



ttp consulting
transport planning specialists

RZV Group Ltd

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

Nursery Travel Plan

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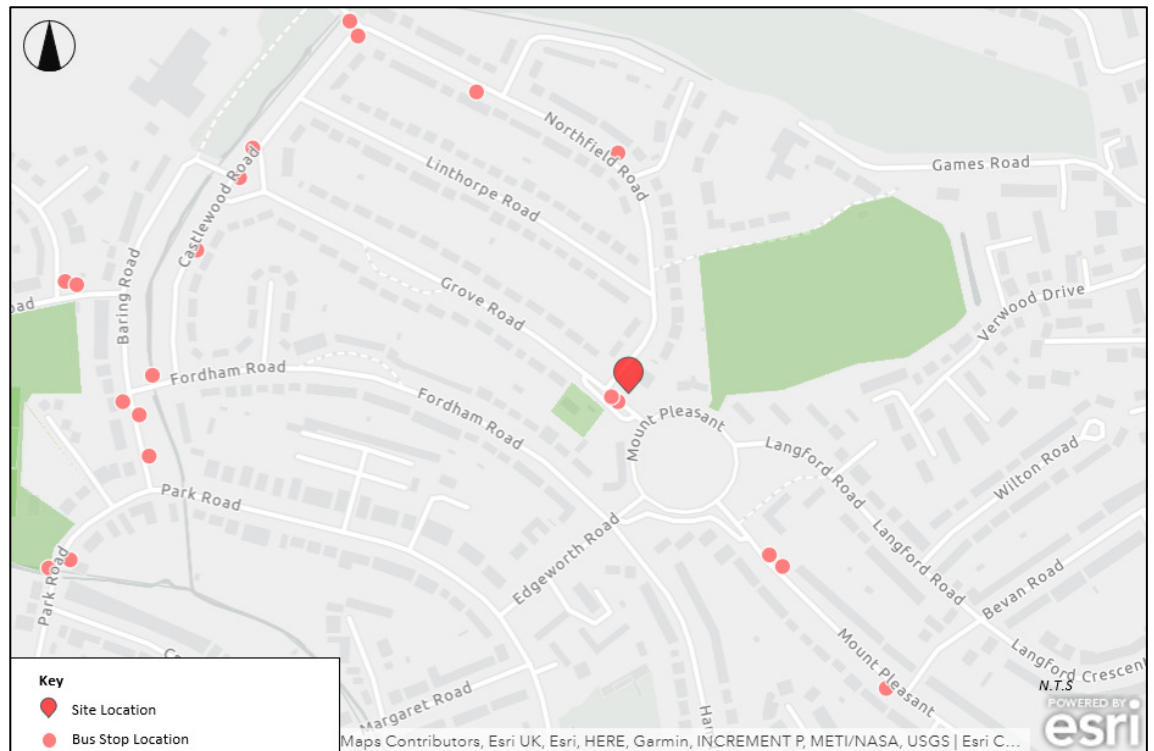
Appendices

Appendix A - Travel Plan Questionnaire

1 INTRODUCTION

- 1.1 This Travel Plan has been produced by TTP Consulting in relation to the proposed 100 place nursery at 150 Mount Pleasant, in the London Borough of Barnet (LBB). The site location is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.2 The proposal seeks to provide a new nursery building accommodating up to 100 children and 27 staff. The nursery will operate between the hours of 07:00-19:00, Monday through Friday, with the core hours being between 08:00-18:00. The nursery will provide cycle and scooter parking and buggy storage facilities. It is intended that the nursery will be occupied by Happy Journeys Day Nursery.
- 1.3 This Nursery Travel Plan aims to put in place the management tools that are necessary to enable staff and parents / carers to make informed decisions about their travel to the nursery. This will, in effect, minimise the adverse impacts of their travel to and from the nursery on the environment. The aim is achieved by setting out a strategy for eliminating barriers that would discourage the use of sustainable transport.
- 1.4 Given its location, there will be a number of parents / children and teachers who will be able to take advantage of both public transport and active modes (walking & cycling) for travel to the nursery, subject to their residential address relative to the nursery and their onward destination

for their place of work, if appropriate. It is important that the nursery is sustainable, and emphasis will be placed on active modes for travel to and from the development.

The Need for a Travel Plan – Policy Context

National Planning Policy Framework

- 1.5 The revised National Planning Policy Framework (NPPF) was most recently updated in June 2019. It sets out the Government’s planning policies for England and how these are expected to be applied.
- 1.6 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.”*

Barnet’s Local Plan Development Management Policies

- 1.7 Barnet’s Local Plan Development Management Policies (DMP) sets out the borough-wide planning policies that implement the Core Strategy and will be used for day-to-day decision making by the Planning Service and for planning committee decisions.
- 1.8 When considering Travel Plans, the DMP states that:
- “For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored”.*

The Nursery

- 1.9 The nursery would be attended by up to 100 children of pre-school age at any one time and have in the order of 27 staff. The operational hours of the nursery would be 07:00-19:00 on weekdays with the core hours being between 8am and 6pm.
- 1.10 Staff cycle parking will be provided for 4 bicycles, whilst there will be cycle parking for 13 children’s bicycles or scooters. There will also be a buggy store capable of accommodating 15-20 buggies. This level of provision is considered appropriate based on the London Plan and the age range of the children.

