



Conwy Primary School Modernisation Project

Caerhun & Trefriw Area

Transport Impact Assessment

January 2013

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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, which was subsequently reviewed and agreed by Cabinet in November 2011.

The Cabinet also agreed to:

- i) consult with communities in detail (full Impact Assessments) 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 Caerhun & Trefriw 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.

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 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
- 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: Method of travel to work

	Conwy County Borough		Wales		England & Wales	
All usual residents aged 16 to 74 in employment	90,093		1,363,615		26,526,336	
Work mainly at or from home	3,637	7.2%	73,140	5.4%	1,422,708	5.4%
Underground, metro, light rail, tram	40	0.1%	1,175	0.1%	1,028,600	3.9%
Train	576	1.1%	27,341	2.0%	1,371,025	5.2%
Bus, minibus or coach	2,179	4.3%	62,903	4.6%	1,949,442	7.3%
Taxi	236	0.5%	6,523	0.5%	137,988	1.5%
Motorcycle, scooter or moped	277	0.6%	7,894	0.6%	214,244	1.8%
Driving a car or van	33,866	67.0%	918,646	67.4%	16,264,627	67.6%
Passenger in a car or van	2,826	5.6%	92,727	6.8%	1,357,280	5.1%
Bicycle	898	1.3%	19,859	1.4%	762,334	2.9%
On foot	5,677	11.3%	145,135	10.6%	2,846,588	11.7%
Other method of travel to work	427	0.9%	8,673	0.6%	171,400	1.6%

Source: 2011 Census (table QS701EW)

Of Conwy's working population there are 7.2% of people that work mainly at or from home. In comparison to the figures for Wales and for England & Wales this figure is quite high; which is in part due to the rural nature of large areas of the County Borough. The Betws-y-Coed ward has the highest work-at-home rate of 20%, which is more than twice that of the County Borough as a whole. At 3.3% the Pensarn ward has the lowest work-at-home rate.

Reliance on cars for travelling to work is well above the England and Wales figure, and is around the same figure 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 6% of journeys to work across Conwy County.

¹ Census 2011 – Key Statistics – Method of Travel to Work

Car ownership in Conwy is slightly higher than the Wales and England & Wales average, with only 21% of households having no car. In more rural areas, towards the south and west of the County where there is often less access to public transport, car ownership is higher still – in Llansannan ward, only 6.8% of households have no access to a car or van according to 2011 Census information. Car ownership levels are at their lowest in parts of Llandudno and Colwyn Bay; in the Mostyn ward 40% of households have no access to a car or van. These areas are also some of the most deprived in Conwy according to the Welsh Index of Multiple Deprivation.

More people travel out of Conwy for work than travel in to the County Borough – a net out-flow of about 4,500 commuters. All together, around 27% of Conwy's working population travel out of the area for employment. Most of these outward commuters travel to the neighbouring Welsh authority areas (to Denbighshire in particular), though an estimated 1,700 people travel to England for work.

2.2 Conwy School Transport Profile

Since 1st February 2011, a joint team based in Denbighshire has managed Conwy's school transport operational arrangements. In July 2012, Conwy was providing school transport to 3425 pupils (of which 380 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/subsidised fare and the remaining 11% to support Additional Learning Needs.

In 2011/12 financial year, school transport cost Conwy £689k for Primary, £1.811m for Secondary and £1.237m for those with additional learning needs (ALN).

2.3 Caerhun & Trefriw Area Profile

There are three primary schools covering the Caerhun and Trefriw area - Ysgol Dolgarrog, Ysgol Tal Y Bont and Ysgol Trefriw. All three schools are classed as Welsh Medium Primary Schools and all pupils are taught Welsh as a first language. Ysgol Dolgarrog and Ysgol Tal Y Bont are within the Caerhun ward; the catchment area for Ysgol Dolgarrog is to the south of the ward incorporating the village of Dolgarrog and the surrounding National Park. Ysgol Tal Y Bont's catchment is in the northern part of the Caerhun ward and includes the villages of Tal y Bont, Ty'n-y-groes, Rowen and Llanbedr-y-cennin. Ysgol Trefriw is situated in the Trefriw ward covering the village of Trefriw and the surrounding rural countryside. Both wards have an urban/rural classification of 'Village, Hamlet & Isolated Dwellings'.²

