



## Mulleys Motorways Ltd

Stow Road, Ixworth

Bury St. Edmunds

Suffolk IP31 2JB

Telephone: 01359 230234

Facsimile: 01359 232451

Email: [enquiries@mulleys.co.uk](mailto:enquiries@mulleys.co.uk)

[www.mulleys.co.uk](http://www.mulleys.co.uk)

29 to 57

Seater *Luxury* Coaches

49 to 74

Seater *Executive* Coaches

♿ Disabled Facilities

Clr Gordon Jones  
Cabinet Member for Children's Services, Education and Skills  
Suffolk County Council  
Endeavour House  
8 Russell Road  
Ipswich  
IP1 2BX

28 February 2018

Dear Sir

### School and Post-16 Travel

I am writing regarding the proposed three options for future changes to the school travel policy. We strongly oppose options one and two. These are basically the same but with different implementation dates. Suffolk is not an area of high wage earners, it is a rural area and income for many families is below the national average, and therefore these options would not be affordable for these families. For any parent, the opportunity to give their children the best education is vitally important. These children become the adult and decision makers of tomorrow. There are many reasons why one particular school is more suited to a student's needs, and so this decision should not be made for financial reasons only. Education is the most important aspect of young lives and has an enormous impact on future issues in society, crime rates, entrepreneurship, employment, future education methods etc. etc. Option one and two discriminates not only against our rural communities, but the working parents of Suffolk who already suffer from minimal public transport.

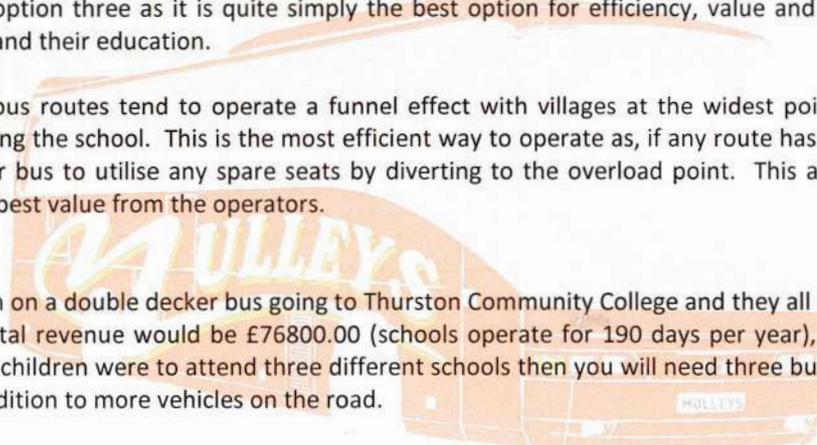
Thurston Community College, Hartismere and Mildenhall were built in areas where transport to them is compulsory, not optional. If insufficient numbers do not attend the schools the impact will be enormous and, if just one of these schools were to close, the surrounding schools would be overloaded and those same students would require transport to a wider area. This would result in even more school buses being required and escalating costs. The projected financial savings for these two options will not materialise, I predict that costs will increase as more vehicles will be required.

We strongly support option three as it is quite simply the best option for efficiency, value and meeting the needs of the children and their education.

Currently the school bus routes tend to operate a funnel effect with villages at the widest point funnelling down to one point being the school. This is the most efficient way to operate as, if any route has an overload, it is easier for another bus to utilise any spare seats by diverting to the overload point. This allows Suffolk County Council to get best value from the operators.

### Example

If there are 80 children on a double decker bus going to Thurston Community College and they all pay £960 per academic year, the total revenue would be £76800.00 (schools operate for 190 days per year), £404.21 per day. If those same 80 children were to attend three different schools then you will need three buses, certainly no savings made in addition to more vehicles on the road.



# UK & Continental Luxury & Executive Coach Hire

The roads in Suffolk are mostly 'A' roads and unclassified. Many parents may opt to take their children to school by car, resulting in more traffic congestion and pollution both of which are already above acceptable levels. It is also inevitable that accidents will happen, the consequences of which are injury and possibly even loss of life. The attempt to save money will already have been lost.

