

**GURU NANAK SIKH SCHOOLS  
HAYES, MIDDLESEX**

**School Travel Plan**

**DfES Primary School Number – 312/3409  
DfES Secondary School Number – 312/4654**

**February 2009**

**GURU NANAK SIKH SCHOOLS  
HAYES, MIDDLESEX**

**School Travel Plan**

**February 2009**

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**Guru Nanak Sikh Schools  
Hayes, Middlesex**

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**GURU NANAK SIKH SCHOOLS**  
**Hayes, Middlesex**

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## **1.0 INTRODUCTION**

**1.1** Mayer Brown Ltd has been commissioned by the Guru Nanak Sikh School to prepare a School Travel Plan. This document is an updated version of the 2006 School Travel Plan prepared by Mayer Brown and sets out details of the travel demands by both staff and pupils and establishes preferred modes of travel.

**1.2** The aim of the School Travel Plan is to produce a strategy with targets to encourage staff and pupils to change their travel patterns to a more sustainable option.

**1.3** When travelling to and from school, we aim to:

- Walk, cycle or go by bus if we can - only go by car if we have to
- Be safe – learn to walk and cross the roads safely
- Help to make the routes to school safe and attractive
- Enjoy the streets, buildings, plants and creatures, weather and people
- Learn about the problems cars make so we can minimise them

**1.4** Travelling to school by car has many advantages which is why more and more people travel to school by car. However children who do not walk very often do not learn how to walk and cross roads safely. They are more dependent on their parents/carers. Children who go everywhere by car are also less likely to be fit and healthy.

**1.5** Cars are useful, but they are making a lot of problems for all of us such as congestion, pollution and accidents. If we use the car less, and chose to walk, cycle, or take public transport more, we can reverse the trend and encourage sustainable transport choices.

**1.6** The Government, the Mayor of London and Hillingdon Council want to reduce congestion on the roads, and are helping to make other forms of transport better.

## **2.0 DESCRIPTION OF SCHOOL AND ACCESSIBILITY**

- 2.1** The Guru Nanak Sikh School is located to the south end of Springfield Road and the west end of Beaconsfield Road in Hayes, Middlesex. The school is located approximately 1.6km southeast of Hayes town centre and approximately 3 km west of Southall.
- 2.2** Figure 2.1 on page 5 illustrates the school site in relation to the surrounding highway network.
- 2.3** Guru Nanak Sikh School is a Voluntary Aided School with 1170 pupils. There are approximately 160 members of staff, including both secondary and primary schools.
- 2.4** The school opens at 08:00am for the Primary School clubs and closes at 17:00pm for after school clubs. The general school finish time is 15:30.
- 2.5** Members of the Sikh Community use the school hall as a temple and it is therefore used for various events during school holidays and over weekends, such as weddings, etc.
- 2.6** There are 65 car parking spaces on the site for staff and visitors of the school including 2 disabled spaces. As there are 160 members of staff, the restricted car parking helps to promote non-car modes of transport.

### **Catchment Area**

- 2.7** Figures 2.2 and 2.3 on pages 6 and 7 are Postcode Density Maps, detailing the catchment area in which both pupils and staff travelled from to get to the Guru Nanak School in 2006.

### **Springfield Road**

- 2.8** Along Springfield and Beaconsfield Road are industrial estates that attract a number of heavy goods vehicles (HGVs), therefore the road is reasonably busy throughout the day. Yeading Football Club is located to the east end of Beaconsfield Road which attracts vehicles after school hours. Parking is permitted on both sides of Springfield Road, except on either side of the industrial estate's entrances and to the north entrance of the road where there are double yellow lines on approach to the signals. Along Beaconsfield Road parking is permitted on either side of the carriageway except outside the school.
- 2.9** There is one separate vehicle entrance to the school car park and one separate exit from the car park. There is a pedestrian entrance/exit to the school via the main car park.

### **Walking**

- 2.10** There are footways on either side of the carriageway on Springfield Road which are street lit. There is also a footpath approximately 50m outside the school entrance which leads to Hayes town centre and local residential areas.

### **Cycling**

- 2.11** There is a shared cycle route directly outside the school entrance though the parkland adjacent to the Minet Country Park. This route leads towards Hayes town centre and local residential areas. Along Springfield Road is a route recommended for cyclists which to the north leads towards Yeading town centre. Located along the A4020 Uxbridge Road are shared footways/cycleways. Shared signalised pedestrian/cycle crossings are provided on all four arms of the A312/A4020 junction. Both the A312 and the A4020 are London Cycle Network routes with the A312 designated as the LCN Link 253 and the A4020 designated as the LCN Link 94.
- 2.12** There are 20 secure covered cycle spaces provided. This is currently sufficient to meet demand as only 1% of students cycle to school. If it proves necessary by demand additional spaces could be provided on-site.
- 2.13** It has been agreed with the London Borough of Hillingdon that as so few pupils currently cycle to school and due to the concerns of staff, pupils and parents with regard to cycling and the dangerous roads in the area, it has been decided not to provide cycle parking to the usual required standard.

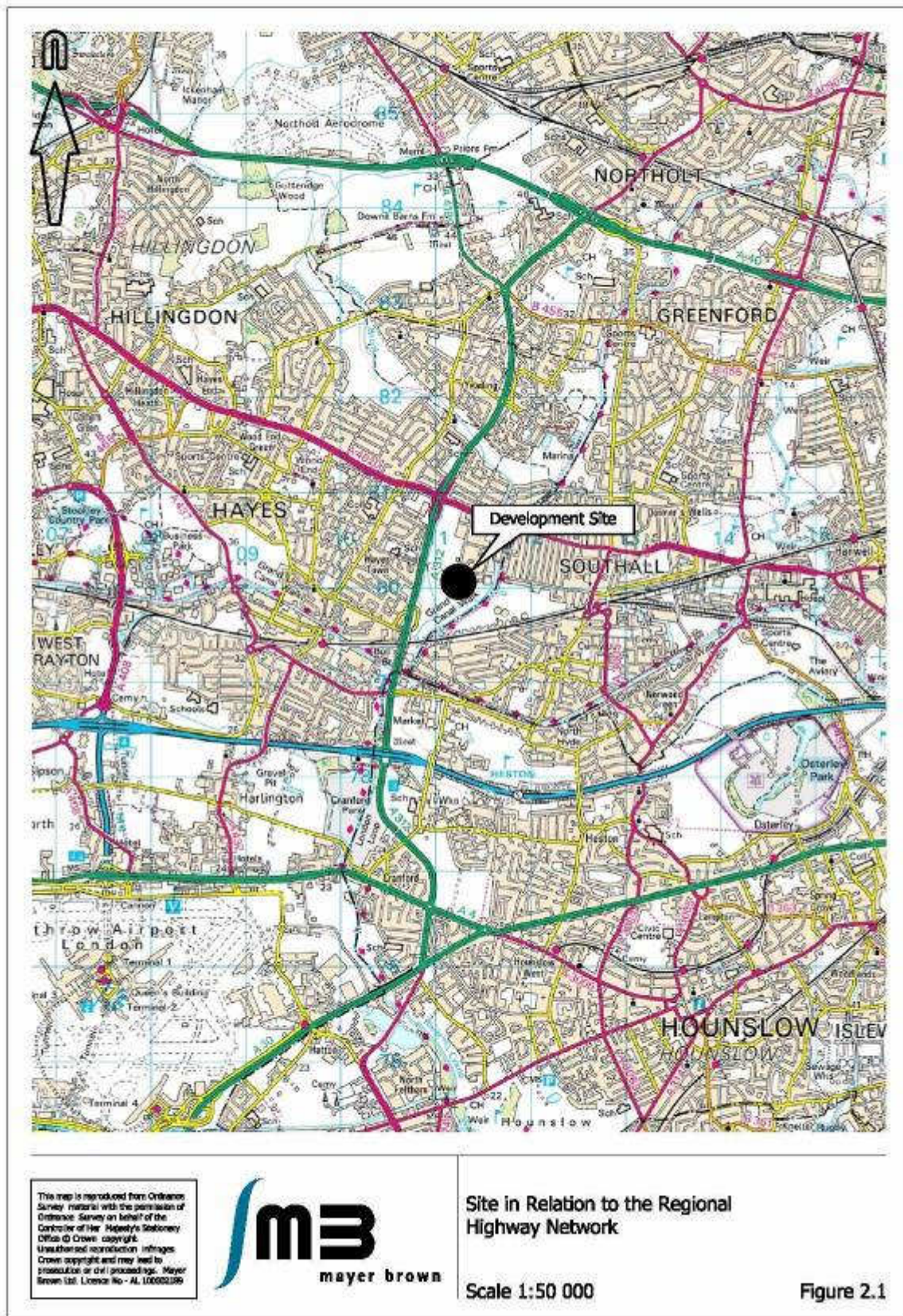
### **Public Transport**

- 2.14** The nearest railway station to the school is Southall which is approximately 2.7km east of the site. The nearest bus stop is located along Uxbridge Road, approximately 740 metres north of the school. The following table summarises the services from this stop:

Service	Route	Weekday Peak Frequency		Weekend Peak Frequency	
		AM	PM	Sat	Sun
207	Hayes By-Pass - Southall Park - Dormers Wells Lane/Uxbridge Rd - Lyndhurst Avenue / Uxbridge Rd - Iron Bridge / Uxbridge Road - St.Bern Gthouse/Windmill Park - Ealing Hospital Uxbridge Road - Half Acre Rd / Lower Boston Rd - Hanwell Broadway - Grosvenor Road / Uxbridge Road - West Ealing Broadway - Northfield Avenue - Broughton Road / Dane Road - St Leonards Road / Uxbridge Rd - Ealing Town Hall - Christchurch / New Broadway - Ealing Broadway - North Common Road / The Mall - Hanger Lane / Uxbridge Road - Ealing Common - Birch Grove - Twyford Avenue / Uxbridge Road - Acton Tram Depot - King Street / Acton High St - Acton Old Town Hall F G - Acton Central - Acton Park - East Acton Lane - Larden Road - Acton Vale / Bromyard Avenue - Second Avenue - Askew Arms / First Avenue - Becklow Road - Adelaide Grove - Bloemfontein Rd / Uxbridge Rd - Loftus Road - Shepherd's Bush Market Station - Shepherd's Bush (Central Line) - White City Bus Station	9 per hour	9 per hour	8 per hour	8 per hour
427	Uxbridge Station - Hayes End - Uxbridge Road / Park Road - Rosedale Park - Uxbridge County Court - Church Road / Uxbridge Road - Belmore Parade - Craven Close - Wimborne Avenue / The Grapes - Hayes By-Pass - Brookside Road - Delamere Road - Trinity Road (UB1) - Northcote Avenue - Southall Broadway - The White Hart / High Street - Southall Park - Dormers Wells Lane/Uxbridge Rd - Lyndhurst Avenue / Uxbridge Rd - Iron Bridge / Uxbridge Road - St.Bern Gthouse/Windmill Park - Ealing Hospital Uxbridge Road - Half Acre Rd / Lower Boston Rd - Hanwell Broadway - Grosvenor Road / Uxbridge Road - West Ealing Broadway - Northfield Avenue - Broughton Road / Dane Road - St Leonards Road / Uxbridge Rd - Ealing Town Hall - Christchurch / New Broadway - Ealing Broadway Station - North Common Road / The Mall - Hanger Lane / Uxbridge Road - Ealing Common Station - Birch Grove - Twyford Avenue / Uxbridge Road - Acton Tram Depot - King Street / Acton High St	8 per hour	8 per hour	6 per hour	8 per hour

