



Conwy Primary School Modernisation Project

Penmaenrhos Area

Transport Impact Assessment

August 2012

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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 Penmaenrhos 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 01824 706962 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 Services 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 575012.

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%	6,00	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.

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

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

Since 1st February 2011, a joint team based in Denbighshire has managed Conwy's school transport operational arrangements. In April 2012, Conwy was providing school transport to 3610 pupils (of which 408 were pupils with additional learning needs), 24% of the whole school population (*mainstream and alternative education settings*). Of those receiving transportation, 82% were receiving free transport, with 7% paying a concessionary fare and the remaining 11% to support Additional Learning Needs.

In 2011/12 financial year, school transport cost Conwy £689k for Primary, £1.837m for Secondary and £1.212m for those with additional learning needs (ALN).

2.3 Penmaenrhos Area Profile

The settlement of Penmaenrhos is largely contained within the wards of Colwyn and Llysfaen along Peulwys Lane. There are two primary schools in the area, namely Ysgol Babanod Penmaenrhos and Ysgol Tan Y Marian. Ysgol Babanod Penmaenrhos teaches infant school pupils, Ysgol Tan Y Marian offers primary education to junior age pupils.

The catchment of both schools broadly contains the Central and Eastern area of Colwyn Ward and a small settlement to the Western area of Llysfaen Ward (Peulwys estate). Colwyn Ward contains a slightly higher proportion of young people up to 15 years of age than the mean average for Conwy County, and a slightly lower proportion of people of pension age.

Llysfaen Ward contains a higher proportion of young people up to 15 years of age than the mean average for Conwy County, and a slightly higher than average proportion of people within the 16 – 29 and 30 – 44 age brackets. Llysfaen has a significantly lower proportion of people of pension age and slightly lower proportion of people aged 45 – pension age.

The combined population of the two wards is 7050.² The number of dwellings within the catchment area of both schools is 1337 with 3488 dwellings within 1 mile of Ysgol Tan Y Marian and 3789 dwellings within 1 mile of Ysgol Babanod Penmaenrhos.

As the catchments only cover one whole output area and part of the other output areas, the population figures aren't easy to establish. Counting the population of all of the catchment surrounding the output (map 2) the population of the catchment area is 5587.²

Since the start of the Local Development Plan period in 2007, 45 new dwellings have been completed in the Colwyn ward and 7 in Llysfaen. There are an additional two large sites with planning permissions for a total of 48 dwellings in the Colwyn ward. Based on previous completion rates, we would anticipate approx. 70 dwellings in Colwyn and 13 in Llysfaen being built on small windfall sites through the remainder of the Plan Period. In the Colwyn and Llysfaen wards, 355 dwellings are proposed on new allocated sites over the LDP Plan Period. The bulk of these are located at the Ty Mawr Farm site (Llysfaen ward) with 255 dwellings. An additional 70 dwellings are proposed in Llysfaen village itself, at two sites and 30 dwellings at Ysgol y Graig in Colwyn make up the remainder of the new allocations in this area.