1.11 Vehicular access is taken from Grove Road, where there will be parking for 9 vehicles which will be used for drop-offs and pickups and deliveries outside of operational hours. Staff will not be allowed to park.

1.12 The Nursery's details are as follows:

Nursery Name: Happy Journeys Day Nursery

Telephone number: TBC

Email address: TBC

Nursery Address: 150 Mount Pleasant, East Barnet

Borough name: London Borough of Barnet

Ofsted Number: TBC

Nursery Website: TBC

Age range: 0-5 years

Reasons for Developing a Nursery Travel Plan

1.13 The reasons for developing a nursery travel plan include:

- To remove barriers to and to promote sustainable transport as a viable option;
- To assess potential parking/drop-off issues and offer mitigation measures where possible;
- To ease any congestion within the local area; and
- To improve the health and wellbeing of nursery children, staff and parents / carers by promoting exercise and active lifestyles.

This Document

1.14 This Travel Plan has been written as a standalone document and contains all the information needed to effectively implement and monitor the Travel Plan itself. The remainder of this document is structured as follows:

- Section 2 outlines the accessibility of the site and describes the expected travel patterns of nursery staff and children / parents / carers;
- Section 3 sets out the objectives and targets of the Travel Plan;
- Section 4 outlines the travel plan strategy including how it will be managed, together with the marketing strategy;
- Section 5 sets out the measures that will be implemented;
- Section 6 outlines the monitoring and review programme; and
- Section 7 sets out an Action Plan.

2 ACCESSIBILITY AND TRAVEL PATTERNS

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.
- 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 and 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.

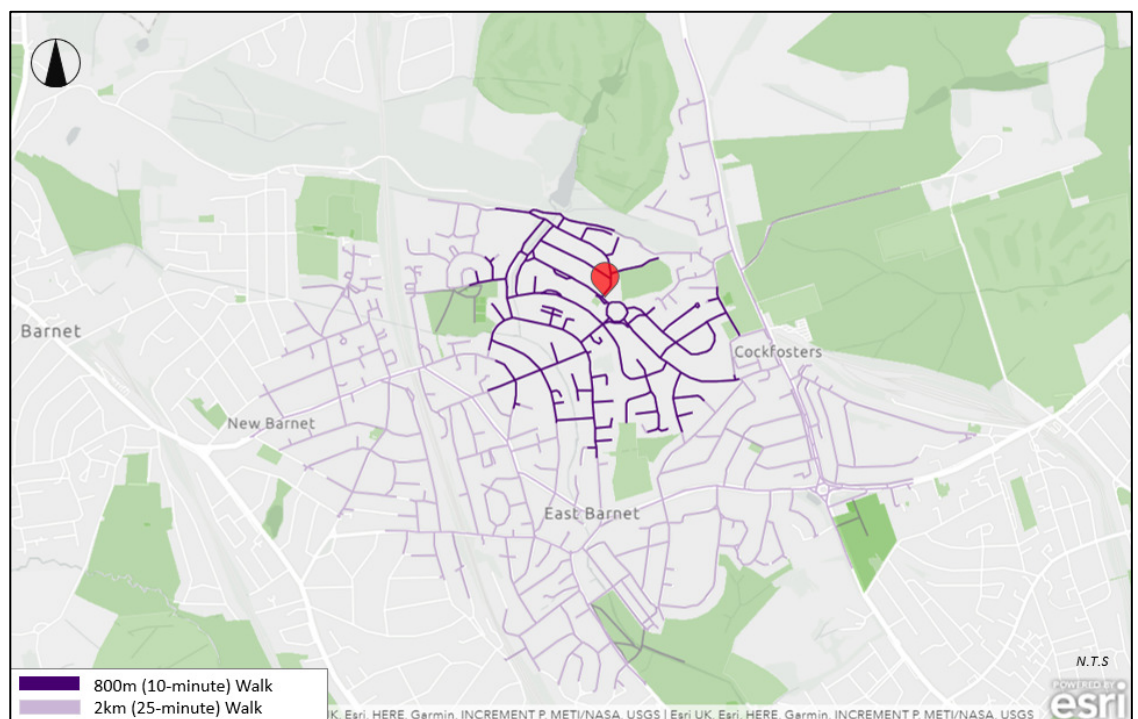
Accessibility

- 2.6 The site is located within an established residential area, within walking and cycling distance of a range of local facilities and public transport services. As such, there are opportunities for future staff / parents / children to use transport modes other than the private car.

Walking

- 2.7 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.
- 2.8 **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 Catchment Map



- 2.9 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.
- 2.10 **Table 2.1** 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.
- 2.11 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 2.2**.

