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TRAVEL PLAN

April 2026

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Ref: File path P:\ P3150 7A Coppetts Road, Muswell Hill, N10 INN Travel Plan April 2026

I.0 INTRODUCTION

- I.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.

Site Location

- I.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.
- I.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.
- I.4 The roads adjoining the site are not within Haringey Council's controlled parking zones.

Existing Site

- I.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.
- I.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).
- I.7 The site appears to have been previously used as a Pet Care Store and before that a book shop office.

- I.8 The area immediately adjoining the site is predominantly residential in character with a number of schools locally.

Proposed Development

- 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 long-stay cycle parking will be provided for the nursery.
- I.11 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.
- 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 Cycle parking facilities will be provided as part of the proposals.

Travel Plan

- I.14 The applicant is committed to reducing the traffic impact of the development through the implementation of a Travel Plan. This report sets out the framework for the Travel Plan. The implementation of this Travel Plan for the lifespan of the nursery including regular monitoring will be secured by the council through a condition of planning consent.
- I.15 This Travel Plan is to be implemented to mitigate the traffic impact of the nursery. In the short term, the Travel Plan aims to publicise and raise awareness of the

health / economic / environmental and social benefits of greener travel, and resultantly in the longer term aims to physically reduce the number of car journeys generated by the site as a whole. The Travel Plan will be aimed at both staff, the children (i.e. their parents/carers), and general visitors.

- I.16 There are clear health benefits associated with replacing car journeys with walking or cycling, and even walking as part of journeys made predominantly by public transport. The economic benefits of using cars less (or not at all) will be significant.
- I.17 Changing attitudes towards the way in which people travel, focusing on a push away from the private car, will have a positive effect on the environment, in reducing CO₂ emissions and alleviating congestion, particularly in traffic peak periods. The remainder of this report sets out the structure of the Travel Plan and how it will set out to achieve sustainable travel objectives from the outset of the nursery being occupied.

2.0 TRAVEL PLANS IN A POLICY CONTEXT

National Planning Policy Framework (NPPF)

- 2.1 On a national level, the NPPF (updated December 2024) sets out the government's planning policies for England and how these should be applied.
- 2.2 It defines a Travel Plan as *"a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."*
- 2.3 When considering development proposals, the 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 vision-led Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed and monitored."*

London Borough of Haringey

Development Plan Document (2017)

- 2.4 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.
- 2.5 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.
- 2.6 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."*

- 2.7 As outlined above, the Travel Plan should be in accordance with the Transport for London threshold.

Transport for London (TfL)

- 2.8 TfL's current guidance on travel plans for new developments in London was released in 2013 and is split into four sections: the benefits of a Travel Plan, what a Travel Plan should contain, how we secure and enforce Travel Plan targets, and how we monitor the progress of Travel Plans.
- 2.9 Table 2.1 of TfL's Travel Planning Guidance November 2013 document provides a development scale guideline for travel plans. Under use class D1 (Schools and Nurseries) it states that *"all school developments (are) to have a travel plan."*
- 2.10 A summary on what a Travel Plan should contain is extracted as follows:

"The overarching purpose of a travel plan should be to encourage behaviour change which will lead to the use of more sustainable modes of travel and reduce overall travel to and from the site. Travel planning is critical for new developments in order to facilitate the use of sustainable modes among occupiers and visitors from the outset, or to mitigate the impact of trips generated by the site. When preparing travel plans, their authors and local authority officers should consider the overarching purpose of the particular travel plan. While the travel plan should be developed as a standalone document, it should aim to address any issues identified within the associated transport assessment through the promotion of sustainable transport."

- 2.11 In addition, TfL Travel for Life is an accreditation programme offering schools and education settings across London a series of free educational programmes for age 3 to 17. Designed to inspire young Londoners to travel actively, responsibly and safely, TfL awards a gold, silver or bronze accreditation based on the number of activities that have been completed.
- 2.12 For the context of the nursery proposals herein, TfL Discoverers is a free educational programme that teaches road safety skills to 3-4-year-olds in nurseries and early years settings.
- 2.13 The appointed Travel Plan Co-ordinator will ensure that the nursery, once in operation, is registered to TfL Travel for Life and signed up for TfL Discoverers.
- 2.14 The following chapter sets out the site's accessibility to local amenities and public transport modes.