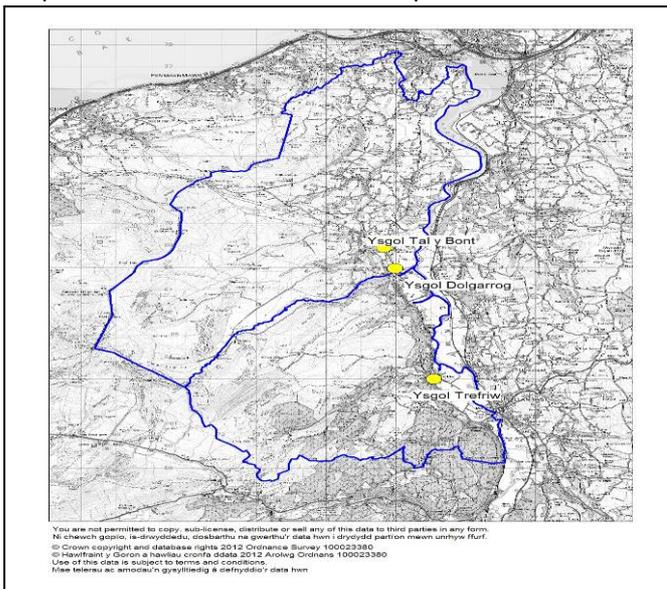
The combined population for both wards is 3236³, containing slightly a higher proportion of people up to 65 years of age than the mean average for Conwy County; and a lower proportion of children aged 0-15. The catchment area population of Ysgol Dolgarrog is 433 with 444 dwellings within 1 mile of the school. There are 316 dwellings within 1 mile of Ysgol Tal Y Bont and a catchment area population of 1294. For Ysgol Trefriw the catchment area population is 824 with 385 dwellings within 1 mile of the school.⁴

² Office for National Statistics, Local Area Profile

³ 2011 Census – Population Statistics

⁴ 2011 Census and Post Office Address point

Map 1: Caerhun and Trefriw Ward Map



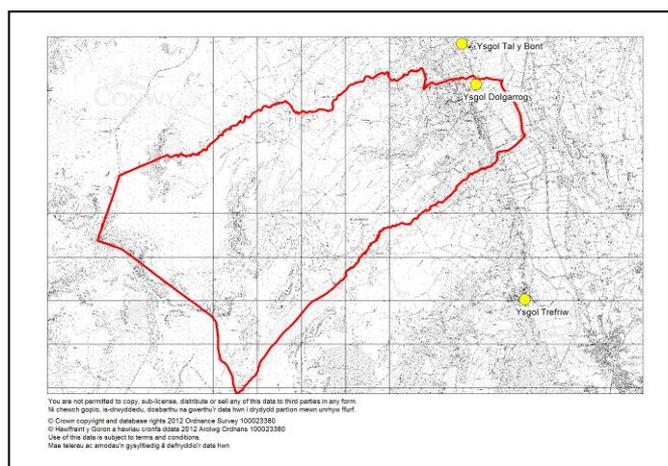
The current deposit Conwy Local Development Plan (2007 – 2022) indicates that new housing sites will be developed within the Caerhun and Trefriw area, with intentions for the Caerhun ward (covering both Ysgol Dolgarrog and Ysgol Tal Y Bont catchments) to accommodate a further 57 dwellings with a potential for an additional 18 primary school pupils associated with these extra dwellings. In the Trefriw ward and catchment area a further 17 dwellings could be accommodated and could potentially yield an additional 5 pupils. This is inclusive of new proposed housing allocations and sites with current planning permission.

3 School Profiles

3.1 Catchment Data

Ysgol Dolgarrog

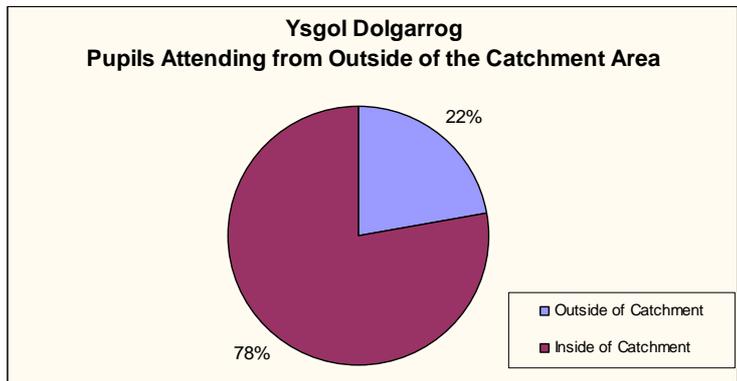
Map 2: Ysgol Dolgarrog Catchment Area



Ysgol Dolgarrog is a Community Welsh medium Primary School for children aged between 3 and 11 years old. The school is located in the centre of the village of Dolgarrog in the Conwy Valley, serving the village and its rural catchment area.

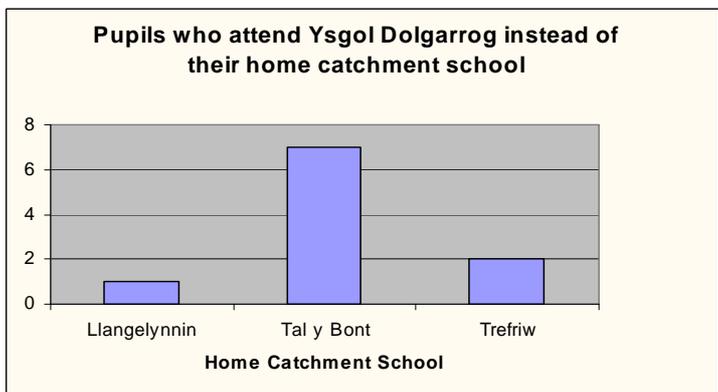
In January 2012 there were 58 pupils (including Nursery) attending Ysgol Dolgarrog. Of these pupils 22% are attending Ysgol Dolgarrog from outside of the catchment area.

