

CABINET MEETING: 5 JULY 2018

**SCHOOL ORGANISATION PROPOSALS: IMPROVING
PROVISION FOR CHILDREN AND YOUNG PEOPLE WITH
ADDITIONAL LEARNING NEEDS (ALN) 2018-22 (POST-
STATUTORY NOTICE)**

**EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH
MERRY)**

AGENDA ITEM: 4

Reason for this Report

1. This report is to inform the Cabinet of any objections received to the statutory notices to increase specialist provision for children and young people with additional learning needs 2018-19.

Background

2. At its meeting on 19th April 2018 the Cabinet, in accordance with the terms of the School Standards and Organisation (Wales) Act, approved a recommendation for the publication of the statutory notices to:
 - a) Increase the capacity of Ty Gwyn to allow for up to 198 places
 - b) Extend the age range of Greenhill from 11-16 to 11-19 and increase the capacity of the school to allow for up to 64 places.
 - c) Change the type of special educational need Meadowbank School provides for from: 'speech language and communication needs', to: 'speech language and communication needs and complex learning disabilities'
 - d) Phase out the Specialist Resource Base at Allensbank School, closing the class in July 2020, or when all current pupils have completed their primary placement, if earlier.
 - e) Open an eight-place early intervention class for children with speech and language needs at Allensbank School, admitting the first cohort in September 2019.
 - f) Subject to a decision by the Governing Body of St Mary the Virgin Church in Wales (CiW) Primary School, to proceed to statutory notice:

approve the inclusion of SRB accommodation in the Band B scheme for a new build St Mary the Virgin School.

g) Open a specialist resource base at Ysgol Pwll Coch, providing up to 10 places initially, but with scope to extend to 20 places in future, as demand grows.

h) Extend the place number of the SRB at Ysgol Glantaf to 30 places. Adapt and improve accommodation to cater for increased numbers.

3. Copies of the consultation document and the statutory notices can be found at Appendix 1.
4. The notices were published on the Council website and displayed in the local areas on 2nd May 2018. Additional stakeholders identified in the Welsh Government School Organisation Code as needing to receive either a hard copy of the notice or be emailed a link to the Council website were notified of publication of the notices.
5. Following the approval of the St Mary the Virgin CiW Primary School the relevant notice was published on the School website, the Council website and displayed at the school and the local area on 03rd May 2018. Additional stakeholders identified in the Welsh Government School Organisation Code as needing to receive either a hard copy of the notice or be emailed a link to the Council website were notified of publication of the notice.

Issues

6. No objections to the statutory notices were received.
7. The School Organisation Code came into force in October 2013. Under the Code, the Council's Cabinet now has responsibility for the determination of school organisation proposals including those which receive objections (save for those that are required to be considered by the Welsh Government).
8. In accordance with the requirement of the Code the proposal to extend the age range of Greenhill from 11-16 to 11-19 requires determination by Welsh Ministers.
9. The proposal to establish SRB provision at St Mary the Virgin CiW Primary School requires determination by the Governing Body of the school.
10. The Cabinet must decide whether to approve, reject or approve with modifications, the proposal. As set out in the Code, the Local Authority must not approach the decision with a closed mind and any objections must be conscientiously considered.

Requirements of the School Organisation Code

11. As set out in the School Organisation Code, the following factors should

be taken into account by relevant bodies when exercising their function of approving/determining proposals.

Quality and Standards

12. The Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance are strong.

Provision

13. The proposals would help to address ALN sufficiency needs projected in 2018-21, ensuring children and young people can access high quality education in Cardiff special schools or specialist resource bases, in both English and Welsh medium sectors.

Leadership and Governance

14. The Council would continue to work with the leadership of the schools subject to the proposals to continue to ensure a rigorous whole school approach to improvement planning and to secure good relationships with parents and other partners in order to ensure pupils receive a high quality education.

