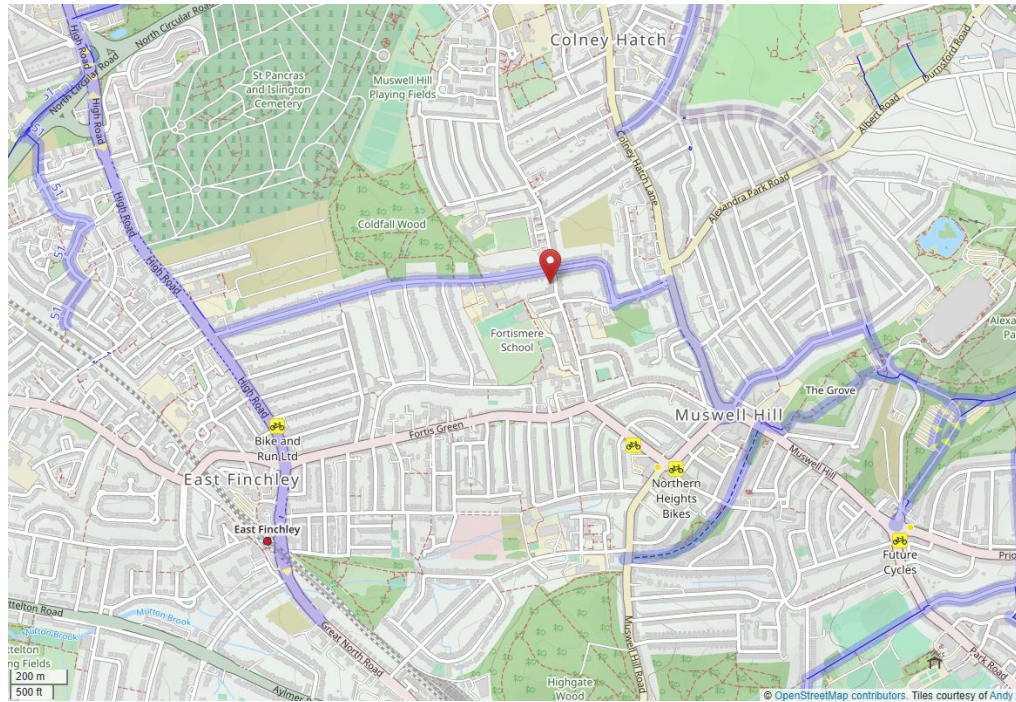
3.8 A total of five bus services can be accessed from bus stops within a short walk of the site. TfL's PTAL output identifies the following stops and services: Creighton Avenue (Route 234, approx. 160 metres walk distance), Birchwood Avenue (Route 102, approx. 470 metres walk distance) and Alexandra Park Road (Routes 43, 134 and 299, approx. 570 metres walk distance). These services operate at regular frequencies in the AM peak period, as set out within the PTAL output included at Appendix C. The location of nearby bus stops and the services available are shown on Figure 2.

3.9 In addition to local bus services, rail and underground stations are available within the wider area, including East Finchley Underground Station (Northern line) and Alexandra Palace station (National Rail/Great Northern), which can be reached via a combination of walking and bus. This provides access to the wider London public transport network for staff and visitors.

Cycling & Pedestrian Accessibility

3.10 The site is located on Coppetts Road, with footways on both sides of the carriageway. The local pedestrian environment is generally characterised by street lighting and continuous footways linking the site to nearby bus stops and local amenities. Formal crossing opportunities are available at key junctions in the wider area, and pedestrian access to and from the site is considered to be satisfactory.

- 3.11 The local cycling environment comprises a network of streets suitable for cycle use, including quieter residential routes that provide connections towards nearby centres and onward cycle routes. An extract from OpenStreetMap showing the surrounding cycle network is provided below.



Source: Open Street Map

- 3.12 As can be seen, the site is well placed, in close proximity to the local cycleway on Creighton Avenue which links to Muswell Hill to the south east and east Finchley to the west via High Road.