Chart 1: Ysgol Dolgarrog Catchment Profile 1



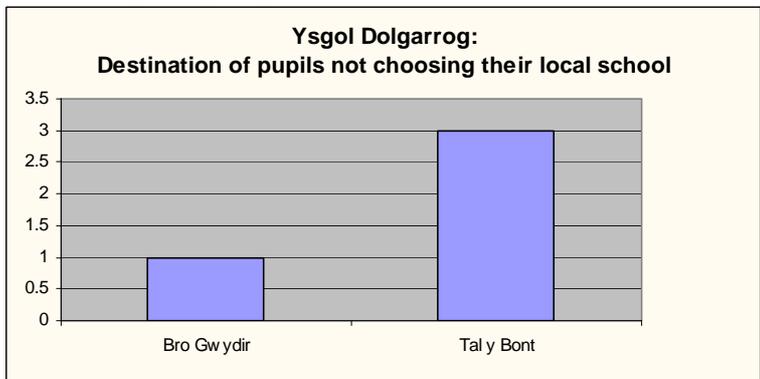
The majority of pupils who attend Ysgol Dolgarrog from outside of the catchment area live in the catchment area for Ysgol Tal y Bont, as reflected in the chart below.

Chart 2: Ysgol Dolgarrog Catchment Profile 2



Conversely, 9% of pupils that do live in the Ysgol Dolgarrog catchment do not attend their local school for which the reasons are unknown (i.e. not faith based, down to parental preference). The chart below shows that the majority of pupils are attending Ysgol Tal Y Bont with another attending Ysgol Bro Gwydir.

Chart 3: Ysgol Dolgarrog Catchment Profile 3



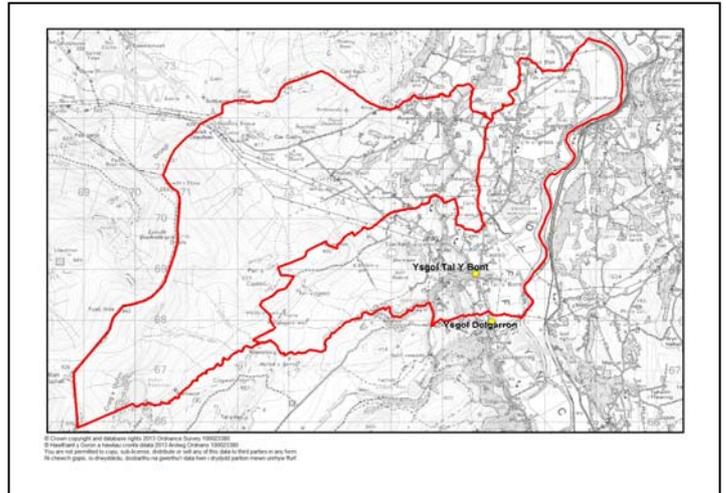
Map 3: Current Ysgol Tal y Bont & Ysgol Rowen Catchment Areas

Ysgol Tal y Bont

Ysgol Tal y Bont is located in the village of Tal y Bont, and is a Community Welsh medium Primary School for children aged between 3 and 11 years old. The pupils come from the village itself and the surrounding rural area.

As of January 2012 there were 38 full time pupils at Ysgol Tal y Bont with no pupils in the part time nursery class.

When we compared the addresses of these pupils against the local catchment for Ysgol Tal y Bont, it showed that 15% of these pupils were attending from outside of the school catchment (see chart 4 below).



The majority of these pupils live in the previous Ysgol Rowen catchment area, which is reflected in chart 5.