Educational Benefits of the eight proposed schemes

15. The proposals would offer the following educational benefits:
 - Addressing ALN sufficiency needs projected in 2018-21, ensuring children and young people can access high quality education in Cardiff special schools or specialist resource bases, in both English and Welsh medium sectors.
 - Development of the Trelai Youth Centre will provide additional sports facilities for use across the Western Learning Campus Federation, access for community use, and opportunities to further develop multi-agency collaboration on site, including provision of outreach services, to the benefit of ALN learners aged 0-25.
 - A sustainable future for Meadowbank School, ensuring children with speech and language needs or complex learning disabilities can continue to benefit from the expertise and facilities offered by the school.
 - Improved post-16 opportunities for young people with severe emotional health and wellbeing needs.
 - Opening a new SRB in the South Central area of Cardiff will improve access to specialist provision for children in the area, and reduce the need for SEN transport.

- Increased capacity for early intervention to support children with speech and language needs.

Need for places and impact on accessibility of schools

16. As set out in the report to Cabinet on 18 January 2018 Improving Provision for Children and Young People with Additional Learning Needs (ALN) 2018-22, Cardiff Council is committed to inclusion and recognises that increasing specialist places is not the only action needed to meet the needs of a grown ALN population.
17. It is equally important to ensure mainstream schools continue to develop as inclusive settings able to meet a wide range of complex needs. The Council has therefore adopted three strategic priorities for improving outcomes for children and young people with additional learning needs:

21st Century Schools Programme, 'Band B'

18. In the medium to long term, Cardiff intends to meet the need for additional specialist places through the capital investment programme '21st Century Schools'.
19. The '21st Century Schools- Cardiff Council's Band B' priorities identify four capital schemes to re-shape Cardiff special school provision. The schemes would enable the Council:
 - to replace the 'D' rated accommodation at Riverbank, Woodlands, the Court and Greenhill Schools
 - to increase capacity to meet future projected need from 2022-27
 - address the gaps in provision such as places for girls and for post-16 pupils with emotional health and wellbeing needs
 - to enhance opportunities for multi-agency support and provision;
 - to enhance the role of special schools as a source of support for families and for mainstream schools.

ALN Provision Development Plan 2018-22

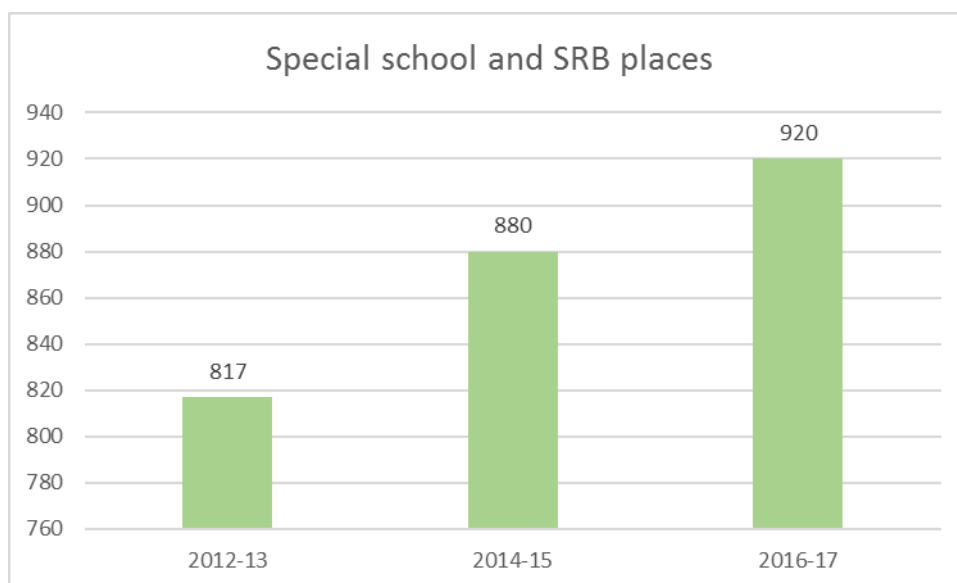
20. Band B schemes will not be completed until 2021 at the earliest. The Council will therefore need to take steps to extend the number of places to meet more immediate demands over the next three years.
21. The proposed schemes are separate and additional to the Band B schemes. They set out actions the Council is considering in order to meet demand for specialist places 2018-22.
22. Whilst the schemes proposed will not fully address sufficiency needs for the period 2018-22, the Council has taken, and will continue to take, a

range of steps to increase provision within existing accommodation and designated numbers wherever possible.

23. It is also anticipated that further schemes will need to be developed and proposed in 2019, to open additional specialist resource bases at both primary and secondary phase.