3.0 SITE ACCESSIBILITY

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 A 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

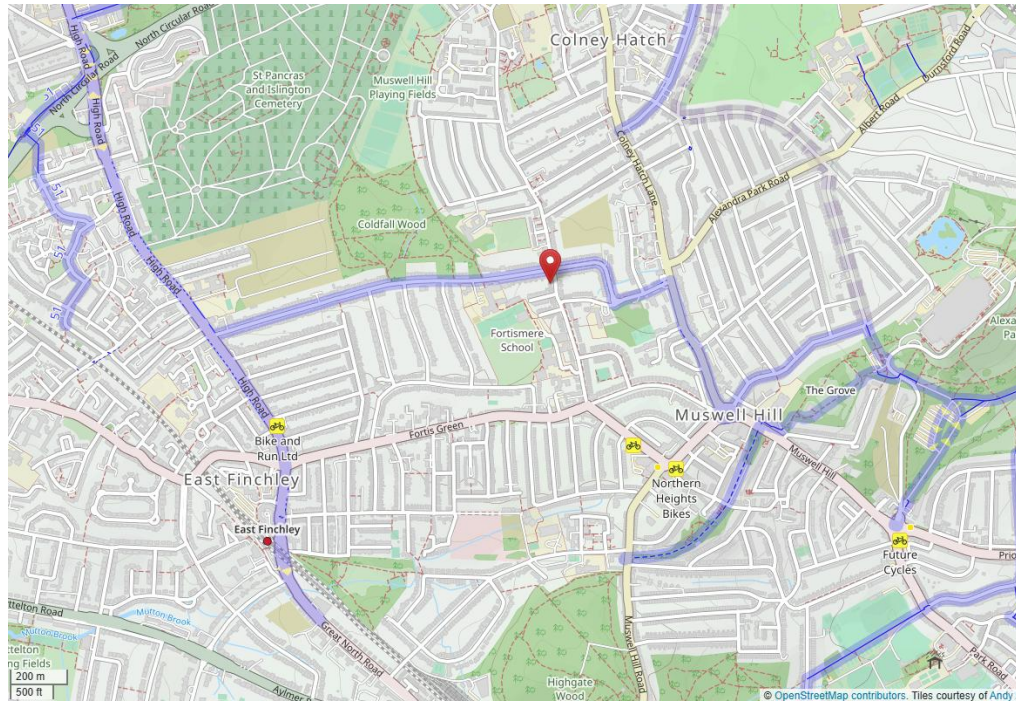
3.8 A total of five bus services can be accessed from bus stops within a short walk of the site. TfL's PTAL output identifies the following stops and services: Creighton Avenue (Route 234, approx. 160 metres walk distance), Birchwood Avenue (Route 102, approx. 470 metres walk distance) and Alexandra 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 A. 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.

Mode Split

- 3.15 To gauge the expected travel mode split of the nursery, parent/carer travel surveys were undertaken at the client's operational nursery which is located 200 metres to the west of the site.
- 3.16 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.
- 3.17 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.
- 3.18 Chart 1 presents the travel mode split for the 13 staff and Chart 2 on the following page presents the parent/carer travel mode split for 35 children.