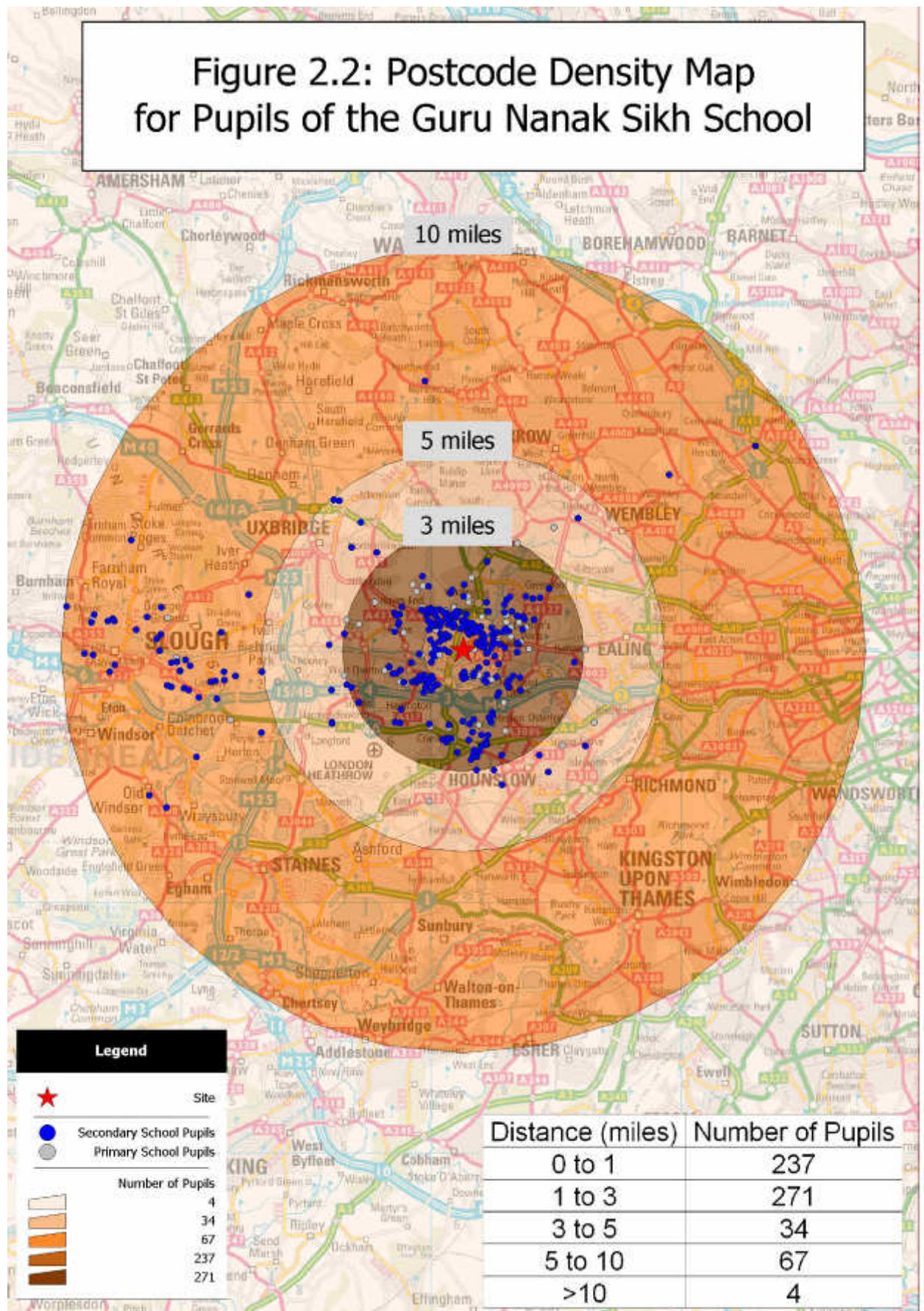
Table 3.1: Accessible Bus Services



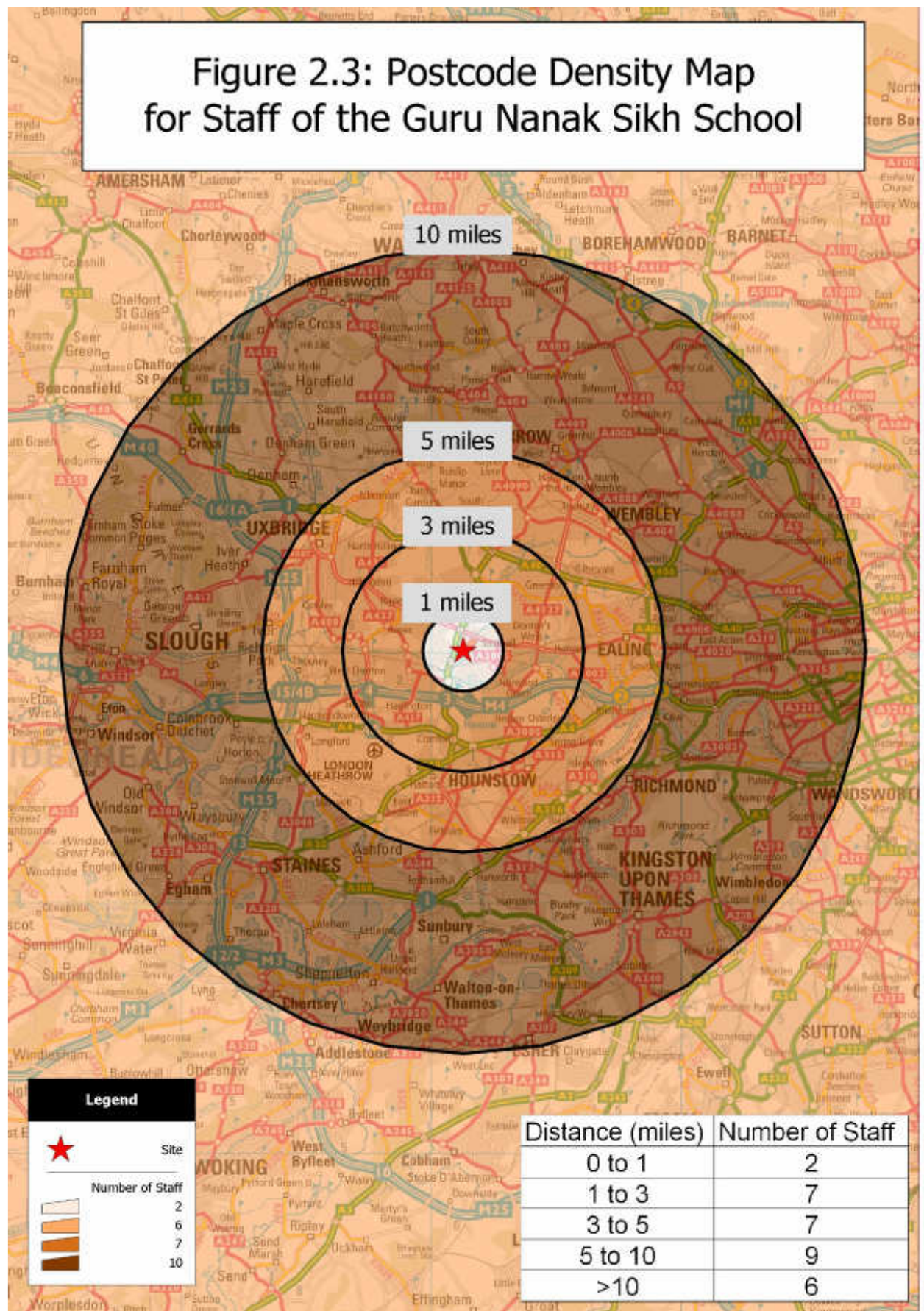




**Figure 2.2: Postcode Density Map  
for Pupils of the Guru Nanak Sikh School**







### **3.0 ETHOS OF THE SCHOOL**

- 3.1** Guru Nanak Sikh School is a Voluntary Aided School with the shared values of the Sikh faith.
- 3.2** The local area around the school comprises a multi-ethnic and multi-faith community in which they are seeking to raise their children in a tradition of mutual respect for all their different cultures, faiths and traditions. Therefore the local education service must reflect the cultural and religious composition of the community.
- 3.3** In January 2003, the school was inspected by a team of Ofsted inspectors who provided a report stating, 'The ethos is strongly positive, underpinned by the shared values of the Sikh faith and excellent leadership by the head teacher.'
- 3.4** An Ofsted inspection of the Secondary School conducted on the 18<sup>th</sup> March 2008 rated the Overall Effectiveness, Achievement Standards, Personal Development & Well Being, Quality of Provision and Leadership & Management of the school as Grade 1 "Outstanding".
- 3.5** An Ofsted inspection of the Primary School conducted on the 12<sup>th</sup> of July 2007 rated the Overall Effectiveness, Achievement Standards, Personal Development & Well Being, Quality of Provision and Leadership & Management of the school as either Grade 1 "Outstanding" or Grade 2 "Good"
- 3.6** The school has participated in the London Borough of Hillingdon Minet Country Park Project. Trees were planted on the land adjacent to the school site, which was once an eyesore, and the land is now used as a Country Park.
- 3.7** The school has won the London Borough of Hillingdon Attendance Award, with 0.3% authorised absentees and 0.6% unauthorised absentees during 2004/2005.

## 4.0 TRAVEL PROBLEMS AND ISSUES

4.1 In order to examine the travel issues at the Guru Nanak School, surveys were completed by pupils, staff and local residents in November 2005. A total of 31 staff and 91 residents completed a questionnaire and data was collected from 395 students by carrying out a 'hands-up' survey.

4.2 Residents were asked questions referring to transport issues associated with the school. The Staff answered questions referring to how they travelled to work and issues relating to their journey. The students were asked questions on their current and preferred modes of transport to school and also on the routes they took. The results of this survey were recorded by a 'hands up' method.

4.3 The residents' survey is included as Appendix A; the staff survey is included as Appendix B and the students' survey as Appendix C.

4.4 The survey results highlighted various issues as summarised below:

- **Springfield Road** – suffers from congestion including a number of HGVs from the industrial estates.
- **Speeding cars** – cars speed within the vicinity of the school.
- **Parked cars and school gate congestion** – cars park on either side of Springfield Road as there are no parking restrictions and visitors and parents park near the school to collect their children; this may reduce visibility for pupils crossing the road.
- **Vehicles manoeuvring near school** – outside the school gates there is an unauthorised turning circle which many vehicles use to turn around at the south end of Springfield Road. This may cause a conflict with pedestrians and other vehicles.
- **Pupils lack of road safety knowledge**
- **Too many children driven to school** – the survey results show that 166 of pupils who took part in the 'hands-up' survey and travel to school by car do not car share while 125 pupils do car share.
- **Lack of signage near school** – traffic signs showing the location of the school are limited.
- **Unsafe crossing the road near school** – there is no pedestrian crossing near the school and parked cars on either side of the carriageway reduce visibility for pupils wanting to cross the road.
- **Traffic from nearby industrial estate on school road** – Many HGVs use Beaconsfield Road and Springfield Road.
- **Limited cycle route provision**

## 5.0 SURVEY RESULTS

### Pupils “Hands Up” Survey

- 5.1 A total of 395 pupils from the Secondary School participated in the November 2005 “hands up” survey answering questions referring to the pupils’ travel patterns to and from the school.
- 5.2 This survey will be repeated on an annual basis to keep the Travel Plan an up to date live document.
- 5.3 The following table shows the pupil travel patterns from the survey:

Mode of Transport	Percentage of Pupils
Car Share	32%
Car	41%
Walk	11%
Bicycle	1%
Bus	2%
School Bus	13%
Rail	0%

*Table 5.1: Pupil Travel Patterns*

- 5.4 The above table shows that the majority of pupils either travel to school by car or car share with other pupils. Only 1% of pupils cycle to school and no one travels by train, which may be due to the distance to the nearest rail station which is Southall and is journey of approximately 2.7km from the Guru Nanak Sikh School.
- 5.5 Pupils were asked what their preferred choice of transport would be. The results are illustrated in the following table:

Mode of Transport	Percentage of Pupils
Car Share	6%
Car	59%
Walk	13%
Bicycle	13%
Bus	2%
School Bus	6%
Rail	1%

*Table 5.2: Pupils Preferred Choice of Transport*



**5.6** Table 5.2 shows that the majority of pupils would prefer to travel to school by car. However, it also illustrates that a higher proportion of pupils would prefer to cycle, walk and take the train to school than currently do.

**5.7** The pupils were finally asked how they would describe the roads on their route to school. The results are illustrated in the following table:

Question	Safe	Average	Unsafe	Dangerous
How would pupils describe the roads on their route to school?	21%	32%	13%	34%

*Table 5.3: Pupils views of the roads on their routes to school*

**5.8** The table above shows that 34% of pupils think the roads on their route to school are dangerous. This indicates that pupils may be discouraged to use modes of transport other than the car due to the perceived safety of the roads around them. However 53% of pupils in total did think the roads were either safe or average.

### **Staff Survey**

**5.9** 31 staff members of Guru Nanak Sikh School completed the November 2005 questionnaire on their travel patterns to school.

**5.10** This survey will be repeated on an annual basis to keep the Travel Plan an up to date live document.

**5.11** The results from the survey showed that 29% of the staff travel between 5 and 10 miles to get to the school, with only 6% travelling less than 1 mile. 25 staff members travelled to and from school by car and 17 used public transport or walked. This figures shows that some staff members may alternate between travelling by car and using public transport.

**5.12** The following table summarises the results of Question 3, which shows how staff get to and from school:

Mode of Transport	Percentage of Staff
Walk	14%
Cycle	0%
Bus	19%
Train	7%
Car	60%

*Table 5.4: Staff Travel Modes*

- 5.13** Table 5.4 shows that the majority of staff members travelled to and from school by car with the remaining few walking and getting the bus and train. There were no staff members' who cycle.
- 5.14** Question 4 relates to the length of their journey into school. The majority of staff who completed the questionnaire travelled for between 30-60 minutes, with only a few travelling under 10 minutes.
- 5.15** Question 5 shows that there is evidence of car sharing as 4 staff and 8 pupils travelled to school in staff members vehicles.
- 5.16** Staff who travelled by car were asked in Question 6 why they travelled by car. The majority of respondents chose their main reason being that the car is faster than other forms of travel. Other individual reasons included it would take much longer by public transport, it is cheaper than public transport, there are no alternatives and its convenience.
- 5.17** Question 7 asked how safe it was to walk to school, in which 14 answered average, 8 unsafe and 2 dangerous. Examples of the reasons given for the walk to school being unsafe or dangerous are given below:
- Springfield Road is busy with cars parked on both sides of the road
  - the school is down an industrial estate which is not safe when it is dark
  - there are poor driving standards in the area
  - drivers rush in the morning hours
  - traffic from the industrial estates does not necessarily look out for school children
  - it is unsafe crossing the road near the school and there are too many cars and trucks
- 5.18** Questions 8, 9 and 10 focused on the safety of cycling, using public transport and getting the car to school respectively. The following table summarises the results:

Option	Cycling	Public Transport	Car
Safe	3%	41%	53%
Average	61%	52%	33%
Unsafe	26%	7%	14%
Dangerous	10%	0%	0%

*Table 5.5: Questions 8, 9 and 10 of the Staff Questionnaire*



**5.19** The results of Question 8, as displayed in the above table, showed that the majority of staff members think that cycling to school is average in terms of safety, with only 3% believing it to be safe and 10% believing it to be dangerous. Reasons provided for this impression include:

- there are no separate cycle lanes on Springfield Road
- vehicles parked on either side of the road make it unsafe
- not enough space on road or pavement
- there are too many big lorries pulling in and out of the road
- it would be safe as long as cyclists had enough training

**5.20** The results of Question 9 showed that only 7% of respondents think that public transport is unsafe.

**5.21** Question 10 similarly shows that only 14% off staff believed travelling by car is unsafe.

#### **Residents Survey**

**5.22** A total of 91 local residents completed the 10 questions referring to travel issues at the Guru Nanak School in November 2005.

**5.23** The results from the survey show that 88% of respondents lived over 300 yards from one of the school entrances, with 7% living within 300 yards and 5% within 150 yards.

**5.24** The following table summarises the results of Question 2:

Question	Yes	No
Does the traffic generated by parents/ carers using the school cause you any problems?	66%	34%

*Table 5.6: Question 2 of Residents' Questionnaire*

**5.25** Question 3 shows that many of the residents who answered yes to Question 2 state that the problem was related to general congestion as well as parking from school users preventing access to and from their property and inconsiderate driving.

**5.26** Question 4 asked those who had answered yes to Question 2 what level of reduction in traffic/parking they would consider reasonable. The majority of respondents believed that 70% would be a reasonable reduction, 3 residents considered 100% to be reasonable and only 9 residents considered less than 50% to be reasonable.

