



Conwy Primary School Modernisation Project

Llandudno Junction Area

Transport Impact Assessment

June 2011

Contents

	Page
1 Introduction	2
1.1 Underpinning Policies	2
2 Transport Profile	3
2.1 Conwy Area Profile	3
2.2 Conwy School Transport Profile	4
2.3 Llandudno Junction Area Profile	5
3 School Profiles	6
3.1 Catchment Data	6
3.2 Impact on Journey Times	9
3.3 Impact on Transportation Costs	10
3.4 Safe Routes in the Community	10
4 Local Authority Options for Structural Change Transport Impact Assessment	11
5 Conclusions and Recommendations	12
Appendix	13

1. Introduction

Conwy County Borough Council has been carrying out an in-depth review of its Primary Schools over the last 3 years. This resulted in the publication of the '*Strategy for the Modernisation of Conwy Primary Schools*' and associated '*Implementation Plan*' in October 2010, following its adoption by Cabinet.

The Cabinet also agreed to:

- i) consult with communities in detail (full impact assessment) on the options within the Implementation Plan and
- ii) undertake stakeholder meetings with those areas identified for '*review in two years time*'.

Key information, including impact assessments on language; equality; transportation; community; and buildings fit for purpose, will be undertaken in order to inform an option appraisal.

Formal consultation meetings will take place with each school within an area for initial review to present in more detail the options considered for each area and the outcome of the option appraisal.

This document will consider the impact on transportation of the proposed options within the Llandudno Junction Area.

1.1 Underpinning Policies

Transport

The Primary Schools Modernisation programme will support the Authority's policy of providing free transport to pupils under 11 years of age, who live over two miles from their nearest appropriate school.

Free transport provision will also be provided to those pupils who meet the additional criteria listed in the Transport policy; including: medical grounds; needs identified within a Statement of Special Educational Need; hazardous routes.

A full version of the Policy is available on our website www.conwy.gov.uk, direct from Conwy CBC Education Services, or any County School.

For further information on transport please contact the Education Transport Officer on 01492 575592/575595 who is responsible for assessing eligibility for transport, or the Highways Transport Officer on 01492 575413 who is responsible for transport arrangements.

Admissions

The Primary Schools Modernisation programme will support the Authority's policy of allowing parents and pupils to express their preference for admission to a school of their choice.

Admission arrangements for schools are either the responsibility of Conwy County Borough Council (community and voluntary controlled schools) or the Governing Body (foundation and voluntary aided schools).

Conwy's Admissions policy is available in the '*Schools and Education Service*

Information Document. Copies are available on our website www.conwy.gov.uk/education, or direct from Conwy CBC Education Services.

For any enquiries regarding the Admissions Policy, please contact Education Services on 01492 575011.

Local Schools (Catchment Areas)

The Primary Schools Modernisation programme will support the Authority's policy of identifying local schools for communities. Each local school has a defined 'catchment area'. Catchment areas (in the main) are based on community ward boundaries as supplied by the Boundary Commission. Catchment areas are mapped out and are required to be reviewed periodically.

In rural areas, a catchment area will cover many square miles and may include one or more villages and their surrounding areas. In urban areas, with two or more schools within a town, the catchment areas will be a collection of streets.

2. Transport Profile

2.1 Conwy Area Profile¹

- Conwy is a strategically important transport hub
- Reliance on cars is high
- Use of public transport for travel to work is low
- Many more people travel out of the County Borough for work than travel into the area

Conwy County Borough is important as the hub of major regional and local transport links – the main strategic routes are the A55 expressway, the A470 trunk road and the North Wales Coast Rail line. These arterial routes are supported by other strategically important routes such as the A5, A548, A547, A546, A544, A4086 trunk roads and the Conwy Valley railway line.

Table 1: Mode of travel to work and car ownership

	Conwy		Wales		England and Wales	
Work mainly at or from home	5,600	12.8%	115,300	9.7%	2,170,550	9.2%
Public transport	2,200	5.1%	77,650	6.6%	3,422,400	14.5%
Car	29,600	67.6%	832,900	70.2%	14,527,750	61.5%
Motorcycle or moped	300	0.7%	8,900	0.7%	258,350	1.1%
Taxi or minicab	200	0.5%	6,000	0.5%	122,500	0.5%
Bicycle	750	1.7%	16,400	1.4%	651,000	2.8%
On foot	4,750	10.8%	122,750	10.3%	2,364,650	10.0%
Households with no car	11,600	24.2%	313,800	26.0%	5,802,200	26.8%
Persons per car	2.03		2.19		2.46	

Source: 2001 Census (table KS015)

The high proportion of Conwy's residents who work at home is in part due to the rural nature of large areas of the County Borough. The most southerly wards of Uwch Conwy, Uwchaled and Betws-y-Coed all have work-at-home rates of over 25%, more than twice that of the County Borough as a whole.