Chart 1. Staff Travel Mode Split for 13 Staff

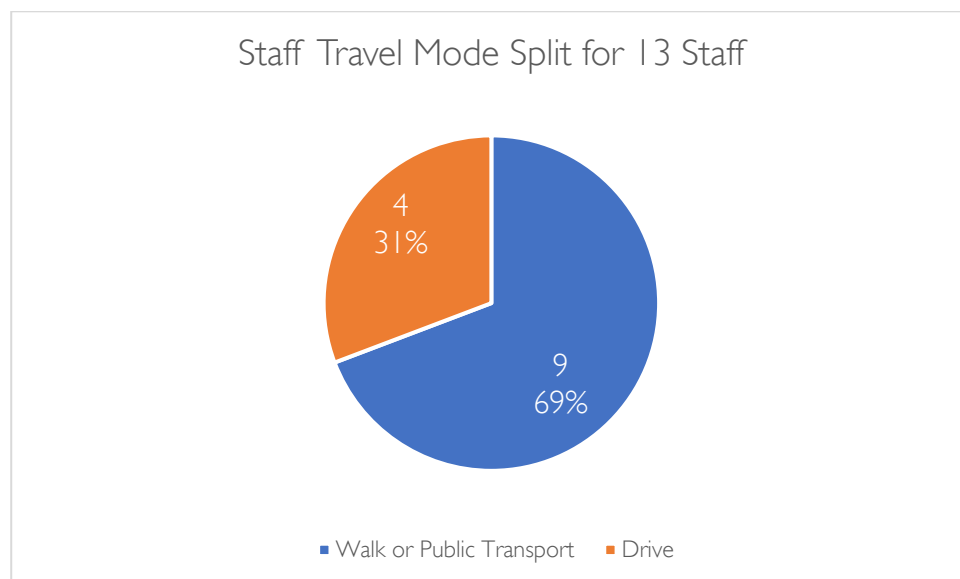
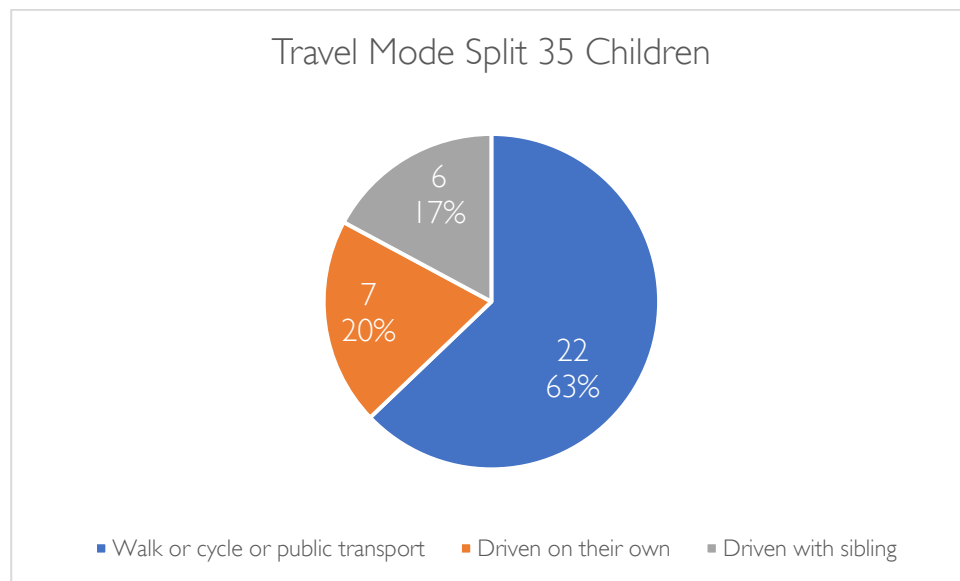


Chart 2. Parent/Carer Travel Mode Split for 35 Children



3.19 Based on the survey results, 31% of staff and 37% of parents/carers would be expected to drive to the nursery at baseline. This equates to around 11 car trips per day. This Travel Plan will seek to encourage the uptake of sustainable modes such as walking, cycling and bus.

4.0 OBJECTIVES, MANAGEMENT & MEASURES

Objectives

4.1 The Travel Plan has three main objectives:

- 1. To minimise traffic congestion around the nursery in the morning and afternoon peak set-down times by reducing the number of vehicle trips made to the site by both parents/carers and staff.*
- 2. To increase the number of staff, pupils, and parents/carers walking, cycling, taking public transport and car sharing for their journey to and from nursery.*
- 3. To educate and raise awareness of the environmental and health benefits of choosing a sustainable travel alternative to the car.*

4.2 The benefits of implementing a Travel Plan include:

- A reduction in traffic congestion during peak times*
- The establishment of safer walking and cycling routes and the development of personal road safety skills*
- Improved health and fitness through walking and cycling, reducing risks of sedentary illness and obesity*
- Educating on healthier, sustainable travel alternatives and the benefit to the local environment*
- Generating good publicity and strengthening the nursery's relationship with the local community*
- Financial savings for staff and parents/carers from reduced transport costs as well as reduced journey times on the way to/from the nursery*
- An opportunity for children to socialise on the journey to the nursery*

4.3 This report has been produced to set out the Travel Plan, and to present how the objectives will be achieved. The Travel Plan aims to mitigate the traffic impact of the development. In the short term the Travel Plan aims to publicise and raise awareness of the health / economic / environmental and social benefits of greener

travel, and resultantly in the longer term aims to physically reduce the number of car-borne journeys generated by the site as a whole.

- 4.4 The aims and operations of the Travel Plan will be targeted at the nursery as a whole, encompassing the future staff, parents and pupils as well as visitor travel behaviour.

Management

- 4.5 The first stage of the Travel Plan process is the appointment of a Travel Plan Co-ordinator. The role has been designated to the nursery manager. The Travel Plan Co-ordinator is responsible for the long-term management of the Travel Plan.