The Eastern Region has the lowest public spending per head by the government. Is it not an MP's duty to fight for more funding rather than to just accept cuts year on year whilst expecting the constituents to pay more for less each year?

There is one fundamental flaw in this whole proposal. The budget includes special needs requirements, which should be funded completely separately. The budget for mainstream transport has gone down but, as these figures are conveniently put together, it makes the costs for mainstream look excessive.

The area that needs to be focused on for savings is the special needs. Many of the taxi routes are duplicated. Why are these not combined to achieve maximum value for money?

**Example**

Route	Detail	Daily price
AO1169	Ipswich to Bury St Edmunds	£60.00
ABE021	Woolpit to Bury St Edmunds	£30.00
QBE004	Ipswich to Bury St Edmunds	£104.00
QBE009	Elmswell to Bury St Edmunds	£60.00
QBE011	Needham to Bury St Edmunds	£98.00
QBE072	Ipswich to Bury St Edmunds	£108.00
QBE086	Ipswich to Bury St Edmunds	£110.00
QBE125	Ipswich to Bury St Edmunds	£80.00
QBE137	Rougham to Bury St Edmunds	£44.00
QBE145	Ipswich to Bury St Edmunds	£100.00
QBE152	Ipswich to Bury St Edmunds	£110.00

These routes alone add up to £904 per day but for how many people? Surely it is possible to combine some of these routes in order to save money, thus making them more cost effective.

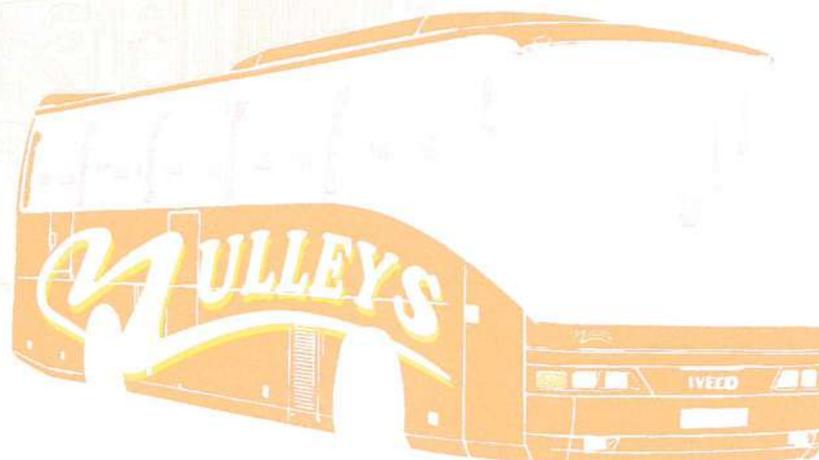
Another route: QBE010 from Fornham to Bury St Edmunds costs £88.00 in comparison to a taxi fare from Moreton Hall to Bury St Edmunds town centre at £6.00. The fare to Fornham should only be a few pounds more.

I feel the most effective way to save money would be to examine the special needs travel costs, indeed appoint someone to focus on this area with the intention of streamlining and managing funds more efficiently.

Yours faithfully



D J MUNSON  
Director



**From:** Jeremy Cooper (Go East Anglia)  
**To:** [School Travel](#)  
**Cc:** [Phil Magill](#); [Tracey Vobe](#)  
**Subject:** School Transport Policy Consultation - 5-16 and 16+  
**Date:** 28 February 2018 20:16:00

---

Dear Sirs

I write to make a formal response to this consultation as an operator. I have not used the formal Consultation form because most of it is not directly relevant.

We understand the challenges facing our economy and our local authorities and as a business we accept that there need to be changes which will reduce the amount of business we get from Suffolk County Council.