¹ CCBC - An area profile for Conwy (Oct 2010)

Reliance on cars for travelling to work is well above the England and Wales figure, though slightly better than for Wales as a whole. Again, the rural nature of the area and the lack of access to alternative methods of transport is the cause. Public transport accounts for a very low 5% of journeys to work.

Car ownership in Conwy is slightly higher than the Wales and England & Wales average, with only 24% of households having no car. In rural areas, where there is often very limited access to public transport, car ownership is higher still – in Eglwysbach, only 6% of households had no access to a car or van according to the 2001 Census. Car ownership levels are at their lowest in parts of Llandudno and Colwyn Bay, areas which are also some of the most deprived in Conwy according to the Welsh Index of Multiple Deprivation.

2.2 Conwy School Transport Profile

Since 1st February 2011, a joint team based in Denbighshire manages Conwy's school transport operational arrangements. In January 2011, Conwy was providing school transport to 4,057 pupils (of which 436 were pupils with additional learning needs), 25% of the whole school population (*mainstream and alternative education settings*). Of those receiving transportation, 84% were receiving free transport, with 5% paying and the remaining 11% to support ALN.

In 2010/11 financial year, school transport cost Conwy £1,413k for Primary, £611k for Secondary and £1,019k for those with additional learning needs(ALN). While Conwy's SEN costs appear good in comparison nationally and within the UK, its mainstream costs are higher than the national average.

Chart 1: National Mainstream cost per pupil

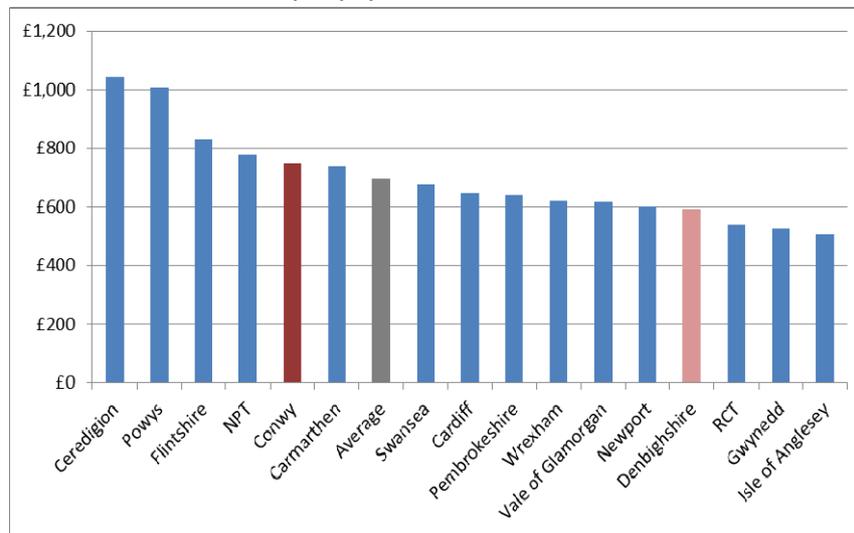
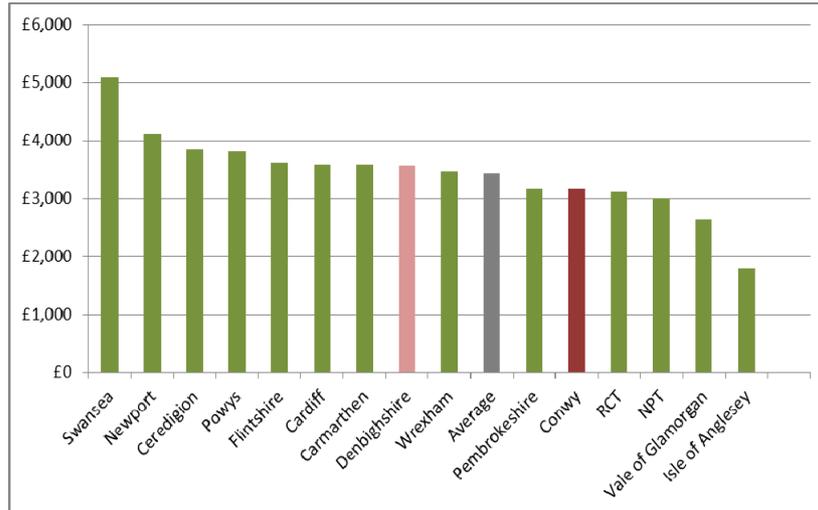


Chart 2: National ALN cost per pupil



2.3 Llandudno Junction Area Profile

The settlement of Llandudno Junction is largely contained within the wards of Marl and Pensarn, and bordered by the ward of Deganwy along Pentwywn Road. The combined population of the two wards is 6350². This contains a slightly higher proportion of young people up to 15 years of age than the mean average for Conwy county, and a lower proportion of people of pension age.