**5.27** The following table summarises the results of Questions 5, 6 and 7:

Question	Yes	No
5. Would you support the use the Country Park parking area as a drop-off zone for drivers to reduce parking?	97%	3%
6. Would you support the reinstatement of a footbridge leading over the canal into Beaconsfield Road?	90%	10%
7. Would you support a double yellow line on one side of Springfield Road?	61%	39%

*Table 5.7: Questions 5, 6 and 7 of Residents' Questionnaire*

**5.28** Table 5.2 showed that a high majority of local residents would support the use of the Country Park parking area as a drop-off zone and the reinstatement of a footbridge leading over the canal into Beaconsfield Road. Similarly a high percentage of residents would support a double yellow line on one side of Springfield Road. This would reduce congestion and improve visibility for pupils wishing to cross Springfield Road and provide less of an inconvenience for local residents.

**5.29** The following table summarises the results of Question 8 which asked the residents to indicate their support of options in which the Council could, with agreement, introduce:

Option	Yes	No
Traffic Calming measures i.e. humps/width restrictions	46%	54%
A general parking restriction applicable outside school gates	75%	25%
Yellow lines around all corners	68%	32%

*Table 5.8: Responses to Question 8 of Residents' Questionnaire*

**5.30** Table 5.3 showed that a higher proportion of residents would not support traffic calming measures; however a high proportion would support a parking restriction outside the school gates and yellow lines around all corners to increase visibility and help to reduce congestion.

**5.31** The following table summarises the results of Question 9:

Question	Yes	No
Do you think the safety in Springfield Road could be improved?	87%	13%

*Table 5.9: Question 9 of Residents' Questionnaire*

**5.32** The result of Question 8 showed that the majority of residents think that the safety of Springfield Road could be improved. Question 9 then enabled residents to list how they think Springfield Road could be improved. The following improvements were suggested:

- A lower speed limit
- Lollypop lady
- Less congestion
- Zebra Crossing
- Parking on one side of the road only
- Traffic Wardens on site
- Reduce the number of lorries parked along Springfield Road
- Arrange different drop off times
- Safety railings along pavements
- Car park for parents

## **6.0 WHAT WE ARE DOING ALREADY**

### **Walk to School Week and Walk to School Month Campaign**

- 6.1** It is proposed that these campaigns will be carried out in May and October. The campaign encourages schools across the UK to come together to promote the importance of walking by asking parents, pupils and teachers to incorporate regular physical activities into their lives by walking to and from school whenever possible. The dates for Walk to School Week 2009 are Monday 18<sup>th</sup>–Friday 22<sup>nd</sup> May and the Walk to School Month will take place in October.

### **Cycle Storage**

- 2.15** There are 20 secure covered cycle spaces provided. This is currently sufficient to meet demand as only 1% of students cycle to school. If it proves necessary by demand additional spaces could be provided on-site.
- 2.16** It has been agreed that as so few pupils currently cycle to school and due to the concerns of staff, pupils and parents with regard to cycling and the dangerous roads in the area, it has been decided not to provide cycle parking to the usual required standard.

### **Reducing Congestion**

- 6.2** Traffic used to queue along Springfield Road as a result of vehicles waiting to turn right onto Uxbridge Road. However since January 2006, all traffic from Springfield Road can only turn left onto Uxbridge Road, which increases the flow of vehicles and reduces the amount of queuing along Springfield Road.

### **Parking Campaigns**

- 6.3** The aim of the parking campaign is to remind drivers of the possible dangers they pose to child pedestrians by stopping or parking on the yellow zigzag 'keep clear' markings found outside the school gates. The school runs a campaign to encourage parents to use the Minet Country Park car park adjacent to the school as a drop-off zone, so they can drop their children off without causing congestion on Springfield Road and Beaconsfield Road. Members of staff guide parents into the car park during the morning drop-off and afternoon pick-up periods.

## **7.0 ACTION PLAN**

**7.1** The results from the surveys indicate that there are a number of issues regarding travel to and from the Guru Nanak Sikh School. The school could undertake various initiatives that could help to encourage sustainable modes of travel.

**7.2** A large proportion of students and staff travel to school by car or car share with other students or staff. The first objective will therefore be to promote walking, cycling and public transport use. The following targets have been identified to ensure the promotion of green travel within the school:

- organise an annual walk to school week in May and an annual walk to school month in October
- have a notice board detailing public transport routes to and from the school, such as a cycle route map, train and bus timetables
- increase pupils' awareness of road safety and provide cycle training
- promote non-car modes of transport in the school newsletter

**7.3** A number of parents park on either side of Springfield Road, causing congestion. Therefore the second objective will be to reduce congestion in the vicinity of the school and to encourage parents to drive and park safely. The following targets have been set to encourage parents to drive safely and participate in the promotion of sustainable travel:

- request that parents do not stop or park on the zigzag lines outside the school
- set up Park and Stride Scheme
- set up a Walking Bus Scheme
- set up a Car Sharing Scheme
- ask parents to park in the Country Park area and use it as a drop-off point

**7.4** The survey results and site visit identified that the surrounding roads would have a safety benefit from the following improvements:

- new signs
- double yellow lines on one side of the carriageway
- re-instatement of footbridge over the canal into Beaconsfield Road
- bike lane on Springfield Road

**7.5** The following table details these objectives, their targets and the timescale over which they should take place.

<b>Objective: Promotion of walking, cycling and public transport use</b>									
<b>Target: 1-5</b>									
<b>Action</b>		<b>Responsible Person(s)</b>	<b>Timescale</b>	<b>Success Criteria</b>	<b>Monitoring and Evaluation</b>			<b>Resources Required</b>	
<b>No.</b>	<b>Description</b>				<b>Method</b>	<b>Timescale</b>	<b>Responsible Person(s)</b>	<b>Requirement</b>	<b>Funding</b>
	<b>School Based Measures</b>								
1	Organise an annual walk to school week every May and walk to school month every October	Assistant Head	Every May & October	10% increase in pupils walking to school	Hands-up Survey	By following October	Key Stage Co-ordinators	Leaflets, posters and diaries from Council	£200
2	To have a notice board all about public transport routes to and from the school	Assistant Head	Summer Term	Assistance from School Travel Plan Co-ordinator	Check notice board is up to date	Autumn Term	Assistant Head	Notice Board/ Photocopying	£40
3	Increase pupils awareness of road safety	Key Stage 3 Co-ordinator	Autumn Term	All year 7 have received road safety training	Road Safety Assemblies	Following Autumn Term	Key Stage 3 Co-ordinator	Road Safety Officer – THINK! leaflets	None
4	To include an article on school travel in the school newsletter	Headteacher	Autumn Term	Have termly article in newsletter on school travel	Record date of newsletter articles	Once a term	School Secretary	IT equipment and paper	None

<b>Objective: To reduce congestion around the school and to encourage parents to drive and park safely around the school</b>									
<b>Target: 6-9</b>									
<b>Action</b>		<b>Responsible Person(s)</b>	<b>Timescale</b>	<b>Success Criteria</b>	<b>Monitoring and Evaluation</b>			<b>Resources Required</b>	
<b>No.</b>	<b>Description</b>				<b>Method</b>	<b>Timescale</b>	<b>Responsible Person(s)</b>	<b>Requirement</b>	<b>Funding</b>
	<b>Parent Based Measures</b>								
5	Request parents not to park on the zigzags painted outside the school; find ways to get the message across e.g. poster competitions, use of leaflets and zigzag patrols, visits by parking attendant, local police constable.	Headteacher	Spring Term	Reduction in numbers of cars parked on zig-zags at 8.40am and 3.30pm	Conduct a traffic survey	Every spring term	Assistant Head	Traffic Survey Forms	None
6	Request parents to park in the Country Park car park and use it as a drop-off point	Headteacher	Autumn Term	Reduction in cars parked	Conduct a traffic survey	Every Autumn/Spring term	Assistant Head	Traffic Survey Forms	None
7	Set up a Walking Bus Scheme	School travel plan working group	Autumn Term	At least one Walking bus set up before May walk to school day	Question added to the hands-up survey	Every autumn/summer term	School travel plan working group	Recruitment of Parent Volunteers	None
8	Set up a Car Sharing Scheme	School travel plan working group	Spring term	15 families are regularly car sharing	Question added to the hands-up survey	Every autumn/summer	School Travel Plan working group	Database with names of families GIS map	Map

<b>Objective: To make safer routes to school for pupils</b>									
<b>Target 10-14</b>									
<b>Action</b>		<b>Responsible Person(s)</b>	<b>Timescale</b>	<b>Success Criteria</b>	<b>Monitoring and Evaluation</b>			<b>Resources Required</b>	
<b>No.</b>	<b>Description</b>				<b>Method</b>	<b>Timescale</b>	<b>Responsible Person(s)</b>	<b>Requirement</b>	<b>Funding</b>
	<b>Engineering Measures</b>								
9	New Signs	School Travel Plan Coordinator / LBH Engineering Staff	October 2009	Successful erection of signs	Observation	October 2009	LBH STP Team	LBHEngineers / STP Staff	TfL Allocation
10	Drop and Go Layby	School Travel Plan Coordinator / LBH Engineering Staff	March 2011	Implementation of lay-by and promotion of use by school	Observation	March 2011	LBH STP Team and School Travel Plan Working Group	LBHEngineers / STP Staff	TfL Allocation
11	Double yellow lines on one side of the carriageway	School Travel Plan Coordinator / LBH Engineering Staff	March 2010	Reduction in congestion in surrounding roads	Observation	March 2010	LBH STP Team	LBHEngineers / STP Staff	TfL Allocation
12	Bike lane on Springfield Road	School Travel Plan Coordinator / LBH Engineering Staff	March 2011	10% increase in cycling to school in first year	Surveys Conducted	March 2012	School Travel Plan Working Group	LBHEngineers / STP Staff	TfL Allocation
13	Pedestrian / cycle bridge across the Grand Union Canal linking Southall to the school	School Travel Plan Coordinator / LBH Engineering Staff	March 2012	15% increase in pedestrian / cycling traffic to school using the bridge in the first year	Surveys Conducted	March 2013	School Travel Plan Working Group	Liaising with LB Ealing – LBH Engineers / STP Staff	TfL Allocation



## **8.0 MONITORING AND REVIEW**

- 8.1** This is the School Travel Plan for the Guru Nanak Sikh Schools. It includes details of the facilities at the site that encourage sustainable transport choices and gives an initial estimate of the initiatives likely to be achieved.
- 8.2** In order to prepare the School's Travel Plan it is proposed to appoint the following who will be responsible for the implementation and monitoring of the Final Travel Plan:
- School Travel Working Group – 3 months
  - Governors Premises Committee – 1 year
  - School Council – 1 year
- 8.3** In order to monitor the achievements publicised it will be required to carry out questionnaire surveys of staff and local residents and a 'hands-up' survey for pupils a year after the Final Travel Plan is implemented. The surveys will be carried out on an annual basis.
- 8.4** The aim of this school travel plan is to encourage pupils and staff to travel to school by sustainable modes of transport, such as walking, cycling and using public transport. By completing the targets indicated, improvements can be made to increase the proportion of people using these sustainable transport methods. The review of the School Travel Plan will occur a year after implementation in April 2010.
- 8.5** The review will consider pupil travel needs arising from new developments in education and transport provision and the School Travel Plan will be revised as necessary to take account of these. The travel surveys will also be updated to ensure an up to date record of staff and student travel habits.
- 8.6** The School Travel Plan will continue to be reviewed on a yearly basis to ensure the School Travel Plan is an up to date live document.

## 9.0 AGREEMENT

We support the Guru Nanak School Travel Plan

Signed.....

*Rajinder Singh Sandhu*

*Headteacher*

Signed.....

Name.....

*Vice Chair of Governors*

Signed.....

Name.....

*School Travel Champion*

Signed.....

Name.....

*School Travel Plan Co-ordinator*

Signed.....

Name.....

*Director of Education*

Signed.....

Name.....

*Director of Planning and Transportation*

**APPENDIX A**  
Residents Survey

## Guru Nanak Sikh School - Residents Survey

**1 How Close would you estimate your property is to one of the school entrances?**

Within 150 yards

Within 300 yards

Over 300 yards

**2 Does the traffic generated by parents/carers using the school cause you any problems?**

Yes

No

**3 If you answered YES to Question 2, is the problem related to:**

General congestion

Parking preventing access to/from your property

Inconsiderate driving

Vehicles blocking road exit from property

Other vehicles (e.g. ice cream van)

**4 If you answered YES to Question 2, what level of REDUCTION in traffic / parking would you consider reasonable:**

100%

90%

70%

50%

>50%

**5 Would you support the use of the Country Park parking area as a drop-off zone for drivers to reduce parking?**

Yes

No

**6 Would you support the reinstatement of a footbridge leading over the canal into Beaconsfield Road?**

Yes

No

**7 Would you support a double yellow line on one side of Springfield Road**

Yes

No

**8 Please indicate your support or otherwise for the following options which the Council could, with agreement, introduce.**

	<input type="text" value="Yes"/>	<input type="text" value="No"/>
Traffic calming measures i.e. humps / width restrictions	<input type="text" value="40"/>	<input type="text" value="47"/>
A general parking restriction applicable outside the school gates	<input type="text" value="65"/>	<input type="text" value="22"/>
Yellow lines around all corners	<input type="text" value="59"/>	<input type="text" value="28"/>

