

Notes of Travel Clinic – Thursday 29th March 2018

Present:

Cornerstone Academy Trust (CAT) – Jonathan Bishop, Dave James, Henry Massey
Slow Broadclyst - Liz Straw
Broadclyst Parish Council & Parent – Natasha Curwood
Broadclyst Parish Council Travel Committee – Henry Gent & Neil Bromley
Broadclyst Residents - Stephen Schlich, Robin Williams & Geoffrey Jones

Travel Plan Update

Mr James presented an update regarding the Travel Plan (slides attached). The following was discussed:

- Broadclyst Community Primary School (BCPS) was currently graded D by Travel Devon. This was largely due to the school's large catchment area and popularity. Many children needed to travel by car as the average distance travelled to the school was nearly 6.5km, compared to the county average of 4.3km. It was noted that the Travel Devon data took account of the Devon County Council (DCC) school bus service but not the BCPS minibus service.
- Since the last meeting in January, pupil surveys had been undertaken. The results were in line with expectations with 62% of children reporting that they travelled to school by car, 20% that they walked, 19% used the bus and 1% cycled. 20% of children reported that they parked in the village and 16% in the village car park. 70% of children reported that they attended the after school clubs.
- In addition to pupil surveys, children had been making documentaries and raising awareness of the Travel Plan, including promoting the use of the Pavillion car park. Pupils had suggested a walk to school and a car share week.
- The weekly Headteacher's blogs would be used to highlight the Travel Plan.
- The Travel Plan would be added to the travel page on the school's website.
- A parent survey was planned in order to update data and inform the Travel Plan.
- Staff parking in the village car park, and car sharing, had increased and parking at Town Hill, and total cars parked in the village, had decreased. Staff reported that they would be cycling to school in the summer term.
- Additional measures to be introduced included encouraging parents to use the drop off area at the front of the school for the breakfast club.
- It had been agreed that the field next to Broadclyst Church would be used for an event on the 22nd May. The timing of the event also avoided drop off and pick up times at school. The use of the field would be considered for Sports Day. It would be more difficult to use a venue for Sports Day outside the village due to transport issues and the timing of lunch.
- Walking busses had been explored but it was difficult to identify a drop off zone.
- A 'park and exchange' was planned, a smaller scheme than a 'park and ride'.

Additional Measures

Additional measures that could be considered were discussed:

- Further to discussions it had been concluded that the use of the Red Lion Pub car park was not a viable option, due to the cost of lighting etc and pub development plans. However, CAT would explore the suggestion that the New Inn Pub car park be used. There might be an option for a bus shuttle run to BCPS. **ACTION (CAT): Explore the use of the New Inn Pub car park, including the establishment of a bus shuttle run to school.**
- Mr Gent highlighted that discussions were in progress with DCC regarding coloured 'tarmacking' in the village, however, the cost was extremely high at £20,000. It was suggested that the coloured 'tarmacking' in Pinhoe was not effective as it couldn't be seen in the dark. An alternative scheme such as yellow boxing could be considered. **ACTION (HG): To investigate feasibility of a 'yellow box' at the junction of Town Hill and School Lane and/or Hellings Gardens.**
- Further parking restrictions in the village could be considered, for example, time limits to parking in the village car park and designated parking for residents. East Devon District Council (EDDC) had noted that the car park needed to be 're-tarmacked' and the National Trust that the wall needed to be repaired. However, the cost of upgrading the car park, and ongoing management, would need to be agreed by the various parties involved.
- Slow Broadclyst were keen to see enforcement of parking restrictions in the village and felt that a DCC Traffic Warden might be helpful. **ACTION (HG): Parish Council to investigate feasibility of traffic enforcement.**
- It was noted that CAT had regular discussions with the National Trust and would continue to do so. However, the remit of the National Trust did not allow it to simply divert land to a car park facility. While CAT could apply for grants to fund the development of car parking, it needed National Trust support to do so.
- It was noted that it was not possible to make the offer of a WCPS place conditional on the use of the bus service.