Increased demand for specialist places

24. As illustrated in the graph below, the number of funded special school or specialist resource base places in Cardiff schools has increased by 103 places over a five year period.



25. Despite the growth in places, there is some evidence to suggest this has not been sufficient to meet existing need. For example, the cost of supporting mainstream statements has increased by 63% over the last 5 years, and there has been an increase in the number of pupils placed in independent schools ('out of county'). This suggests there are pupils in our mainstream schools and in 'out of county' settings who would benefit from access to a Cardiff special school or specialist resource base place.
26. Over the next 5-10 years, revenue and capital investment will be needed to ensure sufficient and suitable specialist support for the growing population of learners with additional learner needs, and to reduce reliance on the independent sector. Increased demand is anticipated for learners with:
- Emotional health and wellbeing needs
 - Complex learning disabilities
 - Autism spectrum conditions

Falling demand for speech and language specialist places

27. In contrast, demand for specialist places designated for specific language impairment has fallen since 2010. Between 2010 and 2015, the collective pupil roll at Meadowbank Special School and Allensbank specialist resource base – both of which are designated for 'specific language impairments- fell from 58 to 34.
28. In 2015-16 the Council formally proposed closing both settings and re-allocating the resource to other areas of need where demand is growing. However, stakeholders raised a range of objections to this proposal and the Council decided not to proceed, but to engage further with stakeholders and to undertake a review of speech and language support.
29. A reference group was established to provide a forum for stakeholders, including parents, teaching staff, governors, the voluntary sector and the speech and language therapy service, to contribute to the evaluation of current services.
30. As a result of this work, the Council is taking a number of actions to further improve support for learners with speech and language needs, and is proposing to change, but not close, Meadowbank School and Allensbank Specialist Resources base, as set out in the proposals.
31. Actions being taken to improve support for speech and language needs include:
 - Further embedding the partnership and collaboration between Education and the NHS Speech and Language Therapy Service
 - Building on the success of Speech and Language Links in Foundation Phase (which is now used in 100% of Cardiff primary schools) by rolling out Junior Speech and Language Links to all schools.
 - Continuing to roll out training to both primary and secondary schools.
 - Introducing WellComm in early years settings, to screen for speech and language needs in nursery-aged pupils, and to provide early support.

Business case for an ALN Development Plan 2018-22

32. As set out in the report to Cabinet on 18 January 2018 Improving Provision for Children and Young People with Additional Learning Needs (ALN) 2018-22 Cabinet report, failure to invest in Cardiff-maintained provision over the next 3-4 years will lead to the Council becoming increasingly reliant on independent special school providers in order to meet the Council's statutory responsibilities.
33. Over reliance on independent places would have the following implications and risks:
 - higher revenue costs to the Council
 - inability to offer places according to parental preference

34. The cost of independent special school places ranges from £39K to £77k per annum, compared to costs for Cardiff special schools of £14k to £25k per annum. It is rarely in a pupil's interest to transfer school mid-phase so once placed there is little prospect of pupils returning to maintained provision should places become available in future years. The costs would therefore continue over 7-8 years for placements beginning in Year 7, and potentially longer for primary placements.
35. The Council is therefore committed to the goal of developing sufficient high quality places in Cardiff-maintained schools for all pupils with additional learning needs. This represents a more efficient use of public resources than relying on Independent places, and also contributes to continued development of expertise within Cardiff's schools.
36. The majority of Cardiff parents express a preference for places in Cardiff special schools or specialist resource bases for their child. Offering places in independent schools could have negative reputational implications.
37. It should be noted that there is no guarantee the independent sector could offer sufficient special school places to meet Cardiff's sufficiency needs, especially for primary aged pupils. Over-reliance on the sector could therefore result in Cardiff being unable to fulfil statutory responsibilities.