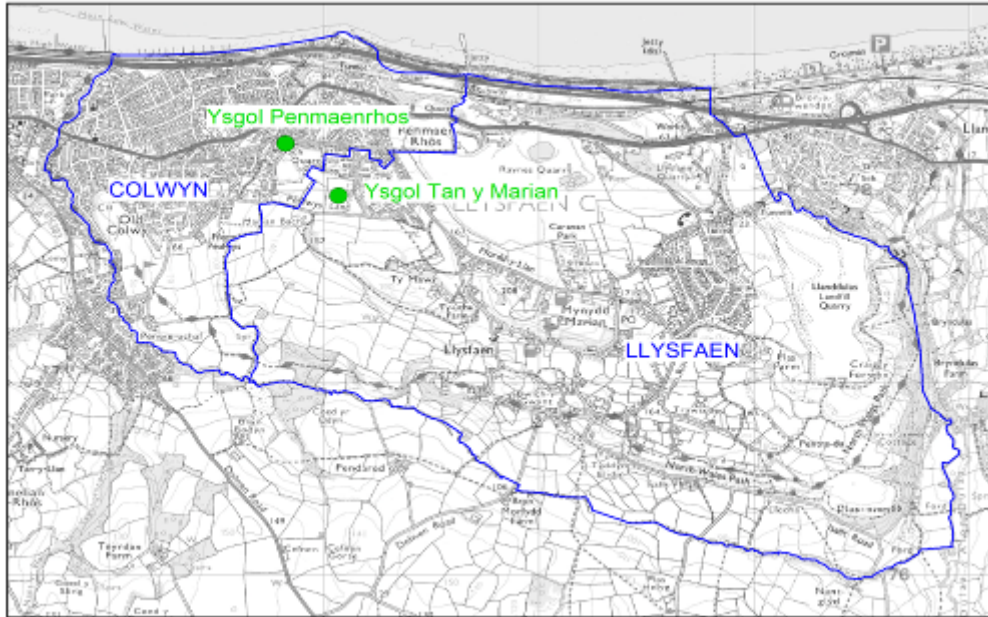
A potential 24 further primary school pupils are associated with these extra dwellings in the Penmaenrhos catchment and a further potential 32 primary school pupils are associated with the new dwellings in the Tan Y Marian catchment.³

² 2009 Mid-year estimates of population, Office for National Statistics; ONS experimental small area population estimates

² As Above

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

Map 1: Colwyn and Llysfaen Wards with Penmaenrhos and Tan Y Marian Schools

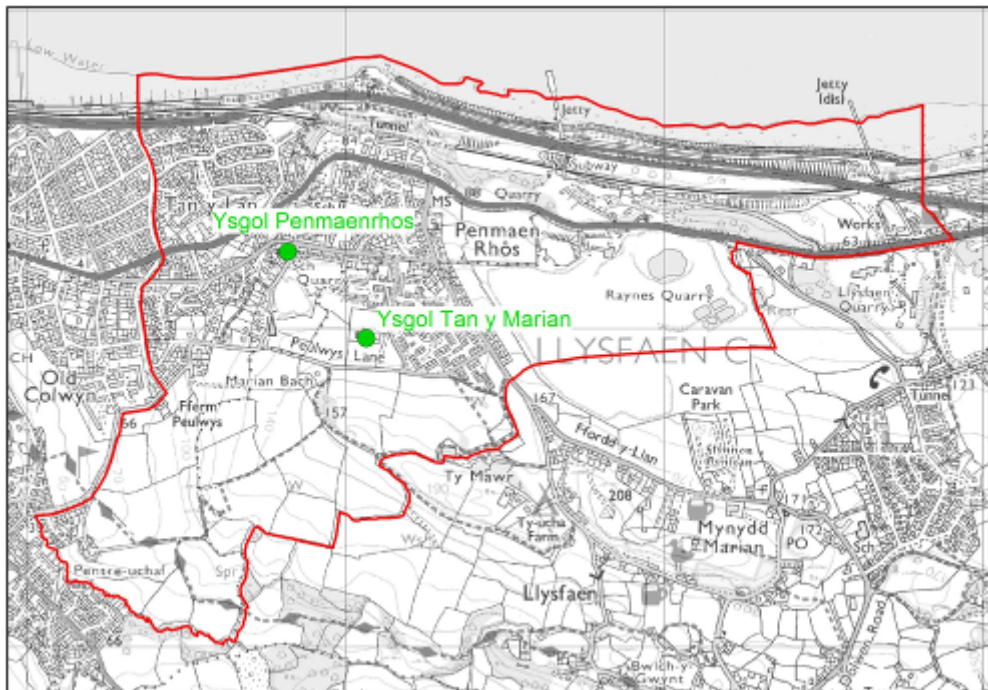


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3 School Profiles

3.1 Catchment Data

Map 2: Penmaenrhos & Tan y Marian Schools Catchment Area



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Ysgol Babanod Penmaenrhos

Ysgol Babanod Penmaenrhos is a County Infants School for children aged between 3 and 7 years old. It is situated on Craig Road, Colwyn Bay and was founded in 1918.