- 4.6 It is the duty of the Travel Plan Co-ordinator to manage the development, implementation, monitoring and review process of the Travel Plan. The role of the Travel Plan Co-ordinator includes:

- *Consulting with staff, pupils and parents/carers and interest groups*
- *Preparing and maintaining Travel Plan documents*
- *Commissioning works and transport services where necessary*
- *Collating and distributing up-to-date information to staff and parents/carers concerning the Travel Plan and available travel options*
- *Promoting and marketing sustainable travel modes*
- *Arranging / commissioning travel surveys and site assessments*
- *Preparing the monitoring reports*
- *Liaising with the local authority*
- *Management of the deliveries and servicing needs of the nursery*

- 4.7 In essence, it is the responsibility of the Travel Plan Co-ordinator to meet the fundamental objectives of the Travel Plan. It is also the responsibility of any outgoing Travel Plan Co-ordinator to ensure a newly appointed Travel Plan Co-ordinator understands the role's responsibilities to ensure effective continuity of the Travel Plan.

- 4.8 It may be that the Travel Plan Co-ordinator role is shared with other members of staff to ease the workload and ensure that all objectives are met and monitored.

Measures

- 4.9 Travel Plan measures are the main drivers set up to realise the objectives of the Travel Plan and to ensure that modal-shift targets are being met. This section sets out the measures that the applicant has adopted / will adopt, managed by the Travel Plan Co-ordinator, to reduce the traffic impact of the development on the local highway.

'Hard' Measures – Site Design

- 4.10 Many physical aspects of the design of the proposed development will influence travel patterns and will have a significant impact upon reducing dependence upon the private car from the outset (occupation). The hard engineering measures that are incorporated into the design of the development are set out as follows:
1. No off-street parking is provided for drop-offs/pick-ups or staff. The restraint-based parking allocation has been adopted to discourage driving to the site daily.
 2. Secure cycle parking, in the form of secure stands, has been provided on-site.
 3. A buggy and scooter store will be provided within the site to encourage parents/carers to walk their children to the site and leave buggies in a secure location.

'Soft' Measures – Marketing, Management and Promotion

- 4.11 The marketing, management and promotion of the Travel Plan are the keys to its success. A number of tasks will be carried out to ensure that the Travel Plan is promoted effectively. The Travel Plan Co-ordinator will oversee the completion of these actions. The soft measures that have been or will be employed are detailed as follows:

- A 'Travel Information Leaflet' will be compiled and is distributed to all new staff and enrolling parents. The leaflet includes details local public transport and other sustainable access options to the site.
- A travel section will be set up on the nursery website; this will include details on accessibility to the site by all modes of travel, and links to the TfL journey planner.
- Travel information will be displayed within the nursery.
- The Travel Plan Co-ordinator will offer personalised travel planning advice for staff and parents/carers who wish to take up this offer.
- The nursery management will sign up to the Government's 'cycle to work' scheme which allows staff to purchase bicycles and cycling accessories at a discounted price.
- Walk and cycle to nursery / work weeks will be publicised by the Travel Plan Co-ordinator.
- Promotion of dropping-off / picking-up children as part of the parent's journey to or from works by sustainable means is provided in the parent handbook and terms and conditions of enrolment.

4.12 In order to make sure that the measures set out herein are having the desired effect, monitoring shall take place through travel surveys.

'Soft' Measures – Educational and Curriculum Based

4.13 There are additional educational measures which are specific to targeting the children and the parents/carers of the children of the nursery, set out as follows:

- The nursery will sign up to be a member of The Children's Traffic Club. 'The Children's Traffic Club is a proven and effective child road safety programme, focusing on helping parents/carers teach their children how to keep safe when out and about – but have fun at the same time'. The Children's Traffic Club will be integrated into the nurseries curriculum to ensure that road safety and the benefits of active travel are promoted at the earliest stage of a child's life.
- Children are taken out every day for walks or in the buggies. Road safety is a constant consideration of each trip.

- The nursery will be registered to TfL Travel for Life and signed up for TfL Discoverers once operational and use the resources to teach the children about road safety in an engaging way.
- The nursery will promote and educate parents on the health benefits of being active. For example, the Government suggests that *'Children under five who can walk unaided should be physically active every day for at least 180 minutes (three hours), spread throughout the day, indoors or out. Children under five should be encouraged to do light activity as well as more energetic physical activity.'*
- The nursery will also educate parents/carers on the most up-to-date car seat regulations. For example, the current law set by the Government is that *'Children must normally use a child car seat until they're 12 years old or 135cm tall, whichever comes first.'* Full details and a link to the Government website will be provided to parents of children at the nursery.

5.0 TARGETS, MONITORING & REVIEW

Travel Plan Targets

5.1 Travel Plans require targets, and a monitoring strategy to test whether targets are being met. The targets will be SMART (specific, measurable, achievable, realistic and time-bound).