Chart 4: Ysgol Tal y Bont Catchment Profile 1

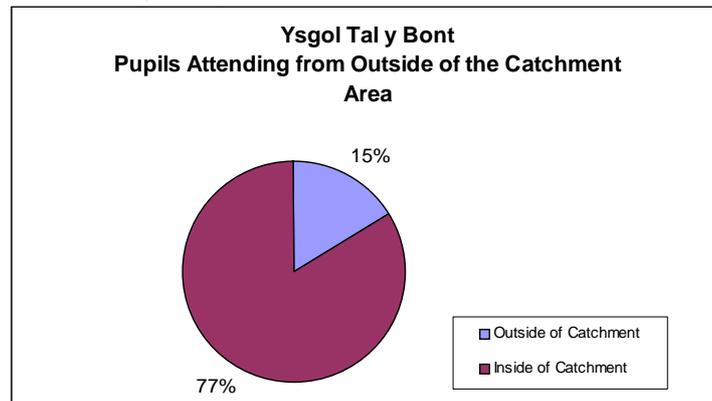
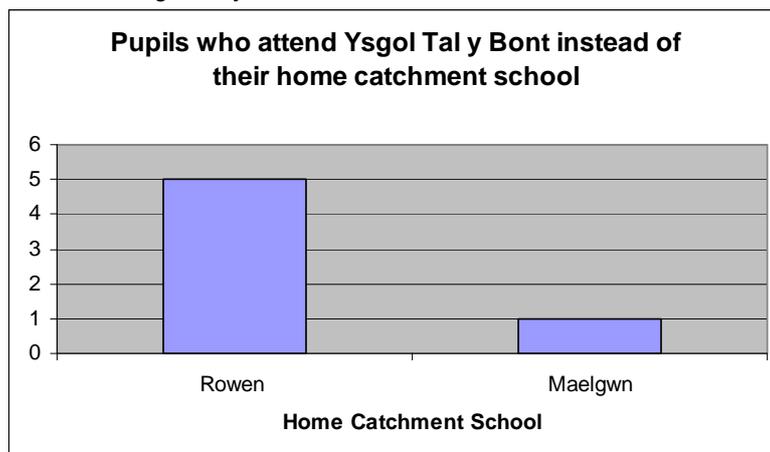
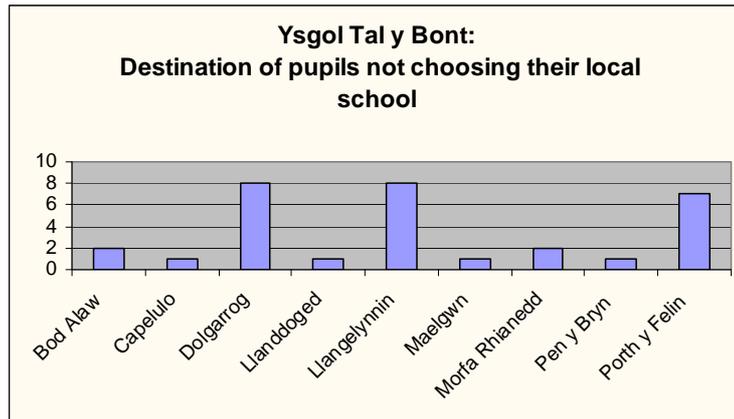


Chart 5: Ysgol Tal y Bont Catchment Profile 2



There are 44% of pupils living in the Tal y Bont catchment area and not choosing to attend their local school. Of these pupils the schools that they mainly attend are Ysgol Dolgarrog, Ysgol Llangelynnin and Ysgol Porth Y Felin, as well various other schools across the County as reflected in chart 6 below.

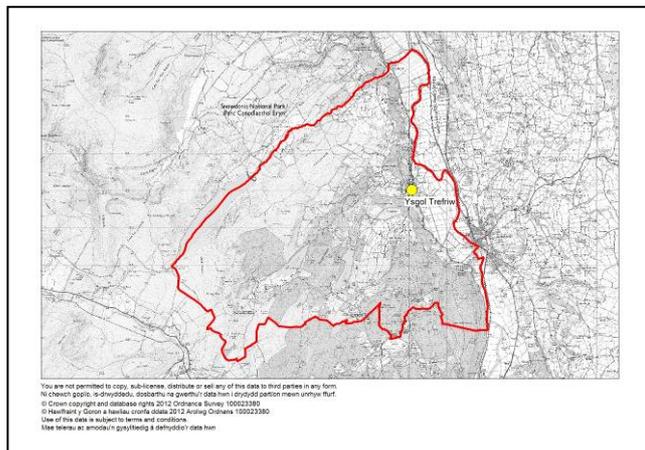
Chart 6: Ysgol Tal y Bont Catchment Profile 3



Ysgol Trefriw

Ysgol Trefriw is situated on the main road in the middle of the village. It is a Community Welsh medium Primary School for children aged 3 to 11 years old serving the children of the village, and also pupils from the surrounding rural area.

Map 4: Ysgol Trefriw Catchment Area



In January 2012 there were 39 pupils attending Ysgol Trefriw of which 3 of the pupils were attending the part time nursery.

There are only 3% of pupils at Ysgol Trefriw that attend from outside of the school catchment area; these pupils live in the previous Ysgol Rowen catchment area. (See charts 7 and 8 below).