Local Member consultation

38. Local Members were consulted as part of the consultation.

Reason for Recommendations

39. To improve outcomes for children and young people with additional learning needs, by extending the number of special school and SRB places available in the city.
40. The proposed schemes form a part of the wider ALN Strategy, to improve support and provision in all schools and settings, including a commitment to further developing the inclusive character of our mainstream schools.
Financial

Financial Implications

41. This report recommends that a number of proposals for new and increased SRB provision, and increased special school provision, are taken forward. It will be necessary for all costs arising from these proposals to be funded from within either existing budgets or any budget allocations approved as part of future Council budget setting processes.
42. In terms of capital expenditure, costs will arise in respect of adaptations to existing buildings and new accommodation where required. These costs will need to be met from within the Council's Capital Programme, as approved by Council on 22 February 2018, and any external grant funding that becomes available during the period within which these schemes will

be implemented. Further to the ALN Strategy paper approved by Cabinet in January 2018, the five-year Capital Programme included additional asset renewal and suitability allocations totalling £25 million. These allocations will provide the main source of funding for these proposals, however they will also fund an enhanced general asset renewal programme and, therefore, it will be necessary to ensure that planned use of resources adequately reflects both priorities.

43. In terms of revenue expenditure, costs will arise in respect of the operational running costs of each type of provision. These costs will be incurred by the schools hosting the provision and, therefore, funding will be provided as part of the overall school budget and distributed to the relevant schools on the basis of projected costs. The profile of funding will need to be reviewed on an ongoing basis and considered as part of the Council's annual budget setting process. Further consideration will need to be given in relation to additional transport costs arising and any costs associated with the closure of existing provision.

Legal Implications

44. Under the Education Act 1996, the Council has a responsibility for education and must provide sufficient school places for pupils of compulsory school age and to consider parental preference which includes preference for Welsh medium education. The Council also currently has obligations under the Education Act 1996 to carry out statutory assessments, create, amend and maintain statements of Special Educational Needs and to provide for pupils with Special Educational Needs. From 2020, the Council will have to comply with the Additional Learning Needs and Educational Tribunal (Wales) Act 2018.
45. A local authority can make proposals to make regulated alterations to a community school which include enlargement of the premises to increase its capacity under section 42 and Schedule 2 of the Schools Standards and Organisation (Wales) Act 2013. The Council is required prior to publishing its proposals to undertake a consultation on those proposals in accordance with section 48 of that Act and the School Organisation Code. Any proposals must be the subject of full and fair consultation and due regard must be had by the Cabinet to the responses before a final decision is taken.
46. The Council has to satisfy its public sector duties under the Equality Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: age, gender reassignment, sex, race – including ethnic or national origin, colour or nationality, disability, pregnancy and maternity, marriage and civil partnership, sexual orientation, religion or belief – including lack of belief
47. As such the decision on whether to proceed to implement these proposals has to be made in the context of the Council's public sector equality duties.

48. The report identifies that the Equality Impact Assessment has been updated to take into account the consultation and is included as an Appendix. The purpose of the Equality Impact Assessment is to ensure that the Council has understood the potential impacts of the proposal in terms of equality so that it can ensure that it is making proportionate and rational decisions having due regard to its public sector equality duty. The decision maker must have due regard to the Equality Impact Assessment in making its decision.
49. As such the decision on whether to proceed to publish intention to implement the proposal has to be made in the context of the Council's public sector equality duties.
50. In accordance with the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards included within the Council's Compliance Notice issued by the Welsh Language Commissioner, the Council must also consider the consultation must also consider (a) opportunities for persons to use the Welsh language, and (b) treating the Welsh language no less favourably than the English language.
51. The decision maker should also be mindful of the Council's obligations under the Wellbeing of Future Generations (Wales) Act 2015.

HR Implications

52. The Council has a Human Resources Framework which was produced in consultation with key stakeholders, including headteachers, governors, representatives of the diocesan authorities and the trade unions. It provides the basis for managing the human resources issues associated with School Organisation Planning and its purpose is to support governing bodies and staff working in schools, through a variety of strategies and with the ultimate aim of minimising compulsory redundancies.
53. HR People services will work with the Education Directorate and school governing bodies to assess workforce requirements in light of each proposal to ensure that the human resources issues are properly planned for and managed during the period leading to the respective change.
54. A key aspiration for the Council is to achieve staff reductions (if required) as far as possible through redeployment rather than voluntary or compulsory means. Therefore the Council is committed to maximising opportunities for school staff to secure employment in other schools in Cardiff, and in particular, in new schools which are established as a result of the agreed proposals. The Staffing of Maintained Schools (Wales) Regulations 2006 delegate to school governing bodies all decisions in relation to the appointment and dismissal of staff, therefore, in order for redeployment to work effectively a partnership approach is required across all school governing bodies. In order to secure this a Redeployment and Redundancy Policy and Procedure has been commended to and adopted by around 97% of school governing bodies. This is an excellent indication of the commitment across Cardiff schools, both in the maintained and the

voluntary aided sectors to supporting each other through budget difficulties and school reorganisation.