In January 2012, there were 65 pupils (inc. Nursery) attending Ysgol Babanod Penmaenrhos.

Of the 65 pupils in attendance only 6% of these pupils were attending from outside of the Penmaenrhos school catchment.

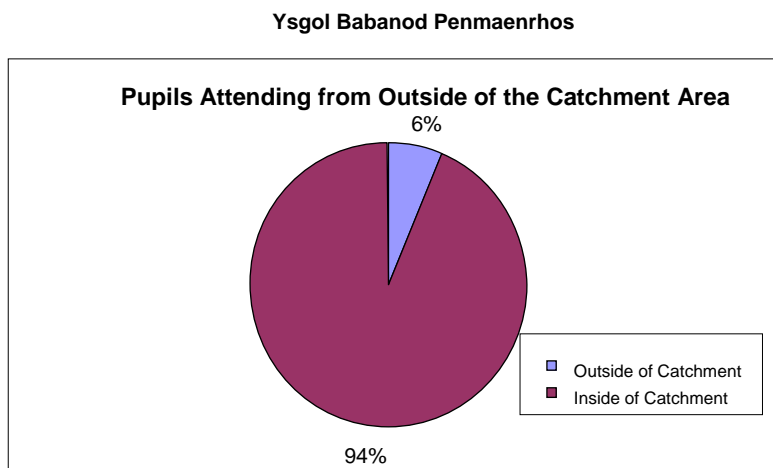


Chart 1: Ysgol Babanod Penmaenrhos Catchment Profile 1

A large majority of the pupils attending were from the Penmaenrhos school catchment. The remaining pupils were attending from catchments across the county (see Chart 4 below).

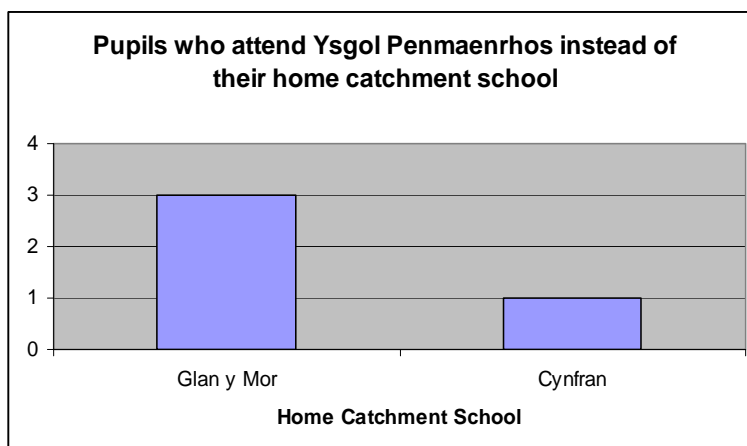
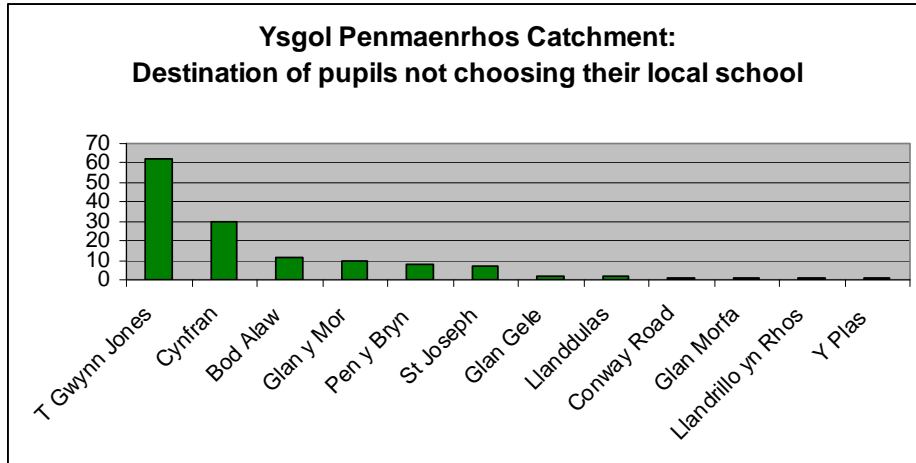