**9 Do you think the safety in springfield Road could be improved?**

Yes

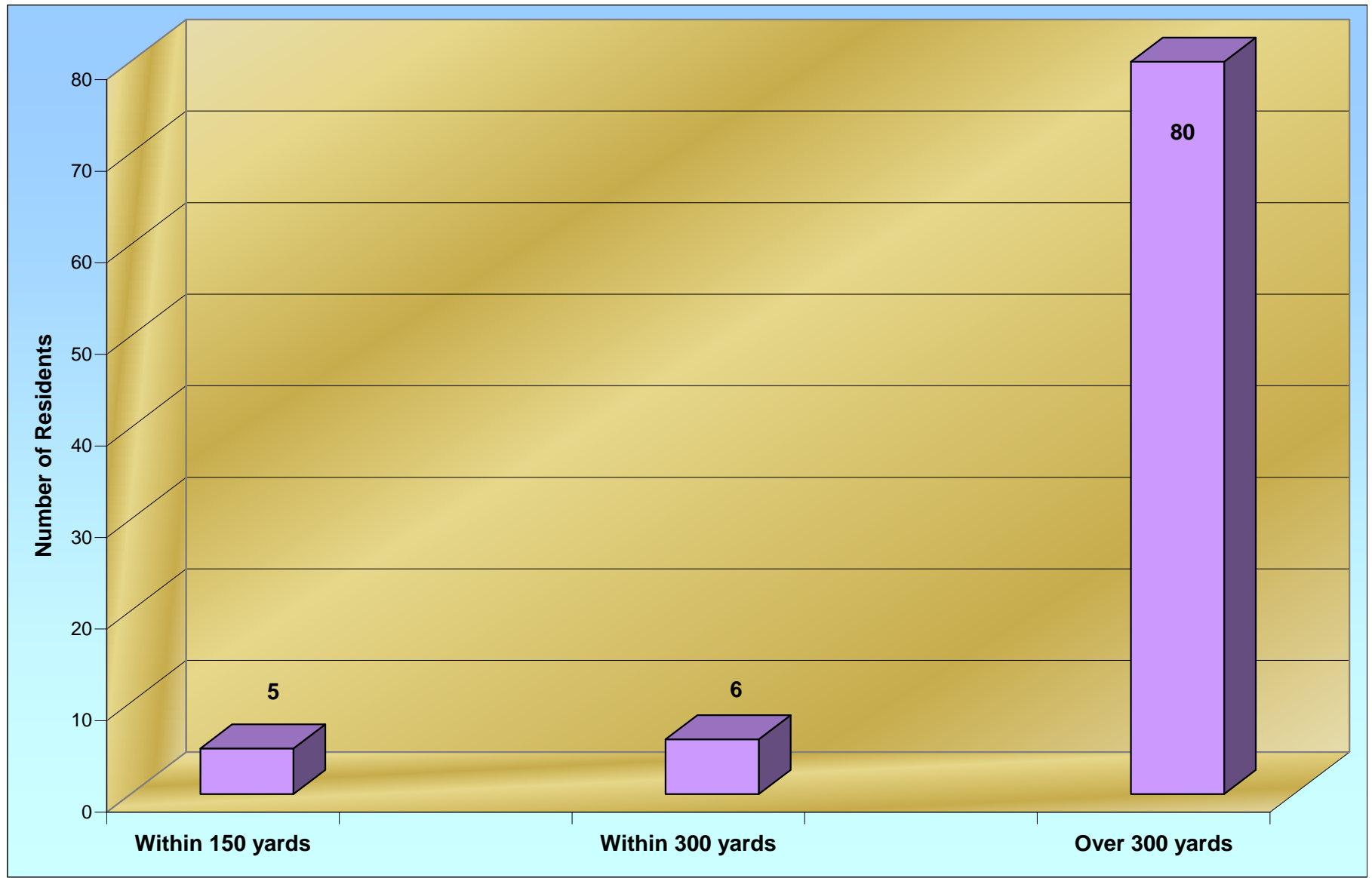
No

**10 If you answered yes to Question 9, how do you think it could be improved?**

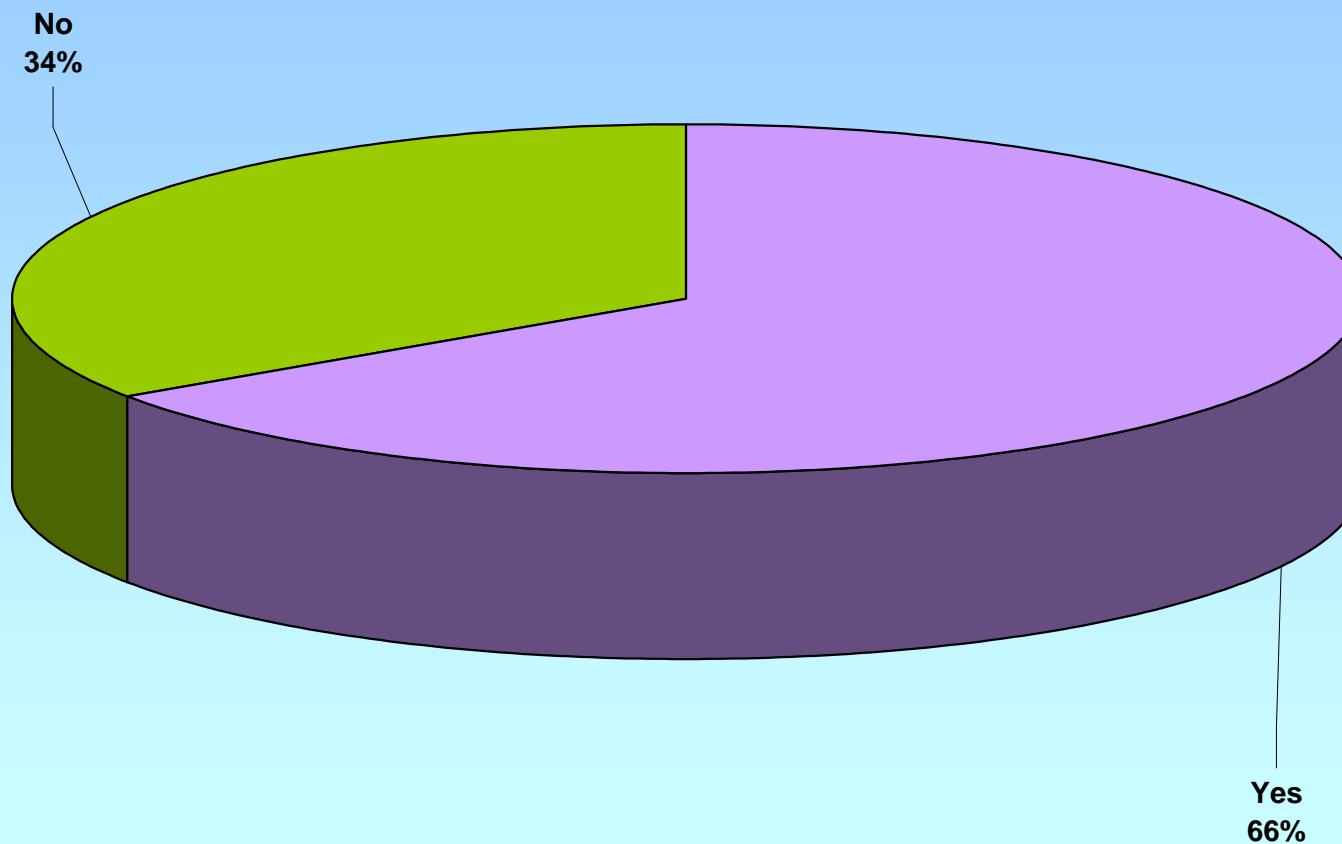
A lower speed limit
Introduce a lower speed limit
Lollypop Lady
Lollypop Lady
More rules on the road, drivers forget all the road restrictions on this road
Ferraris should not be allowed to go on the roads
Lollypop Lady
Less cars, safer to cross the road
Less congestion
Less congestion
less congestion, cars going around imaginary roundabout
Lollypop Lady
Zebra Crossing
There are too many people just cutting short and reversing cars to the school gate
Lollypop Lady
Speeding cars down the showroom on Springfield Road
Sort out the traffic
Zebra Crossing
Parking on one side of the road only
Parking Attendants on site to issue warnings and tickets
Police on site to direct traffic into Country Park to drop of children etc
Crossings should be made safe
Priority to school traffic at traffic lights at the top of Springfield Road
Too many trucks, safety precautions when people cross the road
Traffic Calming Officers
Reduce parking down Springfield Road
No parking on the side roads

Get rid of lorries on industrial estates
Have less lorries parked on Springfield Road
Lollypop Lady
Traffic Wardens
A Zebra crossing so the traffic has to slow down
Footbridge at the top of Springfield Road to Londis which is much safer than the lights which always break down
Cars illegally passing through red lights at the traffic lights
Make the road wider by having more parking space and could be wider
People park where they feel like it- not thinking about safety or children
Railings across entire pavement to stop pedestrians crossing between cars
By not allowing lorries and trucks between 3pm and 4pm
More sensible driving
Arranging different drop off times
Put some traffic lights on the road and more police patrols
Requesting the council to stop further construction of Industrial Units as they are the main cause of disruption due to such a small road having excessive industrial commercial warehouses.
There are large vehicles turning up and down the road. Maybe having a private road just for school traffic would be good
A school one way system would be excellent
If people did not use the space outside the gates to turn around as if it was a roundabout and also to double park here, it would be safer for both children crossing and cars driving.
Speed cameras
Lollypop Lady
Parking for parents
Parents should have a car park
Lollypop Lady
Zebra Crossing
Lollypop Lady
Parking for parents
Reduce Traffic
Drivers should be more considerate
Reduce parking and develop a parking area
Drivers should be more considerate