Car & Parking Accessibility

- 3.13 The site is accessible by car via Coppetts Road and the surrounding local road network, with connections to strategic routes in the wider area including A406 North Circular, to the north and A1000 great North Road to the south.
- 3.14 At the time of writing, the roads adjoining the site are not within the London Borough of Haringey's controlled parking zones (CPZs). On-street parking in the immediate area is therefore generally unmanaged, subject to any local restrictions and prevailing demand.

4.0 DEVELOPMENT IMPACT

- 4.1 The proposal involves the erection of new boundary treatment; resurfacing of the forecourt; installation of play equipment; and replacement door. The building will be used as a nursery under the current planning permission. Works therefore are only in relation to the outside forecourt area.
- 4.2 The existing parking forecourt area will therefore be removed.
- 4.3 The site has a dropped kerb access, the redundant cross over and kerb will be reinstated.

Existing Nursery Operation

- 4.4 As previously outlined, the nursery currently operates from Fortismere School North Wing, Creighton Avenue, which is located 200 metres to the west of the site as the crow flies. The Fortismere School nursery does not feature car parking. Given that the Coppetts Road site is only 200 metres away from the previous nursery, staff and children are expected to access the site in exactly the same manner as previously.
- 4.5 The nursery has a capacity for 35 children. 13 members of staff are required on site, consisting of nursery teachers, assistants, a cook and manager, etc. The 35 children are split into two or three rooms. The number of children attending the nursery fluctuates throughout the year, with lower number in September as pre-school aged children move to reception and higher numbers in the summer term.
- 4.6 A survey of the existing children and staff has taken place in order to measure existing travel behaviour. Of the 13 staff, nine walk or use public transport and four drive. When parking staff tend to park on Creighton Avenue or on one of the other side roads. This has been occurring since the nursery at Fortismere School started and is expected to continue to occur once the nursery has moved.

- 4.7 Staff arrive from 07:50 onwards in the morning and the four staff who drive tend to arrive around 08:00. Other members of staff arrive sporadically from 08:00 – 09:00.
- 4.8 Of the 35 children, 22 walk, cycle or take public transport to the nursery and 13 are driven. Of the 13 children that are driven, six of the children are siblings, driven in the same car resulting in three cars. The other seven children are driven on their own.
- 4.9 This results in a total number of vehicle arrivals of ten vehicles a day dropping off or picking up children and four staff members parking locally.

Development Impact

- 4.10 As previously explained, the movements (including vehicle) are currently occurring at the existing nursery and will continue to occur in the same manner going forward. The existing nursery is around a 415 metre walking distance along footways to the new site, which is therefore within the widely accepted Lambeth Parking Methodology maximum walking distance for commercial premises, which is 500 metres. This means that the impact from the nursery is expected to remain the same (i.e. people will most likely park where they did previously as its within the maximum allowed walking distance).
- 4.11 Existing trips are typically linked to other onwards trips, including parents continuing to take other older children to the other schools, or continuing onto their work commute utilising the local bus and train / tube network.
- 4.12 The proposals are therefore expected to have no impact on the local parking availability. The removal of the existing parking at 7A Coppetts Road will help to maintain and encourage more sustainable trips to and from the site. This is explored further within the accompanying Travel Plan.
- 4.13 The proposal will therefore not result in conditions prejudicial to highway capacity, road safety, or neighbouring amenity. In summary the development will not result

in adverse conditions on the adjoining highway. The proposal is therefore considered to be acceptable from a highways perspective.

4.14 The following chapter outlines the sites servicing arrangements.

5.0 SERVICING ARRANGEMENTS

Access

- 5.1 It is proposed to reinstate the kerb in front of 7A Coppetts Road. This will remove the vehicle access from the site.

Servicing & Fire Arrangements

- 5.2 Refuse from the nursery will be collected from the kerbside as per the sites existing arrangements.
- 5.3 It is estimated that one servicing vehicle will access the site per week in order to deliver supplies including food, etc. Servicing vehicles will access the site from Coppetts Road, as per the arrangement for neighbouring properties. This can be seen occurring outside of 3 Coppetts Road on Streetview:



Source: google.com/maps

- 5.4 Fire access will continue to take place as per previously, from Coppetts Road. The distance from the road to the back of the property is around 20 metres. It can be therefore be considered that the fire tender vehicle can reach within 45 m of all points of the property from the kerbside on Coppetts Road. At this distance, it is

achievable for a pump appliance to reach the furthest point of the buildings within 45m.