Chart 2: Ysgol Babanod Penmaenrhos Catchment Profile 2

Conversely, a significant 70% of pupils living in the Ysgol Babanod Penmaenrhos catchment area were not choosing their local school, of which 60% were for reasons unknown (*not* faith based or Welsh Medium). The majority were instead enrolled at Ysgol T Gwynn Jones (62 pupils) and Ysgol Cynfran (30 pupils), with others choosing schools across the County (see Chart 3)

Chart 3: Ysgol Babanod Penmaenrhos Catchment Profile 3



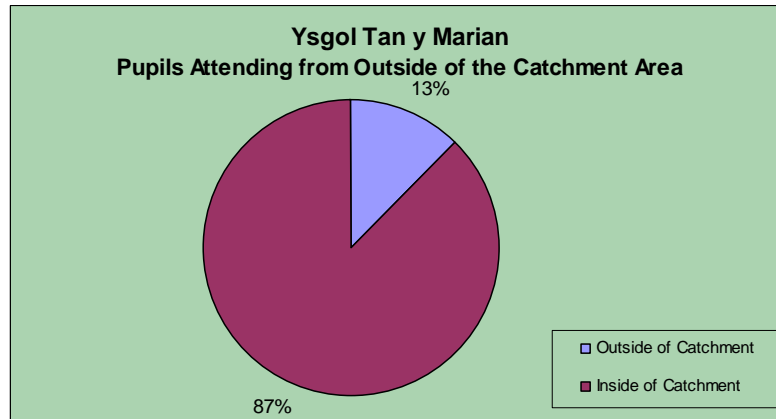
Ysgol Tan y Marian

Built in 1984, Ysgol Tan y Marian is a County Junior School for children aged between 7 and 11 years old.

In January 2012 there were 56 pupils attending Ysgol Tan y Marian.

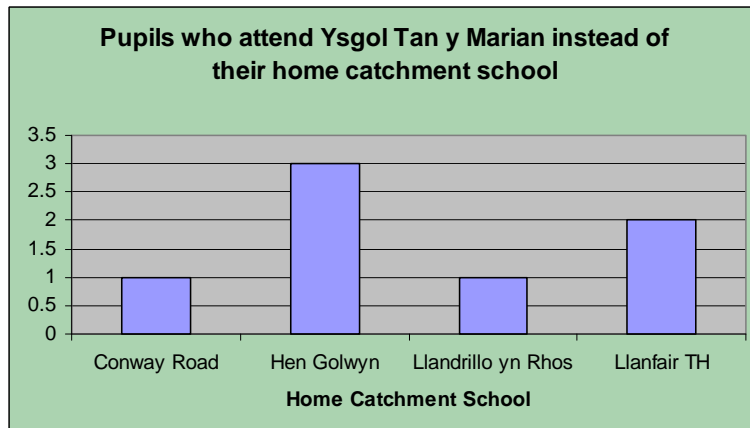
When we compared the addresses of these pupils against the local catchment for Ysgol Tan y Marian, it showed that 13% of these pupils were attending from outside of the Tan y Marian school catchment.

