

The Nanaksar Primary School Travel Plan Update

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In partnership with
The London Borough of Hillingdon

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Introduction

The Nanaksar primary school is located to the south end of Springfield Road on Beaconsfield Road in Hayes, Middlesex. The school is located approximately 1.6km southeast of Hayes town centre and approximately 3 km west of Southall. The site location in the local and wider context is shown on drawing IT1277/TPU/01 appended.

The school's Travel Plan (TP) has been updated in conjunction with the Section 73 application to extend the use of the existing temporary facility up until September 2020. It should be recognised that the school TP is implemented in close liaison with the adjacent Guru Nanak Sikh Academy (GNSA) TP and joint initiatives are often undertaken / implemented.

The temporary Nanaksar primary school facility has been in use from September 2013, after a planning application was approved for a two-phase primary school development that would accommodate a new intake of 120 pupils during its first phase. Regarding the above, the TP update would support the extent of use for the existing facility up until September 2020. No increase in either pupils or staff as part of the application is proposed.

The existing Guru Nanak Sikh Academy, which is based next to the Nanaksar Primary school, has 1045 pupils in the Secondary Phase and 419 pupils in the Primary Phase. There are currently 180 members of staff across the Guru Nanak Sikh Academy. The Nanaksar Primary School has 16 Full Time Equivalent (FTE) staff. The geographical relationship of the schools to one another is shown on the annotated plan below:



The existing school car park / drop off / pick up area is located along the northern side of the school buildings, adjacent to Beaconsfield Road. There is one vehicular entrance to this area at the eastern end and a separate exit at the western end adjacent to the Guru Nanak Sikh Academy, both onto Beaconsfield Road.

The pedestrian access to the Nanaksar primary school would be maintained via the existing main access gate at the eastern end of the site. Additional pedestrian access is provided via the Guru Nanak Sikh Academy through an internal footpath.

The school opens at 08.00am for pre-school clubs and closes at 17.00pm following after school clubs.

Members of the Sikh Community use the Guru Nanak Sikh Academy hall as a temple and it is therefore used for various events during school holidays and over weekends, such as weddings and special religious occasions etc. The Guru Nanak Academy grounds are also used to hold a Mela Festival which attracts approximately 80,000 people over a weekend in the Summer. These events do not, however, affect routine travel associated with the daily operation of Nanaksar primary school and are not covered by this Travel Plan.

There are industrial estates along Springfield and Beaconsfield Road that attract a number of heavy goods vehicles (HGV's), therefore the road is reasonably busy throughout the day. Hayes and Yeading Football Club is located to the east end of Beaconsfield Road which attracts vehicles after school hours. Parking is partially permitted on the western side of Springfield Road, except on either side of the industrial estate entrances and to the northern end of Springfield Road where there are double yellow lines on the approach to the traffic signals in that location. Additionally, some permitted on-street parking is provided on the northern side of Beaconsfield Road, approximately 12 spaces, and four perpendicular parking spaces are also provided at the eastern end of Beaconsfield Road. However, the majority of Beaconsfield Road, especially in the vicinity of the school frontage, has parking restrictions such as 'school keep clear' markings and single and double yellow line markings.

Historically, parking was permitted on either side of Beaconsfield Road except directly outside the school frontage where yellow 'zig zag' markings were present. Recent changes associated with the primary school and the adjacent academy Travel Plan initiatives have been undertaken, including the following:

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- Large banner provided outside the turnaround area at the bottom of Springfield Road (on the gates of the Guru Nanak Sikh Academy entrance), saying no parking. This is intended to prevent obstruction and congestion at the turn around.
- Larger zig zag lines with text 'school-keep clear' provided outside the school gates (recently been re-painted and made brighter).