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	13 minutes
New Barnet Station	York Road	1.2km	15 minutes

*Based on 80m per minute

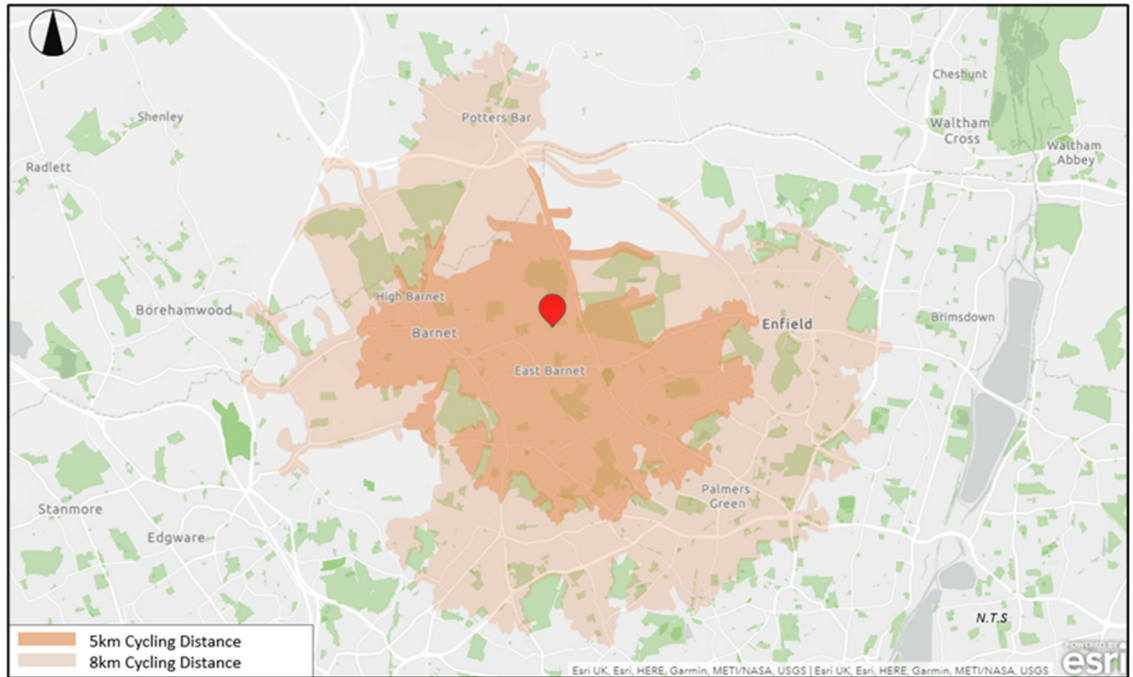
Amenity	Location	Distance	Approximate Walking Time*
Mount Parade Mini Market	Mount Pleasant	120m	1 – 2 minutes
Livingstone Primary & Nursery School	Baring Road	520m	6 – 7 minutes
Victoria Park	Lawton Road	680m	8 – 9 minutes
Trent C of E Primary School	Church Way	900m	11 minutes
Wild Bean Café	Cockfosters 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

- 2.12 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.
- 2.13 **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.
- 2.14 Whilst it is not expected that children will cycle these distances, it is reasonable to assume that parents / carers could continue their journey to work by bicycle, or staff could travel to the nursery by bicycle.