No doubt the council will feel that opportunities remain for students to chose to use commercial bus services or to take up vacant seats on contract buses provided as part of the travel to school network. We agree that this is to be encouraged. However, withdrawal of free or cheap transport for certain destinations may instead result in one of the following scenarios:-

1. Students chose to attend a school/college to which they can get a lift with a parent or friend, or it makes economic sense to bring forward learning to drive when the cost of bus travel increases – this adds to congestion but also discourages young people from forming a public transport habit at a crucial age. (Those who learn to drive before the age of 21 are shown to drive more throughout later life with consequent negative impacts on congestion and environment. 40% fewer teenagers now hold driving licences than 20 years ago, reflecting the progress made in encouraging them to use public transport. This progress is threatened by changes such as Suffolk is proposing).
2. Students chose to attend a school/college within walking/cycling distance which may not present them with their preferred opportunities or they may discontinue education altogether. This has a negative impact on social mobility and the skills of the workforce in the economy, but it also removes volume from the bus market. All bus services in Suffolk are operating at a margin of less than 10%. On many inter-urban routes, including those which we operate, the peak loads are mainly students. 16-19 year olds, or sometimes 11-16 year olds, pay for most of the cost of the bus and the driver, and the daytime service only operates because the bus and driver are available. A significant fall in volumes could easily push the whole route into loss and result in further costs on the local economy as a result of reduced mobility and access for vulnerable members of society.
3. Whilst some users may chose to pay fares rather than not to travel this results in regular termly payments from the local authority being supplanted by often ad hoc payments by students. This too may push a bus route out of profit. Alternatively the operator may be obliged to increase fares as a result of the declining revenue. This may consequently dissuade other student users from travelling.

In short, whilst the withdrawal of discretionary subsidies by the local authority may seem to be a necessary path, Suffolk County Council may be unwise to embark upon a path which may result in down-skilling of the future population with all the attendant problems of social exclusion which that brings, but which may also result in increased short term costs to other parts of its responsibilities if the policy results in the withdrawal of all day commercial bus services and the

need to replace them with increased social care for the vulnerable, as well as a long term decline in access for the socially excluded. The increased costs of congestion upon the highway network and local economy arising from declining bus services also needs to be understood.

We hope these points are helpful.

*Jeremy*

Jeremy Cooper  
Managing Director  
Go-East Anglia

**anglianbus | chambers**  
**hedingham | konectbus**

We're part of The Go-Ahead Group

This email is sent subject to our email disclaimer which can be accessed here: <http://www.go-ahead.com/goahead/siteservices/disclaimer/email/>

Konectbus Ltd: Registered in England No. 03149258.  
Anglian Bus Ltd: Registered in England No. 01260689.  
Hedingham & District Omnibuses Ltd: Registered in England No. 00863658.  
H C Chambers & Sons Ltd: Registered in England No: 00327497.  
Registered Offices: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

Please consider the environment before printing this e-mail

This email together with any file attached to it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please do not use or publish its contents, notify the originator of the email immediately then delete.

Contracts cannot be concluded with us nor service effected by email. Emails are not secure and may contain viruses for which The Go-Ahead Group plc. (and its subsidiaries) cannot be held responsible.

We're part of The Go-Ahead Group

This email is sent subject to our email disclaimer which can be accessed here: <http://www.go-ahead.com/goahead/siteservices/disclaimer/email/>

Konectbus Ltd: Registered in England No. 03149258.  
Anglian Bus Ltd: Registered in England No. 01260689.  
Hedingham & District Omnibuses Ltd: Registered in England No. 00863658.  
H C Chambers & Sons Ltd: Registered in England No: 00327497.  
Registered Offices: 3rd Floor, 41-51 Grey Street, Newcastle upon Tyne, NE1 6EE

Please consider the environment before printing this e-mail

This email together with any file attached to it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please do not use or publish its contents, notify the originator of the email immediately then delete.

Contracts cannot be concluded with us nor service effected by email. Emails are not secure and may contain viruses for which The Go-Ahead Group plc. (and its subsidiaries) cannot be held responsible.

