



Travel Plan 2007

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Travel Plan 2007

| Issue Number | Reason for Issue | Issued by | Date |
|--------------|--|--------------|----------------|
| 1 | First issue | S Cox | 30-5-06 |
| 2 | Update following review with School Travel Officer | S Cox | 18-8-06 |
| 3 | Annual update | S Cox | 25-6-07 |

Summary of changes since last issue

- Update of actions status
- Review of travel surveys
- Review of targets

1 Introduction

This document is the first annual update of the nursery's new Travel Plan issued in September 2006. The previous plan identified the requirement for an annual review process and this is due in August 2007. This has been brought forward slightly to address other current issues.

This Plan provides an update on actions identified at the last issue, and comments on current and future travel related developments.

One of the major activities this year has been the completion of the parent and staff travel surveys. A substantial portion of this document is devoted to the reporting of this exercise and matters arising from it.

2 Review of actions from the 2006 Travel Plan

The actions identified in the 2006 Travel Plan are shown in Appendix 1 together with action closure dates and evidence. All actions have been completed.

One of the major actions was the completion of travel surveys among nursery users to provide data for further analysis and target setting. The results and analyses from these surveys are provided here along with further details on the targets.

Any new actions identified from the results of the surveys, or through ongoing monitoring, will be recorded and a closure plan developed.

3 Travel Surveys

This section describes the outcome of the travel surveys conducted among parents and staff at Sunshine Day Nursery. The surveys were identified as actions in the Travel Plan [1] issued last year.

This was the first occasion that the surveys were conducted and were intended to establish the factors influencing ongoing travel choices among nursery users and to provide data for target setting and future monitoring. These surveys will be conducted in the future to monitor the outcomes of any nursery implemented travel schemes and policies.

This section covers the method and results of the surveys and presents conclusions and recommendations arising from them.

3.1 Survey Method

The surveys were delivered to 55 parents and 13 permanent staff. They were issued in November 2006 and January 2007. The surveys were delivered to parents with the nursery newsletter which had an article on Travel issues.

The surveys [2,3] were designed to provide baseline data on the current habits and issues of nursery users. The surveys used for parents and staff were identical except for an additional question for staff relating to nursery outings.

The surveys provided the users with a brief introduction of the Travel Plan and reason for the survey and asked the following questions:

1. Approximately how far is your journey to the nursery?

- | | |
|---------------------|-------------------------------|
| Less than 0.5 mile | Between 0.5 & 1 mile |
| Between 1 & 2 miles | Over 2 miles (please specify) |

2. What is your usual method of travel to and from the nursery?

- | | | | | | | |
|-------------|------|-------|-----|-----|-------|------------------|
| To | Walk | Cycle | Car | Bus | Other | (please specify) |
| From | Walk | Cycle | Car | Bus | Other | (please specify) |

3. Do you share the journey to the nursery with anyone else?

- | | | |
|--------|-----------|-------|
| Always | Sometimes | Never |
|--------|-----------|-------|

4. Are there any local dangers on your route to and from the nursery

Danger / Location?

5. Are there any local dangers on routes typically used for outings with the children? (STAFF SURVEY ONLY)

Danger / Location?

6. Are there any measures that we could consider at the nursery that would encourage you to use more sustainable modes of travel? (e.g. cycle storage, buggy storage)

7. Any other comments?

8. Name

3.2 Survey Results

Completed surveys were received from 23 parents and 13 staff.

The detailed results from the parent and staff surveys are shown in Appendices 1 and 2.

The basic data covering distances travelled and travel type is shown graphically in figures 1 and 2.