There are two primary schools in the area, namely Ysgol Nant y Coed and Ysgol Maelgwn. The catchment of Ysgol Nant y Coed broadly follows the ward boundary of Pensarn but also extends into Marl. Ysgol Maelgwn has two distinct catchment areas which serve separate Welsh and English medium streams, with the English medium catchment occupying much of the ward of Marl and the Welsh medium catchment occupying this area plus an extended region beyond. The population of the catchment area of Ysgol Nant y Coed is 3024 with 3352 dwellings within 1 mile of the school. The population of the English medium stream catchment area of Ysgol Maelgwn is 2738 with 3835 households within 1 mile of the school.

The current deposit Conwy Local Development Plan (2007 – 2022) indicates that new housing sites will be developed within Llandudno Junction and Maelgwn catchment to accommodate a further 241 dwellings and an additional 200 dwellings in the Nant y Coed catchment area. This is inclusive of new proposed housing allocations and sites with current planning permission. In the region of 40 further primary school pupils are associated with these extra dwellings in the Maelgwn catchment and in the region of a further 30 primary school pupils are associated with the new dwellings in the Nant y Coed catchment. Large residential developments are planned for by 2022 at the Esgyryn and the social club sites³.

In 2001, just over 70%(1,121) of the Marl ward, and just under 70%(846) of the Pensarn ward, travelled to work by car⁴. 10.2% of residents in the Marl ward and 7.4% in the Pensarn ward worked from home. Across Ysgol Maelgwn and Ysgol

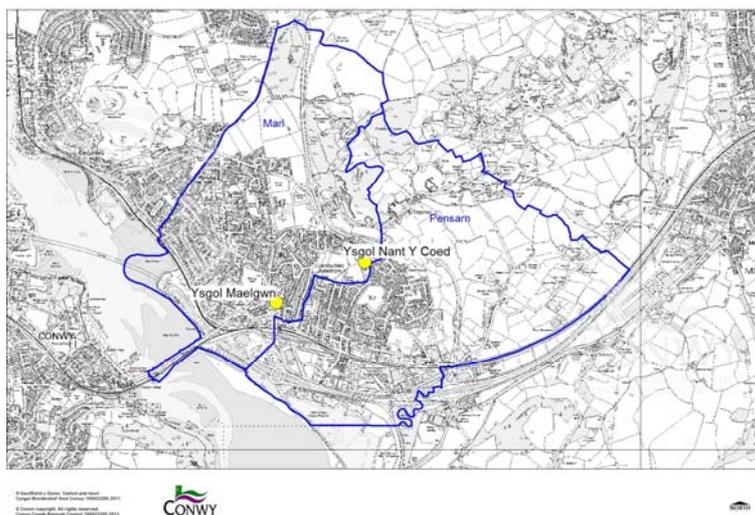
² 2001 Census Key Statistics, Office for National Statistics

³ Conwy Deposit Local Development Plan 2007-2022 (Revised edition 2011) Strategic policy HOU/1 – Meeting the housing need

⁴ 2001 Census Key Statistics, Office for National Statistics

Nant y Coed schools in February 2011, fewer than five pupils were receiving free transport (excluding pupils receiving free transportation due to their additional learning needs), at a cost to the Authority of £15 per day.

Map 1: Marl and Pensarn Wards with Llandudno Junction Schools



3 School Profiles

3.1 Catchment Data

Ysgol Maelgwn

Ysgol Maelgwn is a County Primary School for children aged between 3 and 11 years old. It is situated on Broad Street, Llandudno Junction and was founded in 1907

In January 2011, there were 214 pupils (inc. Nursery) attending Ysgol Maelgwn. As Maelgwn has a Welsh stream which has a separate catchment area that exceeds the Llandudno Junction boundaries, and in order to provide a true reflection of the numbers of pupils attending Ysgol Maelgwn as their local catchment school, the following aspects of this school profile will take into account only those being taught through the medium of English.

Of the 214 pupils in attendance, 94 were in the English cohort. When we compared the addresses of these pupils against the local catchment for Ysgol Maelgwn, it showed that 43% of these pupils were attending from outside of the Maelgwn school catchment.