# Coddenham

## Parish Council



**Peter Whitehouse - Parish Clerk**

E: [parishclerk.coddenham@gmail.com](mailto:parishclerk.coddenham@gmail.com)

M: 07958170628

Correspondence: 4 Moat Farm Close  
Ipswich, Suffolk IP4 4AJ

4<sup>th</sup> February 2018

Suffolk County Council  
School and Post-16 Travel Consultation  
Endeavour House  
8 Russell Road  
Ipswich  
Suffolk  
IP1 2BX

### **Response to Suffolk School Travel consultation.**

At a meeting of Coddenham Parish Council on 23rd January 2018, Council resolved to submit a response to the consultation on Suffolk School Travel policy.

Debenham High is the catchment school for all children in Coddenham whereas Claydon High is the nearest school. The Parish Council are concerned that there would be a considerable impact on the educational prospects of the children in the village over a significant timescale, if the current transport arrangements are not maintained. Council submit that the reasons for this are as follows:

1. If the Coddenham children were moved to Claydon High, they would have significant disruption at the stage of moving to High school as they would be separated from all their friends from the catchment primary Stonham Aspal school, which is in the Debenham Pyramid. It makes no sense to have to the catchment primary and secondary schools in different pyramids.
2. Claydon High would not have space for the huge additional number of children from Coddenham whose parents would have no other transport option than to have them change schools.
3. There are currently 4 buses full of children from Coddenham each day, a significant number, all of whom would still have to be transported by bus to Claydon as their travel distance would still exceed 3mls, therefore there would be no savings in this case.
4. There may be an additional cost as currently children attending the primary school share one of the buses, these children would still need a bus to Stonham in addition to all the buses that would have to go to Claydon.
5. There will be no savings in the case of Coddenham children, therefore County Council should maintain transport as it is for this village.
6. The proposal would discriminate against and disadvantage poorer families who would not be able to afford the cost of transport to more distant schools of their choice.
7. There would be an adverse effect environmentally, forcing many more people to use cars at a time of day that is already heavily congested in Coddenham and the surrounding areas.

Peter Whitehouse  
Parish Clerk





# Hadleigh Town Council

The Guildhall  
Hadleigh  
Ipswich  
Suffolk IP7 5DN  
Tel: 01473 823884  
Fax: 01473 829839

---

Our ref: PC/ER/scc

20<sup>th</sup> February 2018

Suffolk County Council – school and post-16 travel consultation  
Endeavour House  
8 Russell Road  
Ipswich  
Suffolk  
IP1 2BX

Dear Sir or Madam,

## School and Post-16 Travel Consultations

At its meeting held on February 15th, Hadleigh Town Council resolved to support Option 3 for both of these consultations.

When considering your decision, Hadleigh Town Council would ask that you take into account the following when considering post-16 travel:

- There is no provision for post-16 education in Hadleigh which means that whether attending sixth form or college all Hadleigh students require transport. Currently the cost per term to Suffolk One is £210 per term which would obviously rise if Option 1 or 2 were chosen. There is already a financial burden on some families and it may be that further costs cannot be met. We are told that when Essex County Council adopted the same policy in 2015 some parents had to take second jobs to cover costs.
- Council considered that these increases discriminate against students from rural areas. Public transport is easily available in towns but in Hadleigh, where we have already experienced a reduction in service into Ipswich from hourly to 90 minute, this is not the case.
- Many parents reluctant/unable to meet any increased transport costs may very well drive students to college/sixth form or allow students to drive themselves. Pinewood residents who live close to Suffolk One already have serious issues with parking. How much worse could it get if students and their families take this option to save costs?