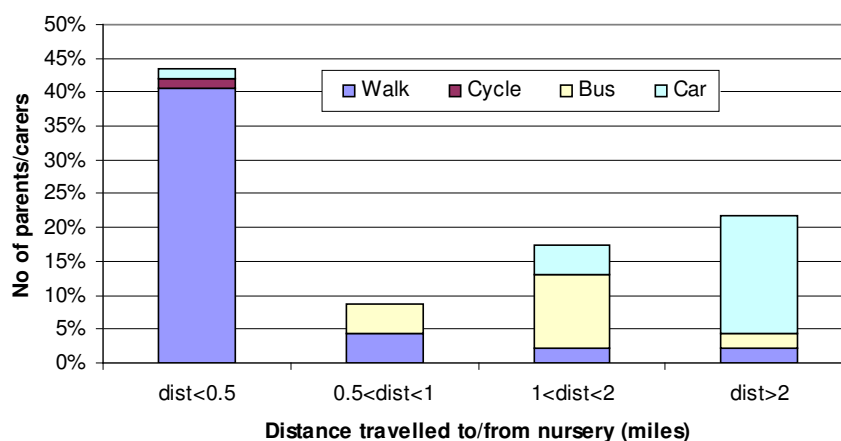


Figure 1 Journey distances and travel type for parents and carers

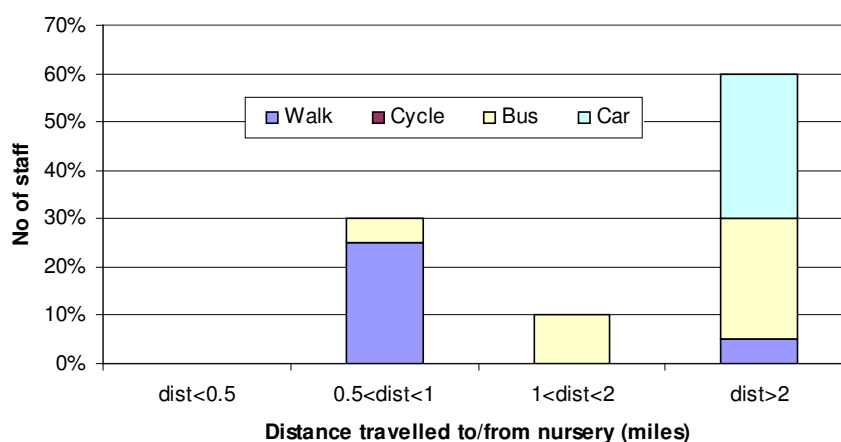


Figure 2 Journey distances and travel type for nursery staff

3.3 Analysis of results

3.3.1 Parent survey

The level of questionnaire return from parents (42%) is above average for nursery communications of this type requiring a response.

1. Distance travelled to nursery?
 - 44% of parents travel ½ mile or less to the nursery
 - 57% of parents travel 1 mile or less to the nursery
 - 74% of parents travel 2 miles or less to the nursery
 - 87% of parents travel 3 miles or less to the nursery

- 13% travel more than 3 miles to the nursery
- 2. Usual method of getting to and from the nursery?
 - 49.3% of parents walk to the nursery
 - 1.4% of parents cycle to the nursery
 - 34.1% of parents drive to the nursery
 - 15.2% of parents use a bus to get to the nursery
- 3. Do you share the journey to the nursery?
 - 9% (two car users) always shares their journey to the nursery
 - 13% sometimes share their journey to the nursery
 - 78% never share their journey to the nursery
- 4. Are there any local dangers on your route to and from the nursery?
 - 83% of parents identified a particular hazard
 - 78% of parents identified a hazard related to Eastern Road
 - 56% of parents identified a hazard related to crossing Eastern Road
 - 26% of parents identified a hazard related to traffic speed and/or flow in Eastern Road
 - 21% of parents identified a hazard related to parking in Eastern Road
 - 18% of parents identified a hazard crossing Eastern Road from bus stops
- 5. Are there any measures that we could consider at the nursery that would encourage you to use more sustainable modes of travel? (e.g. cycle storage, buggy storage)
 - 70% of parents did not identify any particular measures
 - 19% of parents asked for improved buggy storage facility
 - 4% (an occasional bicycle user) asked for a bike stand
- 6. Any other comments
 - 56% of parents made no comments
 - 17% made further comments on crossing Eastern Road
 - 17% made further comments on problems dropping off children
 - 17% made further comments on parking on Eastern Road
 - 9% made further comments on traffic speed on Eastern Road
 - 9% made further comments on danger associated with Eastern Road
 - 9% made further comments on need for an additional zebra crossing on Eastern Road
 - 9% made further comments on buggy storage

3.3.2 Staff survey

The level of questionnaire return from staff (77%) is typical for nursery communications of this type requiring a response.