Map 2: Ysgol Maelgwn School Catchment

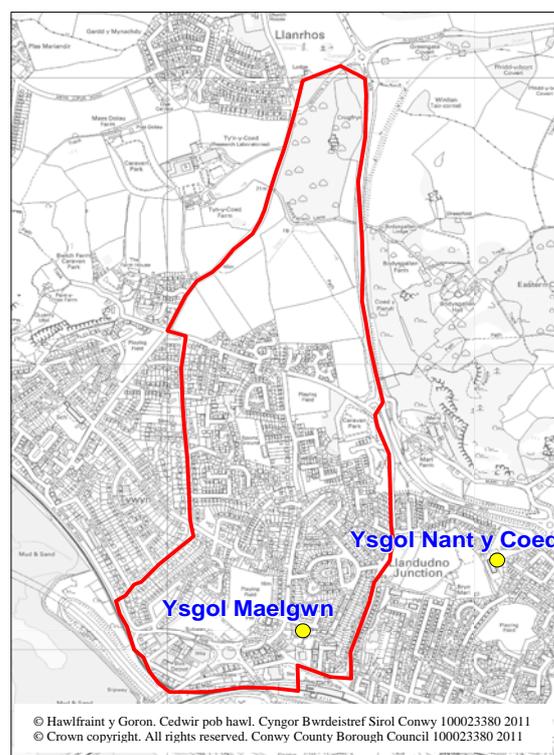
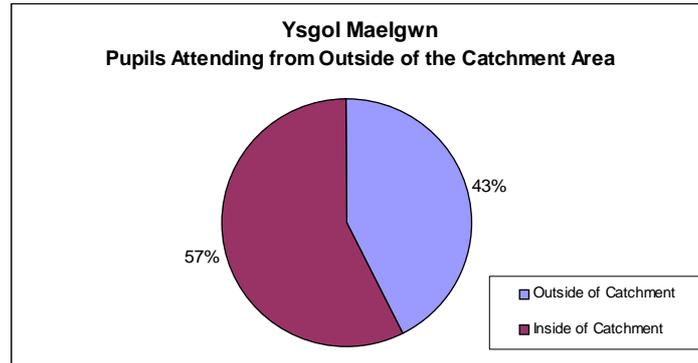


Chart 3: Ysgol Maelgwn Catchment Profile 1



A large majority of the pupils attending from outside of the Maelgwn school catchment live in the catchment for Ysgol Nant y Coed. The remaining pupils were attending from catchments across the county (see Chart 4 below).

Conversely, a significant 74% of pupils living in the Ysgol Maelgwn catchment area were not choosing their local school, of which 66% were for reasons unknown (not faith based or Welsh Medium). The majority were instead enrolled at Ysgol Deganwy (over 50 pupils) and Ysgol Nant y Coed (over 20 pupils), with others choosing schools across the County, as far south as Ysgol Tal y Bont (see Chart 5 below).

Chart 4: Ysgol Maelgwn Catchment Profile 2

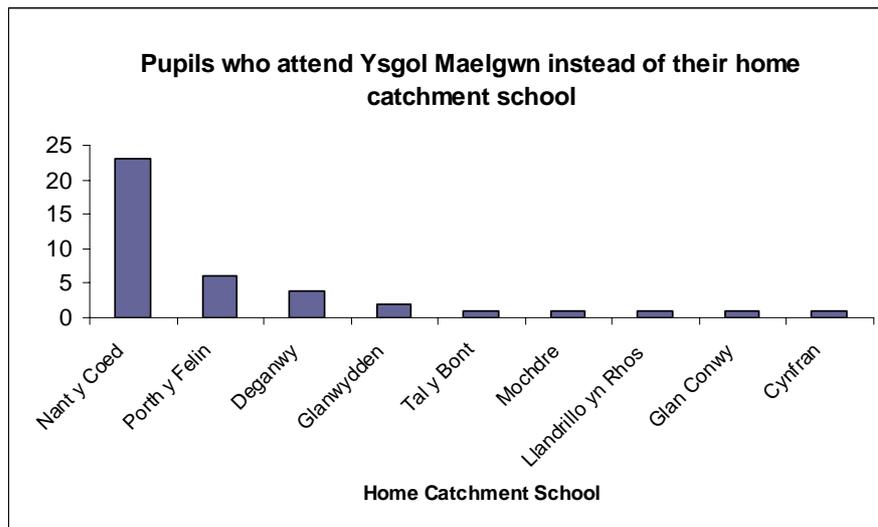
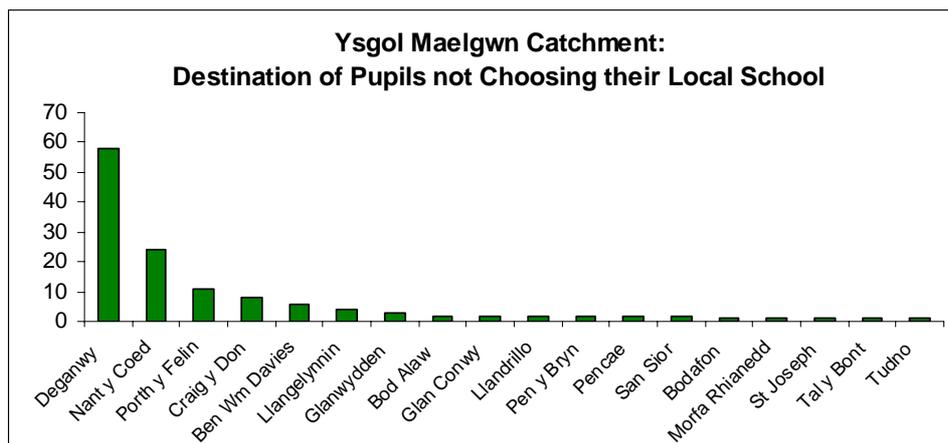