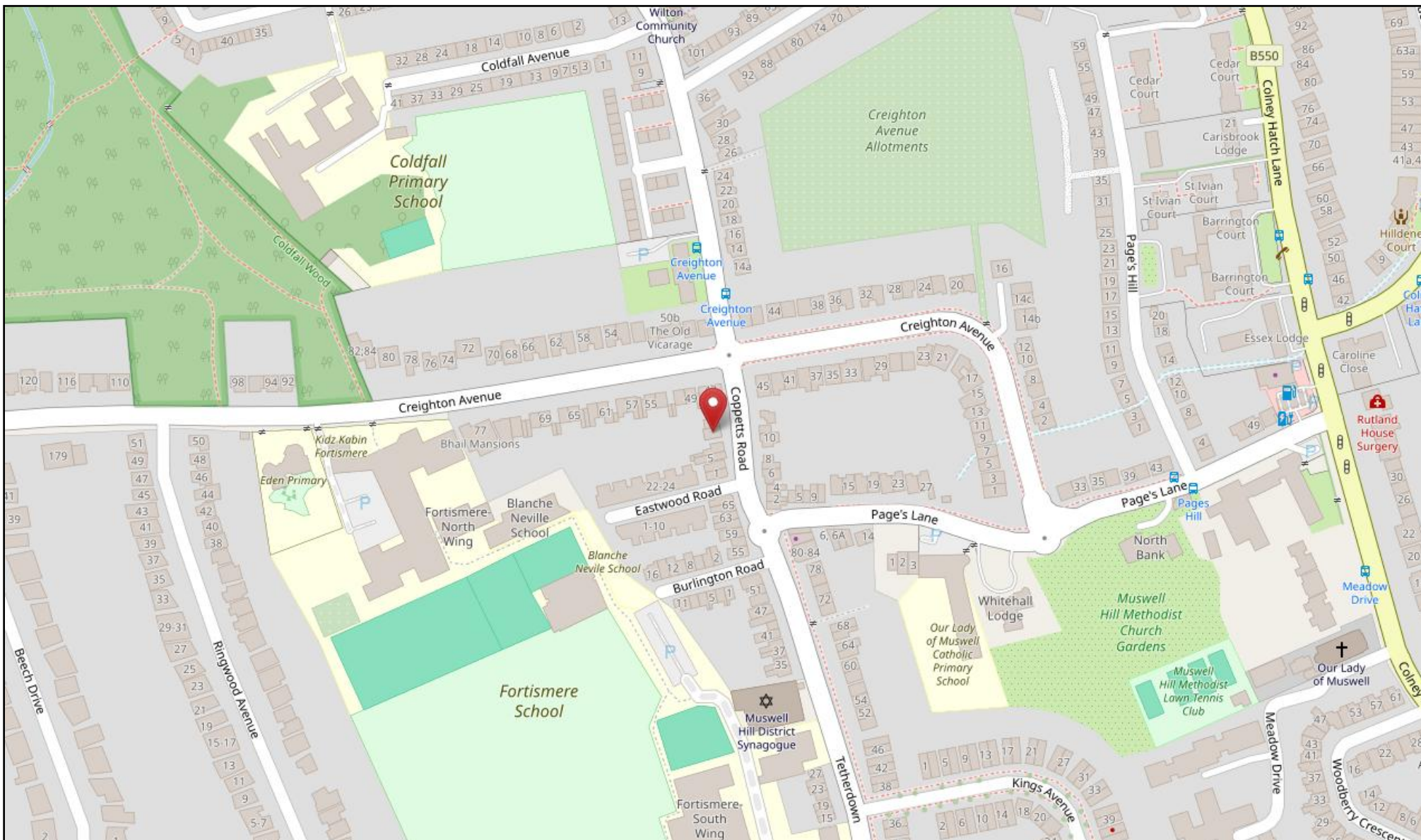
- 5.5 In summary the proposed refuse and fire arrangements are considered to be satisfactory.