1. Distance travelled to nursery?
 - No staff travel ½ mile or less to the nursery
 - 30% of staff travel 1 mile or less to the nursery
 - 10% of staff travel 1 mile or less to the nursery
 - 60% travel more than 2 miles to the nursery
2. Usual method of getting to and from the nursery?
 - 40% of staff walk to the nursery

- 30% of staff drive to the nursery
 - 30% of staff use a bus to get to the nursery
 - no staff cycle to the nursery
3. Do you share the journey to the nursery?
 - 10% (one car user) sometimes shares their journey to the nursery
 4. Are there any local dangers on your route to and from the nursery?
 - 88% of staff identified a particular hazard
 - 81% of staff identified a hazard related to Eastern Road
 - 41% of staff identified a hazard related to crossing Eastern Road
 - 28% of staff identified a hazard related to traffic speed and/or flow in Eastern Road
 - 23% of staff identified a hazard related to parking in Eastern Road
 - 20% of staff identified a hazard crossing Eastern Road from bus stops
 5. Are there any local dangers on routes typically used on outings with the children? (staff survey only)
 - 100% of staff identified a hazard relating to crossing Eastern Road
 6. Are there any measures that we could consider at the nursery that would encourage you to use more sustainable modes of travel? (e.g. cycle storage, buggy storage)
 - 90% of staff did not identify any particular measures
 - 10% of staff would consider cycling if storage facilities existed
 7. Any other comments
 - 60% of staff made no comments
 - Two staff commented on late start (07:30) and poor frequency of the 25C bus service
 - Two commented that car parking was too expensive

3.4 Conclusions

3.4.1 Distance travelled

The relatively short distances travelled to the nursery confirm a predominantly local client base consistent with earlier postcode analysis [1]. Parents living further afield are likely to be working near the nursery. The nursery employs 14 permanent staff, only two of whom do not live in Brighton. The nursery is a local employer for Brighton but clearly employees usually have an expectation of further travel to work than parents for a nursery.

3.4.2 Travel methods

The pattern of travel type used is consistent with that obtained from a larger sample of parents last year and represents a typical usage pattern shown in the table below.

| | Walk | Bus | Car | Bicycle |
|----------------------------------|------|-----|-----|---------|
| Travel plan questionnaire | 55% | 21% | 24% | 0% |
| Travel survey | 49% | 15% | 34% | 2% |
| Typical value | 50% | 20% | 30% | 0 |

The distribution of travel methods with distances travelled is shown in figure 1. It shows a typical distribution of shorter distances being covered on foot, buses being used for intermediate and longer journeys, and cars used for the furthest travel.

The small incident of car use for local clients represents dropping a child at nursery and travelling on a further distance to work.

It should be noted that the majority of the car based nursery travel in fact forms part of a longer journey to and from work, with virtually no car journeys being attributable solely to nursery use.

Staff travel presents a different usage pattern (see Figure 2) with little very local component, though the majority of journeys are taken within the City.

3.4.3 Travel sharing

The parents surveyed show that more than 25% of car use is likely to be shared. This is considered helpful in further lowering the low levels of car use indicated.

One of the car users among staff occasionally shares the journey to the nursery but the very low sample number precludes any meaningful trend analysis.

3.4.4 Travel Hazards

It is encouraging that most parents consider most of their journey to be safe.

The main hazard associated with crossing Eastern Road is specifically identified and very localised to the nursery. It should be noted that crossing Eastern Road clearly only affects those approaching from the south which may reasonably be expected to be 50% of users.

Prior to recent parking development the road was easier to cross due to the natural traffic calming provided by the narrowing caused by the parking bays on both sides of the road.

Following the development and removal of the north side parking bays the traffic flow has been eased which provides fewer opportunities for crossing the road.

Parents travelling on foot have use of two pedestrian crossings within 100m east and west of the nursery along Eastern Road. It is impractical for users of the parking bays opposite the nursery to use these crossings and most wait to cross between traffic.

Road crossing for children is addressed as a specific issue for the children at the nursery through the Outings Risk Assessment. This requires staff to plan their route taking into account safe road crossing opportunities.

The development of the north side parking bays has moved the traffic flow closer to the pavement and even greater care must be taken when walking groups of children along to the crossings at Brighton College or the Hospital.

This additional risk will be addressed through use of hand straps and hi-viz clothing for the children as appropriate.

3.4.5 Measures for increased sustainable travel

Currently there is a storage area for around 20 buggies to the rear of the nursery. This storage area has been improved in response to parent feedback from the surveys. The storage is currently adequate and allows safe storage of the buggies and pushchairs. It is planned in the future to extend the play area to the rear of the nursery which will provide an opportunity to relocate and extend the buggy storage arrangements.