Chart 5: Ysgol Maelgwn Catchment Profile 3



Map 3: Ysgol Nant y Coed School Catchment

Ysgol Nant y Coed

Built in 1971, Ysgol Nant y Coed is a County Primary School for children aged between 3 and 11 years old.

In January 2011 there were 177(inc. Nursery) pupils attending Ysgol Nant y Coed.

When we compared the addresses of these pupils against the local catchment for Ysgol Nant y Coed, it showed that 22% of these pupils were attending from outside of the Nant y Coed school catchment.

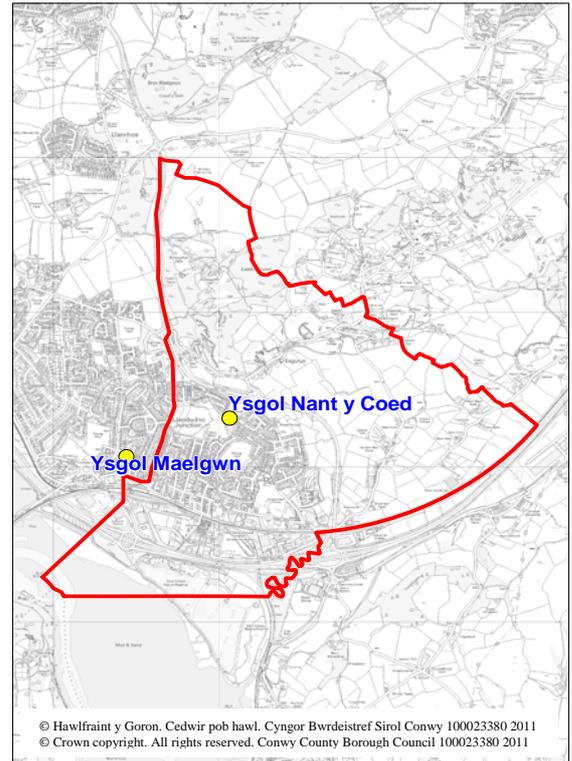
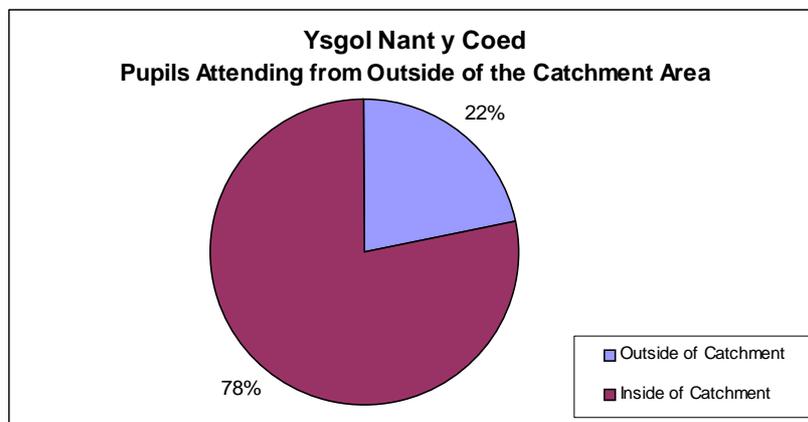


Chart 6: Ysgol Nant y Coed Catchment Profile 1



A large majority of the pupils attending from outside of the Nant y Coed school catchment live in the catchment for Ysgol Maelgwn. The remaining pupils attend from catchments across the county (see Chart 7 below).