Although few Hadleigh students are likely to be affected by changes to transport for children of compulsory school age, Hadleigh Town Council wishes to make the following observations:

- The consultation document states that Public Rights of Way could be taken into account when measuring the shortest distance to a nearest school to which a child may walk safely. There have been various instances in the past when what the County Council considers to be a safe route is not shared by parents. Also what may be perfectly acceptable on light summer mornings and evenings, is a different matter in winter. This has the potential to lead to further confrontation with parents rightly concerned about their children's safety.
- The document also states that, for those living near county borders, the nearest suitable school may not be in Suffolk. Why should families living in Suffolk and wishing their children to be educated in Suffolk not be able to do so without financial penalty? Also imagine the logistical nightmare of having your primary aged child at a local school but its secondary aged sibling having to go to school in, for example Cambridgeshire.
- The County Council should also consider the harm these changes could have on children's education at a time when Suffolk is striving to improve its performance in education league tables. It is likely that, for example, secondary school students will be limited in their choice of GCSE subjects. Under Option 1 or 2, if a child's nearest school does not offer the courses they wish to take, they will only be able to go elsewhere if parents can afford the transport costs. Hardly a fair or equitable system!

Hadleigh Town Council is well aware that in preferring Option 3 there are cost implications. However, as demonstrated by the Head of Thurston Community College, significant savings could be made if time was spent with schools considering how minimum changes could lead to maximum efficiencies. This Head calculates a saving of £230,000 for her school alone.

Yours faithfully,



Mrs Carol A. Bailey BA(Hons) PSLCC CiLCA  
Town Clerk

# Lakenheath Parish Council

Mrs Clare Shimmon, Clerk of the Council

Lakenheath Parish Office, Peace Memorial Hall, High Street, Lakenheath, Suffolk IP27 9EW

Tel/Fax: 01842 860598 email: [lakenheathpc@btconnect.com](mailto:lakenheathpc@btconnect.com)

---

Suffolk County Council – school and post-16 travel consultation

Endeavour House

8 Russell Road

Ipswich

Suffolk

IP1 2BX

20<sup>th</sup> February 2018

Dear Sir/Madam

Lakenheath Parish Council are extremely concerned about the proposals put forward in this consultation. A large number of residents have raised issues regarding the changes and their concerns are fully endorsed by the Council.

### **Parental choice**

Paying for school transport will largely take away parental choice.

### **Affordability**

Education is a free right for all children and parents in rural locations should not be made to pay.

### **Risk to education across Suffolk**

Educational attainment is already a concern in Suffolk, problems will be exacerbated by these plans.

### **Increased truancy**

With affordability being a major issue to parents, an increase in truancy is likely.

### **Cross county issues (where living on a cross county border)**

It will be necessary for residents living close to a border, to send their children to school in a neighbouring County where schooling may differ from their existing education provider.

### **Increased car use**

An increased number of vehicles on the roads is likely with parents taking the option to provide their own transportation.

### **Changeovers may affect student choices with different courses available at different schools**

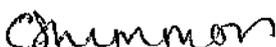
Changing a student's school during Key Stage 4 will affect the GCSE subjects they have already chosen and be studying towards. This again has an impact on student choice and leaves minimal time to adjust.

### **No financial saving to the County Council as school transport is still a necessity**

There is less than half a mile in distance from Lakenheath, between Breckland IES and Mildenhall Academy. With school transport still a necessity, there will be no financial saving to the County Council.

To protect children's education now and in the future, Lakenheath Parish Council strongly urges you to reconsider your proposals.

Yours faithfully



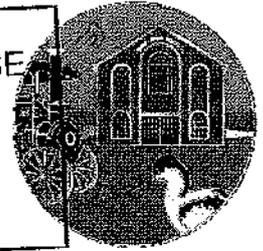
Mrs Clare Shimmon  
Clerk of the Council



# Leiston-cum-Sizewell Town Council

Suffolk C.C.  
ENDEAVOUR HOUSE

14 FEB 2018



John Rayner, Town Clerk  
Council Offices, Main Street, Leiston, Suffolk, IP16 4ER  
Tel: 01728 830388  
townclerk@leistoncouncil.gov.uk

Suffolk County Council  
School and Post-16 Travel Consultation

Endeavour House  
8 Russell road  
Ipswich  
Suffolk  
IP1 2BX

Our Ref:042/ 090218/CR  
Your Ref:

*Not passenger transport.*

13 February 2018

Dear Sir/Madam

## RE: SCHOOL TRANSPORT CONSULTATION

Leiston Town Council are extremely concerned with the suggestion to change how school transport operates. Certainly, the best option for Alde Valley Academy would be to retain the status quo with option 3. The Academy faces considerable competition for students in the area from rival schools, and due to the Academy's location resulting in only 180 degree catchment area, it severely hampers opportunities to expand on numbers.