The current site does not have sufficient space for cycle storage. Following planned building work and possible extension it should be possible to provide storage for a small number of bicycles. Currently one parent does cycle to the nursery and has an onward journey so no storage is required. Once appropriate storage is in place staff will be offered participation in a Cycle to Work scheme to further aid uptake of sustainable option.

Parent information forms a key part of the travel plan and travel actions at the nursery. Travel is discussed with potential new clients prior to first visit so that they are aware of the travel options for their journey. Car users are directed to parking to the north of nursery to avoid road crossing. Public transport timetables are made available to parents with the nursery Welcome Pack.

The nursery benefits from being located on a Sustainable Transport Corridor with many parents and carers taking advantage of the considerable number of buses available.

The impact from car use is limited and reduced by recent parking control developments.

3.4.6 General

The surveys have been helpful in identifying current travel usage patterns and issues, and provide useful data for directing future travel policy and targets.

The existing travel infrastructure and arrangements succeed in fulfilling the requirements of the users of the nursery with no consistent and major travel issues cited as affecting the use of the site for childcare facilities or employment.

The Travel Plan [1] identified preliminary improvement targets and suggested the use of the surveys to deliver further information and greater detail. The improvement targets of 3% reduction in car use and non-sustainable travel seem reasonable, whilst being mindful that the nursery has little direct influence over distances travelled by users. The nursery is capable of influencing likely travel choices for parents by continuing to advertise locally and actively market the service as local. Travel by suppliers is reduced by increasing batch sizes delivered where possible.

3.5 Recommendations from the travel surveys

3.5.1 Targets

The 2006 Travel Plan targets are:

- The travel plan will target a 3% annual reduction in the distance travelled by parents, carers and staff in private cars
- The travel plan will target a 3% annual reduction of other non-sustainable supplier travel impact relating to the nursery. The impact will be measured as a product of distances travelled and number of visits

These targets were primarily set to provide a material impact on use of the private car and secondly to reduce the overall travel impact of the operation of the nursery.

Private car use

Due to the fluctuating number and locations of clients at the nursery it is impractical to measure overall distance travelled and meaningfully monitor any reduction. In this case a modified criteria is suggested such that the total *number of journeys* is targeted and reduced.

Staff travel choices are largely driven by distance travelled to and from work and financial considerations. For the three members of staff who are car users there is no other reasonable alternative which can be suggested and their distance travelled remains fixed. As with parents it is suggested that the total number of journeys is targeted and reduced

This criteria will achieve the desired result of reducing private car use and provides a target which can reasonably be influenced by nursery policy and actions.

It is felt that providing incentives solely for car users for the non-use of their cars would be considered unfair by existing non-car users and so alternative approaches will be considered:

- A monthly Travel lottery for all parents and carers offering bike shop and/or shoe repair vouchers to raise awareness
- Suggest travel sharing opportunities to car users using nursery database
- Travel related articles in nursery newsletter
- Investigate a Sustainable Travellers Diary and/or Parent Travel Champion?
- Travel section on nursery website

(Actions required)

Future performance against targets will be monitored by:

- Parent testimonials
- Observations
- Future surveys

(Actions required)

Supplier travel

Though no formal measurements or surveys have been performed, it is clear from the business operations of the nursery that supplier travel has been substantially reduced over the last year.

As the business operations have been refined and optimised clear opportunities have been exploited to reduce cost of supplies and this has naturally lead to a reduction in the travel impact of suppliers.

The main advantage has been gained simply by reducing the number of different suppliers and consolidating supply of various products to single suppliers. This results in fewer, larger deliveries and a reduced number of delivery journeys being required.

Inventory levels of many supplies have been increased which further reduces the number of visits required for restocking. A limiting factor for future improvements in this area is lack of storage space at the nursery. Any further expansion of the nursery site should allow further gains to be made in this area.

Deliveries of nursery consumables (nappies, paper products, healthy snacks) have been reduced from twice a week to once a week.

Refuse and nappy waste collections have been reduced from four to three times a week through reduction of waste produced and optimisation of collection days.

The current target of an annual reduction of 3% is useful and appropriate, and should be retained.

It is recommended that a more formal study be completed on supplier travel to provide data for future target tracking. (Action required)

3.5.2 General

Continue to use information and communications effectively to influence travel choices of nursery users.

Develop the available area on the site to further improve buggy storage and provide some cycle storage capability. (Action required)

Work with the City Council to understand and minimise hazards in Eastern Road.

