

## Notes of Travel Clinic – Thursday 5<sup>th</sup> July 2018

### Present:

Cornerstone Academy Trust (CAT) – Jonathan Bishop & Dave James  
National Trust – Richard Jackson  
Slow Broadclyst - Sue Hurrell  
Victory Hall Committee - Ian Kerry & Claire Ratcliffe  
Broadclyst Parish Council Travel Committee – Henry Gent  
Broadclyst Resident - Geoffrey Jones  
Exeter City Futures – Kerry Deacon

### Apologies:

Broadclyst Parish Council – Angie Hurren

### Travel Plan Update

CAT presented an update re: the Travel Plan (see slides attached). The following was discussed:

- CAT has queried the Travel Devon ranking of ‘D’ as many parents have no alternative but to drive to Broadclyst Community Primary School (BCPS).
- The catchment area for BCPS cannot be reduced and the size of the catchment area is not a major cause of traffic problems. CAT explained that there is a national admissions code and schools have an agreed planned admission number (PAN). Places are allocated based on the PAN rather than the school’s catchment area. The priority for places is determined by the school’s over-subscription criteria. Children in care are in the highest over-subscription category, followed by children with special circumstances, eg a medical condition, then siblings of children at the school, followed by children living within the catchment area.
- The building of Westclyst Community Primary School (WCPS) is due to go ahead. The land transfer from the owner and developer to Devon County Council (DCC) has now occurred and the Department for Education (DfE) is liaising with the contractor. The school will take 11 months to build and the aim is for it to open September 2019. The scheme is a design and build, with the DfE responsible for constructing the school building. DCC will finally own the building.
- Temporary buildings housing WCPS on the BCPS site will be removed, and the field will revert to its original use, when the permanent WCPS building opens. The National Trust has approved a third temporary classroom on the BCPS site for the 2018-19 academic year only.
- When WCPS leaves the BCPS site, BCPS will continue as a 420 place primary school with a nursery.
- There will be limited parking, and no parent drive-through, on the WCPS site.

- Concern was raised regarding the total number of people visiting the BCPS site. CAT highlighted that efforts were continuing to try to reduce the number of people travelling to the site by car. Car sharing was encouraged. The number of children using the BCPS and WCPS bus services (approximately 100) was higher than the number of children attending WCPS (57). Bus usage was different in the morning and evening and on different days of the week. The bus service would need to be reviewed as DfE funding would not continue once the WCPS building was open. It was noted that traffic and parking issues would remain after September 2019.
- Parents and children attending the Nursery affected the number of visitors to the BCPS site each day. While pre-school education had been provided on the BCPS site for many years, early years' education had expanded with Government funding for 2 year olds from lower income families and 30 hours childcare for 3 and 4 year olds with working parents. There were currently 40 children attending each Nursery session. CAT encouraged Nursery parents to use the village car park when picking up/dropping off children at lunchtime.
- Both CAT and the National Trust were engaging with the Neighbourhood Plan.
- Additional parking was required in the village for the GP surgery and Victory Hall, in addition to the school, and for weddings and funerals. All agreed that consideration should be given to preparing a proposal for additional parking in the village. The National Trust had land that could potentially be used for parking and would be willing to consider schemes that met National Trust objectives.
- CAT staff were encouraged to park sensibly and respectfully and to use the village car park if the school car park was full. CAT's senior leadership team periodically monitored staff and parent parking in the village, in line with the Travel Plan. However, CAT had no power to enforce where a staff member or parent parked. The Police could act if there was concern regarding dangerous driving or parking and DCC could act to enforce parking regulations.
- It was noted that more staff were walking and cycling to school during the summer months.
- The issue of staff travelling on the school buses was raised. This could be an option, however, staff would need to park their cars along the bus route before catching the bus.
- It was highlighted that car use was presented in the Travel Plan update as percentages rather than actual numbers, which might be more useful. Unfortunately, DCC information was only available as percentages. It was noted that census data quickly became out of date, reducing the ability to get an accurate picture at any point in time. **ACTION: Parish Council to investigate the possibility of a traffic counter.**
- It was acknowledged that the response rate to parent surveys was usually low and therefore not a reliable way of gathering data.
- Data collection re: parking and congestion needed to be expanded to include Holly Close, Woodland Road and Maple Road.
- CAT had contacted the New Inn regarding the possibility of introducing a parent drop off and school bus pick up at the pub. Initial discussions had been positive and would be followed up. **ACTION: CAT to have further discussions with the New Inn landlord re: a school bus stop on the pub site.**
- The church field had been used successfully for school event parking recently and would hopefully continue to be an option.
- It was noted that the National Trust was limited to 28 days for its temporary car parking schemes before planning approval was necessary.
- It was agreed that CAT could provide the Parish Council with dates of school events to include in the Broadsheet and add to the village noticeboard. **ACTION: CAT to provide Parish Council with dates of school events.**

- CAT had participated in the national ‘walk to school week’, promoting the event during the whole school assembly the week prior. Photos of the event had been posted to Facebook and some families were continuing to walk all or part of the way to school.
- It was noted that Slow Broadclyst had presented a proposal to the Parish Council Traffic Committee for a diagonal yellow box from the end of School Lane to Hellings Gardens.
- CAT’s breakfast and after school clubs were discussed. It was agreed that, while the clubs extended the school day and therefore the timeframe for car journeys into and out of the village, the extended services reduced the impact of traffic congestion at peak times. Parents also expected the extended services to be available.
- The introduction of a walking bus from the Pavilion car park to BCPS was discussed. A walking bus had been considered before but CAT had been unable to find sufficient parent volunteers to make it viable. However, it was agreed that it could be considered again. **ACTION: CAT to investigate the feasibility of introducing a walking bus.**
- It was noted that traffic congestion close to the school would continue at peak times, despite initiatives to increase car sharing, use of the school drop off zone and bus and any additional car parking further afield.

### Exeter City Futures

Kerry Deacon introduced Exeter City Futures (ECF), a community interest company created to help find solutions to Exeter’s congestion issues. ECF had been contacted by Slow Broadclyst and was interested to find out about the issues in Broadclyst. It already had experience working with two schools in Heavitree and could offer support and skills as an impartial organisation.

### Traffic Project

Jack Stannard, formerly Broadclyst’s PCO, had recently qualified as a PC and had approached CAT re: undertaking a research project. Mr Stannard would like to monitor traffic congestion, the use of seat belts, parking, speeding, and the use of mobile phones in vehicles. It was agreed that both the project and a police presence in the village could be extremely helpful. Slow Broadclyst were keen to be involved with the project.

### Car Parking Scheme

It was agreed that all parties could work together to develop a costed scheme for additional car parking in the village. It was likely that any scheme would need to include a contribution to costs in order to attract capital funding. It was highlighted that CAT did not have contingency funds that could be used for such a scheme. CAT was currently not meeting the minimum requirement for contingency funds set by the DfE. The National Trust would be willing to review such a scheme and support could be available if the scheme met the Trust’s interests, for example, it helped to solve parking issues for the mill.

<b>ACTIONS</b>
1. Parish Council to investigate the possibility of a traffic counter.
2. CAT to have further discussions with the New Inn landlord re: a school bus stop on the pub site.
3. CAT to provide Parish Council with dates of school events.

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| 4. CAT and Slow Broadclyst to work the Jack Stannard re: research project.                                       |
| 5. CAT to investigate the feasibility of introducing a walking bus.  |
| 6. All parties to work together to develop a costed car parking scheme and raise funds to contribute to project. |