6.0 SUMMARY & CONCLUSIONS

- 6.1 Paul Mew Associates has been instructed by the client to prepare a Transport Statement in support of a planning application for the proposed development at 7A Coppetts Road, Muswell Hill, N10 INN. The local planning and highway authority is the London Borough of Haringey.
- 6.2 The proposal involves the erection of new boundary treatment; resurfacing of the forecourt; installation of play equipment; and replacement door. The building will be used as a nursery under the current planning permission. Proposed works therefore are only in relation to the outside parking forecourt area.
- 6.3 The site has a PTAL rating of 2 which is a 'poor' level of accessibility as defined by TfL. A total of five bus services with high peak period service frequencies can be accessed from bus stops within around 460-metres of the site.
- 6.4 The roads adjoining the site are not within Haringey Council's controlled parking zones.
- 6.5 The nursery currently operates from Fortismere School North Wing, Creighton Avenue, which is located 200 metres to the west of the site. The Fortismere School nursery does not feature car parking. Given that the Coppetts Road site is only 200 metres away from the previous nursery, staff and children are expected to access the site in exactly the same manner as previously.
- 6.6 The nursery has a capacity for 35 children. 13 members of staff are required on site, consisting of nursery teachers, assistants, a cook and manager, etc.
- 6.7 This report has been prepared to assess the impact of the proposals for submission to the local planning authority as part of a full planning application. It should be reiterated that 7a Coppetts Road currently has permission to provide the nursery on site (within the existing building), therefore this report assesses the loss of forecourt parking area only.

- 6.8 Staff and parents will access the site in exactly the same way as the Fortismere School North Wing site, therefore the impact on highways will remain the same.
- 6.9 A separate Travel Plan has also been produced for submission alongside this document in order to maintain the same levels of car use to and from the site.
- 6.10 On-site cycle parking will be provided in accordance with London Plan standards in accessible locations.
- 6.11 In summary the proposed development is not expected to result in conditions prejudicial to the free-flow of traffic, highways safety or neighbourhood amenity.