Conversely, 47% of pupils living in the Ysgol Nant y Coed catchment area were not choosing their local school, of which 30% were for reasons unknown (not faith based or Welsh Medium). Around half were instead enrolled at Ysgol Maelgwn (over 23 pupils), with others choosing schools across the County, as far south as Ysgol Tal y Bont (see Chart 8 below)

Chart 7: Ysgol Nant y Coed Catchment Profile 2

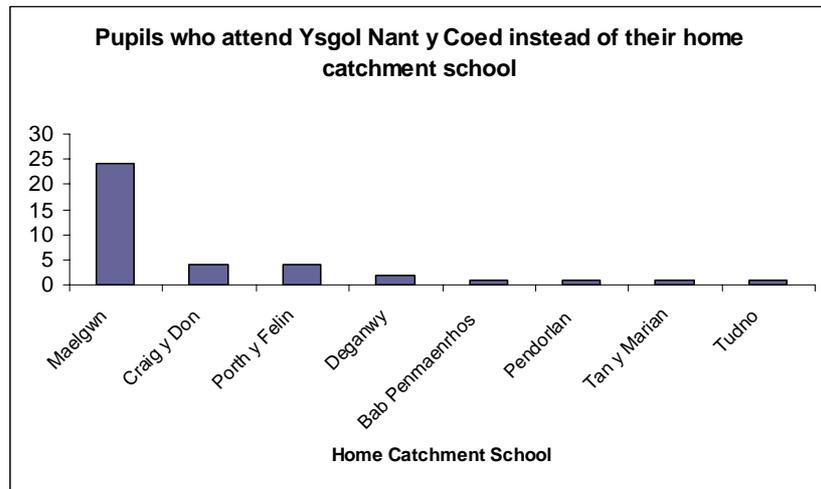
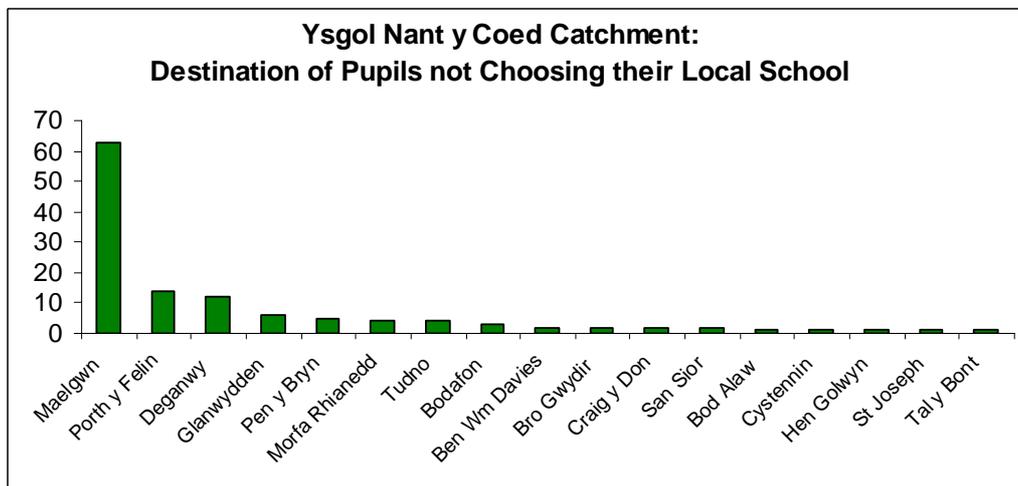


Chart 8: Ysgol Nant y Coed Catchment Profile 3



3.2 Impact on Journey Times

The WAG School Organisational Proposals (Circular 23/02) states that travelling time for Primary aged children should not exceed 45 minutes one way. This refers to 'drive time' and excludes walking or cycling.

Options 1 (driver-led) and 2 (community preferred), within the 'Strategy for the Modernisation of Conwy Primary Schools - Implementation Plan', are to close both Ysgol Maelgwn and Ysgol Nant y Coed and build one new school on a new site, with the potential sites being Esgyryn and Albini House.

Option 3 – to maintain the current schools and Option 4 – an area school on the existing two sites, would both retain the existing school sites.

To assess any impacts of the Options on the journey times for pupils, the Authority has undertaken a GIS exercise to ascertain the difference in the journey time from:

- the furthest point of Ysgol Maelgwn catchment to the Ysgol Maelgwn school site;

- the furthest point of Ysgol Nant y Coed catchment to the Ysgol Nant y Coed school site;
- the furthest point of the combined Maelgwn and Nant y Coed catchments to the Esgyryn site; and
- the furthest point of the combined Maelgwn and Nant y Coed catchments to the Albini House site.

As shown in the table below, the impact on (drive) journey times for pupils will be negligible, with a variation of no more than two minutes across the Options.

Table 2: Impact on Journey Times

Site	Site Postcode	Catchment Area	Furthest most Point	GIS Distance (miles)	Journey Time (minutes)
Ysgol Maelgwn	LL31 9HG	Ysgol Maelgwn	LL30 1RP	1.54	5
Ysgol Nant y Coed	LL31 9EU	Ysgol Nant y Coed	LL31 9JF	1.41	5
Esgyryn Site	LL31 9AT	Combined	LL30 1RP	1.61	4
Albini House Site	LL31 9LG	Combined	LL31 9JF	1.90	7

Taking into account that pupils currently attending Ysgol Maelgwn may walk to school, it is reasonable to expect that if the school was to move to the Esgyryn site the journey time walking may increase by approximately 20 minutes one way (Victoria Drive to Esgyryn), requiring pupils to cross five busy roads. This impact is significantly less to the Albini House site with an increase of under 5 minutes and two busy roads to cross. However, over 60 pupils are currently attending Ysgol Maelgwn from the Nant y Coed catchment and these pupils would therefore be closer to the school.