Westclyst Community Primary School (WCPS) Update

Mr Bishop outlined the process for the bid to open WCPS. CAT bid to open a free school on the Westclyst site under the Government's 'LocaTED' programme. This was a programme to fund 500 free schools. The bid was approved but it has taken time to agree the transfer, use and lease of the land as four different parties are involved. The Department for Education (DfE) now believes it is at the point of getting legal agreement between the parties involved, with DCC leasing the land to CAT. The DfE is responsible for building the school. CAT will be the tenant of the WCPS building, which will be owned by DCC. CAT is the operator of the school but not the owner or the builder.

CAT encouraged all parties to work together to lobby the DfE, DCC and EDDC to agree the building of WCPS. The contractor had been appointed, and the building would take 12 months to build, once the lease of the land had been agreed.

Temporary Buildings on the Broadclyst Community Primary School (BCPS) Site

Slow Broadclyst queried the application for a third portacabin on the BCPS site. Mr Bishop highlighted that adding a further year group to WCPS from September 2018 was not optional. Once WCPS had opened, it existed as an entity, listed on government records, and DCC did not have the option to halt

its provision. While the perception may be that CAT is simply wanting to expand, the reality is that WCPS is now a necessary part of the county's education provision.

It was noted that it is harder and more costly for CAT to serve the community of Westclyst from the BCPS site. The current location of WCPS on the BCPS site means that class numbers remain lower than anticipated and yet two teachers are required, increasing the cost of operating the school. In addition, WCPS parents don't want to be on the BCPS site.

Mr Gent highlighted that the Parish Council would support the planning application for a third portacabin if a more robust travel plan was implemented. The additional classroom could not result in additional traffic in the village. Mr Bishop highlighted that the firm drafting the Travel Plan were specialists, funded by the DfE. CAT was happy to work with partners to develop a more robust plan, however, professional advice and input from DCC and EDDC had already been sought and it was not obvious how the plan could be strengthened. CAT agreed to consider other sources of professional advice, as well as considering a car sharing scheme in more detail. **ACTION (CAT): Consider other sources of professional advice re: the Travel Plan and establish a meeting to plan a parent car sharing scheme.**

It was noted that temporary buildings on the BCPS site are not owned by CAT. The agreement to construct temporary buildings includes a requirement to return the space to green grass once the stated purpose of the buildings has expired.

Long Term Planning

Mr Bishop highlighted that there was a longer term issue regarding congestion in the village. While the temporary issue of WCPS on the BCPS site had been mitigated with the provision of a bus service, a longer term solution would be required. Poor driving and parking needed to be addressed as long term issues. CAT had already received complaints from Westclyst residents regarding the poor driving and parking of some parents at Westclyst.

Nursery

Mr Bishop confirmed that CAT was applying to extend the nursery however it was unlikely, at this stage, that it would go ahead, due to funding constraints. The introduction of the extended entitlement (30 hours) funding for working parents was driving demand for additional hours at the nursery. The planned extension of the nursery was a response to the growing waiting list. The availability of additional sessions at the nursery could reduce the volume of drop offs and pick ups at lunchtime, thereby reducing congestion in the village.

Slow Broadclyst requested that parents be encouraged to use the car park at lunchtime rather than parking in Town Hill. **ACTION (CAT): CAT to request that nursery parents use the village car park at lunchtimes.**

Mr Bishop confirmed that CAT had not, as yet, been asked to submit a travel plan with the planning application.

Conclusions

CAT highlighted that there needed to be a partnership around Travel Plan initiatives. The challenges of driving, congestion and parking in the village did not result from a single issue. Mr Bishop encouraged all parties to work together to lobby the DfE, develop car sharing, encourage the use of

the bus, change mindsets, avoid confrontation, share positive messages and meet regularly to identify changes that would have an impact.

ACTIONS
1. CAT to explore the use of the New Inn Pub car park, including the establishment of a bus shuttle run to BCPS.
2. Parish Council to investigate feasibility of a 'yellow box' at the junction of Town Hill and School Lane and/or Hellings Gardens.
3. Parish Council to investigate feasibility of enforcement of parking restrictions in the village.
4. CAT to consider other sources of professional advice re: the Travel Plan.
5. CAT to set up a meeting to plan a parent car sharing scheme.
6. CAT to request that nursery parents use the village car park at lunchtimes.