Figure 2.2 – Cycling Catchment Map



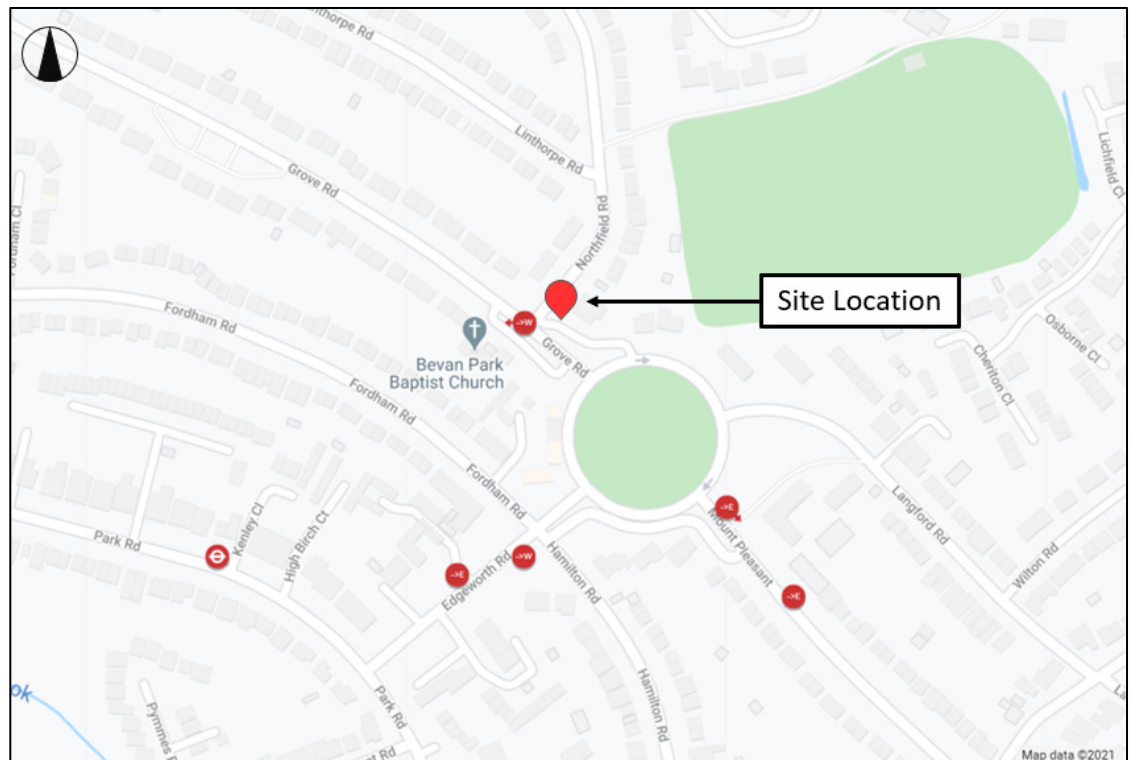
Public Transport

Bus

- 2.15 The closest bus stop 'Mount Pleasant Cockfosters' is located approximately 200m south of the site on Edgworth 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 Edgworth 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.
- 2.16 **Table 2.3** provides a summary of the local bus routes, whilst **Figure 2.3** sets out the site's proximity to local bus stops.

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



Underground / Train

- 2.17 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.

2.18 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 (PTAL)

2.19 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.

2.20 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.

Travel Patterns

2.21 The majority of trips to and from nurseries tends to take place over the course of an hour at the beginning and end of the day. The majority of people using the nursery are likely to be local to the site as convenience is a significant consideration when choosing a nursery. As such it is considered that the majority of trips will be able to be undertaken by foot or by cycle. Some people may still choose to drive to the site, but as pick up and drop off activity will take place over an extended period, the number of cars in the vicinity of the site at one time is likely to be low.

2.22 **Table 2.4** shows the predicted modal split for pupils taken from the Transport Statement.

Table 2.4 – Mode Split AM Peak Hour (08:00 - 09:00)

Pupil Arrivals	Percent
Walk	58%
Cycle	5%
Bus	6%
Car	31%
Train/Tube	0%
Other	0%
Total	100%

- 2.23 The nursery management team will aim to recruit staff that live locally and therefore travel on foot, by bicycle or by bus will be realistic options to get to work.
- 2.24 The predicted modal split presented in **Table 2.4** will be taken forward and used in order to set targets for mode shift. However, once the nursery has been opened, to establish the actual baseline modal split for travel to the nursery, a staff and parent questionnaire survey will be undertaken to obtain accurate information on how people travel to the site. This will enable travel mode targets to be reviewed and refined as appropriate. It is anticipated that the majority of staff, children and parents / carers will travel to the site by non-car modes from within the local area.

3 OBJECTIVES AND TARGETS

Introduction

3.1 This section sets out the overarching objectives for the Nursery Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 6**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the nursery will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage children, their parents / carers, and staff to use more sustainable ways of travelling to / from the nursery through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network by reducing the number of children, parents / carers and staff that travel by car.

3.3 The sub-objectives are:

- **Sub-objective 1:** To increase staff, children and parent awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate staff and child travel by sustainable modes; and therefore,
- **Sub-objective 4:** To reduce unnecessary use of the car for the journey to and from the site by parents / carers and staff.

Targets

3.4 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and success of the travel plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The key action targets are set out below:

- To appoint a Travel Plan Coordinator (TPC) one month prior to the nursery opening;
- Carry out baseline travel survey (Year 0) within 6 months of opening;
- Carry out interim monitoring surveys at Years 1, 3 and 5 within one month of the anniversary of the baseline survey;
- Preparation of monitoring reports after each survey; and
- The Nursery Travel Plan will be audited after five years.

Aim Targets

3.7 **Table 3.1** outlines the interim aim targets set out for nursery staff, parents and pupils. The targets are provisional and will be refined following completion of the baseline travel survey. Targets are to be achieved within 5 years of the launch of the Travel Plan.

Table 3.1 – Travel Plan Interim AIM Targets					
Target	Indicator	Mode Split			
		Predicted Baseline	Year 1	Year 3	Year 5
Children and their parents / carers					
Reduce car use by parents / carers by 5%	Modal split surveys	31%	30%	28%	26%
Achieve a 5% increase in the modal share for cycling and walking by children and their parents / carers	Modal split surveys	63%	64%	66%	68%

3.8 The predicted baseline modal share figures will be ratified once the Baseline Survey is undertaken which will inform how parents and children actually travel to the nursery.