Chart 7: Ysgol Trefriw Catchment Profile

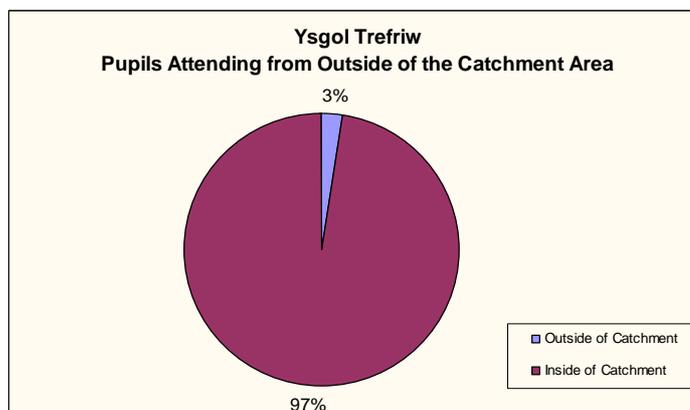
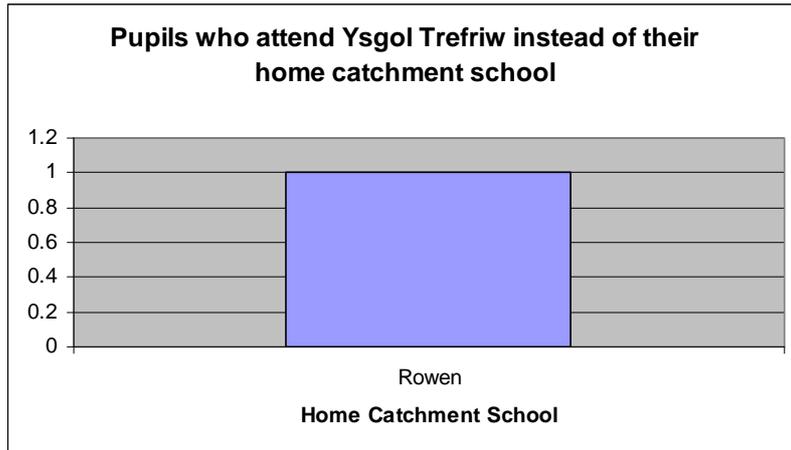
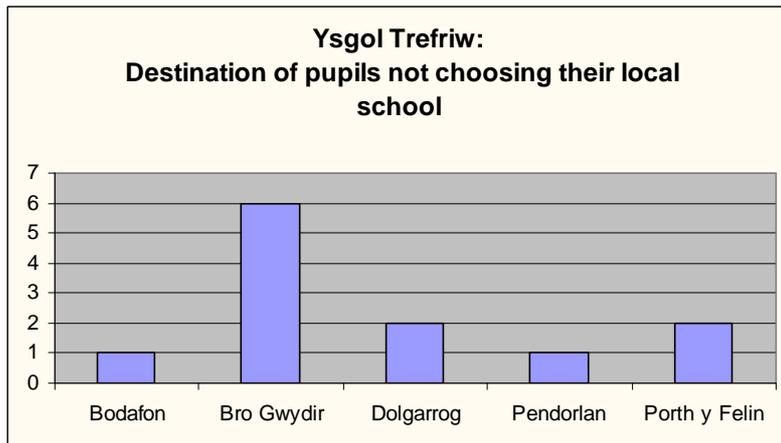


Chart 8: Ysgol Trefriw Catchment Profile 2



There are 24% of pupils living in the Trefriw catchment area but are not choosing to attend their local school (for reasons other than Faith based, and down to parental preference); the majority of these pupils are attending Ysgol Bro Gwydir with others attending schools across the County, as reflected in chart 9 below.

Chart 9: Ysgol Trefriw Catchment Profile 3



3.2 Impact on Journey Times

Sections 3 and 4 of the Learner Travel (Wales) Measure 2008 state that transport arrangements are not suitable if “they take an unreasonable amount of time”. Although the Measure does not specify a time limit for all journeys, Welsh Ministers consider that normally journey times should be no more than 45 minutes for primary school travel and 60 minutes for secondary school travel.

Option 1 (driver-led) within the ‘Strategy for the Modernisation of Conwy Primary Schools - Implementation Plan’, is to have a New build Area school on 1 site (Ysgol Dolgarrog).

Option 2 (communities preferred) – to maintain the current schools, thus retaining the existing school sites.

Options 3 & 4 (alternative options) - Area school on one site via the re-modelling of Ysgol Dolgarrog/ Area School on existing 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 Dolgarrog catchment to the Ysgol Dolgarrog school site;
- the furthest point of Ysgol Tal y Bont catchment to the Ysgol Tal y Bont school site;
- the furthest point of Ysgol Trefriw catchment to the Ysgol Trefriw school site;
- the furthest point of a combined Ysgol Dolgarrog/Ysgol Tal y Bont/Ysgol Trefriw catchment to the Ysgol Dolgarrog school site

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 Dolgarrog	LL32 8QE	Dolgarrog	LL32 8SH	1.9	3
Ysgol Tal y Bont	LL32 8QF	Tal y Bont	LL32 8UR	2.1	3
Ysgol Trefriw	LL27 0RX	Trefriw	LL27 0JZ	1.6	3
Area School – Ysgol Dolgarrog Site	LL32 8QE	Dolgarrog/Tal y Bont/Trefriw	LL27 0JB	6.2	12