If free bus places are only offered to a child's nearest school this will have a detrimental effect on Alde Valley who have worked extremely hard to bring the school up the league table with the recent exam successes and a 'Good' Ofsted rating. Some parents will not be able to afford to pay for their child's transportation and so their education would suffer.

Councillors understand that Suffolk County Council needs to make savings but taking this service away would increase the number of cars on the road at peak times and also risk schools closing due to lack of numbers (with the subsequent budget pressures on you that this would bring). We consider the County Council should lobby Government for more funding because we are in a rural area, with many low-income families trying to make ends meet and to put this extra burden on families is appalling. Members would also lobby Suffolk County Council to focus on post 16 transport from Leiston and the surrounding district as this is an issue that severely restricts ambition in many of our young people too.

Leiston Town Council supports option 3.

Yours faithfully

John Rayner  
Town Clerk

Cc: Dr Therese Coffey MP



**From:** Barningham PC  
**To:** [School Travel](#)  
**Cc:** [Joanna Spicer](#); [Rebecca Hopfensperger](#)  
**Subject:** School Consultation response from Barningham, Market Weston and Gt Livermere Parish Councils  
**Date:** 26 February 2018 15:11:13

---

We are writing to express concerns raised by Barningham, Gt Livermere and Market Weston Parish Councils regarding the current School Transport Consultation.

Firstly, we feel the consultation itself is flawed. The content is incomplete and vague in almost every area and as a result has meant that reader focus is largely on trying to figure out what it means rather than concentrating on whether it will save any money. The associated lengthy 36 page 'booklet' does little to help.

Parish Councils were not invited to take part in the Consultation, we would normally receive a link that we could forward to interested parties. It was unusual not to be notified and we would question how many Parish Councils were aware of the consultation and subsequently did not share or partake in the survey.

It is understood that uprooting Children from their school can have a damaging effect on their education.

Current catchment/pyramid arrangements allow for children to be introduced to the High School over a long period of time. This is an important factor for many children who are anxious about moving up to 'big school'. They have already met teachers, had lessons there, eaten in the cafeteria and are already familiar with the layout. It would be a huge shame to lose this.

One of the biggest concerns we have however is that if either option 1 or 2 are adopted that this would discriminate against those who are unable to afford to either pay or transport their children to their current pyramid school. Barningham has been recognised in the past of being an area of rural deprivation and it is those who live in rural areas who are going to be hit hardest if you opt for either option 1 or 2.

Bearing these points in mind we would urge to choose option 3 and this is the option all three Parish Councils will be supporting.

Vicki Gay

Clerk to Barningham, Market Weston and Gt Livermere Parish Councils



## **SCC consultation on school bus free travel entitlement**

### **Summary of potential impacts for SBN and surrounding villages (Aged 11-16 element)**

- Children's education disrupted by a 'forced' change of school
- Parents face a travel cost of c£1k per child per year if their children are to continue at TGS
- Children split across four secondary schools rather than one
- Low likelihood of SCC realising its objective of cost savings
- Finances of vulnerable bus Route 84 weakened
- Expensive new TGS school building underused

SCC did not inform the parish council of this consultation and it closes on 28 February.

The consultation is at:

<https://www.suffolkonboard.com/home-to-school-transport/school-travel-consultation/>

### **What SCC is proposing**

To make savings in its school transport budget, SCC's preferred proposal appears to be to fund the minimum legal requirement for free school transport, starting in 2019. Pupils would only receive free travel to the nearest available school (and only if it is outside the statutory walking distance). It is uncertain what the impacts would be because they would depend on how parents react, availability of places at different schools, any arrangements for individual schools to provide transport, etc. However, the core policy does not appear to offer a significant likelihood of positive results for SCC, pupils, schools or communities in our area and similar areas.