4 Travel related issues and developments

4.1 Increase of registration

Following some internal alterations to the layout of the nursery early in 2007 an application for an increased registration of three children was granted. This increased the number of children on registration from 38 to 41. No significant travel changes were noticed following this modest increase in numbers.

4.2 Developments in Eastern Road

In October 2006 Eastern Road underwent some changes to improve the flow of traffic, particularly buses. The parking bays on the north (nursery) side of the road were removed. This initially caused some concern among parents who were used to parking on the same side of the road as the nursery for dropping off and collecting children. Some parents raised a concern over crossing Eastern Road and the options for improving safety were discussed with the Road Safety office. It was confirmed that an additional pedestrian crossing would not be appropriate and actions were agreed based on improving the habits of the nursery users. Since then most parents have found solutions and the level of concern appears to have subsided.

4.3 Proposed future developments

Currently there are two developments proposed for the nursery which will have issues related to travel.

Development of current site

It is proposed to develop the rear of the current site to increase outdoor play area and provide additional space for buggy for and cycle storage. The development will have a short-term localised travel impact due to a number of skips required to remove the spoil from the excavation. The development should take around two weeks and approximately eight skips will be required. The development will provide long term advantage as improved infrastructure for sustainable travel will be provided.

Expansion of nursery to adjacent site

An application has been made for a change of use to the ground floor flat at 153 Eastern Road. The property is would form an extension to the current nursery and allow the provision of an increased number of spaces for under-twos which is much needed in the local area. An application for an increased registration of 61 has been submitted.

Applying the current usage patterns to this increased capacity may be expected to generate and additional 17 journeys, of which nine would be made by walking, four would be by bus and four0 would be by car.

This additional capacity should be comfortably serviced by the available pedestrian access and public transport and the impact of any additional car use should be mitigated by the recent parking developments and existing controls.

5 Recommendations and actions

Modify the target for reduction of private car use to, 3% annual reduction in number of journeys made.

Continue to implement the policies and processes related to travel at the nursery.

Complete the actions identified.

| No | Description | Resp. | Target closure | Status |
|----|--|----------------------|----------------|---|
| 1 | Introduce incentives for reduced car use and improved travel awareness | Proprietor | 30 Aug 2007 | Initial suggestions to be detailed and reviewed |
| 2 | Monitoring of future travel use. - Parental testimonials - Observations - Surveys | Proprietor / manager | 30 Aug 2008 | Open |
| 3 | Study of supplier travel | Proprietor | 30 Dec 2007 | Open |
| 4 | Develop available area for improved buggy and cycle storage | Proprietor | 30 Dec 2007 | Planning application submitted |

References

1. Travel Plan, September 2006
2. Parent Travel Survey, November 2006
3. Staff Travel Survey, January 2007

Appendices

- 1 Actions list and status from 2006 Travel Plan
- 2 Detailed results from parent survey
- 3 Detailed results from staff survey

Appendix 1

Actions list and status from 2006 Travel Plan

| No | Description | Resp. | Target closure | Status |
|----|---|----------------------|------------------------|--|
| 1 | Travel Policy to be written | Proprietor | 30-6-06 | Closed. 12-6-06. Travel Policy issued. |
| 2 | Availability of low cost loans for season tickets | Proprietor | Immediate, as required | Closed. June 2006. Available as required |
| 3 | Availability of tax efficient Cycle to Work scheme for purchase of bicycle | Proprietor | Immediate, as required | Closed. June 2006. Available as required |
| 4 | Communication of travel issues to staff Staff meeting planned for mid Sept | Proprietor / manager | 30-6-06 30-9-06 | Closed 30-6-06 with issue of Policies and Procedures. Staff meeting item. |
| 5 | Further data analysis and target setting update | Proprietor / manager | 30-12-06 | Closed. Jan 2007. Surveys completed. June 2007. Target update in 2007 Travel Plan |
| 6 | Newsletter and Travel survey | Proprietor / manager | 30-10-06 | Closed. Dec 2006. Surveys completed. Articles in Nov and Jan newsletters |
| 7 | Foundation stage travel activity | Manager | 30-06-07 | Closed. Feb 2007. Visit from road safety officer and loan of road safety play resources |
| 8 | Increased storage for bicycles | Proprietor | 30-06-07 | Closed. Jan 2007. Planning complete. |