3.3 Impact on Transportation Costs

The exercise in 3.2 showed that when we combine the two school catchment areas to accommodate one new school (Options 1 and 2), the distance from the furthest point to either of the proposed new sites does not exceed two miles.

Therefore, taking into account the evidence in 3.2 and based on the assumption that all pupils currently attending schools within an area will attend the new school (excluding pupils receiving transport to meet an additional learning need), it is anticipated that there *will not* be any additional transportation costs to consider if we move the school site.

3.4 Safe Routes in the Community

A number of Safer Routes in the Community schemes have been undertaken in Llandudno Junction and supports both community facilities and existing schools. In terms of the options for amalgamated schools, the existing infrastructure and work previously undertaken via Safer Routes in the Community Scheme supports both sites.

In terms of the road and footway infrastructure in the immediate vicinity of a new site then this will form part of a project for a proposed new school. Any infrastructure issues in the wider community will be considered in consultation with Conwy's Highways and Infrastructure Service.

4. Local Authority Options for Structural Change Transport Impact Assessment

Area	Schools	Consultation Band	Driver-led Option (1)	Communities Preferred Option (2)	Alternative Options	
					Option (3)	Option (4)
Llandudno Junction Area	Maelgwn Nant y Coed	A	Area school on one (new) site. Either <i>Esgyryn</i> or <i>Albini House</i>	Area school on one (new) site. Either <i>Esgyryn</i> or <i>Albini House</i>	Maintain Current Schools	Area school on existing 2 sites

- 5 – Strongly Agree / Improvement
- 4 – Agree / Some Improvement
- 3 – Neither Agree nor Disagree / No change
- 2 – Disagree / Slightly Worse
- 1 – Strongly Disagree / Worse

Measure	Options 1 & 2		Option 3	Option 4
	(a) Albini House	(b) Esgyryn		
Impact on journey times	2	2	3	3
Impact on transportation costs	3	3	3	3
Safe routes in the Community	3	2	3	3
Average Score	3	2	3	3

4. Conclusions and Recommendations

On the basis of the overall Transport Impact Assessment, the findings are that Option1&2a (Albini House site) and Options 3 & 4 all are equally viable, with no significant barriers in relation to journey time, cost or safe routes in the community. Option 1&2b (Esgyryn site) results in a negative impact in relation to the 'walking' time and safe routes.

In respect of journey time, the impact (drive time) for pupils will be negligible, with a variation of no more than two minutes across the Options. Taking into account that pupils currently attending Ysgol Maelgwn may walk to school, it is reasonable to expect that if the school was to move to the Esgyryn site the journey time walking may increase by approximately 20 minutes one way (Victoria Drive to Esgyryn), requiring pupils to cross five busy roads. This impact is significantly less to the Albini House site with an increase of under 5 minutes and two busy roads to cross. However, over 60 pupils are currently attending Ysgol Maelgwn from the Nant y Coed catchment and these pupils would therefore be closer to the school.

When we combine the two school catchment areas to accommodate one new school (Options 1 and 2), the distance from the furthest point to either of the proposed new sites does not exceed two miles. Taking this into account, it is anticipated that there *will not* be any additional transportation costs to consider if we move the school site.

There are no issues in relation to safe routes in the community at the existing school sites and Albini House site. With the Esgyryn site being located on the outskirts of the town centre, actions to ensure there are safe routes in place have been encompassed in the overall project costs.

PSMP Transportation Impact Assessments

(For each option within an area)

Outline for Each Assessment:

The following will need to be considered for each option within an area – this requirement is incorporated in the instructions below.

Area	Schools	Consultation Band	Driver-led Option (1)	Communities Preferred Option (2)	Alternative Options	
					Option (3)	Option (4)
e.g.	School 1 School 2 School 3	A	New build Area School on 1 site	Maintain Current Schools	Area school on one site via remodelling school 1	Area School on all existing 3 sites.

Note – The assessment excludes the impact on:

- transitions by creating an area school on multiple sites, as the arrangements across the sites would be the decision of the Governing Body.
- ALN pupils receiving transport, as the assessment criteria is based on the additional needs of the pupil as opposed to distance to the school.

1. Impact on Journey Times

Travelling Time for Primary aged children will not exceed 45 minutes one way. This refers to 'drive time' and excludes walking or cycling.

Based on the above definition, the following tasks would be undertaken.