### Question 1 - Closeness of Property to a School Entrance

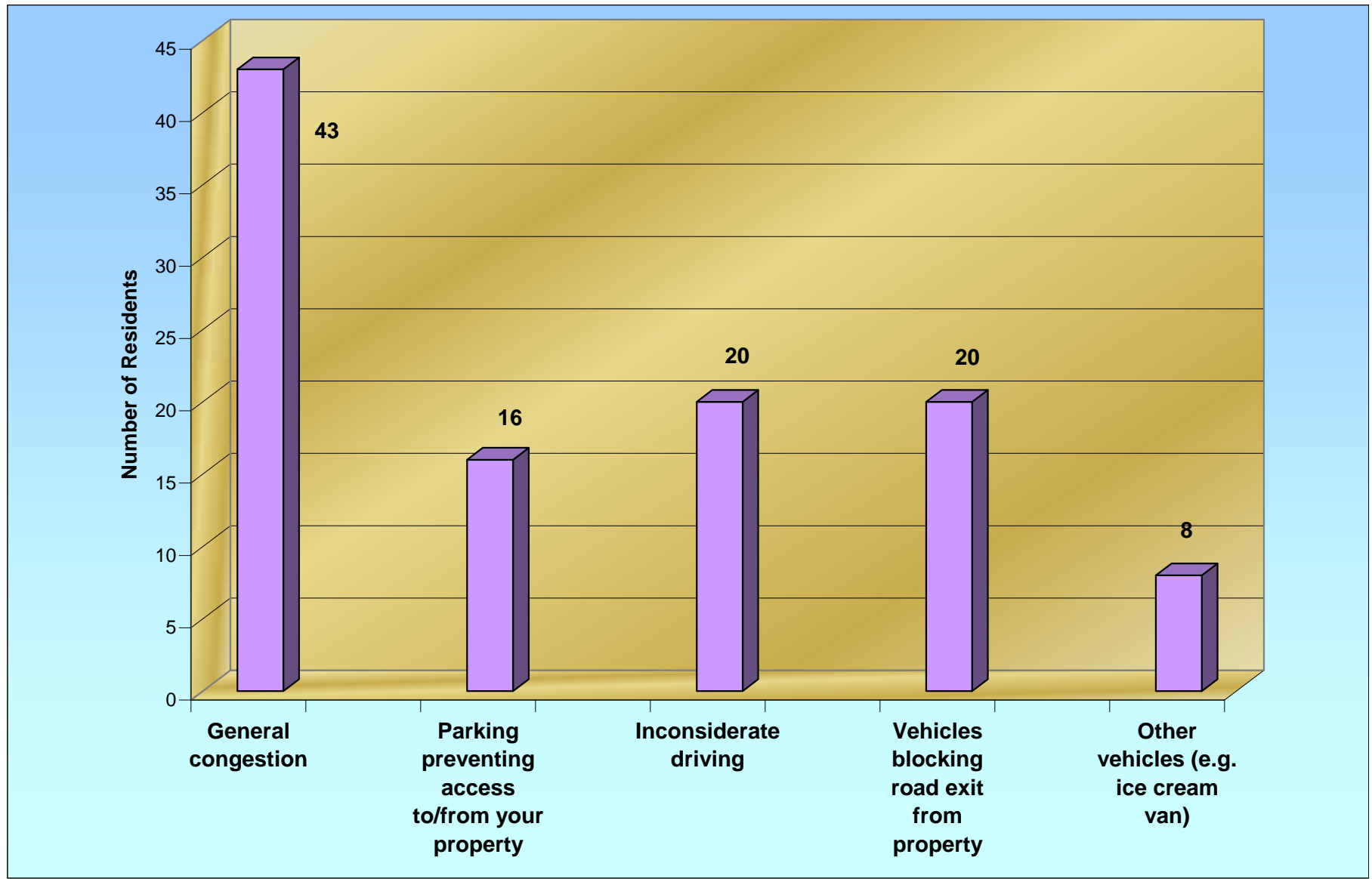


**Question 2 - Does the Traffic Generated by Parents/Carers Cause Problems**

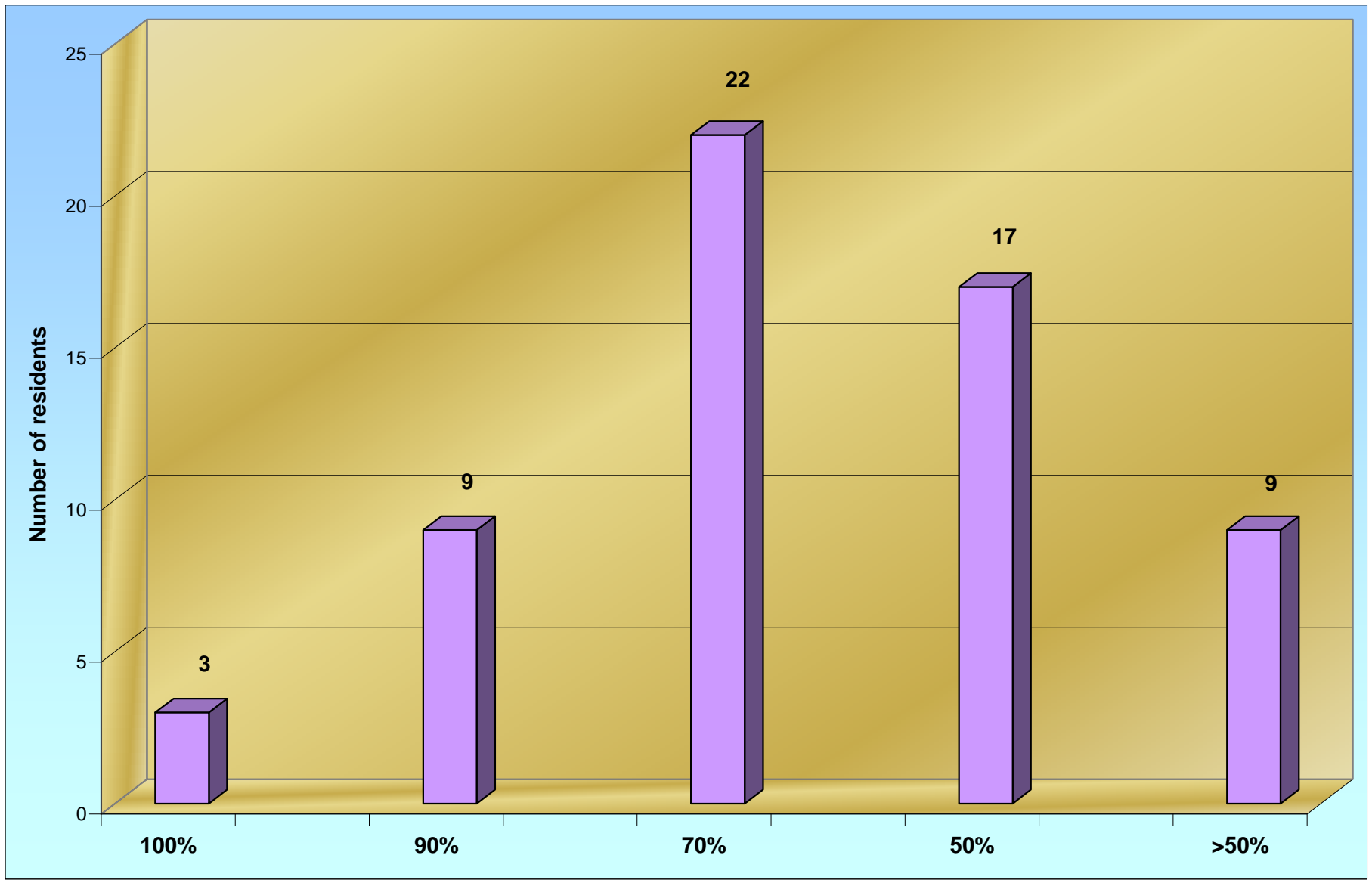




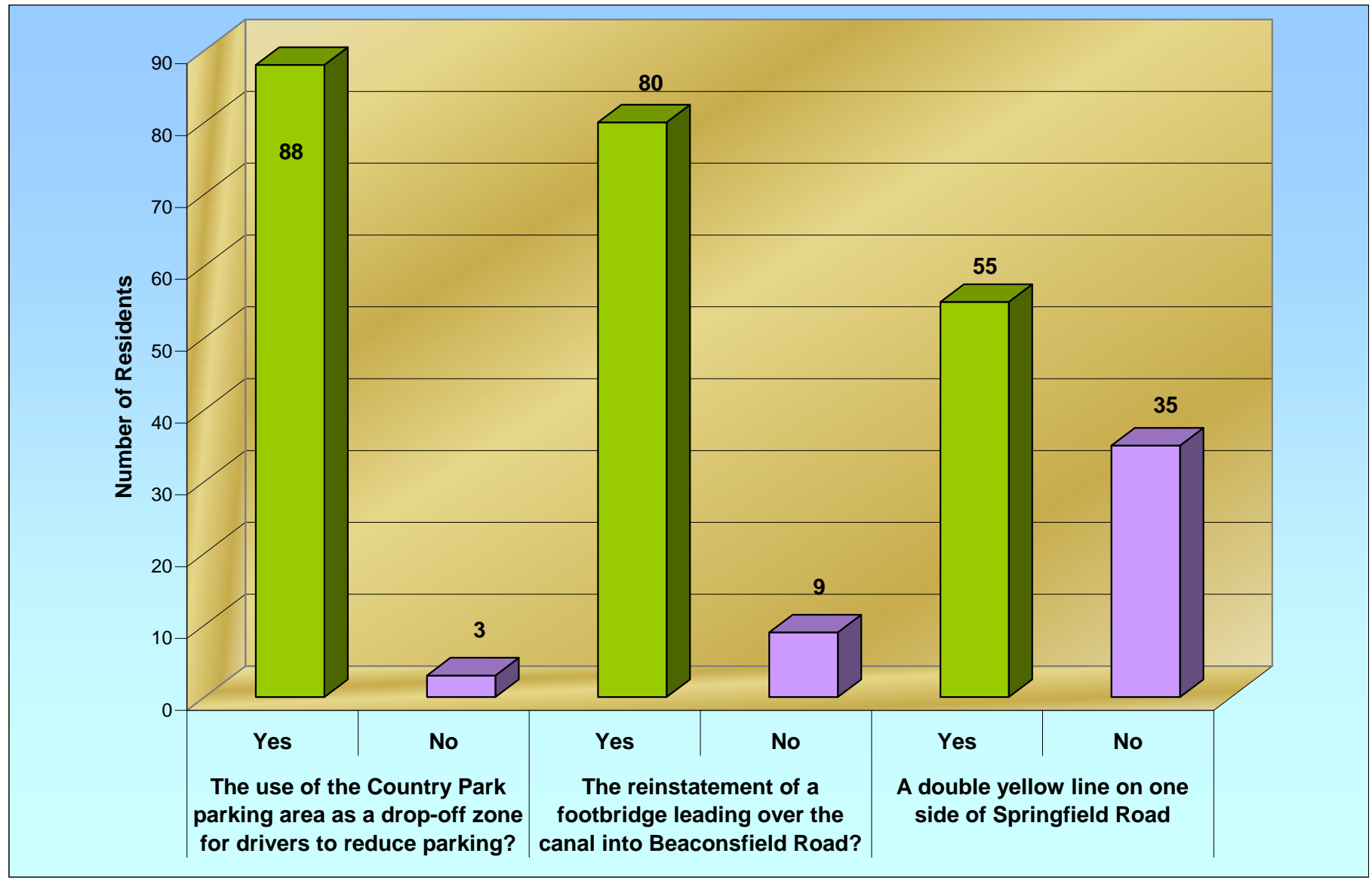
### Question 3 - The Problem of Congestion is Related to:



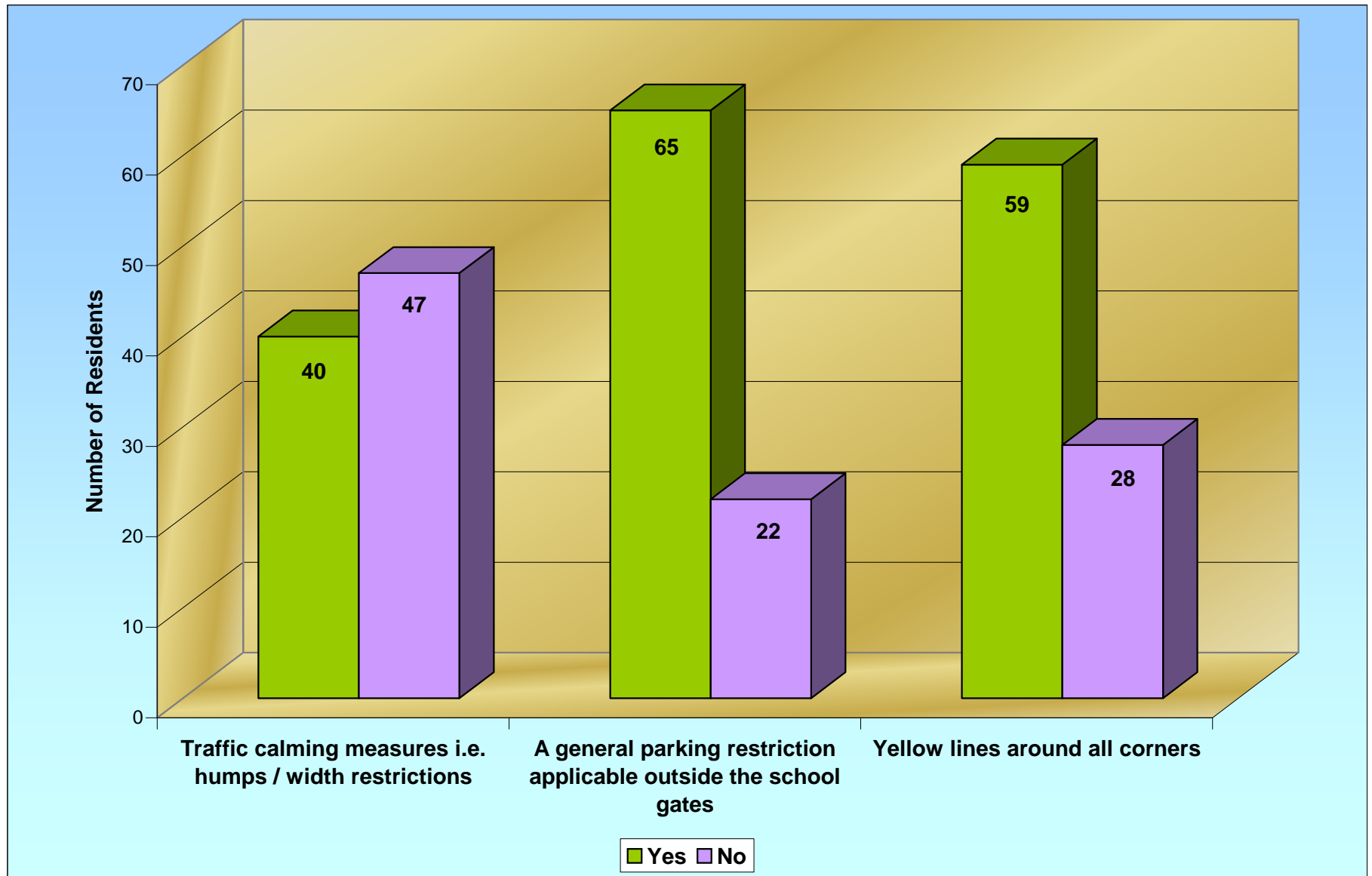
**Question 4 - What level of Reduction in Parking / Traffic Would You Consider Reasonable**



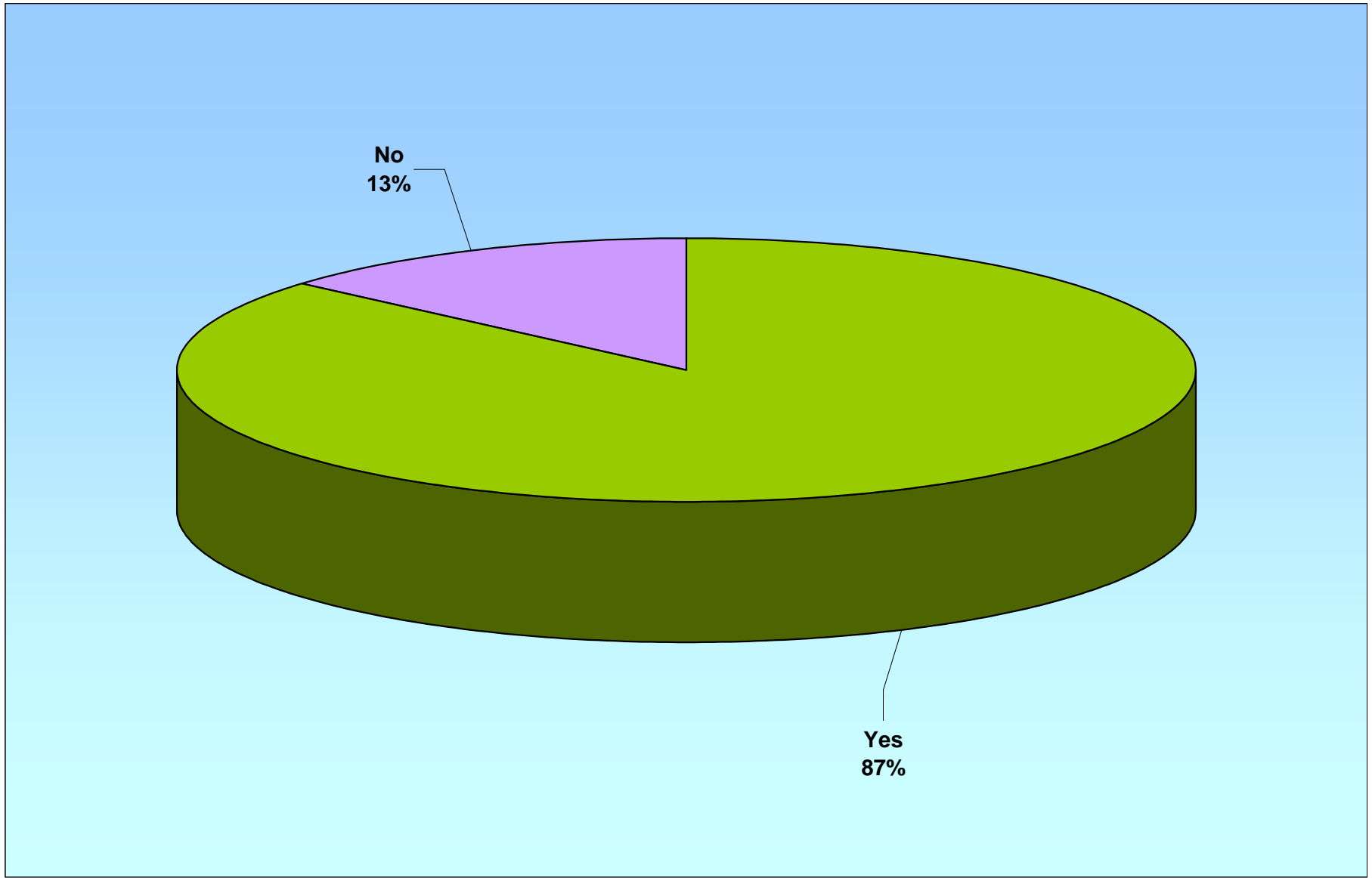
**Questions 5 to 7 - Would You Support any or all of the Following Proposals?**



### Question 8 - Indication of Support for a Number of Possible Engineering Options



**Question 9 - Do You Think the Safety of Springfield Road Could be Improved?**



The use of the Country Park parking area as a drop-off zone for drivers to reduce parking?	Yes
	No
The reinstatement of a footbridge leading over the canal into Beaconsfield Road?	Yes
	No
A double yellow line on one side of Springfield Road	Yes
	No

88
3
80
9
55
35



Traffic calming measures i.e. humps / width restrictions  
A general parking restriction applicable outside the school gates  
Yellow lines around all corners