55. Where proposals include a change in the nature of the provision in a school an assessment will be made of training and development needs for existing staff so that they are able, wherever possible, to fulfil the requirements of the new provision.
56. Dialogue with the trade unions will be required throughout the period of change for each of the proposals.

Traffic and Transport

57. Transport Assessments have been completed on each proposal with the exception of St Mary the Virgin Church in Wales Primary School proposal which will be completed as part of the planning process of the 21st Century Schools Band B scheme to deliver a new school building.
58. A variety of recommendations have been made for each scheme as detailed by the individual Transport Assessments undertaken by Opus during the consultation period. Schools Organisation and Planning will look to work with Highways to consider the recommendations and implement where appropriate and necessary (transport assessments can be seen at Appendix 2).

Learner Travel Arrangements

59. Under these proposals there are no plans to change the Council's policy on the transport of children to and from schools. Any pupils affected by this proposal would be offered the same support with transport as is provided throughout Cardiff and in accordance with the same criteria that apply across Cardiff. The Council's transport policy can be viewed on the Council's website (www.cardiff.gov.uk).
60. There is a statutory legal obligation on the Council to provide free home to school transport to primary school pupils who live 2 miles or more from the nearest suitable school, as measured by the shortest available walking route.
61. When deciding which is the nearest suitable school, the local authority must consider any disability a child has and any special educational needs (SEN).

Equality Impact Assessment

62. An Equality Impact Assessment on this proposal has been carried out (see Appendix 3). The assessment concluded that this proposal would not adversely affect a particular group in society. If the proposal were to proceed, further equality impact assessments would be undertaken including an assessment on any additional accommodation.

Sustainability Assessment

63. A Strategic Environmental Assessment (SEA) of the proposal has been carried out in accordance with European Legislation. The proposals do not require development consent and will not have a significant positive or negative environmental effect.

Community Impact

64. The following are taken into account when considering a proposal: Public Open Space, parkland, noise and traffic congestion. Officers will work with school and any community groups to ensure that any proposals brought forward would avoid negative impacts wherever possible.

RECOMMENDATIONS

The Cabinet is recommended to:

1. Determine and approve the proposals as set out in paragraph 2 without modification.
2. Subject to approval by the Welsh Government, approve the proposal to extend the age range of Greenhill from 11-16 to 11-19. This change requires determination by Welsh Ministers.
3. Subject to approval by the Governing Body St Mary the Virgin CiW Primary School, approve the inclusion of SRB accommodation in the Band B scheme for a new build St Mary the Virgin CiW Primary School.
4. Authorise officers to take the appropriate actions to implement the proposals as set out in paragraph 2.
5. Authorise officers to publish the decision within 7 days of determination of the proposal.
6. Delegate the approval of any necessary contracts to the Director of Education and Lifelong Learning in consultation with the Corporate Director Resources & Section 151 Officer, Director of Legal Services and the Cabinet Members for Corporate Services & Performance and Education & Skills.

SENIOR RESPONSIBLE OFFICER	NICK BATCHELAR
	29 June 2018

The following appendices are attached:

- Appendix 1 – Consultation Document and Statutory Notices
- Appendix 2 – Transport Assessments
- Appendix 3 – Equality Impact Assessment
- Appendix 4 - Statutory Screening Tool

INTRODUCTION

What is this booklet about?

Cardiff Council wishes to seek the views of our stakeholders on proposed changes to some of our special schools and specialist resource bases. This booklet is aimed at parents/ carers, school staff, governing bodies, health and children's services, and anyone who has an interest in education in Cardiff. The booklet sets out to describe and explain the proposals so that our partners are informed and can tell us what they think.

What is being proposed?

There are eight proposed schemes, listed below. You can read about each scheme in more detail on the page numbers indicated.