- On the single yellow line opposite Nanaksar Primary (near the studios), there is a sign that has been put up stating 'Mon-Sat, 7.30am – 6.30pm, no stopping.' There has also been a sign put up in that location for lorries stating 'no stopping, midnight – 8am, 6.30pm – midnight.'
- Along the main stretch of Springfield Road (prior to the turnaround), there is now a single yellow line down one side of the road with signs stating 'Mon-Fri, 7-9am, 2.30-4.30pm, no stopping.' This has helped with the previous issue of lorries being parked on both sides of the road for long periods of time, which was only allowing single file traffic down the 2 way road.
- Additional yellow lines have relatively recently been added on Beaconsfield Road adjacent to the site in order to prevent parked vehicles from blocking access points.

Non-Car Travel Modes

Walking

To set the walk-in catchment of the school in context it should be recognised that the 2015 National Travel Survey (NTS) indicates that 76% of journeys under one mile (1.6km) are undertaken on foot. As such, this distance is considered acceptable to provide an indication of the likely walk-in catchment for the development site.

In the light of the above, a 1.6km walk contour has been plotted from the approximate centre of school buildings in order to illustrate the approximate walk-in catchment of the school. The contour is shown on drawing IT1277/TPU/02 appended and the extension to the catchment, should a pedestrian / cycle bridge across the Grand Union Canal be provided in conjunction with the adjacent Southall Gas Works development proposal is shown.

There are existing traffic signal controlled pedestrian crossing facilities on the A4020 Uxbridge Road eastern approach to its junction with Springfield Road. The pedestrian crossing provides safe facilities for pupils or members of staff that may access the site from the residential areas to the north of Uxbridge Road or those arriving by public service bus.

Further to the above, pupils, parents / guardians or members of staff arriving from the east and west on the A4020 Uxbridge Road would be able to utilise the existing commodious footways (typically 3.0m in width) on Springfield Road / Beaconsfield Road in order to access the site.

In addition, there is a footway / cycleway link running westwards across Minet Country Park from the 90 degree bend in Beaconsfield Road / Springfield Road which provides access to Abbotswood Way and the other extensive residential areas located to the west of the A312 The Parkway.

Therefore, it is apparent that the school is well located in order to encourage trips on foot being, as shown on drawing IT1277/TPU/02, located within walking distance of a significant number of residential dwellings.

Cycling

The Transport for London (TfL) cycle map for the area shows that Springfield Road is designated as a quieter road recommended for use by cyclists. Springfield Road connects with the cycle route through Minet Country Park, which provides access to Abbotswood Way and the residential areas to the west and Hayes town centre. Springfield Road also connects with the segregated east to west cycle route running along the southern side of the A4020 Uxbridge Road to the north of the school.

Nanaksar Primary school makes use of the cycle and scooter parking facilities at the adjacent Guru Nanak Sikh Academy site. This is currently regarded as sufficient to meet demand for students and staff who cycle to school.

The provision of a pedestrian / cycle bridge over the Grand Union Canal in conjunction with the adjacent Southall Gas Works proposal would connect Beaconsfield Road to a number of designated quieter roads recommended for use by cyclists as well as connecting the residential area lying to the east of the canal to the school with more convenient and shorter walking connections.

Public Transport

The nearest railway station to the school is Southall which is located approximately 1.4km east of the site. However, the nearest walking route from the station to the school is 2.8km in length. The increased length is due to the limited number of pedestrian crossings over the Grand Union Canal. If the Southall Gas Works proposal were to deliver a new crossing for the canal close to Beaconsfield Road then the walking distance to the station would be significantly reduced. At present, however, the bus services operating along Uxbridge Road can be used to access the station and reduce the overall walking distance.

The nearest bus stops to the site are located on the A4020 Uxbridge Road within close proximity of the junction with Springfield Road. For calculation purposes the Public Transport Accessibility Level (PTAL) methodology indicates that bus services within 640m of a development should be included. Therefore, at around 900m from the development site the nearest bus stops are located in excess of the 640m PTAL recommended walking distance from the site. However, the travel survey data summarised within this report indicates that staff and in particular pupils make use of the public bus services for travel to / from the school.