The sections below relate principally to the impacts of the aged 11-16 proposals.

### **Potential impact on pupils/parents in SBN and surrounding villages**

Nayland – pupils receive free travel to the Gilbert School in Colchester

Stoke/Polstead – pupils receive free travel to Hadleigh School

Thornington St – pupils receive free travel to East Bergholt School.

Assuming parents take up this offer (and that there are places available at these schools):

- SCC would have to fund a new school bus service for SBN/Polstead-Hadleigh
- SCC would have to fund a new taxi service for Thorington St-Bergholt
- Nayland children would presumably use an amended 84 bus route to Gilbert School
- Leavenheath children continue travelling on the 84 bus to TGS.

This 'forced' change of school would have an obvious negative impact for children's education, particularly those in or near the GCSE year. Splitting children up could also make it harder to settle in to schools. It would cost c.£1k per year per pupil for parents to pay for them to continue travelling to TGS.

### **Threat to 84 bus route**

The route is heavily dependent on the fares school children pay. If most children go to their nearest school, some significant revenue would be lost. Another potential revenue loss would be if Nayland parents car share to take children to TGS. It may be survivable. But if the route does not survive in the short or long term, SCC's costs would be likely to rise significantly as it would have to provide further new school services from a number of villages. And residents would lose their bus service.

### **Impact on schools**

SCC forecasts that TGS could lose 170 pupils and Hadleigh gain over 60. This would mean TGS's new facility is underused. Hadleigh, where the current buildings are cramped, may (or may not) try to find a way of accommodating more children. This may create costs for schools.

### **Does the policy deliver savings?**

**Our area:** Providing separate travel arrangements to several schools that are all a similar distance away is inefficient compared to virtually everyone from several villages travelling to TGS on a single bus route. Whether it reduces costs or increases them would depend on a number of factors specific to our area.

**Other rural areas:** Where SCC's policy results in a similar splitting of pupils between schools and the existing school bus service is contracted, rather than commercially operated, it is more probable that costs would rise. This is because SCC may often need to continue paying for the existing contracted service as well as new school transport arrangements.

### **Where SCC may have most prospect of some savings**

- In areas where it is paying for people to go to schools over 2 or 3 miles away. Legally it does not have to do this and proposes withdrawing this entitlement.
- Post-16 school travel where current subsidy would be replaced by the discount Endeavour Card.

### **Experience of the nearest school policy in Essex**

Essex County Council has made a tiny saving in its primary and secondary (age 11-16) school travel costs for non-SEN pupils. Secondary school 11-16 year-old transport costs have fallen from £53,593 per day to £53,375 in the first full year of the new policy. However, the number of pupils ECC pays for has fallen c.2k. So the daily cost per pupil to ECC has risen from £4.54 to £5.42.

What this may mean is happening:

1. In some areas ECC may be operating more school services to carry fewer pupils
2. School buses are operating with empty seats while parents follow them in the car.

**From:** Town Clerk  
**To:** [School Travel](#); [Town Clerk](#)  
**Subject:** Suffolk CC : school transport consultation  
**Date:** 05 February 2018 12:11:18

---

## **Response from Bungay Town Council**

Bungay Town Council strongly oppose options 1 and 2 and strongly support option 3 which would retain current school transport arrangements for Bungay High School and other schools in the county. The Council consider that implementation of either options 1 or 2 would put an unacceptable burden on those families who live sufficiently far away from Bungay High School to benefit from the current arrangements; this burden will be particularly onerous for low income families and may have a detrimental impact on the educational opportunities of their children.

Peter Morrow  
Bungay Town Clerk

--

Please consider the environment: think before you print this email

Confidentiality: This email and its attachments are intended for the above named only and may be confidential. If they have come to you in error you must take no action based on them, nor must you copy or show them to anyone; please reply to this email and highlight the error.