Yes
40
65
59

No
47
22
28

**APPENDIX B**  
Staff Survey

## Guru Nanak Sikh School - Staff Survey

### 1 Are you male or female?

Male

Female

### 2 How far do you usually travel to get to school?

Less than 1 mile

Between 1 and 3 miles

Between 3 and 5 miles

Between 5 and 10 miles

Over 10 miles

### 4 How do you normally get to and from school?

	To School	From School
Walk	<input type="text" value="6"/>	<input type="text" value="6"/>
Cycle	<input type="text" value="0"/>	<input type="text" value="0"/>
Bus	<input type="text" value="8"/>	<input type="text" value="8"/>
Train	<input type="text" value="3"/>	<input type="text" value="3"/>
Car	<input type="text" value="25"/>	<input type="text" value="25"/>

### 5 How long does your journey take?

0 - 10 mins

10 - 20 mins

20 - 30 mins

30 - 60 mins

### 6 How many other staff or pupils travel in your car?

Staff

Pupils

## 7 Why do you travel by car?

Safer than other forms of travel	5
Faster than other forms of travel	18
Health Reasons	0
Cheaper than public transport	6
No alternatives	9
Need the car for the job	3
Other	2

Comments made in relation to Question 7
It would take much longer by Public Transport
It would take me three hours on public transport
Carrying books and materials - too heavy to carry by bus
Convenience
Need to drop children off first so most convenient
Very cold weather, not a nice journey walking from and to the bus stop at this time of year
Mate picks me up
No Bus route for half my journey

## 8 How safe do you think walking to school is?

Safe	6
Average	14
Unsafe	8
Dangerous	2

Comments made in relation to Question 8
Springfield Road is a busy dangerous road
The most dangerous bit is Springfield Road. Cars should only be allowed to park on one side of the road. There are many big lorries pulling in and out of the road.
Safe - pavements to walk on
Gets dark early during winter and there's lots of shady characters
Unsafe - dark and the school is down an industrial estate (lots of places for not very nice people to hide)
Poor driving standards in this area (People cutting up and jumping red lights)
Drivers rushing early am
Traffic in industrial estate not necessarily looking out for school children
Unsafe - crossing required outside the school
Average - if proper care is taken
Unsafe - crossing road near school
Unsafe - no crossings, lots of traffic, lots of cars u-turning
Dangerous - too many cars and trucks
Safe - protection provided by pavement and pedestrian crossings
Average - lorry's and trucks on school road
Unsafe - no crossing to get to school / lorries turning etc

**9 How safe do you think cycling to school is?**

Safe

Average

Unsafe

Dangerous

Comments made in relation to Question 9
Springfield Road is a busy dangerous road
The most dangerous bit is Springfield Road. Cars should only be allowed to park on one side of the road. There are many big lorries pulling in and out of the road.
Depends on the route and time. E.g. night etc, it can be dangerous at night
Average - risk of injury from motorists. Poor road surfaces.
Dangerous A roads / bad drivers
Unsafe - busy roads
Lots of side roads where cars come in and out regularly
Parked cars make it difficult to see cars exiting side roads
Average - bike lane on Uxbridge Road good, none down Springfield Road, more concerned about the cars on the road.
Dangerous - car drivers! No cycle routes. No staff showers / changing
Unsafe - No separate cycle lanes
Unsafe - parking on both sides of the road
Dangerous - too many cars and trucks
Average - cyclists very exposed to traffic
Average - some major roads, also school road
Average - safe as long as enough training
Unsafe - cars cause problems on road
Unsafe - not enough place on road nor even on pavement

**10 How safe do you think travelling to school by public transport is?**

Safe

Average

Unsafe

Dangerous

Comments made in relation to Question 10
Generally safe, however - when on Springfield Road, it is dangerous
Safe apart from the Springfield Road bit
Safe - never been in an accident to date
Safe, but walking down road at this time of year is dark and cold
Average - Springfield Road needs to be used still
Unsafe - strangers / drunks / smokers on bus / violent passengers / dangerous bus drivers / perverts / I've seen it all - 207 bus
Safe - less accidents
Safe - size may offer protection
Average - heard of fighting

**11 How safe do you think travelling to school by car is?**

Safe

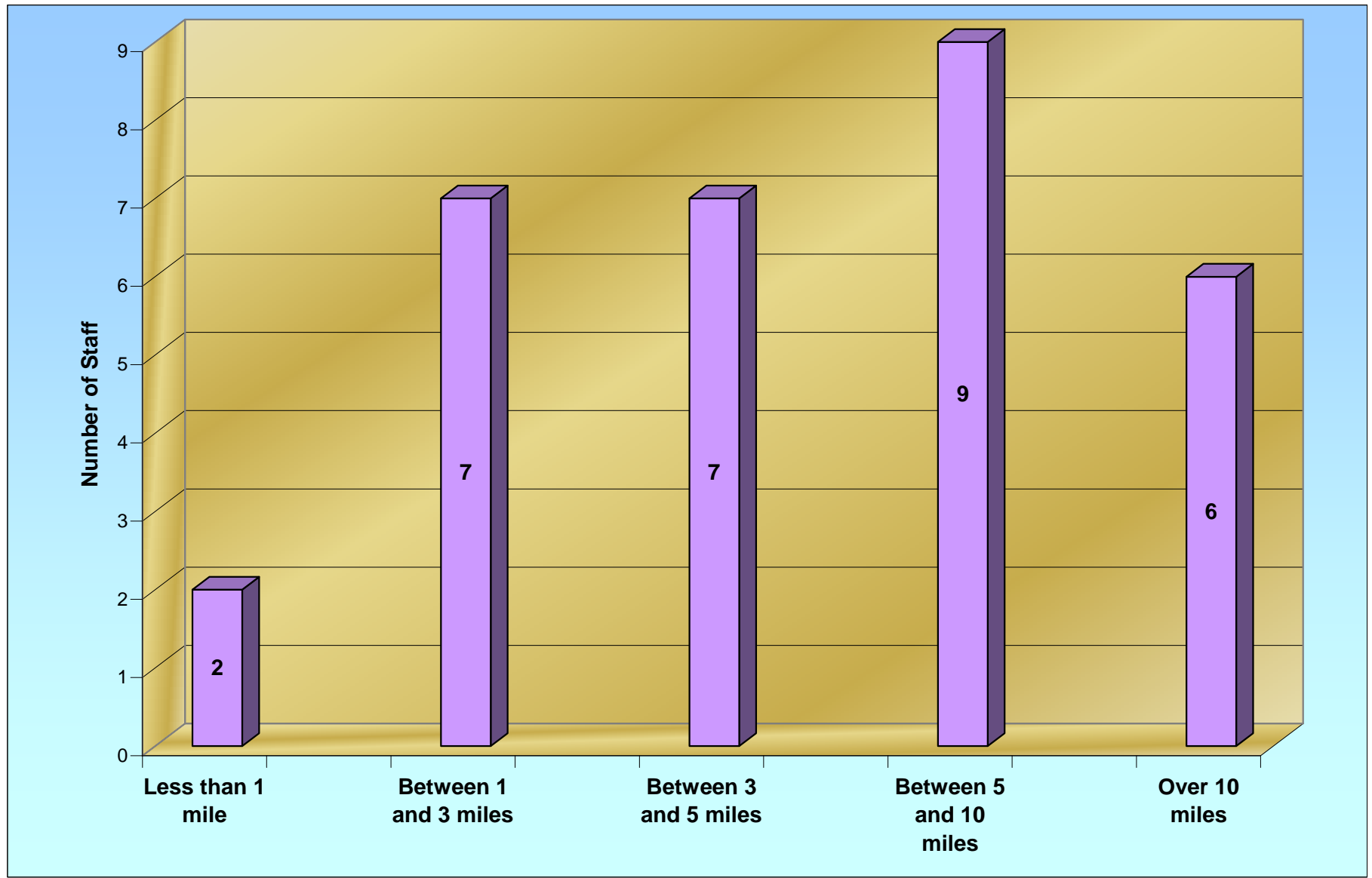
Average

Unsafe

Dangerous

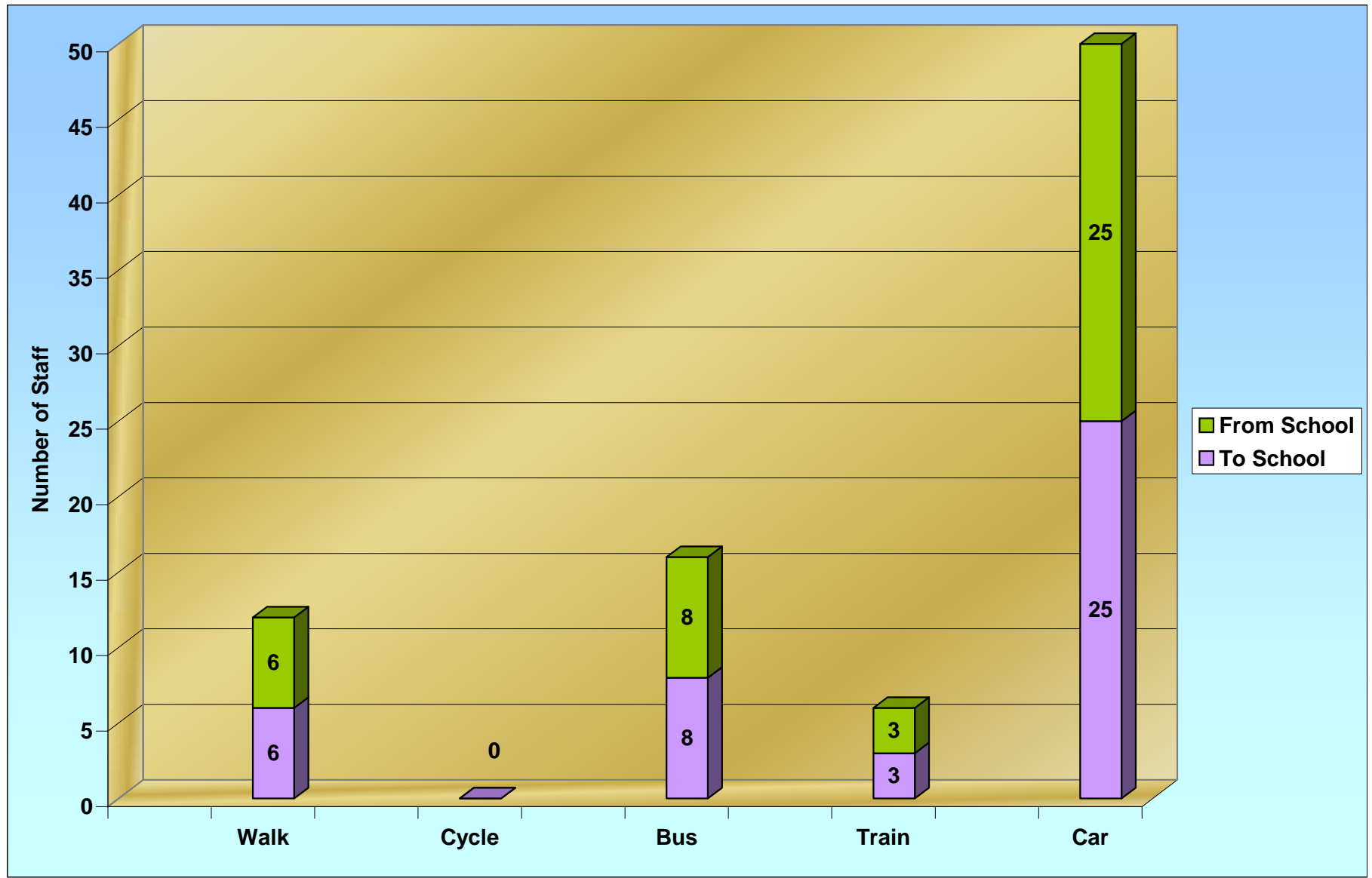
Comments made in relation to Question 11	
Safe, I am in control and keep the car locked	
Safe - short Journey, roads reasonably clear	
Unsafe - prevent parking / dropping off of students outside school, traffic chaos at the end of the road	
When children arrive, many parents clog the road and don't necessarily obey the rules of the road	
unsafe - a lot of cars on the way, drivers can be nervous in the morning	
Average - exposure to other vehicles in rush hours	
Average - busy road, cars everywhere doing funny things	