Table 1 shows the day time bus services that call at the stops on the A4020 Uxbridge Road within the vicinity of Springfield Road: -

Table 1: Bus services operating within the vicinity of the site

Bus Route	Route Summary	Monday to Friday	
		First Bus – Last Bus	Frequency
207	Hayes By-Pass - White City Bus Station	06:24-00:48	about every 5-8 minutes
427	Uxbridge Station - Acton Old Town Hall	05:56-01:00	about every 6-10 minutes

Objectives of this Travel Plan

The aim of this Travel Plan is to reduce reliance on private vehicles wherever possible, reduce mileage travelled and channel as many staff, pupil and visitor trips at the school as possible towards making more use of the available sustainable modes of travel. This would be achievable over time and could possibly be done in a variety of ways by firstly providing a restrictive environment for car users and secondly by provision of a transport strategy publicising and promoting the range of alternative available opportunities, in order to absorb some of the potential trips. However, throughout this process it must be remembered that pupils at Nanaksar Primary School are young children who are vulnerable road users and accordingly would be expected to be escorted to school by a parent or guardian if not able to travel on a dedicated school bus.

The Travel Plan must consider the needs of pupils and staff as separate groups with different requirements. Consequently, different measures are needed to encourage a shift away from a private vehicle and towards sustainable travel habits for each group.

The objectives of this Travel Plan are devised to support staff and parents / guardians at the school while working in partnership with the London Borough of Hillingdon by encouraging, wherever practical, more sustainable travel arrangements.

The key aims of the Travel Plan are:

- To contribute positively to the sustainable operation of the school; and
- To promote access to the school by sustainable modes of transport.

The strategy of the Travel Plan is to reduce the impact of car use and to promote and improve the accessibility of the school by encouraging the staff and parents

/ guardians to make more use of alternative modes of transport, wherever practical, in particular:

- Walking;
- Cycling;
- Public transport; and
- Car sharing.

Survey Analysis

Pupil Travel

At the time of the original planning application for the school the likely modal share amongst pupil trips to / from the site was estimated based on travel survey data recorded at the primary school aspect of the adjacent Guru Nanak Sikh Academy. As such, as part of the production of this Travel Plan update, a pupil travel survey was undertaken at Nanaksar primary school. A comparison of the previously assumed modal split (at the time of the original planning application) to that obtained from the March 2017 travel survey at the school is shown below in Table 2: -

Table 2: Pupil Travel Survey Results Summary

Travel Mode	Original Application (%)	March 2016 Travel Survey (%)	March 2017 Travel Survey (%)
Walk	4.9	13.0	13.5
Cycle	1.0	1.0	1.6
Scooter	-	0.5	0.0
School Bus	1.0	0.0	0.0
Rail	-	0.0	0.0
Bus	0.7	2.0	1.0
Car	86.2	72.9	60.6
Car Share	6.2	10.6	23.3
Other	-	0.0	0.0

The data shown above in Table 2 indicates that a much lower proportion of pupils are transported to / from the school by single occupancy car trips (-25.6%) than originally observed. Furthermore, it can be seen that much higher proportions of walking (+8.6%) and car sharing (+17.1%) have been achieved.

Comparison of the March 2016 travel survey with the follow up survey i.e. March 2017 has shown a further improvement, with a decreasing share of car being the dominant mode. It is considered that the continued implementation of this Travel Plan should ensure that the positive travel survey results are

maintained. Furthermore, with more rigorous promotion of sustainable travel modes and publicising their benefits the results could possibly be improved.