Security Warning: Please note that this email has been created in the knowledge that Internet email is not a 100% secure communications medium. We advise that you understand and accept this lack of security when emailing us.

Viruses: Although we have taken steps to ensure that this email and attachments are free from any virus, we advise that in keeping with good computing practice the recipient should ensure they are actually virus free.



## **THURSTON PARISH COUNCIL**

Parish Council Office  
New Green Centre  
Thurston  
Suffolk  
IP31 3TG

Tel: 01359 232854

e-mail: [info@thurstonparishcouncil.gov.uk](mailto:info@thurstonparishcouncil.gov.uk)

website: <http://thurston.suffolk.cloud/>



Suffolk County Council – school and post-16 travel consultation  
Endeavour House  
8 Russell Road  
Ipswich  
Suffolk  
IP1 2BX

Email: [schooltravel@suffolk.gov.uk](mailto:schooltravel@suffolk.gov.uk)

23<sup>rd</sup> February 2018

Dear Sirs,

### **Re: School-and-post-16- Travel Consultation**

Please find below the Parish Council of Thurston's comments to the proposals to change school and post-16 travel policies as outlined in the School and Post 16 Travel Consultation.

#### **Traffic impact**

Thurston is facing an unprecedented level of new housing development. At the MSDC referrals committee meeting in November 2017 a total of 818 new homes were approved to be built in the village. Adding this to other existing planning approvals either under construction or not yet started, Thurston will have over 1,000 new homes built over the next few years.

Suffolk County Council have indicated that road junctions including the Fishwick Crossroads, Pokeridge Corner, the Bunbury Arms junction and the railway bridge on Station Hill will be at capacity once these homes are built. Because of the limited space available at these points there is no way of improving these junctions further to accommodate additional traffic.

If the change to the school transport policy were to be implemented, the likelihood is that an additional 600 car journeys per day would place all of the junctions under significant pressure and would lead to traffic congestion and delays at peak times.

#### **Impact on the College**

Should the transport policy be implemented, there is a significant chance that with less pupils attending the college, there will be a reduction in staffing levels, which also then leads to changes and restrictions to the available curriculum. This is ironic, since the college is likely to be one of the reasons why new residents will move to the village to occupy the new houses- expecting a high quality educational facility with a broad range of subjects available for GCSE.

In addition, the sixth form would also be smaller, which would mean the separate facility at Beyton for the sixth form could no longer be justified.

### **Impact on residents**

Additional car journeys are going to mean an impact on local residents in terms of parking. There is no capacity at the College to allow for the additional car journeys in terms of parking or drop-off, so the impact is likely to be borne by local residents in the streets near to the college. There is no dedicated parking area anywhere in the village that could be utilised for these additional journeys, nor is there any land that could be designated as additional parking. There are only 12 parking spaces at the railway station for instance.

Finally, on the railway station, if a significant number of additional pupils used the railway station to reach the village, there is a possibility that this raises the danger level of the crossing to the point where the crossing faces closure, meaning the Cambridge bound platform would no longer be accessible.

The Parish Council understands that the consultation proposes three options:

1. Change to “nearest school only” wholesale in September 2019 (all students in all year groups would no longer qualify for free transport to Thurston Community College if they live closer to a different secondary school).
2. Change to “nearest school only” incrementally, from September 2019 (same as above, but existing students would continue to receive free transport while new students do not).
3. Make no changes to the school travel policy and look to make savings from other Suffolk County Council budgets.

Thurston Parish Council, for the reasons cited above, opposes options 1 and 2 as it does not believe that the case has been proven for savings to be made and is concerned that there will be additional costs elsewhere and significant detrimental impacts on the community of Thurston.

The Parish Council fully supports Option 3 as it is the only way to ensure that, not only the village of Thurston but also surrounding villages remain safe for all road users and that there is no negative impact on Thurston Community College and its students.

Yours faithfully,

*Unsigned for email purposes*

V S Waples, BA(Hons), CiLCA  
Clerk to the Parish Council