- Specific – the targets will aim to specifically (not exclusively) promote walking and cycling to those staff and parents/carers living within a reasonable distance of the nursery. Those that can combine public transport travel will be actively encouraged. Car sharing will also be promoted, organised by the Travel Plan Co-ordinator.
- Measurable – the targets would be measurable, based on the results of the travel mode surveys to be performed at annual intervals during the course of the Travel Plan lifespan.
- Achievable and Realistic – the targets would be achievable and not overbearing, again based upon the results of the travel mode surveys.
- Time-bound – the travel plan will have a continuous/ongoing lifespan, with surveys and targets required at yearly intervals in association with Hounslow Council's Travel Plan Department. The nursery will always observe the general aims and objectives of its Travel Plan.

5.2 Once the Nursery is in full operation, initial 'hands-up' surveys will be undertaken in order to provide baseline mode splits for both children accessing the site and staff.

5.3 The Travel Plan interim modal targets are set out as follows and are based on the modal split projections set out above; all of which relate directly to the Travel Plan objectives:

1. To reduce the number of vehicle trips made by staff and parents/visitors by 5% within 1 year of occupation, by 10% within 3 years of occupation and by 15% within 5 years of occupation,

2. To increase the number of walk and cycle trips made by staff by 5% within 1 year of occupation, by 10% within 3 years of occupation and by 15% within 5 years of occupation,
 3. To frequently monitor the use of the on-site cycle parking capacity and adjust the provision as necessary,
- 5.4 Revised targets based on the post-occupancy travel survey will be set in the baseline Travel Plan Monitoring Report and would be discussed and agreed with the council's Travel Plan Officer in future correspondence.

Monitoring

- 5.5 The Travel Plan will be continually monitored through staff and child/parent travel surveys. Post occupancy surveys would be carried out in a neutral period within say three months of the development being occupied. The survey would be compliant with TfL's Travel for Life system, and would be organised and carried out by the Travel Plan Co-ordinator with the full support of the nursery's management / administrative staff and Haringey Council.
- 5.6 It would also be the responsibility of the Travel Plan Co-ordinator to then collate and send the results of the post occupancy baseline survey to the council, and to discuss and agree future SMART modal shift targets with the council's Travel Plan Officer, within the Travel Plan Monitoring Report.
- 5.7 Thereafter at yearly intervals and at the nursery's expense, the nursery will prepare Travel Plan Monitoring Reports to be submitted to the council. The Monitoring Reports will form the basis of the Travel Plan's annual review.
- 5.8 The Monitoring Reports shall contain information detailing how the measures have been implemented, comments on whether or not the agreed targets are being met, relevant recommendations on improvements and copies of all literature produced prior to the date of the report designed to encourage staff and children/parents to travel to and from the site using non-vehicular means of travel and / or public transport.

- 5.9 The annual review surveys will show how staff and parents/children currently travel to the site, and how they would prefer to travel if circumstances or infrastructure allowed. In addition, the surveys will be carried out at the same time each year to avoid seasonal variation.