FIGURES

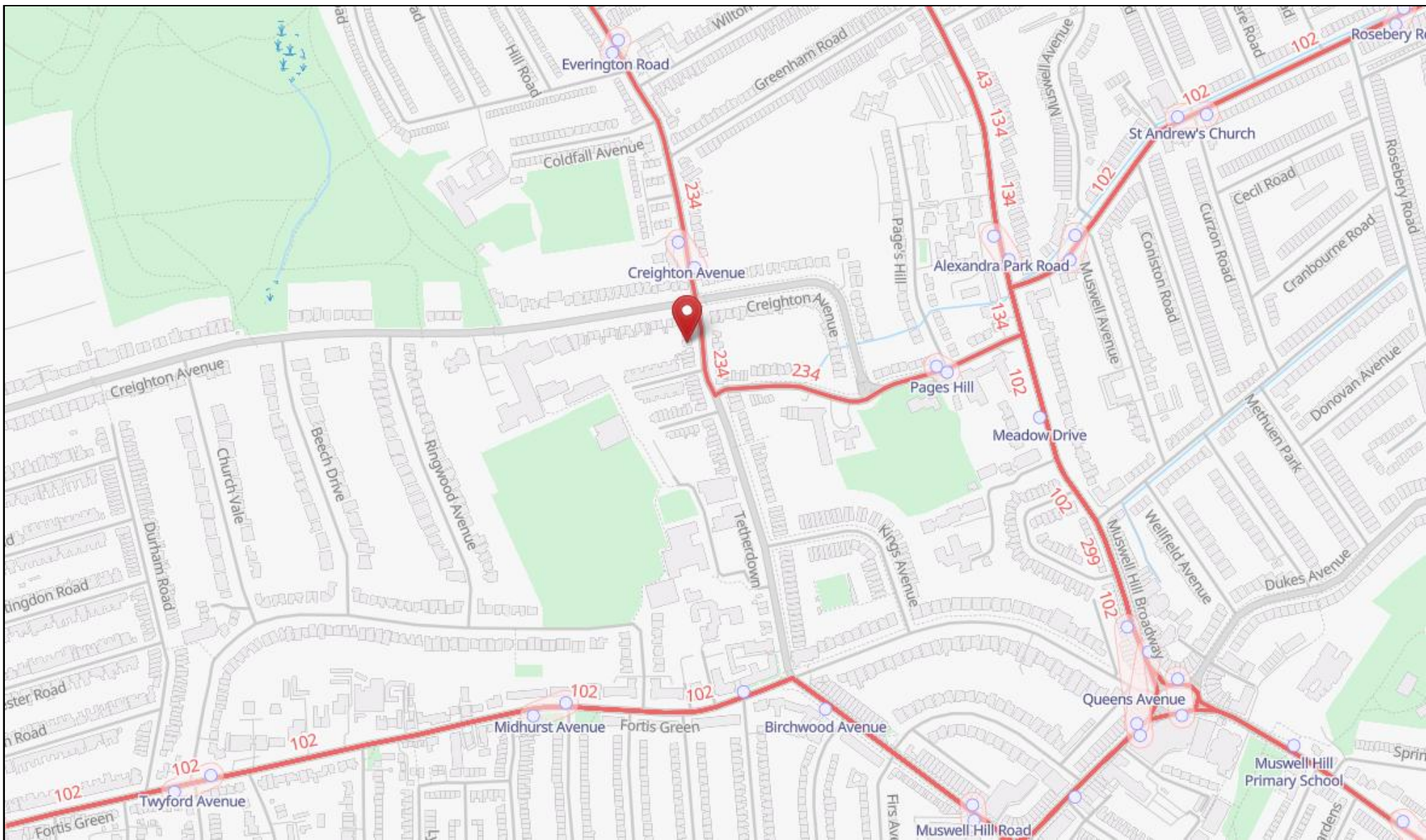


Date: April 2026
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P3150/TS/1



P3150: 7A COPPETTS ROAD, MUSWELL HILL, N10 1NN

Figure 1.
 Site Location



Date: April 2026
Scale: NTS
Source: OpenStreetMap
Drawing No: P3150/TS/2



P3150: 7A COPPETTS ROAD, MUSWELL HILL, N10 INN

Figure 2.
Local Public Transport Options

APPENDIX A

Site Boundary

LOCATION PLAN



Written dimensions to be taken in preferences to scaled dimensions. The Contractor is responsible for checking all dimensions before work starts.

All work is to be carried out to the requirements, and to the satisfaction of the Local Authority.

These drawings are for planning purposes only.

WEA PLANNING

queries@weaplanning.co.uk
T : 020 7993 2075
www.weaplanning.co.uk

REV	DESCRIPTION	BY	DATE

Client :
KidzKabin
Pembroke Studios

Project :
7A Coppetts Road,
Muswell Hill, N10 1NN

Title :
Location Plan

SCALE AT A3: 1:1250	DATE: March 2026	DRAWN: A.L.	CHECKED:
DRAWING NO. CR01			REVISION:

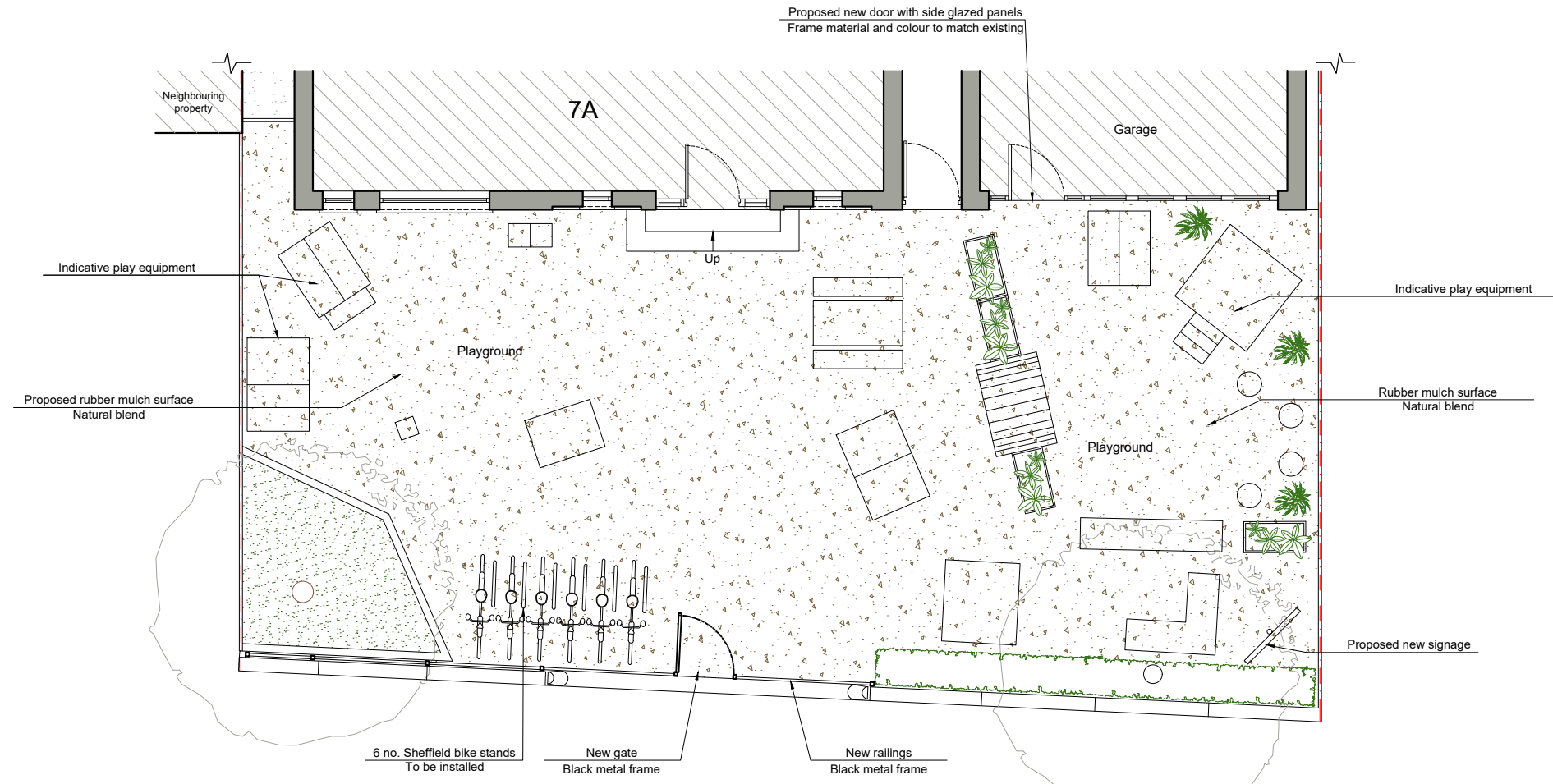
APPENDIX B

Proposed Site Plan

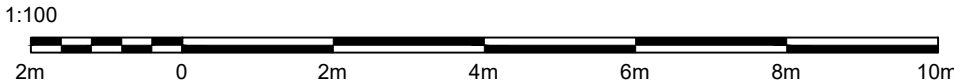
Written dimensions to be taken in preferences to scaled dimensions. The Contractor is responsible for checking all dimensions before work starts.

All work is to be carried out to the requirements, and to the satisfaction of the Local Authority.

These drawings are for planning purposes only.