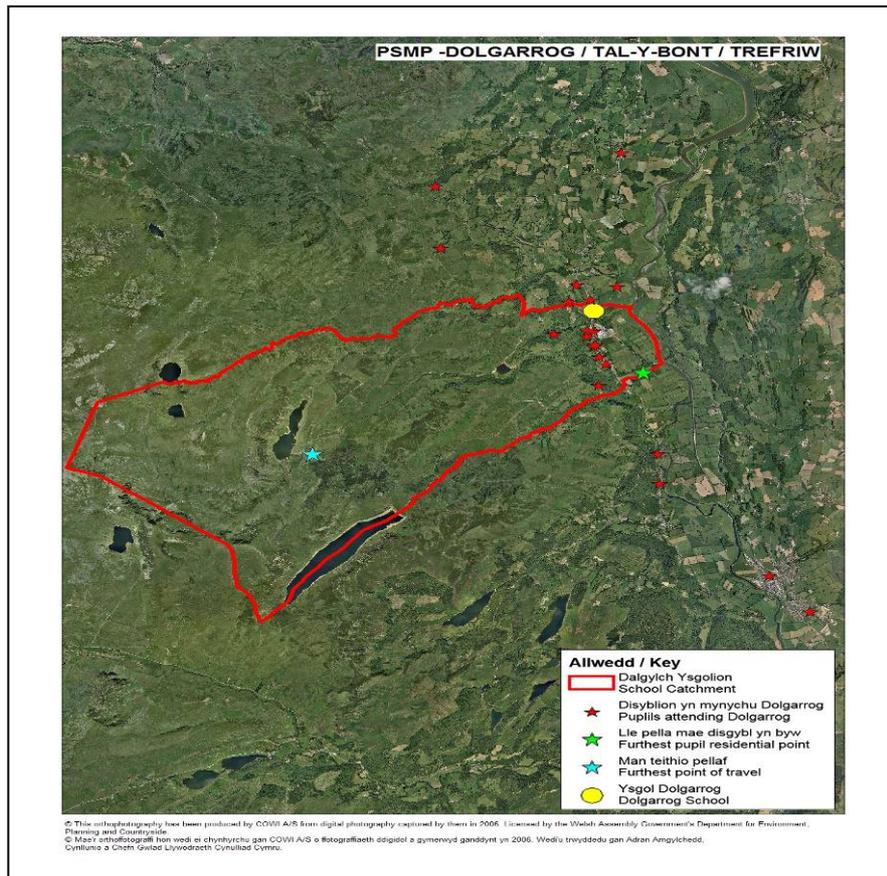
The data was compiled based on the furthest residential point within each catchment area; Ysgol Tal y Bont is currently the only existing school where some pupils may live over 2 miles from their nearest appropriate school and therefore would be eligible for free school transport. This is owing to the fact that Ysgol Rowen has now closed and the majority of its pupils have transferred to Ysgol Tal Y Bont.

Should there be an Area School on the Ysgol Dolgarrog site and the 3 existing school catchments amalgamated there would be some impact on the journey times for some pupils. The furthest distance that would have to be travelled would be 6.2 miles and in this instance it is likely that a number of pupils would be eligible for free transport to school.

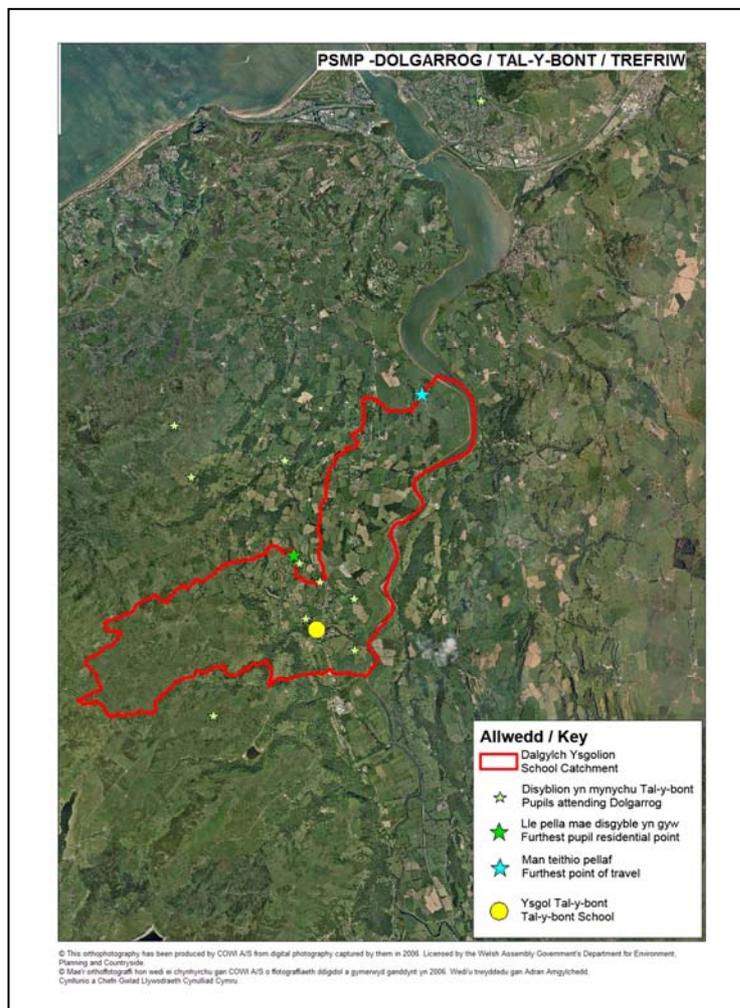
The maps below show each of the school catchments with the schools and its pupils plotted giving an indication of where the pupils live in relation to their school. In the main, pupils tend to live within a fairly close proximity to their school, with some living in more rural parts of the catchment. The spread of pupils on the map for Ysgol Tal y Bont reflects the fact that former Ysgol Rowen pupils are now attending the school.