Staff Travel

At the time of the original planning application for the school the likely modal share amongst staff trips to / from the site was assumed to be the same as that recorded at the adjacent Guru Nanak Sikh Academy. As such, as part of the production of this Travel Plan update, a staff travel survey was undertaken at Nanaksar Primary school. A comparison of the previously assumed modal split (at the time of the original planning application) to that obtained from the March 2017 travel survey at the school is shown below in Table 3: -

Table 3: Staff Travel Survey Results Summary

Travel Mode	Original Application (%)	March 2016 Travel Survey (%)	March 2017 Travel Survey (%)
Walk	8	6.1	-
Cycle	2	-	-
Scooter	-	-	-
School Bus	1	-	-
Rail	-	-	-
Bus	7	3	-
Car	76	87.9	95.7
Car Share	5	3	4.3
Other	-	-	-

The data shown above in Table 3 highlights that an increasing proportion of staff are transported to / from the school by single occupancy car trips (+17.7%) than originally anticipated. Unfortunately this increase in car share has depleted all other sustainable modes of travel with only a small minority opting to car share.

The above data reveals high car dependency by staff at Nanaksar Primary School and it is considered that efforts should be made to improve staff travel behaviour. This would appear to be the school's main priority, i.e. increasing the sustainable modal split, whilst also maintaining the rise in sustainable modes for the pupils. That could be achieved by the School Travel Champion liaising with car using members of staff in order to identify whether there are currently barriers to the use of alternative transport modes that could be removed through the implementation of Travel Plan measures / initiatives.

Monitoring

The overall effectiveness of the Travel Plan should be regularly examined to determine whether it is having the desired effect of changing travel habits of staff and pupils at the school.

The pupil and staff travel surveys would be repeated each year up to an agreed time scale. This would enable monitoring of possible changes in travel behaviour and reveal progress towards meeting 'mode shift' targets away from car use. The survey results would be summarised year on year using the following tables.

Pupil Usual Mode Survey Results (%)									
Year	Walk	Cycle	Scooter	School Bus	Rail	Bus	Car	Car Share	Other
Baseline	4.9	1.0	-	1.0	-	0.7	86.2	6.2	-
2016	13.0	1.0	0.5	-	-	2.0	72.9	10.6	-
2017	13.50	1.60	-	-	-	1.00	60.60	23.30	-
2018	x	x	x	x	x	x	x	x	x
2019	x	x	x	x	x	x	x	x	x
2020	x	x	x	x	x	x	x	x	x

Staff Usual Mode Survey Results (%)								
Year	Walk	Cycle	School Bus	Rail	Bus	Car (alone)	Car Share	Other
Baseline	8.0	2.0	1.0	-	7.0	76.0	5.0	-
2016	6.1	-	-	-	3.0	87.9	3.0	-
2017	-	-	-	-	-	95.7	4.3	-
2018	x	x	x	x	x	x	x	x
2019	x	x	x	x	x	x	x	x
2020	x	x	x	x	x	x	x	x

Determining through further surveys, carried out on an annual basis, how staff and pupils travel to Nanaksar School, whether their travel behaviour, i.e. modal choice, has changed since the last survey and whether this was as a result of any measures introduced through the Travel Plan would establish directly the effectiveness of the TP as a whole. Previously targets were set which were aimed at reducing pupil car sharing to 70% by 2020. This has already been well exceeded by almost 10%. Therefore a new target needs to be established. So far the staff Target (No.2) which is to increase the use of sustainable modes to approximate 12.1%-15% has not been met; more rigorous measures complete with more effective monitoring are recommended.

Targets

Taking the above travel mode splits into consideration, the targets for the TP are set out in the following table.