3.9 The Travel Plan recognises that it is not possible to set accurate targets so far in the future (even when based on the actual Year 1 survey) and as such it should be acknowledged that the targets will change over time as results from on-going monitoring becomes available which will be discussed with the Council.

4 TRAVEL PLAN STRATEGY

Travel Plan Management

4.1 The nursery will appoint a Travel Plan Co-ordinator (TPC) at least one month prior to the nursery opening.

Name:

Position:

4.2 The TPC contact details will be added to the Travel Plan on appointment. Once the nursery opens, the TPC will be responsible for overseeing the management, development, implementation, monitoring and review of this Travel Plan.

Travel Plan Coordinator Responsibilities

4.3 The TPC will be responsible for overseeing the Travel Plan for the nursery. The primary responsibilities of this role include:

- Managing the development and implementation of the Travel Plan measures;
- Promoting the objectives and benefits of the Travel Plan;
- Arranging travel questionnaire surveys and updating the Travel Plan to reflect the results;
- Monitoring the success of the Travel Plan against targets; and
- Acting as a point of contact for all staff / parents / carers regarding travel and the Travel Plan.

4.4 Regular updating of the Travel Plan document is part of the responsibility of the nominated person.

Marketing Strategy

4.5 Prospective parents will be made aware of the Travel Plan and its objectives when enquiries are received about placing their child at the nursery.

4.6 There will be a local recruitment policy in place for staff which will aim to recruit members of staff that live locally, where appropriate. This will help towards ensuring there is a higher level of uptake of sustainable and indeed active modes of transport rather than private car use.

4.7 New staff shall be made aware of the Travel Plan upon the commencement of their employment. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained upon acceptance of job offers and noted in job interviews or similar.

- 4.8 Staff notice boards and staff newsletters will be used as a means of disseminating information to staff to promote events, campaigns, promotions, services and initiatives.
- 4.9 The TPC will promote an Active Travel Policy which will be available to staff when they commence their employment at the nursery. This will help to highlight that sustainable and active travel is a key part of nursery life.

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. Management measures are indicative at this stage and can be expanded or revised by the TPC as required to progress toward Travel Plan targets.

Nursery Management

- 5.2 Cycle and scooter storage is provided for staff and children. Staff, parents / carers who drive and stop on street close to the nursery will be asked to be considerate of neighbours and not to obstruct any points of access.

Information Provision

- 5.3 Information will be shared in order to raise awareness of the various travel options and benefits of travelling in a sustainable manner. A number of channels will be used to provide parents / carers and staff with information including, any nursery website, group texts, email and noticeboards.
- 5.4 The TPC will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from nursery.

Strategy 1: Nursery Website

- 5.5 The nursery website will be updated regularly to include comprehensive detail on how to access the nursery through sustainable and particularly active modes. Advice will include:
- Public transport information, including local public transport access points i.e., bus stop and train station locations;
 - Information on cycling, including details such as recommended cycling routes to the nursery and the availability of secure cycle / scooter and buggy storage; and
 - Convenient walking routes to / from local residential neighbourhoods.

Strategy 2: Travel Noticeboards

- 5.6 The TPC will put up a Travel Noticeboard at the entrance point and in the staff room, providing location maps showing walking and cycling routes to local destinations. The noticeboards will also contain references to live public transport information applications such as Citymapper.

Strategy 3: Welcome Pack

- 5.7 Staff will be provided with a Welcome Pack containing information on public transport services close to the development and other measures for encouraging use of non-car modes of travel.
- 5.8 The provision of information of alternatives to the car is an important aspect of Travel Plans. It is recommended that the packs contain the following information:
- A summarised version of the Travel Plan document, that sets out the purpose & benefits;
 - Timetables and route maps for public transport;
 - Contact numbers and web details for National Rail and London Underground enquiries;
 - Local taxi company details;
 - Cycling and walking maps for the local area; and
 - Web details for any community travel sites and community forum sites.

Active Modes

- 5.9 The TPC will promote an Active Travel Policy which will be available to staff when they commence their employment at the nursery. This will set out measures to promote active travel and the strategies that are in place the nursery to do so, such as the benefits of walking and cycling and offering secure, undercover cycle parking for staff.
- 5.10 Active modes of transport will be encouraged, in particular, walking, cycling and scooting. In addition to initiatives to promote walking and cycling / scooting specifically, the TPC will ensure that pollution lessons, discussions around scooting, scooting and walking, as well as Children's Traffic Club (<https://www.childrenstrafficclub.com>) are covered where relevant by nursery staff to make children aware of their surroundings and the implications of their travel modes. The following additional measures which relate to promoting walking and cycling to nursery by older children will be implemented by the TPC.

STARS

- 5.11 STARS is open to all London schools and nurseries (<https://stars.tfl.gov.uk/About/About>). The curriculum at the nursery will include promoting active travel to parents and children. There are many activities on STARS that are identified as suitable for early years children (<https://stars.tfl.gov.uk/Explore/Idea>) such as:
- Car-free day;
 - Parking poster competition;
 - School Play Streets;
 - Be Bright Be seen stall – selling hi-vis clothing, lights etc.; and
 - Children's Traffic Club.