The aim of the proposed schemes is to respond to the growing number of children and young people with additional learning needs who need a place in a special school or specialist resource base in order to fulfil their educational potential, by:

- Increasing the number of special school places available in Cardiff;
- Establishing some new specialist resource bases in Cardiff schools;
- Changing the areas of specialism on offer in some of our special schools and specialist resource bases.

GLOSSARY OF TERMS

Foundation Phase: The Foundation Phase is the statutory curriculum for all 3 to 7 year olds in Wales, in both maintained and non-maintained settings. The Foundation Phase has 7 areas of learning which are delivered through practical activities and active learning experiences both indoors and outdoors.

Key Stages: Following on from Foundation Phase the National Curriculum is divided into three Key Stages that children are taken through during their school life. Targets defined in the National Curriculum are assessed at the end of each Key Stage.

Additional learning needs (ALN): a child or young person is considered to have an additional learning needs (also known as special educational needs) if they have a learning difficulty or a medical condition or a disability, and they need additional support or special arrangements to be made for them to ensure they can access education and achieve their potential.

Statement of special educational needs (SEN): A small number of children and young people with significant additional learning needs (also called special educational needs) have a statement. This is an important document that describes their needs in detail and specifies the provision being made to support them. Every child in a special school or a specialist resource base has a statement.

ALNET or the Additional Learning Needs and Educational Tribunal (Wales) Act: This is a new piece of legislation that will transform the way Education and other services work together to support learners with additional learning needs. Under the Act, the term special educational needs (SEN) will be replaced by additional learning needs (ALN). Statements will be replaced by Individual Development Plans or IDPs. The new arrangements will be rolled out over a three year period, probably beginning in September 2019.

Special school: Special schools provide a highly specialised education for children and young people with the most complex additional needs. Class sizes are small and the curriculum is highly differentiated to pupils' needs. Staff are qualified and experienced to teach children and young people with complex needs. A range of specialist health services work with the special schools. Cardiff maintains 7 special schools, and funds up to 40 places for Cardiff pupils at Ysgol Y Deri which is maintained by The Vale of Glamorgan Council.

Specialist resource base (SRB): A specialist resource base is a small class in a mainstream school, taught by specialist staff. Although the SRBs are hosted by local mainstream schools, they admit pupils from across the authority, not just from their own local area. Pupils in a specialist resource base benefit from being taught in small classes with favourable pupil-staff ratios, but also benefit from being in a mainstream school and being included in many learning opportunities with their mainstream peers. A range of specialist health services support pupils in specialist resource bases. Cardiff funds 21 specialist resource bases, across primary and secondary, in Welsh and English medium schools.

Wellbeing Classes: Cardiff also funds several wellbeing classes which provide short term intensive support for children and young people displaying emotional health and wellbeing needs. The classes are very similar to specialist resource bases, but the pupils do not usually have a statement, the placement is temporary and the goal is to support the pupil to reintegrate successfully to a local school.

Proposed scheme:	Find out more on pages:
<p>Ty Gwyn Special School</p> <p>To meet demand for primary and secondary special school places for learners with complex learning disabilities or Autism Spectrum Conditions it is proposed to:</p> <ul style="list-style-type: none"> to increase the capacity of Ty Gwyn to allow for up to 198 places <p>In order to achieve this it is proposed to adapt part of the Trelai Youth Centre building, to provide three new classrooms for Ty Gwyn School and to connect the school and youth centre buildings.</p>	14-16
<p>The Hollies Special School</p> <p>To meet demand for primary and secondary special school places for learners with autism spectrum conditions it is proposed to:</p> <ul style="list-style-type: none"> extend the age range of The Hollies School from 4-11 to 4-14 increase the capacity of the school to allow for up to 138 places <p>In order to achieve this it is proposed to provide additional accommodation for the school by refurbishing the school accommodation to be vacated by Ysgol Glan Morfa, Hinton Street, CF24 2EU</p>	17 - 21
<p>Greenhill Special School</p> <p>To meet the need for post-16 places for young people with emotional health and wellbeing needs it is proposed to:</p> <ul style="list-style-type: none"> extend the age range of Greenhill from 11-16 to 11-19 and increase the capacity of the school to allow for up to 64 places. <p>In order to achieve this it is proposed to adapt the unused caretaker house on the site.</p>	22 - 24
<p>Meadowbank Special School</p> <p>To meet demand for primary special school places for complex learning disabilities, it is proposed to:</p> <ul style="list-style-type: none"> change the type of special educational need the school provides for <i>from</i>: 'speech language and communication needs', <i>to</i>: 'speech language and communication needs and complex learning disabilities' 	25- 28