6.0 ACTION PLAN

6.1 A summary of the programme of target dates, roles and responsibilities is presented in Table 2.

Table 2. Action Plan

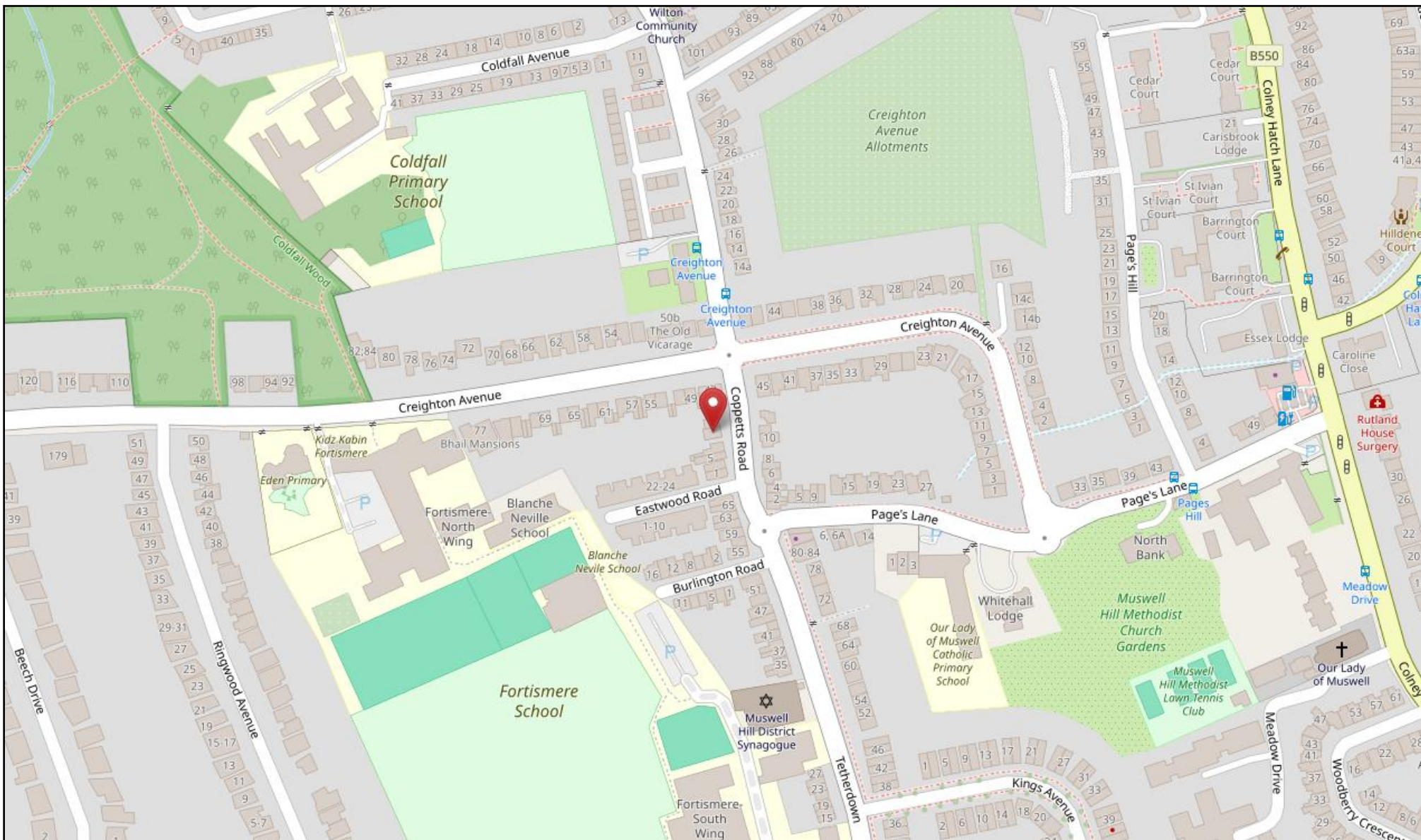
Action	Target	Date	Funding	Indicator	Responsibility
Appointment of the Travel Plan Co-ordinator	Role fulfilled by the nursery manager	Upon completion of nursery	The nursery operator	Travel Plan Co-ordinator appointed; Travel Plan Co-ordinator to contact Barnet Council	The operator / Travel Plan Co-ordinator
Production of 'Travel Information Leaflet'	Issue of leaflet to every staff member and parents	Upon completion of nursery	The nursery operator	Travel Plan Co-ordinator to confirm in the Travel Plan Monitoring Report that leaflets were distributed	The operator / Travel Plan Co-ordinator
Travel section set-up on the nursery's website	To include travel information, links to TfL journey planner	Upon determination of the planning application and ongoing	The nursery operator	Nursery website can be checked	The operator / Travel Plan Co-ordinator
Travel Plan Co-ordinator duties carried out	Personalised journey planning, walking bus, walk/cycle to work week, sign up to the Cycle to Work scheme	Ongoing	The nursery operator	Travel Plan and monitoring reports to include information on Travel Plan Co-ordinator duties / results	The operator / Travel Plan Co-ordinator
Nursery signs up to The Children's Traffic Club, and integrates road safety and activities into its curriculum	Road safety and the benefits of being active to be fully integrated to the nursery's curriculum	Upon determination of the planning application and ongoing	The nursery operator	Membership to The Children's Traffic Club, and monitoring reports	The operator / Travel Plan Co-ordinator
Undertake TfL Travel for Life compliant travel surveys	100% response rate to be aimed for	Annually	The nursery operator	Receipt of survey results	The operator / Travel Plan Co-ordinator
Submit Travel Plan Monitoring Report for approval to the Council	Inclusive of current staff and children (i.e. parent/carer) survey results	Within 1 month of carrying out the survey	The nursery operator	Email correspondence with the Borough's Travel Plan Officer	The operator / Travel Plan Co-ordinator
Agree SMART targets for car driver and other modes	Target subject to negotiations with the council	1 month after baseline surveys submitted	The nursery operator	Receipt of written agreement of targets	The operator / Travel Plan Co-ordinator
Achieve SMART travel mode split targets	Achieve agreed target values	Throughout the lifespan of the Travel Plan	The nursery operator	TfL Travel for Life monitoring surveys conducted annually throughout the lifespan of the Travel Plan	The operator / Travel Plan Co-ordinator

7.0 SUMMARY

- 7.1 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.
- 7.2 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.
- 7.3 The nursery is expected to accommodate 35 children and employ 13 staff.
- 7.4 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.
- 7.5 The applicant is committed to reducing the traffic impact of the development through the implementation of a Travel Plan.
- 7.6 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.
- 7.7 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.