**PROPOSED
FRONT GARDEN PLAN**



WEA PLANNING

queries@weaplanning.co.uk
T : 020 7993 2075
www.weaplanning.co.uk

REV	DESCRIPTION	BY	DATE

Client :
KidzKabin
Pembroke Studios

Project :
7A Coppetts Road,
Muswell Hill, N10 1NN

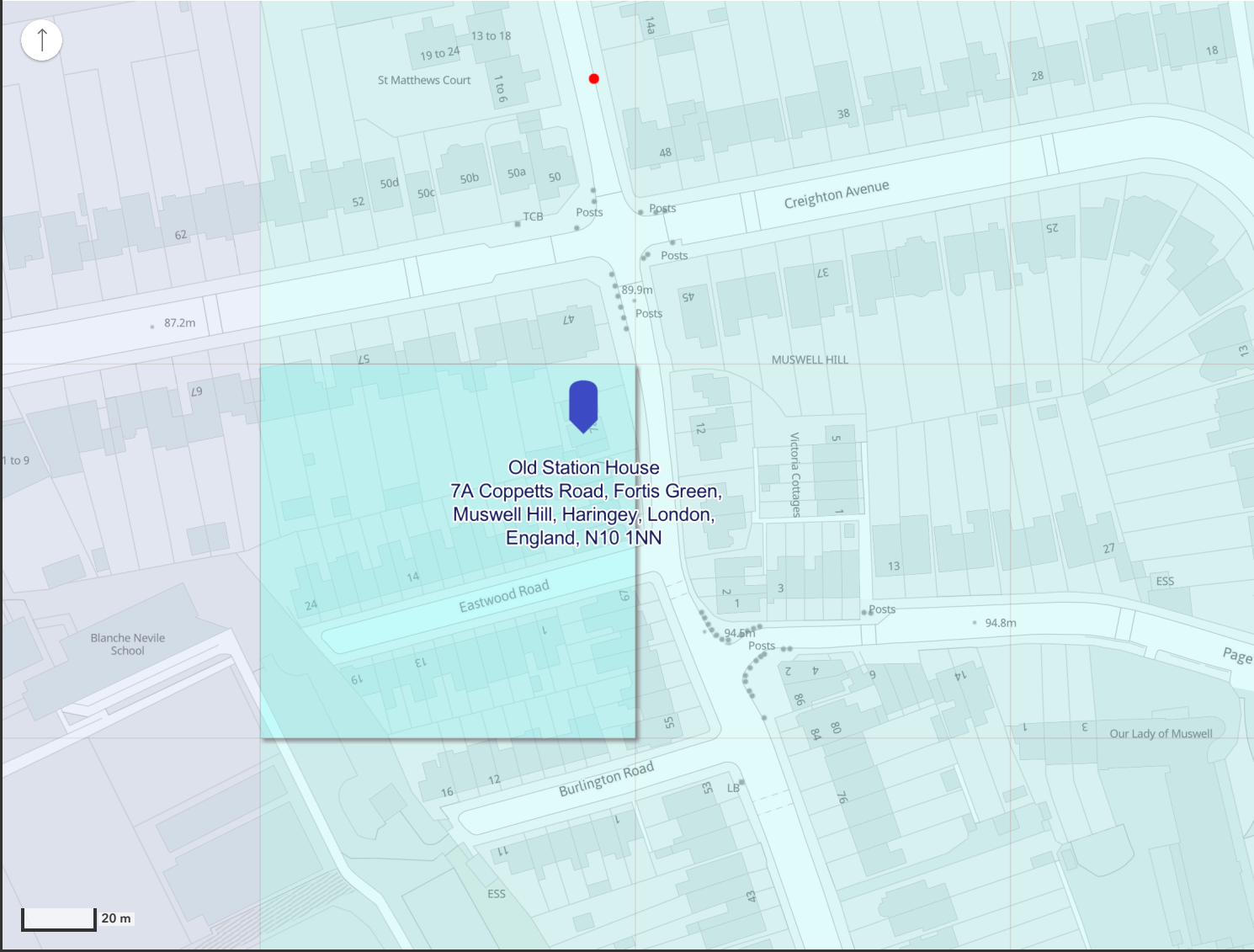
Title :
Proposed Front Garden Plan

SCALE AT A3: 1:100	DATE: March 2026	DRAWN: A.L.	CHECKED:
DRAWING NO. CR04			REVISION:

APPENDIX C

PTAL Export File

PTAL Report



2024 | Transport for London (TfL) | Transport for London

TfL Stations

Underground Stations

National Rail Stations

Bus Stops

PTAL 2023 RESULT

0 (Worst)

1a

1b

2

3

4

5

6a

6b (Best)

Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations



PTAL 2023 Score

2

Grid ID: 131701

Coordinates: 528145,190052 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Creighton Avenue	234	5.00	157.40

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Birchwood Avenue	102	7.50	469.41

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Alexandra Park Road	43	7.50	565.32

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Alexandra Park Road	134	7.50	565.32

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Alexandra Park Road	299	4.00	565.32