<p>Allensbank Primary School</p> <p>To meet the need for early intervention places for speech and language needs, it is proposed to:</p> <ul style="list-style-type: none"> • Phase out the Specialist Resource base at Allensbank School, closing the class in July 2020, or when all current pupils have completed their primary placement, if earlier. • Open an 8-place early intervention class for children with speech and language needs at Allensbank School, admitting the first cohort in September 2019. 	<p>29 - 33</p>
<p>St Mary the Virgin Church in Wales Primary School</p> <p>To meet the demand for primary specialist resource base places for complex learning disabilities, it is proposed to:</p> <ul style="list-style-type: none"> • open a specialist resource base (SRB) at St Mary the Virgin CiW Primary School, for up to 20 places. 	<p>34 - 36</p>
<p>Ysgol Gymraeg Pwll Coch</p> <p>To meet the demand for primary SRB places for complex learning disabilities and autism spectrum conditions in the Welsh medium sector, it is proposed to</p> <ul style="list-style-type: none"> • open a specialist resource base at Ysgol Pwll Coch, providing up to 10 places initially, but with scope to extend to 20 places in future, as demand grows. 	<p>37 - 39</p>
<p>Ysgol Gyfun Gymraeg Glantaf</p> <p>To meet the demand for secondary SRB places for complex learning disabilities and autism spectrum conditions in the Welsh medium sector it is proposed to:</p> <ul style="list-style-type: none"> • extend the designated number at Ysgol Glantaf specialist resource base to up to 30 places • work with the school to extend and improve the current accommodation for the SRB 	<p>40 - 42</p>

Who will we consult with?

Cardiff Council is seeking views from:

- Children and young people
- Parents/ carers
- School staff
- School Governing Bodies
- Local residents
- Local Members/ Assembly Members/ Regional Assembly Members/ Members of Parliament
- Diocesan Directors of Education
- Trade Unions
- Estyn
- Cardiff and Vale College
- St David's College
- All Cardiff schools
- Cardiff and the Vale University Health Board
- Voluntary Sector organisations
- Neighbouring Authorities
- Welsh Ministers
- Police and Crime Commissioner
- Children's Commissioner
- Future Generations Commissioner

What the consultation process will entail

The feedback from this consultation will be collated and summarised, and a report presented to the Council's Cabinet. This consultation report will be available for all persons to view on the Council website and copies can be obtained on request by using the contact details in this document.

There are a number of further stages that the Council would have to go through before a final decision is made by the Council.

Consultation period

The consultation period for these proposals starts on January 3^{1st} 2018 and ends on March 13th 2018.

Within 13 weeks of 13 March 2018 a consultation report will be published on the Council website. Hard copies of the report will also be available on request. The report will summarise the issues raised by consultees during the consultation period and provide the Council's response to these issues. The report will also contain Estyn's view of the proposals.

The Council's Cabinet will consider the consultation report and decide whether or not to proceed with the proposals.

If the Cabinet decides to continue with the proposals, the Council must publish a statutory notice.

Statutory Notice

The statutory notice would be published on the Council website and posted at or near the main entrance to the school/sites subject to the notice. Copies of the notice would be made available to schools identified in the notice to distribute to pupils, parents, guardians and staff members (the school may also distribute the notice by email). The notice sets out the details of the proposals and invites anyone who wishes to object to do so in writing within the period specified.

Determination of proposals

The Council Cabinet will determine the proposals with the exception of the St Mary the Virgin proposal which would be determined by the School Governing Body. Cabinet may decide to approve, reject or approve the proposals with modifications. In doing so, Cabinet will take into account any statutory objections that it has received.

Decision notification

Following determination of proposals, all interested parties will be informed of the decision which will be published electronically on the Council's website.

How you can find out more and give your views

Copies of the consultation document will be made available to stakeholders and will also be available to view at all Cardiff maintained schools and at Community Hubs and Libraries throughout Cardiff and on the Council website.