## Question 2 - How Far Do Staff Travel to Get to School?

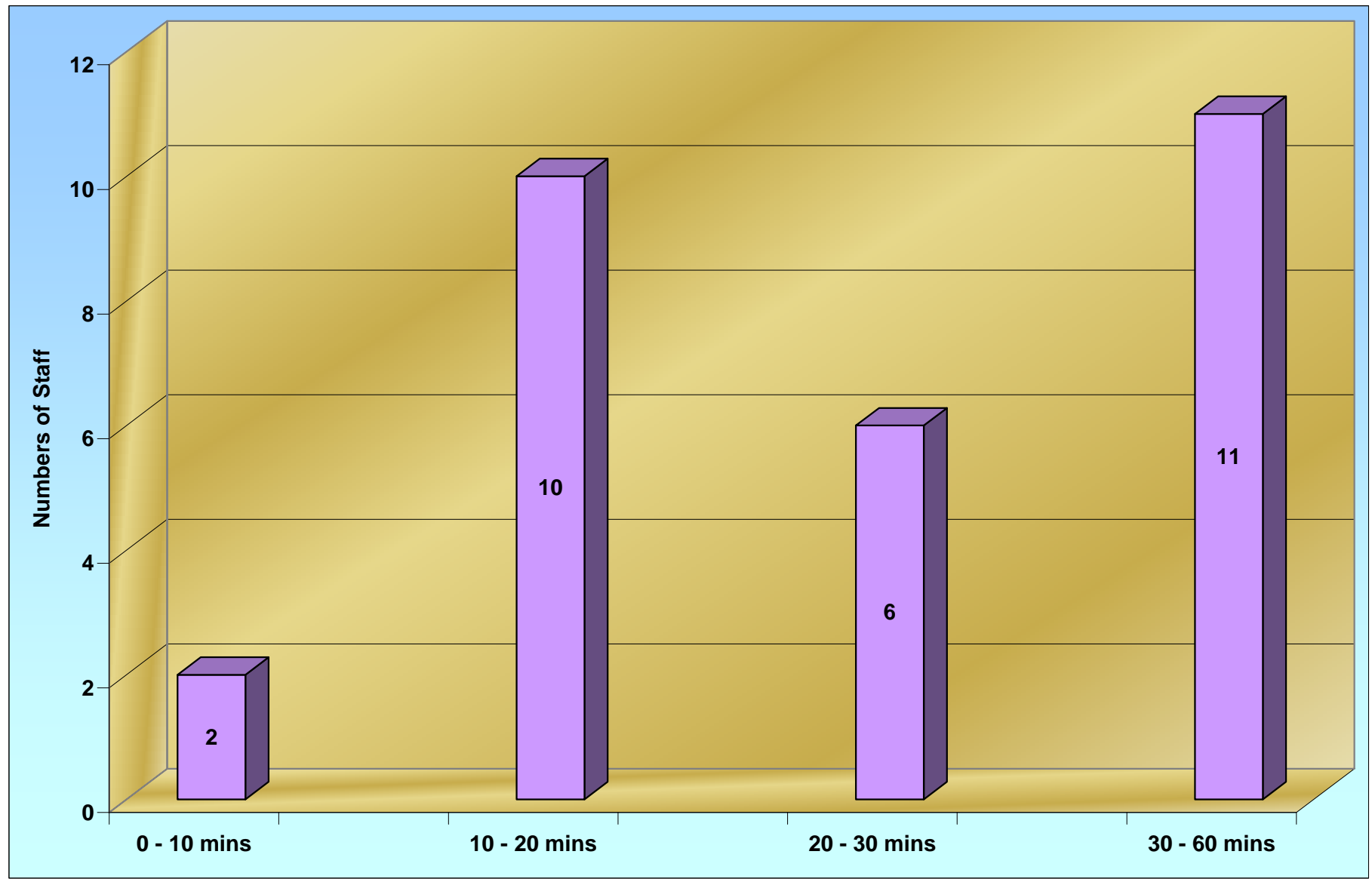




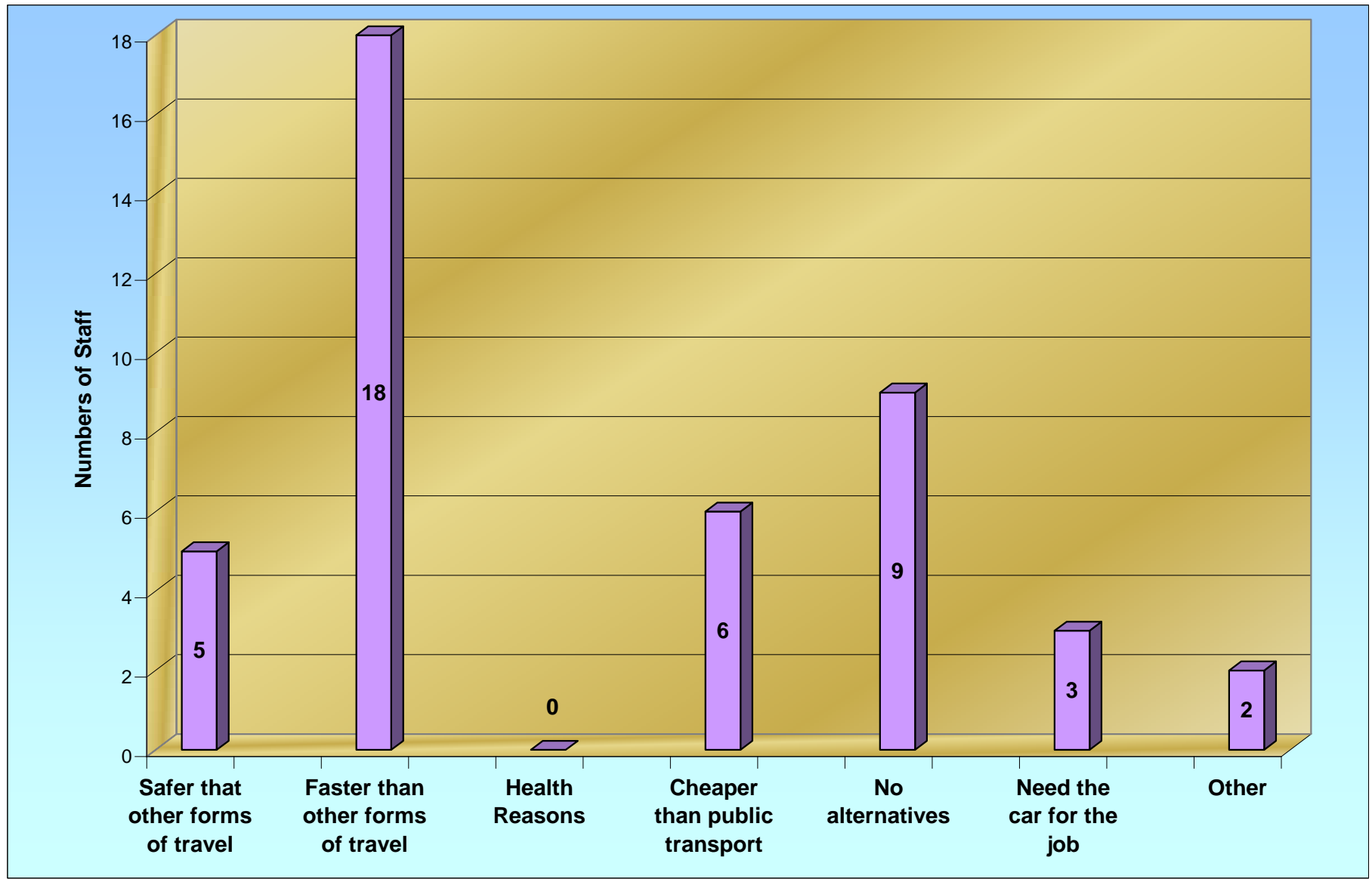
#### Question 4 - How do You Normally Get to School?



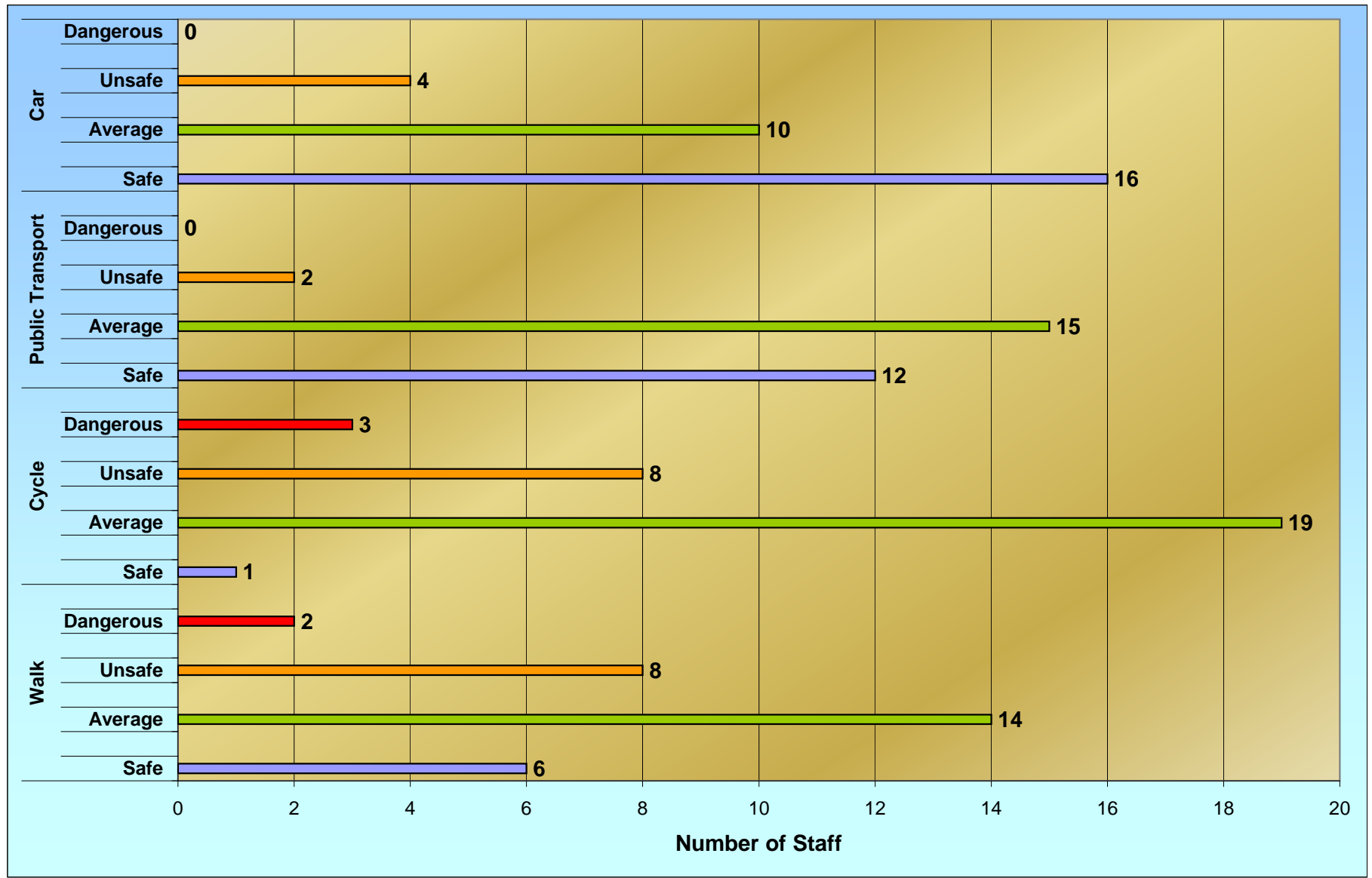
### Question 5 - How Long Does Your Journey Take



### Question 7 - Why do you Travel by Car?



### Questions 8 to 11 - Staff Perceptions of the Safety of Certain Types of Transport



Walk	Safe	6
	Average	14
	Unsafe	8
	Dangerous	2
Cycle	Safe	1
	Average	19
	Unsafe	8
	Dangerous	3
Public Transport	Safe	12
	Average	15
	Unsafe	2
	Dangerous	0
Car	Safe	16
	Average	10
	Unsafe	4
	Dangerous	0

**APPENDIX C**  
Pupils 'Hand Up' Survey

## GURU NANAK SIKH SCHOOL - STUDENT HANDS UP SURVEY

Year Group	No of Pupils	How do pupils get to school								How would pupils like to get to school							
		Car Share	Car	Walk	Bicycle	Bus	School Bus	Rail	Other	Car Share	Car	Walk	Bicycle	Bus	School Bus	Rail	Other
7AA	28	17	2	1	0	2	6	0	0	0	15	4	7	0	1	1	0
7MH	27	4	19	2	0	0	2	0	0	0	12	3	11	0	1	0	0
8HN	30	5	16	5	0	0	4	0	0	0	15	5	9	1	0	0	0
8MHA	26	6	14	2	0	1	3	0	0	0	19	1	5	0	1	0	0
9SM	29	7	13	3	0	1	5	0	0	0	17	10	2	0	0	0	0
9SB	27	6	17	0	1	1	2	0	0	0	8	7	6	6	0	1	0
9BC	30	12	10	5	0	0	3	0	0	0	20	4	3	0	1	2	0
9SR	30	12	10	4	0	0	5	0	0	5	2	2	0	0	2	1	0
10DP	30	4	14	5	0	1	6	0	0	10	7	4	4	0	6	0	0
10TH	29	16	5	3	0	1	4	0	0	0	26	2	0	0	1	0	0
11SW	30	16	4	2	0	0	8	0	0	1	21	1	1	0	6	0	0
11MM	25	5	11	3	0	0	6	0	0	0	21	1	1	0	2	0	0
12TW	18	6	9	2	0	0	1	0	0	0	10	4	2	0	0	0	1
12	14	2	8	4	0	0	0	0	0	0	14	0	0	0	0	0	0
13	22	7	14	1	0	0	0	0	0	7	14	1	0	0	0	0	0
<b>Totals</b>	<b>395</b>	<b>125</b>	<b>166</b>	<b>42</b>	<b>1</b>	<b>7</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>221</b>	<b>49</b>	<b>51</b>	<b>7</b>	<b>21</b>	<b>5</b>	<b>1</b>