On each map there is a blue star which indicates the furthest point of travel within each catchment area, the distance from this point to each of the schools has been calculated and is reflected in Table 2 above.

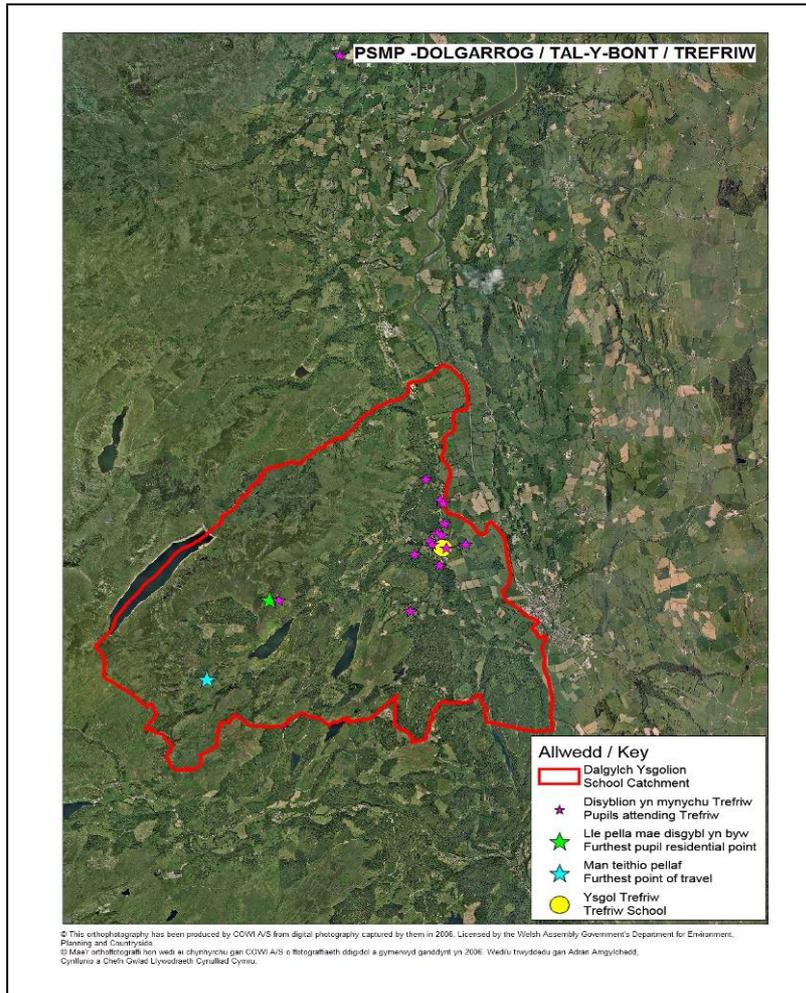
Map 3 – Ysgol Dolgarrog Catchment showing residential points for Dolgarrog Pupils



Map 4 – Ysgol Tal y Bont Catchment showing residential points for Tal y Bont Pupils



Map 5 – Ysgol Trefriw Catchment showing residential points for Trefriw Pupils



3.3 Impact on Transportation Costs

The exercise in 3.2 shows that the distance from the furthest residential point of a combined Ysgol Dolgarrog/Ysgol Tal y Bont/Ysgol Trefriw catchment to the Ysgol Dolgarrog site will be 6.2 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 be some additional transportation costs to consider.