Objective 1	To increase number of pupils travelling to school by sustainable means
Target 1	To increase the number of pupils travelling to school by walking / cycling / scootering from 15.1% to 17-20%% by 2020
Objective 2	To increase number of staff travelling to school by sustainable means
Target 2	To increase number of staff travelling to school by sustainable means from approximately 12.1% to 15% by 2020

Measures

The school is / has recently implemented the following measures / initiatives aimed at encouraging the use of alternative transport modes: -

1	Walk to School Week A Multi-Academy Trust initiative, encouraging all pupils to walk to school and learn about the importance of road safety. This takes place each year and has been planned for week beginning 16 th May 2016 this year. The week will involve a Road Safety Assembly delivered by the Hillingdon Road Safety Officer, poster competitions, badges, rewards and walking passports for pupils. Meeting points and banners will be displayed at the top of the road each morning to promote walking together down the road with pupils, parents and staff from across the schools.
2	Junior Road Safety Officers (JRSOs) Pupils are selected from Nanaksar primary and attend meetings with the member of staff responsible and Andy Codd, Hillingdon Road Safety and Travel Officer. Pupils selected work alongside JRSOs from GNSA and contribute towards ideas for Walk to School Week, do assembly presentations, etc.
3	Communication with Parents Letters are sent home to parents, highlighting the importance of road safety down Springfield Road to ensure the safety of pupils. Communication through letters and newsletters has included the encouragement of car sharing, parking safely, and walking to school.
4	Pedestrian Training

	This training was successfully delivered to all pupils at Nanaksar primary last year and will continue this year. The external providers used visual resources and songs to encourage road safety and practised crossing the road safely.
5	GNSA Primary ' Bikeability ' – taking place in Year 6, teaching pupils how to ride a bike safely. There are also cycling courses at GNSA Secondary to promote safe cycling. Pupils at Nanaksar are too young to partake in this initiative, however the encouragement of cycling will contribute as a whole by reducing the number of cars down Springfield Road (as well as promoting health & fitness).
6	Scooter Pods & Mini Pods implemented within GNSA, through Hillingdon funding. Taking place in the summer term, to encourage an alternative method of travelling to school and reduce the number of cars. To be considered for Nanaksar when pupils are of age and with regards to the permanent building. Currently Year 2 Nanaksar pupils store their scooters on site and are encouraged to use this mode of transport.

The school proposes the following new measures / initiatives to encourage non-car mode use for journeys to / from the site: -

- Setting up a car sharing website for the use of staff;
- Periodically, staff from the school would monitor parents parking behaviour outside of the school gates with a view to encouraging better parking behaviour if necessary;
- It is proposed to set up an initiative system for pupils, whereby they receive house points or similar if they walk, cycle or scoot to school;
- Ensure that all staff and parents are aware of any options for concessionary / free public transport travel;
- Maps showing the nearest bus stops and details of the services available from those stops will be provided in each classroom and the reception area at the school;
- Available local authority published, walk and cycle maps showing safe and convenient routes will be provided in prominent locations within the school and within the reception area; and
- Ensure that as a minimum once every 6 months the school newsletter / and or school website includes an article relating to the TP.

Furthermore, discussions have taken place with the Hillingdon Road Safety Officer, regarding the next steps of improving access to / from the school site, i.e. an action plan is being formulated:

- Re-surfacing of an area in Minet Country Park to allow more cars to park there;
- Changing the double yellow lines to a zig-zag line outside the Guru Nanak School Academy secondary gates (turn around area), to ensure no cars stop there at anytime;

- Implementation of a cycle path within the vicinity of the site; and
- New signage, stating loading ban (24 hours no stopping at all) within the vicinity of the site.

School Travel Plan Working Group and Coordination with Guru Nanak Academy Travel Plan

A combined Travel Plan working group across the 3 adjacent school is in place. B.Halai represents Nanaksar Primary, P.Tatla represents Guru Nanak Sikh Academy Primary and R.Lester represents Guru Nanak Sikh Academy Secondary. The team work together across the Multi-Academy Trust to develop initiatives from the previous Travel Plan and work closely with Andy Codd (Hillingdon Road Safety Officer).

The Travel Plan working group representatives for the 3 schools work closely together in order to identify any local issues / barriers to encouraging sustainable travel modes and formulating an action plan aimed at addressing those issues.

DRAWINGS