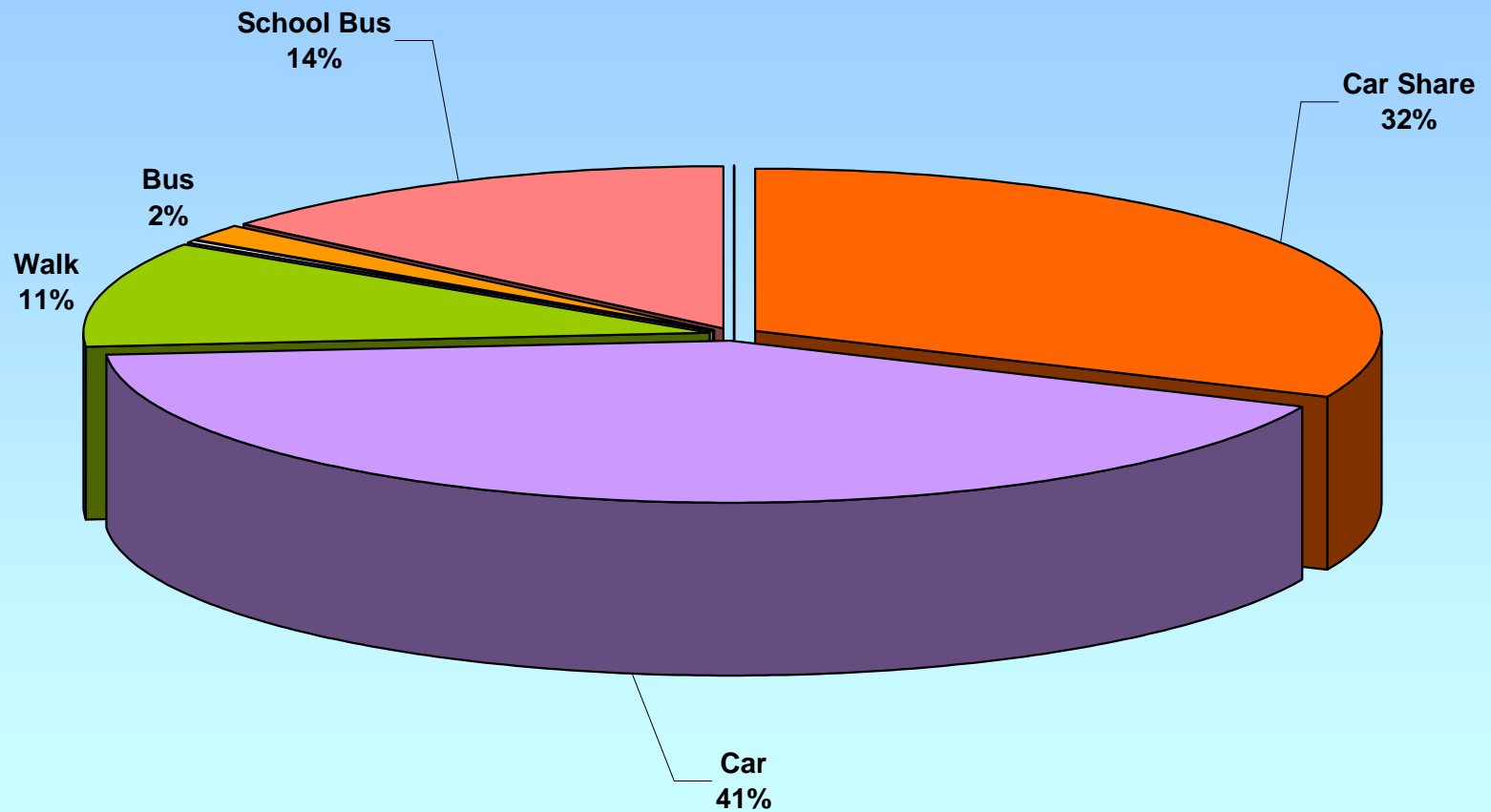


## GURU NANAK SIKH SCHOOL - STUDENT HANDS UP SURVEY

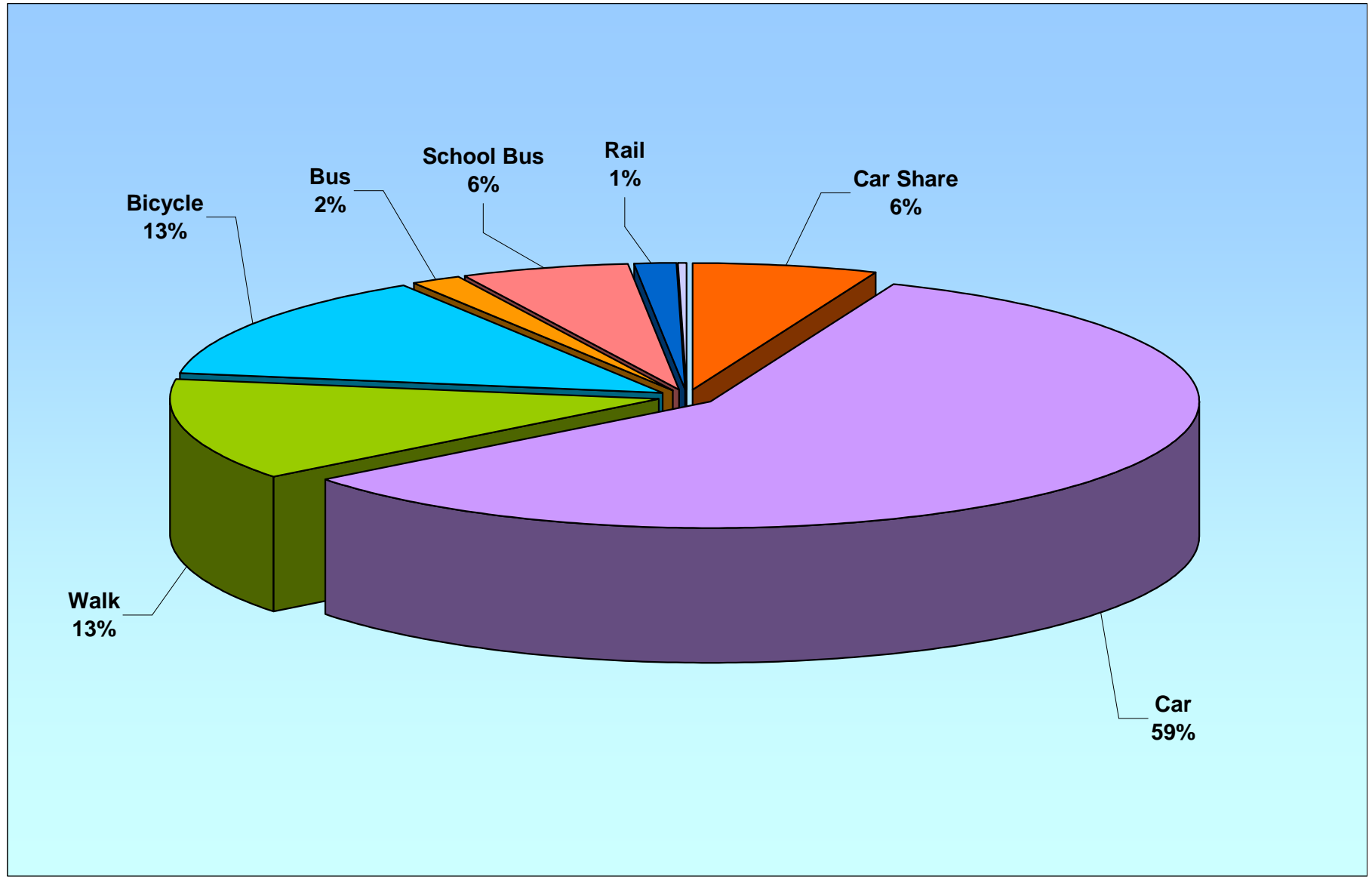
How would pupils describe the roads on their route to school?

Year Group	Safe	Unsafe	Dangerous	Average or Ordinary
7AA	0	16	4	8
7MH	0	12	8	7
8HN	0	8	9	13
8MHA	0	4	18	4
9SM	4	2	0	23
9SB	0	7	4	16
9BC	0	0	8	22
9SR	13	3	2	12
10DP	4	1	6	19
10TH	29	0	0	0
11SW	27	0	2	1
11MM	16	1	0	8
12TW	0	0	8	10
12	0	0	14	0
13	2	4	16	0
<b>Totals</b>	<b>95</b>	<b>58</b>	<b>153</b>	<b>143</b>

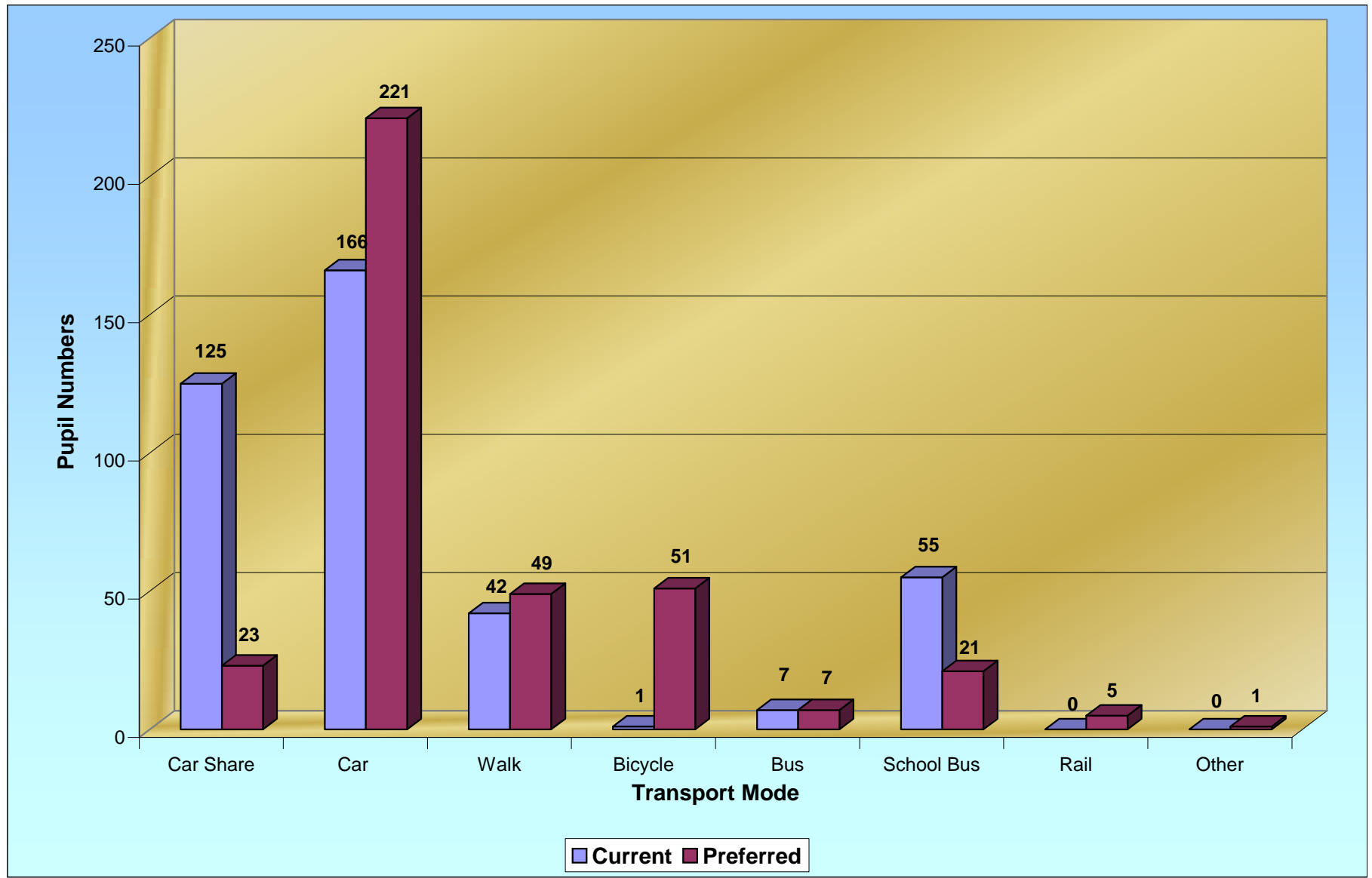
## Current Travel Patterns



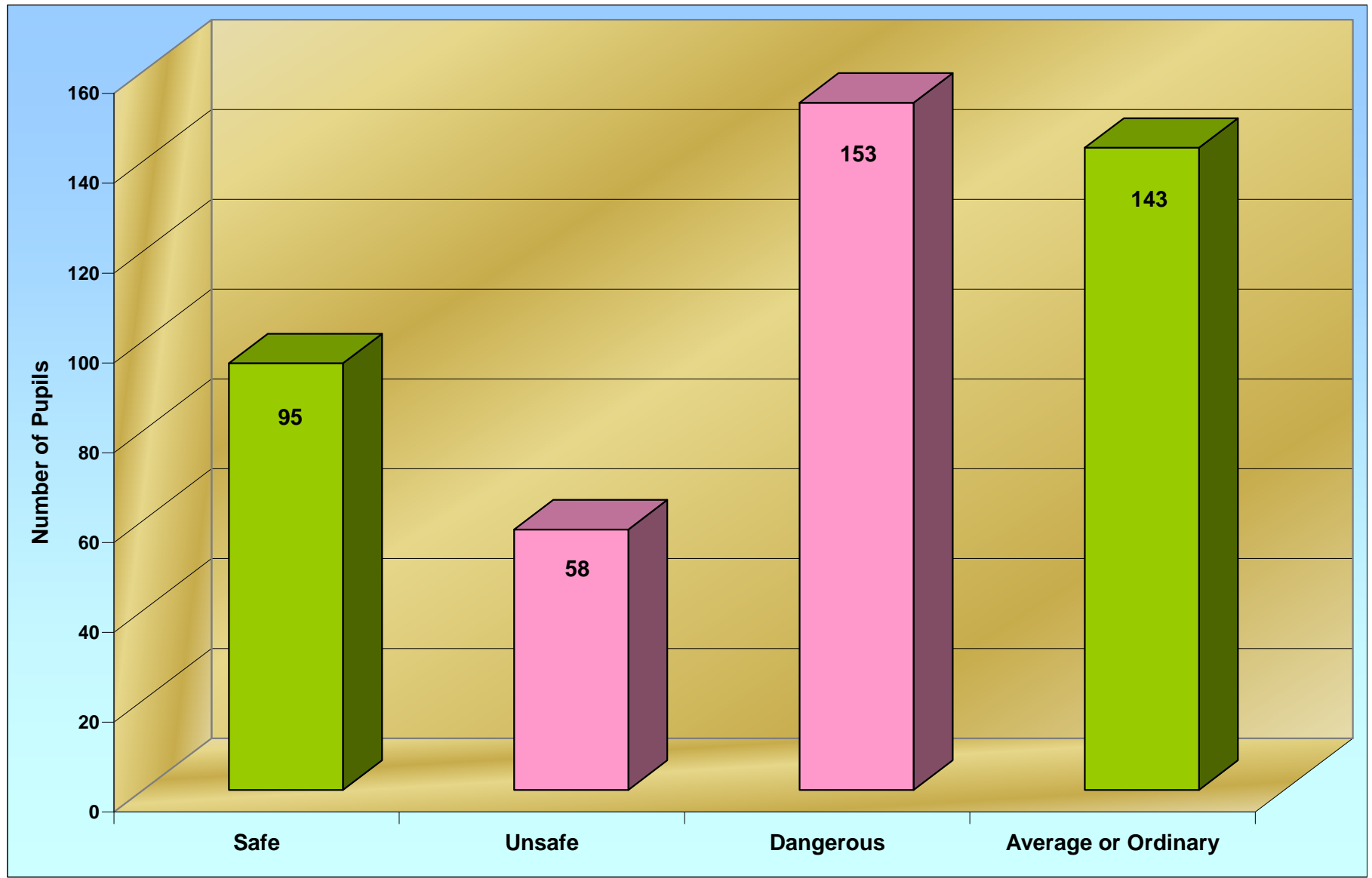
## Preferred Travel Choices



### Comparison of Actual and Preferred Travel Choices



## Student Perceived Dangers



#### Data for Current

Car Share	125
Car	166
Walk	42
Bicycle	1
Bus	7
School Bus	55
Rail	0
Other	0

#### Data for Preferred

Car Share	23
Car	221
Walk	49
Bicycle	51
Bus	7
School Bus	21
Rail	5
Other	1



# Data for Comparison

	Current	Preferred
Car Share	125	23
Car	166	221
Walk	42	49
Bicycle	1	51
Bus	7	7
School Bus	55	21
Rail	0	5
Other	0	1

Data for Perceived danger on school route

Safe	95
Unsafe	58
Dangerous	153
Average or Ordinary	143