Chart 4: Ysgol Tan y Marian Catchment Profile 1



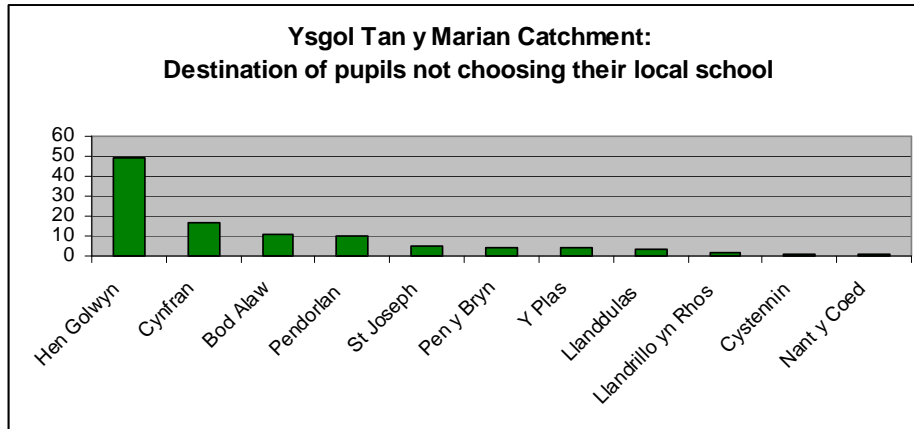
A large majority of the pupils attending were from the Tan y Marian school catchment. The remaining pupils attend from catchments across the county (see Chart 5 below).

Chart 5: Ysgol Tan y Marian Catchment Profile 2



Conversely, over 69% of pupils living in the Ysgol Tan y Marian catchment area were not choosing their local school, of which 56% were for reasons unknown (*not* faith based or Welsh Medium). Around half were instead enrolled at Ysgol Hen Golwyn (49 pupils), and Ysgol Cynfran (17 pupils) with others choosing schools across the county. (see *Chart 6 below*)

Chart 6: Ysgol Tan y Marian Catchment Profile 3



3.2 Impact on Journey Times

The Welsh Government 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) within the ‘*Strategy for the Modernisation of Conwy Primary Schools - Implementation Plan*’, is to have an all through school on the Tan y Marian site.

Option 2 & 3 – to maintain the current schools/an area school on each site, thus retaining the existing school sites.

To assess any impacts of the options on the journey times for pupils, the Authority has undertaken an exercise with Microsoft Autoroute to ascertain the difference in the journey time from:

- the furthest point of Ysgol Babanod Penmaenrhos/Tan y Marian catchment to the Ysgol Babanod Penmaenrhos school site;
- the furthest point of Ysgol Babanod Penmaenrhos/Tan y Marian catchment to the Ysgol Tan y Marian school site;
- the furthest residential point of Ysgol Babanod Penmaenrhos/Tan y Marian catchment to the Ysgol Babanod Penmaenrhos school site
- the furthest residential point of Ysgol Babanod Penmaenrhos/Tan y Marian catchment to the Ysgol Tan y Marian school site;

As shown in the table below, there will be no impact on (drive) journey times for pupils across the options.

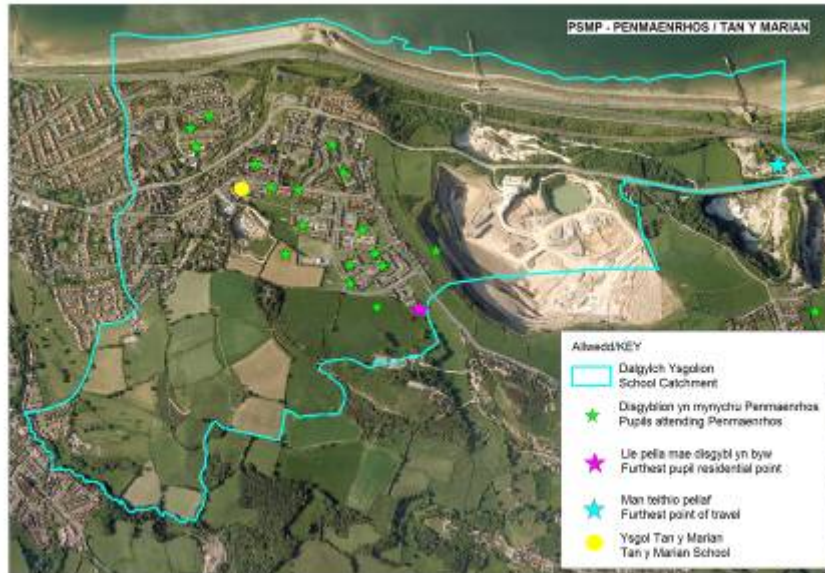
Table 2: Impact on Journey Times – Furthest Point of Catchment