- 5.12 Educational resources include lessons plans for age 3 – 6-year-old (e.g., <https://www.think.gov.uk/resource/tales-of-the-road/>).

Walking to Nursery Initiatives

- 5.13 Walking is a truly sustainable method of travel which offers independence, predictable journey times and a range of physical and psychological benefits.

The TPC will develop marketing materials to highlight the health benefit of walking and will implement the following measures to encourage walking to the nursery. Parents / carers and staff will be provided with information and advice concerning safe, suitable routes.

- 5.14 Walking will provide the following benefits:

- Healthier, happier children;
- Reduced demand for parking from parents / carers; and
- Overall reduced traffic levels which result in less pollution and improve air quality in the local area.

- 5.15 The TPC will develop marketing materials to highlight the health benefits of walking and will implement the following measures to encourage walking to the nursery. Parents / carers and staff will be provided with information and advice concerning safe, suitable routes.

Strategy 1: Walk to School Week

- 5.16 The nursery will promote Walk to School (nursery) week which takes place every year within the month of May.

Strategy 2: Walk on Wednesday (WoW)

- 5.17 The nursery will operate a WoW campaign where children, parents / carers and staff are encouraged to walk to nursery on Wednesdays. The WoW campaign is a badge reward scheme; if a child walks to nursery every Wednesday (or the designated day) of that month they can receive a badge.

Strategy 3: Walking Bus

- 5.18 The TPC will determine the level of interest in a walking bus and, if it is a popular idea, they will seek to set up an initiative.

Strategy 4: Promotion tools to Encourage and Support Walking

- 5.19 The TPC will promote www.walkit.com which provides a range of advice and initiatives to encourage walking.

Strategy 5: Walking Trips

- 5.20 The TPC will investigate the potential for walking trips for children during the day, for example trips local parks or play facilities.

Strategy 6: Daily Mile

- 5.21 Where appropriate the TPC will promote and encourage participation of the daily mile, which is an initiative which seeks to improve the physical and mental health of children, where they run or jog for 15 minutes (or less) every day. Promotion material including letters to parents can be found at: <https://thedailymile.co.uk/parents-and-carers/>

Cycling/Scooting Initiatives

- 5.22 In order to promote safety and encourage children to cycle or scoot to nursery, all those who are interested in cycling will be provided with Hi Vis jackets. The TPC will investigate whether children are travelling by active modes and will supply where necessary.
- 5.23 The proposals include the provision of bicycle spaces for staff and a scooter store for children.
- 5.24 Children / parents / carers and staff will be provided with information and advice concerning suitable cycle routes.

Strategy 1: Staff Cycle Training

- 5.25 Staff and parents will be made aware of the free cycle training available to those that live, work or study in the Borough. The TPC will encourage staff to consider taking cycle training if they are interested in cycling to work for all or part of their journey. More information can be found at: <https://www.cycleconfident.com/sponsors/barnet/>

Strategy 2: Bike Week

- 5.26 Bike Week is the biggest nationwide cycling event in the UK which usually takes place in June each year. The TPC will actively encourage cycling or scooting during Bike Week. Further information can be found at: www.bikeweek.org.uk

Strategy 3: Staff Cycle Measures

- 5.27 The TPC will investigate whether tax incentive schemes such as the Bike to Work Scheme could be used to help staff purchase cycles and equipment.

Strategy 4: Bicycle User Group (BUG)

- 5.28 BUG's are a good way for less experienced cyclists or those who are not confident in their route to gain experience by cycling with more experienced cyclists. A BUG also removes safety concerns of individual cyclists who travel alone.

- 5.29 The TPC will promote the uptake of staff training and will advertise when the next sessions are taking place locally on the website and noticeboards.

Public Transport

- 5.30 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys of more than 8km.
- 5.31 Up-to-date details of bus, rail and taxi services, including route information and service frequencies, will be made available to staff and parents / carers. The use of Transport for London and National Rail route planning apps will be promoted.
- 5.32 The TPC will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from the nursery.
- 5.33 The TPC will explore providing season ticket loans where relevant to encourage them to use public transport as opposed to car travel to work.

Parents Consultations

- 5.34 The TPC or an assistant will be present at parent's consultations to give advice to parents on sustainable ways to get their child to the nursery. The TPC will promote an Active Travel Policy which will be available to parents when they enrol at the nursery. This will help to highlight that sustainable and active travel is a key part of nursery life.
- 5.35 Specific Measures that will be promoted by the TPC / their assistant include:
- Car sharing;
 - Cycle parking;
 - Walk on Wednesday; and
 - Bike Week.