Maintain Current Schools / Area School on Existing Sites - for each school in the area:

- Using the GIS MapInfo system, identify the furthest most point (postcode) from the existing catchment area to the existing school.
- On the Capita ONE 'TEST' system, find a pupil with the same postcode as the furthest most point (*if there is not one in the system, create a temporary pupil*), and calculate the distance and journey time of the shortest and safest route to the existing school site.
- Repeat for all current schools/existing sites.
- Record the data (as a visual image) on the GIS MapInfo print out for each school's catchment.

Area School on One Site via Remodelling of an Existing Site / New Build Area School on an Existing Site:

- Using the GIS MapInfo system, re-establish a new catchment area that merges the existing school site catchment areas (*you will need to have this new catchment area confirmed by the Head of School Improvement Services*).
- Identify the furthest most point (postcode) from the revised catchment area to the school site.
- On the Capita ONE 'TEST' system, find a pupil with the same postcode as the furthest most point (*if there is not one in the system, create a temporary pupil*), and calculate the distance and journey time of the shortest and safest route to the existing school site.
- Record the data (as a visual image) on the GIS MapInfo print out for the revised catchment.

New Build Area School on a New Site:

- Using the GIS MapInfo system, re-establish a new catchment area that merges the existing school site catchment areas (*you will need to have this new catchment area confirmed by the Head of School Improvement Services*).
- Identify the possible new sites (*with EDS*).
- Identify the furthest most points (postcode) from the revised catchment area to the possible new school site.
- On the Capita ONE 'TEST' system, find a pupil with the same postcode as the furthest most point (*if there is not one in the system, create a temporary pupil*), and calculate the distance and journey time of the shortest and safest route to the possible new school site.
- Repeat for each possible new school site.
- Record the data (as a visual image) on the GIS MapInfo print out for the revised catchment.

2. Impact on Pupil Numbers Receiving Transportation and Costs

Based on the assumption that all pupils currently attending schools within an area will attend the new school, and excludes pupils receiving transport to meet an additional learning need.

This exercise will provide a comparison of numbers and cost; the current position compared with structural changes.

2.1 Maintain Current Schools / Area school on Existing Sites - for each school in the area:

- For each school, use the Capita ONE system to identify the number of pupils currently receiving free transportation.
- Remove those receiving to meet an additional learning need.
- Identify the cost per school (*Highways and Infrastructure*)
- Record the information in the template provided.

When applying this method (in particular to the urban areas), first:

- Take the new catchment area (approved in exercise 1) and scatter plot the pupils according to their postcodes.
- Identify the furthest most points (postcodes) from the revised catchment area to the current school site.
- On the Capita ONE 'TEST' system, find a pupil with the same postcode as the furthest most point(s) (*if there is not one in the system, create a temporary pupil*), and calculate the distance to the current school and to any possible scenario of school sites.
- If this pupil is not over two miles, then we can state there is no change to the 'maintain current school' arrangements and the assessment stops here.
- If over 2 miles continue with the assessment below:

2.2 Area School on One Site via Remodelling of an Existing Site / New build Area School on an Existing Site:

- From the SIMS.net schools systems, print out a list of the postcodes for all pupils attending each school in the area for review (exclude those pupils receiving transport for an ALN). Import into Excel and sort to 'hide' duplicate postcodes (*Project Manager / MIS*).
- On the Capita ONE 'TEST' system, find pupils with the same postcodes as the excel spreadsheet (*if there are not pupils in the system, create temporary pupils*), and calculate the distances to the existing school site.

- Unhide the duplicate postcodes and tick if over 2 miles - determining the number of pupils now potentially eligible.
- Identify the cost of transporting the pupils identified as eligible above (*Highways and Infrastructure*)
- Record the information in the template provided.

2.3 New Build Area School on a New Site:

Using the excel spreadsheet of pupil postcodes created above – add a further column to record the outcome of the impact with this structural change.

- Identify the possible new sites (*with EDS*).
- On the Capita ONE 'TEST' system, find pupils with the same postcodes as the excel spreadsheet (*all postcodes should be in the test system now*), and calculate the distances to the new school site.– determining the number of pupils potentially eligible – repeat for each possible new school site.
- Identify the cost of transporting the pupils identified as eligible above (*Highways and Infrastructure*)
- Record the information in the template provided.

Work to be undertaken by Highways and Infrastructure Service

(in relation to 2.2 and 2.3)

For this assessment, there is requirement for a costing element by the Highways and Infrastructure Service. Where this is referred to, this will entail:

- consider the clusters for any new pupils requiring transport and for each cluster;
 - consider what vehicle and route is most appropriate;
 - apply the route;
 - work out the cost per cluster;
- add the cluster costs together to report by option (e.g. 2.3)