Appendix 2 Detailed results from parent survey

| Question | Criteria | Number of responses | |
|--|---|----------------------------|---------------------|
| 1. Approximately how far is your journey to the nursery? | Less than 0.5 mile | 10 | |
| | Between 0.5 & 1 mile | 3 | |
| | Between 1 & 2 miles | 4 | |
| | Over 2 miles (please specify) | 6 [3,3,3,7,10,10 miles] | |
| 2. What is your usual method of travel to and from the nursery? | To | Walk | 11+1/3 ¹ |
| | | Cycle | 1/3 |
| | | Car | 7+1/3+1/2 |
| | | Bus | 3+ 1/2 |
| | From | Walk | 11+1/3 |
| | | Cycle | 1/3 |
| | | Car | 7+1/3+1/2 |
| | | Bus | 3+ 1/2 |
| Note ¹ fractions represent users of mixed methods of travel | | | |
| 3. Do you share the journey to the nursery with anyone else? | Always | 2 (car) | |
| | Sometimes | 3 (2 walk, 1 car) | |
| | Never | 18 (various) | |
| 4. Are there any local dangers on your route to and from the nursery? | Comments on Danger / Location | | |
| | No response - 4 | | |
| | Eastern Road traffic – speed camera required? | | |
| | Parking, nowhere to park resulting in parking on the curb. Outside nursery, Eastern Road | | |
| | Crossing the road to the nursery ... bus stop just down from nursery | | |
| | Eastern Road is very busy – crossing is difficult outside the nursery. | | |
| | Outside nursery having to cross the road as parking now only one side of road. Eastern Road outside nursery. | | |
| | Bus stop near to nursery, there is no zebra crossing or (pedestrian controlled) lights when getting on/off the bus. Eastern Road bus stop near to the nursery. | | |
| | Crossing Eastern Road. Outside nursery. | | |
| | Crossing the road directly outside the nursery to the bus stop on the other side. The zebra crossing is a bit too far up the road to bother using. | | |
| | Crossing Eastern Road. By the bus stops | | |
| | 1. Increased traffic speed following removal of parking bays outside nursery. 2. Lack of pedestrian crossing close to the nursery Very dangerous to cross the road due to increased traffic speed and reduced opportunity (to cross) now parking has been removed | | |
| | Traffic too fast down Eastern Road. Hard to cross the road | | |
| | Eastern Road, Hospital. Heavy traffic, many cars turn into the entrances and exits of the hospital and private schools without looking! Hospital/St Mary's etc | | |

| | |
|---|--|
| | <p>Speeding. Bottom of Coldean Lane</p> <p>Crossing Eastern Road near the nursery, finding somewhere to park for a quick drop off.</p> <p>Crossing the (Eastern) road but have to use the pedestrian crossing at the hospital.</p> <p>Busy main road to cross. Eastern Road</p> <p>No barriers between fast moving traffic and pavement outside the nursery – cant let child walk. Eastern Road outside nursery</p> <p>If walking – the Hospital has many entrances / exits that cars drive through passing over the pavement</p> <p>Volume of traffic on Eastern Road makes it difficult to cross with a child. Exacerbated since we no longer have parking on that side. Along Eastern Road outside the nursery.</p> |
| <p>5. Are there any measures that we could consider at the nursery that would encourage you to use more sustainable modes of travel? (e.g. cycle storage, buggy storage)</p> | <p>Comments received</p> |
| | No comment - 16 |
| | A bike stand to lock bike to would be good |
| | Buggy storage so buggies do not have to be closed |
| | Buggy storage with protection from the rain (would use occasionally) |
| | Buggy storage |
| | Buggy storage facility is not good on a sloping wall in the mud |
| | <p>The buggy storage is terrible. As is the entrance to the nursery. If you are a new mum with a buggy it is really tiring and somewhat intimidating to get it up the steps. My suggestion is that you build a ramp up through the side door to the garden and create proper buggy storage.</p> <p>Parking is crap – but that’s Brighton for you. I don’t have an answer to that – an indented path and drop off area with max waiting of 2 minutes... but that doesn’t make money so that’ll never happen</p> |
| No. I travel large distances (onward journey to Southampton) and cannot use any transport other than a car | |
| <p>6. Any other comments?</p> | <p>Comments received</p> |
| | No comment - 13 |
| | It’s harder and more dangerous to stop car now there are double yellow lines outside |
| | It would be good if there was a zebra crossing outside the nursery |
| | Zebra crossing/ traffic light is a necessity of safe crossing to and from the nursery |