Arriving by car

- 5.36 Whilst one of the main objectives of the Travel Plan is to discourage car use it is acknowledged that some children will need to be dropped off by car.
- 5.37 Parents and carers are requested to use the drop-off area responsibly.
- 5.38 Parents must register if they are going to use the vehicle drop-off facility.
- 5.39 Pick up and drop off times are kept to a minimum. If a parent requires one to one time with a member of staff, they will need to book.

Disabled parking

- 5.40 The Travel Plan Coordinator will monitor whether there is a requirement for an accessible parking space to be provided.

Car Sharing

- 5.41 Car Sharing is an excellent way to reduce the number of cars arriving at the nursery / the local area as the scheme reduces the total number of vehicular trips and the number of single-family vehicle trips generated by the nursery.

- 5.42 The TPC will investigate the best methods for implementing a car share scheme at the site. Given the different travel patterns and needs of parents / carers and staff, a number of methods will be assessed.

- A car share database could be set up;
- This can be done on-line through www.liftshare.com (or similar organisations), where membership is free. These organisations provide web-based car share schemes for private groups or they can be open to the general public. If implemented, measures should be taken to encourage membership and promote the scheme by the TPC;
- The nursery can design and operate a car share database / spreadsheet. This would be run and set up by the TPC; and
- An informal matching system can take place through word of mouth and social interaction, for example; car share events such as a 'wine and cheese' evening organised for all parents / carers interested in car sharing.

- 5.43 The economic, social and environmental benefits of car sharing will be promoted to parents / carers and staff through the following measures as appropriate:

- Nursery newsletter;
- Email and text messages;
- Nursery website; and
- Letters to parents / carers advising families of the benefits of car sharing and using active modes.

- 5.44 It is expected that car sharing would also start to occur naturally as parents / carers take turns to take other family's children to the nursery and vice versa.

Other Measures

- 5.45 There are a number of other measures which will be established by the TPC which encourage involvement with interested parties including staff and senior management.

- 5.46 For example, a Working Group, where all are invited to discuss the Travel Plan and the various measures that will be implemented.

Local Recruitment Policy

- 5.47 The nursery will aim to recruit locally in order to support the local community whilst helping to ensure staff will have the option to travel to work by alternative modes of transport to the private car, i.e., by walking, cycling or public transport.

6 MONITORING AND REVIEW

Monitoring

- 6.1 This Nursery Travel Plan is part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the travel plan.
- 6.2 The monitoring programme will begin with the baseline travel survey, to be undertaken within 6 months of opening. Further monitoring surveys will be undertaken biennially on the anniversary of the baseline survey. Monitoring will be ongoing between surveys and will include monitoring demand for cycle and scooter parking and recording any travel or transport problems reported by parents, staff or local people.
- 6.3 Questions to parents will include at least the following:
- How do you travel to nursery?
 - What time do you drop-off and pick-up your children from the nursery?
 - What mode of transport do you use for your onward journey?
 - If you drive, what would encourage you to use an alternative mode?
- 6.4 An example of a travel questionnaire is located at **Appendix A**.
- 6.5 Information gathered through the monitoring process will be recorded for input to an annual review. The information will be made available to the Council upon request. The Nursery Travel Plan will be completely reviewed and updated after 5 years.

Remedial Measures

- 6.6 In the event that the annual review shows that the Travel Plan has not met its objectives/targets in any respect, then the TPC with the support of the Site Owner shall implement remedial measures.
- 6.7 The remedial measures could include:
- A review of the amount of time spent by the TPC implementing the Travel Plan. This review will take place within 6 months and again at 12 months. If the present time spent on Travel Plan matters is not sufficient then more time will be allocated to the TPC role;
 - A review of the utilisation of cycle / scooter parking spaces will take place as part of the monitoring process. If, following review during the summer months or following 6 months of occupation, whichever comes first, additional cycle spaces are required, the Travel Plan Co-ordinator will explore if they can be provided; and

- Following the results of the travel surveys, should targets not be met then the TPC will work with the Site Owner to implement further initiatives as appropriate.

Funding

- 6.8 The funding for all aspects of the Travel Plan will be the responsibility of the Site Owner unless otherwise agreed.
- 6.9 This will include the provision of funds for the role of the Travel Plan Coordinator, the provision of infrastructure measures, carrying out travel surveys, monitoring uptake of cycle and scooter parking and updating the Travel Plan as necessary and appropriate.

7 ACTION PLAN

7.1 The Action Plan outlined below in **Table 7.1** set out the measures included within the Travel Plan that are directed at influencing child, parent and staff travel.