- 7.8 The development site is situated within an area of where public transport and sustainable transport links are accessible. These links will be promoted to staff and parents/carers as part of the Travel Plan.
- 7.9 Thorough and regular monitoring will identify targets and assess to what extent they are being reached over the lifetime of the plan. The reporting of the progress will be carried out in consultation with the council's Travel Plan Officer.
- 7.10 It is the overarching aim of this Travel Plan to influence travel behaviour and to further reduce private car-based trips to and from the site by staff, and parents / carers over the operational lifetime of the nursery.

FIGURES

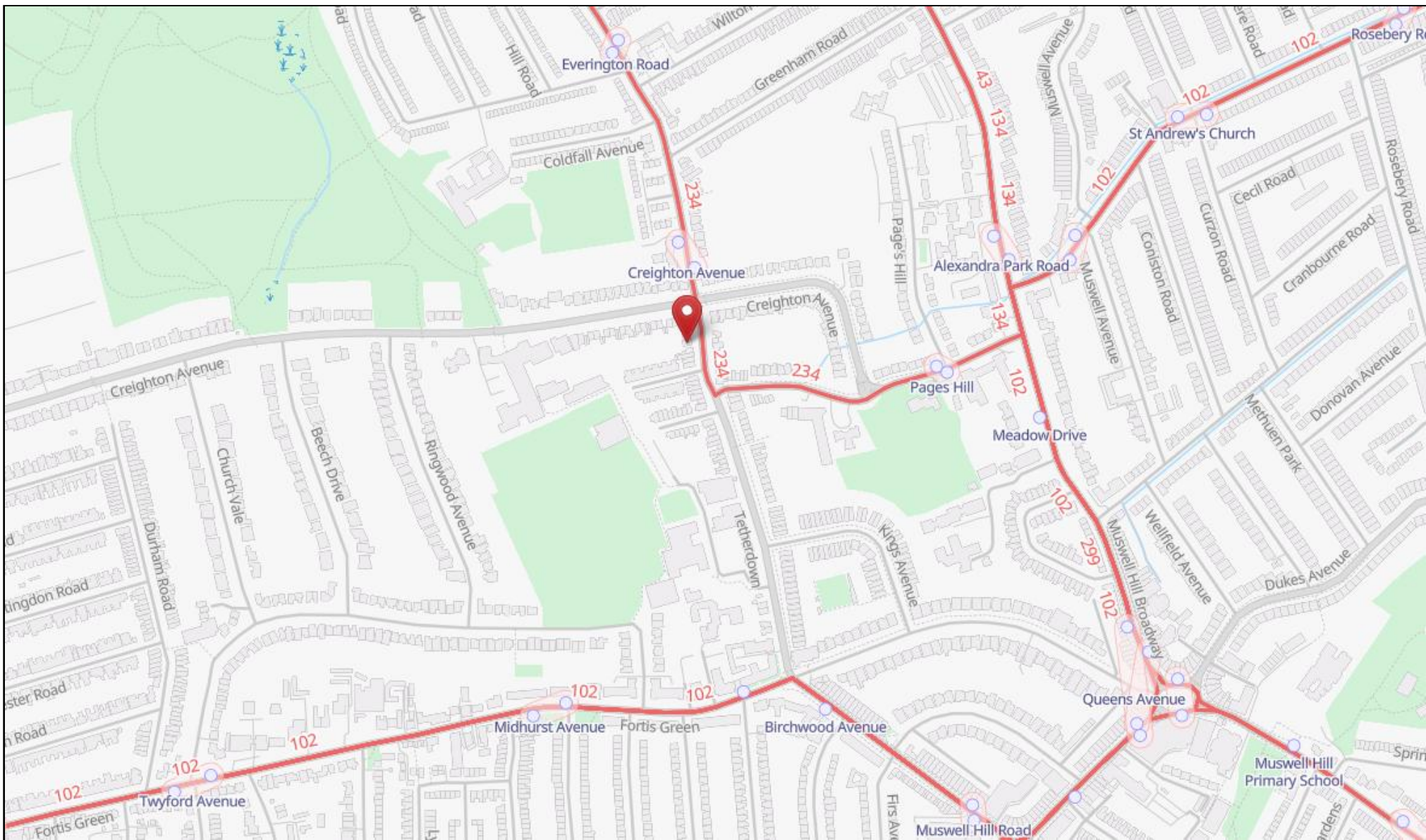


Date: April 2026
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P3150/TP/1



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

Figure 1.
 Site Location



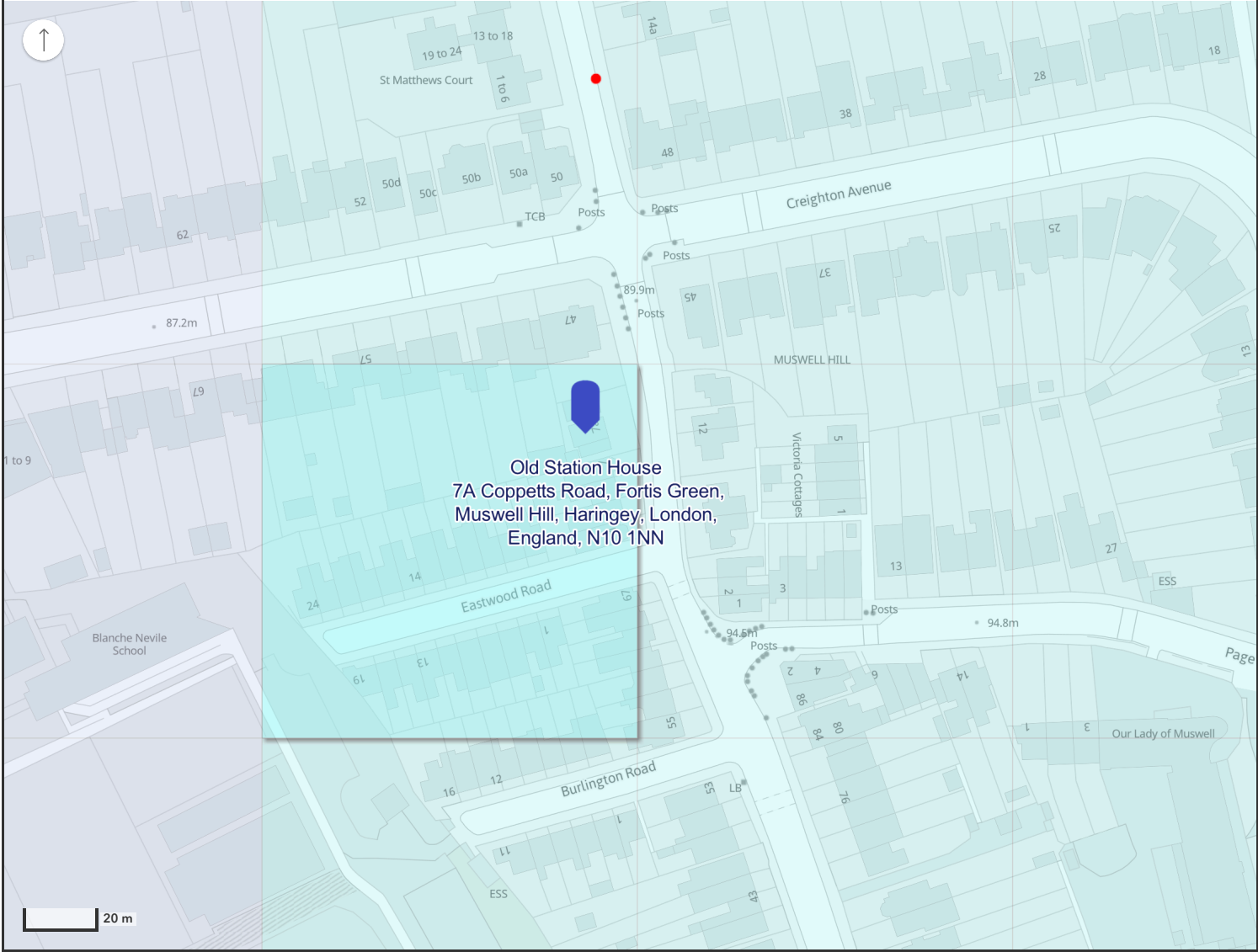
Date: April 2026
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P3150/TP/2



P3150: 7A COPPETTS ROAD, MUSWELL HILL, N10 1NN
 Figure 2.
 Local Public Transport Options

APPENDIX A PTAL Export

PTAL Report



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

TfL Stations
Underground Stations



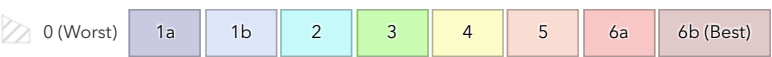
National Rail Stations



Bus Stops



PTAL 2023 RESULT



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