| | |
|--|--|
| | <p>With the removal of the parking outside the nursery, if I drive, there is no parking, or very little available parking close by. It is now very dangerous to walk as there is no crossing near and the road is now considerably faster, and you need to cross several busy roads to reach the nursery. Please consider installing some drop off parking outside.</p> |
| | <p>A ramp up to the front door or from side gate direct to back garden? Buggies are really heavy and awkward.</p> |
| | <p>Need a safe drop down and pick up area for car users. Road is always busy and dangerous.</p> |
| | <p>Access to the nursery – both for drop off and crossing Eastern Road – has worsened since the parking bay were removed outside – also will be very difficult with the extended residents parking bays. Need more buses to wheel pushchairs straight onto.</p> |
| | <p>Buggies are awkward – up front stairs and through the building, but not a serious problem.</p> |
| | <p>The council took away the parking on your side of the road which leaves the pavement all the more exposed – perhaps the council could consider a (child proof) barrier that extends a few houses either side of the nursery, which would perhaps bring a little peace of mind when children insist on walking to the nursery.</p> |
| | <p>A drop off and pick up service for the nursery for parents that both work. Especially commuting parents as I have often missed trains due to lack of parking and then the riggers of getting in and getting bags etc sorted out. After school club!!! (all the ASCs have major waiting lists) and those with kids at the nursery could have their older siblings join them from 3.15 – 5.30.</p> |

Appendix 3 Detailed results from staff survey

| Question | Criteria | Number of responses | |
|---|---|---------------------|------------------------|
| 1. Approximately how far is your journey to the nursery? | Less than 0.5 mile | - | |
| | Between 0.5 & 1 mile | 3 | |
| | Between 1 & 2 miles | 1 | |
| | Over 2 miles (please specify) | 6 | |
| 2. What is your usual method of travel to and from the nursery? | To | Walk | 2+1/2+1/2 ¹ |
| | | Cycle | 0 |
| | | Car | 3 |
| | | Bus/train | 3+1/2+1/2 |
| | From | Walk | 2+1/2+1/2 |
| | | Cycle | 0 |
| | | Car | 3 |
| | | Bus/train | 3+1/2+1/2 |
| Note ¹ fractions represent users of mixed methods of travel | | | |
| 3. Do you share the journey to the nursery with anyone else? | Always | - | |
| | Sometimes | 6 (1 car) | |
| | Never | 4 (various) | |
| 4. Are there any local dangers on your route to and from the nursery? | Comments on Danger / Location | | |
| | No crossing on the road near nursery – very fast cars and hard to cross. Eastern Road | | |
| | Walking in the dark when doing early starts – no bus from work to home | | |
| | Walk through Queens Park – cannot walk through in the dark so walk longer route or get bus | | |
| | Eastern Road too hard to cross, traffic too fast | | |
| | Lack of parking facilities, lack of crossings | | |
| | Crossing Eastern Road | | |
| | | | |
| 5. Are there any local dangers on routes typically used for outings with the children? (STAFF SURVEY ONLY) | No crossing on the road near nursery – very fast cars and hard to cross. Eastern Road | | |
| | Crossing Eastern Road – have to walk further than needed to cross safely | | |
| | Crossing main road outside nursery – heavy traffic and buses – zebra crossing or something? | | |
| | Crossing the road outside nursery | | |
| | Traffic too fast along Eastern Road | | |
| | Speed of traffic on Eastern Road. No crossing outside the nursery | | |
| | Speed and volume of traffic on Eastern Road | | |
| | Crossing of busy road outside nursery | | |
| | Open access to Eastern Road | | |
| | | | |

| | |
|---|--|
| 6. Are there any measures that we could consider at the nursery that would encourage you to use more sustainable modes of travel? (e.g. cycle storage, buggy storage) encourage you to use more sustainable modes of travel? (e.g. cycle storage, buggy storage) | Comments received |
| | No comment - 9 |
| | Would consider cycling if there was storage |
| 7. Any other comments? | Comments received |
| | No comment - 6 |
| | Unable to do early shifts in winter as buses (25C) only start at 07:30 – more frequent and early buses |
| | More frequent and earlier 25C buses |
| | Very expensive parking costs |
| | Extremely expensive parking |