Measures	Notes	Status/ Target Date	Method of Monitoring	Responsibility
Appointment of Travel Plan Coordinator (TPC)	Envisaged to be a member of staff at the Nursery.	One month prior to opening of nursery	N/A	Nursery
Launch of Travel Plan	The Travel Plan should be handed over to the TPC and officially launched.	One month prior to the opening of nursery	N/A	Nursery & TPC
Website and Noticeboard	The nursery to provide Sustainable Travel information on any website and noticeboard.	Prior to opening	Periodically during maintenance of website	TPC
Welcome Pack	The TPC will produce and offer the Welcome Pack to all members of staff	As soon as possible	Provision on commencement of employment	TPC
Provision of secure cycle parking and scooter storage	Parking to be provided for children and staff	Provided as part of development process	Spot checks as part of maintenance rounds	Nursery
Monitor the use of cycle parking	Cycle parking to be monitored	In summer months or after 6 months of occupation, whichever occurs first	Spot checks as part of maintenance rounds	Site Manager & TPC
Car share scheme for children's parents / carers	TPC to investigate demand for a car share scheme	On-going	TPC to monitor uptake	TPC
Baseline Travel survey (Year 0)	Within 6 months of opening	Undertaken baseline Survey	Survey Results	TPC
Interim Surveys (Year 1)	On the 1 st anniversary of the baseline survey.	Complete travel survey	Survey Results	TPC
Interim Surveys (Year 3)	On the 3 rd anniversary of the baseline survey.	Complete travel survey	Survey Results	TPC
Full Review at end of Year 5	On the 5 th anniversary of the baseline survey.	Complete travel survey	Survey Results	TPC

Appendix A

(Travel Questionnaire)

Travel Survey Questionnaire – Staff

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Thank you in advance for your help.

1. What is your home postcode? _____

2. What time did you arrive at work today?

Before 07:00 (01) 07:00-08:00 (02) 08:00-09:00 (03) 09:00-10:00 (04)
 10:00-16:00 (05) 16:00-17:00 (06) 17:00-18:00 (07) After 18:00 (08)

3. What time do you normally leave work?

Before 07:00 (01) 07:00-08:00 (02) 08:00-09:00 (03) 09:00-10:00 (04)
 10:00-16:00 (05) 16:00-17:00 (06) 17:00-18:00 (07) After 18:00 (08)

4. How long did your journey take?

0-15min (01) 16-30min (02) 31-45min (03) 46-60min (04)
 61-75min (05) 76-90min (06) Over 90min (07)

5. Approximately how far was your journey?

0-1 Mile (01) 1-2 Miles (02) 2-5 Miles (03) 5-10 Miles (04)
 >10 Miles (05)

6. How did you travel into the Nursery today (i.e. the longest part of your journey)?

Drive Alone (01) Car Passenger (02) Bus (03) Train (04)
 Underground (05) Walk (06) Cycle (07) Motorbike Driver (08)
 Motorbike Rider (09) Taxi (10) Car Share (11) Other (12)

7. What would be your preferred mode of travel?

Drive Alone (01) Car Passenger (02) Bus (03) Train (04)
 Underground (05) Walk (06) Cycle (07) Motorbike Driver (08)
 Motorbike Rider (09) Taxi (10) Car Share (11) Other (12)

8. What would encourage you to use an alternative mode of travel?

More frequent bus services (01) Better pedestrian / cycle routes (02)
 A cleaner walking / cycling environment (03) A friend to walk / cycle with (04)
 A safer walking / cycling environment (05) Cycle training (06)
 Better information on alternatives (07) Nothing (08)

Travel Survey Questionnaire – Parents / Careers

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Thank you in advance for your help.

1. What is your home postcode? _____

2. What time did you drop off at the nursery today?

Before 07:00 (01) 07:00-08:00 (02) 08:00-09:00 (03) 09:00-10:00 (04)
 10:00-16:00 (05) 16:00-17:00 (06) 17:00-18:00 (07) After 18:00 (08)

3. What time do you normally pick up at the nursery?

Before 07:00 (01) 07:00-08:00 (02) 08:00-09:00 (03) 09:00-10:00 (04)
 10:00-16:00 (05) 16:00-17:00 (06) 17:00-18:00 (07) After 18:00 (08)

4. How long did your journey take?

0-15min (01) 16-30min (02) 31-45min (03) 46-60min (04)
 61-75min (05) 76-90min (06) Over 90min (07)

5. Approximately how far was your journey?

0-1 Mile (01) 1-2 Miles (02) 2-5 Miles (03) 5-10 Miles (04)
 >10 Miles (05)

6. How did you child travel to the nursery today (i.e. the longest part of your journey)?

Walk (01) Scoot (02) Cycle (03) Buggy (04)
 Rail / Overground (05) Public Bus (06) School Bus / Taxi (07) Car (08)
 Motorbike (09) Car Share (10) Park & Stride (11)

7. What alternative mode of transport would you prefer your child to use?

Walk (01) Scoot (02) Cycle (03) Buggy (04)
 Rail / Overground (05) Public Bus (06) School Bus / Taxi (07) Car (08)
 Motorbike (09) Car Share (10) Park & Stride (11)

8. What would encourage you to use an alternative mode of travel?

More frequent bus services (01) Better pedestrian / cycle routes (02)
 A cleaner walking / cycling environment (03) A friend to walk / cycle with (04)
 A safer walking / cycling environment (05) Cycle training (06)
 Better information on alternatives (07) Nothing (08)