Site	Site Postcode	Catchment Area	Furthest Point in Catchment	Autoroute distance (Miles)	Journey Time (minutes) (By Car)
Ysgol Babanod Penmaenrhos	LL29 9HN	Penmaenrhos/ Tan y Marian	LL22 8HP	1.7	3
Ysgol Tan y Marian	LL29 9LL	Penmaenrhos/ Tan y Marian	LL22 8HP	1.5	5
All through school – Tan y Marian site	LL29 9LL	No change	LL22 8HP	1.5	5

The data was compiled based on furthest residential point within the catchment area, Gwylfa Terrace, off Abergele Road and consists of a modest number of houses. Currently no pupils attending either school in the Penmaenrhos catchment reside in the Gwylfa Terrace area; instead the majority of pupils reside within a radius of less than one mile from both schools.

See Map 3 and 4 which depict the schools, with the pupils plotted and the furthestmost points and the furthestmost residential point, being Glas Coed for Ysgol Babanod Penmaenrhos and Voryn Avenue for Ysgol Tan y Marian.

Map 3 – Tan y Marian/Penmaenrhos Catchment showing residential points for Penmaenrhos Pupils

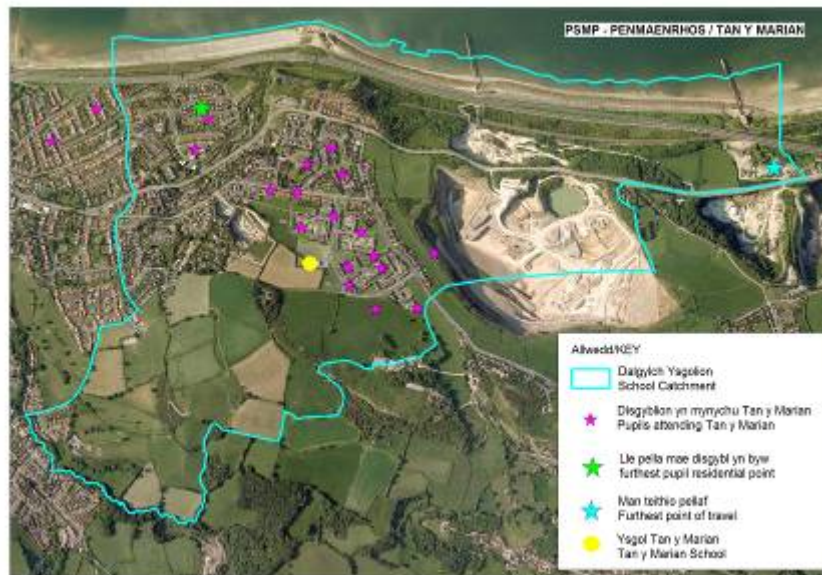


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Map 4 – Tan y Marian/Penmaenrhos Catchment showing residential points for Tan y Marian Pupils



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In order to provide a more realistic view, journey times have been calculated from the furthest residential point for each site as shown in Table 3 below.

Table 3: Impact on Journey Times – Furthest Residential Point of Catchment

Site	Site Postcode	Catchment Area	Furthest Pupil Residential point	Autoroute (miles)	Journey Time (By Car) (minutes)
Ysgol Babanod Penmaenrhos	LL29 9HN	Penmaenrhos /Tan y Marian	LL29 9BS	0.7	3
Ysgol Tan y Marian	LL29 9LL	Penmaenrhos /Tan y Marian	LL29 9BT	0.8	4
All through school – Tan y Marian site	LL29 9LL	No change	LL29 9BT	0.8	4

There are currently 10 families with children attending Ysgol Babanod Penmaenrhos who have siblings in Ysgol Tan y Marian. (this is equivalent to 20% of the total number of pupils at both sites). This is likely to increase to 14 families for the next academic year (26% of the total number of pupils). An amalgamated school on the Tan y Marian site would reduce the journey times of parents with siblings currently in both schools.