Currently there are 8 pupils who receive free school transport to Ysgol Trefriw, on the grounds that they live on identified 'Hazardous Routes'. The current transport costs are not straightforward in that the contract also carries some of the pupils' siblings onto Ysgol Dyffryn Conwy in order to save on costs. Should Option 1 (New build Area School on Dolgarrog site) or Option 3 (Area School on one site via re-modelling of Ysgol Dolgarrog) go forward these pupils would not be going in the same direction as their older siblings who go to Ysgol Dyffryn Conwy meaning that there would be less pupils travelling a further distance and more contracts would be required for the secondary school pupils living at the same addresses. This could lead to a potential increase in costs of around £30 per day.

If Options 1 or 3 go ahead, some pupils that currently attend Ysgol Trefriw may decide to attend Ysgol Bro Gwydir in Llanrwst as for some pupils, it would be nearer than Dolgarrog. Should this be the case, both Primary and Secondary age siblings would be travelling in the same direction meaning contracts could be shared and the distance travelled would not be as far. This could result in an increase of around £20 per day from current costs.

Based on the current pupils at Ysgol Tal y Bont there would be minimal if any change in transport costs should there be an Area school on the Ysgol Dolgarrog site (Option 1 & 3). The only pupils who currently receive free transport to Ysgol Tal y Bont are those that transferred from Ysgol Rowen upon its closure; and this would remain the case across all of the Options.

With Option 2 (maintain current schools) and Option 4 (Area School on existing sites) there would be no impact on transportation costs as there would be no change in school location for any pupils.

There should be no impact on costs in terms of the Additional Learning Needs provision, as none of the current schools have an onsite ALN provision.

Ysgol Dolgarrog currently has a Welsh Language unit at the school ran by the Athrawon Bro team. Should an Area school on this site go ahead this provision would be moved elsewhere in the County; in this instance there may be an opportunity to make savings on transport costs given that the majority of pupils attending the Welsh Language Unit do not live in this area and are transported to the school for the provision.

3.4 Safe Routes in the Community

There are currently no 'safe routes to schools' schemes in Dolgarrog, Tal y Bont or Trefriw. Under the Safer Routes Initiative a bid was placed for a crossing in Trefriw in 2012, which unfortunately fell through and could not go ahead.

4. Local Authority Options for Structural Change Transport Impact Assessment

Area	Schools	Consultation Band	Driver-led Option (1)	Communities Preferred Option (2)	Alternative Option (3)	Alternative Option (4)
Caerhun & Trefriw Area	Dolgarrog Tal y Bont Trefriw	A	New build Area school on 1 site (Dolgarrog)	Maintain Current Schools	Area School on 1 site via the remodelling of Ysgol Dolgarrog	Area school on existing 3 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	Option 3	Option 4
	New build Area school on 1 site	Maintain Current Schools	Area School on 1 site via the remodelling of Ysgol Dolgarrog	Area school on existing 3 sites
Impact on journey times	2	3	2	3
Impact on transportation costs	2	3	2	3
Safe routes in the Community	3	3	3	3
Average Score	2	3	2	3

4. Conclusions and Recommendations

On the basis of the overall Transport Impact Assessment, the findings are that Options 2 & 4 are both equal in their outcome, and would provide no change to the current arrangements or journey times.

However in the case of Option 1 - a New Build Area School on the Ysgol Dolgarrog site, or Option 3 - Area School on one site via re-modelling of Ysgol Dolgarrog, there is likely to be an increase in journey times for some pupils. For some of those living in the current catchment for Ysgol Trefriw the daily journey to school could potentially increase from 1.6 miles to 6.2 miles at the most. However, a number of these pupils will be eligible for free Home to School transport as they will be living over 2 miles from their nearest appropriate school.

Taking this into account, it is anticipated that there may be additional costs in transporting pupils should Options 1 or 3 be progressed. For pupils currently at Ysgol Trefriw there could be a potential increase in costs of up to £30 a day from current costs as pupils would be travelling further and would have to get separate taxis to their siblings who currently continue on to Ysgol Dyffryn Conwy.

Should these pupils decide to go to Ysgol Bro Gwydir as it would be nearer than Dolgarrog, there could be an increase of up to £20 per day, as even though they would be travelling slightly further there would be the potential for them to share with older siblings who attend Ysgol Dyffryn Conwy in the same village.

For current Ysgol Tal y Bont pupils there will be little or no change in transport costs across all of the Options, as the only pupils who currently receive free transport are those that transferred from Ysgol Rowen and this is unlikely to change should any Option go forward.

It is important to note that transport costs are not straightforward and are subject to change. The size of the vehicle required, and how many pupils travelling will impact on how much certain contracts will cost. Also it is difficult to estimate prices as each contract goes out for tender and depending on where the operator is located prices can vary.

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 Caerhun & Trefriw 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 (*Environment, Roads & Facilities*)
- 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 (*Environment, Roads & Facilities*)
- Record the information in the template provided.

Work to be undertaken by Environment, Roads & Facilities Service
(in relation to 2.2 and 2.3)

For this assessment, there is requirement for a costing element by the Environment, Roads & Facilities 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)