Transport is currently provided for a total of 14 pupils from various locations outside the catchment area to the Additional Learning Needs Units at both schools as follows:

Ysgol Babanod Penmaenrhos – 9 pupils

Ysgol Tan y Marian – 5 pupils

3.3 Impact on Transportation Costs

The exercise in 3.2 shows that the distance from the furthest residential point to the existing Tan y Marian site 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.

In terms of the Additional Learning Needs provision, we do not anticipate an increase in transport costs and given the potential change of location, there may be an opportunity to make savings by reducing the number of vehicles travelling to the new site.

3.4 Safe Routes in the Community

The two schools are currently 0.4 miles apart by road, but are linked by an existing footway. A new entrance gate and ramp to Ysgol Babanod Penmaenrhos was provided to link to the footway as part of the Safer Routes in the Community Scheme in 2002.

No works have been carried out in the vicinity of Ysgol Tan y Marian as current infrastructure supports safer routes to the school. The Authority is not aware of any infrastructure issues in the wider community

Information gained from the schools suggests that currently 76% of pupils walk to Ysgol Babanod Penmaenrhos with the remaining 24% travelling by car. In the case of Ysgol Tan y Marian, 91% of pupils attending walk or cycle to school, with the remaining 9% travelling by car.

4. Local Authority Options for Structural Change Transport Impact Assessment

Area	Schools	Consultation Band	Driver-led Option (1)	Communities Preferred Option (2)	Option (3)
Penmaenrhos Area	Penmaenrhos Tan y Marian	A	All through school on 1 site (Tan y Marian)	Maintain Current Schools	All through 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	Option 1	Option 2 & 3	
	All through school 1 site	Maintain Current Schools	All through school on existing 2 sites
Impact on journey times	4	3	3
Impact on transportation costs	4	3	3
Safe routes in the Community	3	3	3
Average Score	4	3	3

4. Conclusions and Recommendations

On the basis of the overall Transport Impact Assessment, the findings are that Options 2 & 3 are both equally viable, and provide no change to the current arrangements or journey time

However in the case of Option 1, there are currently 10 families with children attending Ysgol Babanod Penmaenrhos who have siblings in Ysgol Tan y Marian. (this is equivalent to 20% of the total number of pupils at both sites). This is likely to increase to 14 families for the next academic year (26% of the total number of pupils). An amalgamated school on the Tan y Marian site would reduce the journey times of parents with siblings currently in both schools and would provide some improvement.

As the catchment area will remain the same in all of the options, the distance from the furthest point to the existing school sites does not exceed two miles. Taking this into account, it is anticipated that there *will not* be any additional transportation costs to consider should the council choose to approve Option 1. In respect of the ALN provision there may be an opportunity to make savings by reducing the number of vehicles travelling to one site as opposed to 2 resulting in a slight possible reduction in transport costs.

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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)	Option (3)
e.g.	School 1 School 2	A	All through school on 1 site	Maintain Current Schools	All through school on existing 2 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.
- Using Microsoft Autoroute calculate the distance and journey time of the shortest and safest route to the existing school site from the furthest most point
- Using the GIS MapInfo system, identify the furthest **residential** point (postcode) from the existing catchment area to the existing school.
- Using Microsoft Autoroute calculate the distance and journey time of the shortest and safest route to the existing school site from the furthest residential point
- 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:

(In the case of the Penmaenrhos area the catchment will remain unchanged)

- Using the GIS MapInfo system, identify the furthest most point (postcode) from the catchment area to the area school site.
- Using Microsoft Autoroute calculate the distance and journey time of the shortest and safest route to the area school.
- Using the GIS MapInfo system, identify the furthest **residential** point (postcode) from the catchment area to the area school site.

- Using Microsoft Autoroute calculate the distance and journey time of the shortest and safest route to the area school site from the furthest residential point.
- 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 transport 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 catchment area and scatter plot the pupils according to their postcodes.
- Identify the furthest most points (postcodes) from the catchment area to the current school site.
- Using Microsoft Autoroute calculate the distance to the current school.
- 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.

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)