Council officers will meet with the governing bodies of each of the schools named in the proposals. On behalf of the Local Authority, the Governing Bodies of the schools directly affected by the proposals will arrange meetings for staff and parents/carers of pupils attending their schools and put the dates on their school websites should any other interested party wish to attend. These dates will also be published on the Council's social media. These will be arranged during the consultation period to discuss how the changes will affect the school. A formal record will be kept of these meetings. Meeting dates and times will be communicated directly by the schools.

Council officers will work with the schools to provide an opportunity for pupils to share their views and experiences.

Public drop-in sessions have been arranged at Community Hubs as listed overleaf. These sessions provide an opportunity for members of the public and any other party interested in the content of the consultation document to ask questions and find out more about what is proposed and how this would change the current pattern of ALN provision in Cardiff. Senior Officers from the Inclusion Team will be present to outline the proposals and listen to any views or concerns you may have. Information provided at these sessions will be consistent with the document, but you can ask questions to

ensure you understand what it means for you and /or your child. Officers can also assist in filling out a response form should you wish to do so at the same time.

Dates of meetings and drop in sessions		
Nature of consultation	Date/ time	Venue
Governing Body, The Hollies School	Wednesday 7 th February, 5pm	The Hollies School
Governing Body, Ty Gwyn School	To be confirmed	Ty Gwyn School
Governing Body, Greenhill School	Thursday 08 th February 3:30pm	Greenhill School
Governing Body, Meadowbank School	Monday 5 th February 6pm	Meadowbank School
Governing Body, Allensbank School	Monday 12 th February 5:30pm	Allensbank Primary School
Governing Body, Ysgol Glantaf	Tuesday 13 th February 6:30pm	Ysgol Glantaf
Governing Body, St Mary the Virgin, Church in Wales School	To be confirmed	St Mary the Virgin Church in Wales Primary School
Governing Body, Ysgol Pwll Coch	Monday 05 th March 4:30pm	Ysgol Pwll Coch
Open drop-in session	Weds 7 th February 10am -12 noon	Llandaff North and Gabalfa Hub
Open drop-in session	Mon 12 th February 12 noon -2pm	STAR Hub
Open drop-in session	Fri 9 th February 10am-12 noon	Fairwater Hub
Open drop-in session	Thurs 15 th February 5pm-7pm	Central Library
Open drop-in session	Mon 19 th February 10am-12 noon	St Mellons Hub
Open drop-in session	Tues 20 th February 3pm-5pm	Penylan Library
Open drop-in session	Tues 27 th February 10am-12noon	Grangetown Hub
Open drop-in session	Mon 05 th March 10am – 12 noon	Ely and Caerau Hub
Open drop-in session	Wed 07 th March 10am – 12 noon	Llanishen Hub
Open drop-in session	Thurs 08 th March 2pm – 4pm	Llanedeyrn Hub at The Powerhouse

Your Views Matter

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The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

BACKGROUND TO THE PROPOSED SCHEMES

Cardiff Strategic priorities for improving outcomes for children and young people with additional learning needs

Cardiff Council is committed to inclusion and recognises that increasing specialist places is not the only action needed to meet the needs of a growing ALN population.

It is equally important to ensure mainstream schools continue to develop as inclusive settings able to meet a wide range of complex needs. The Council has therefore adopted three strategic priorities for improving outcomes for children and young people with additional learning needs:

Priority One: To successfully implement the Additional Learning Needs and Educational Tribunal Act

Under this priority the Council will undertake a range of actions to introduce a more unified approach to planning, with the views of children and young people at the heart of planning process. Effective collaboration with health and social services will be vital to achieve this goal.

Priority Two: To strengthen our collective capacity to meet all needs

The Council will work with schools, parents and other partners to further improve the quality of support for additional learning needs in all our schools and education settings. This will include developing opportunities for schools to develop and share best practice; improving the quality of information about additional learning needs support and provision; further improving the effectiveness of resources and support available to mainstream schools.

Priority Three: To ensure sufficient, high quality additional learning provision

This consultation paper is mainly concerned with Priority Three, to develop additional special school and specialist resource base places, but you can read more about all three strategic priorities by following the link:

<http://cardiff.moderngov.co.uk/documents/s19397/Cabinet%2018%20Jan%202018%20SOP%20Add%20Learning%20Needs%20App%201.pdf>

21st Century Schools Programme, 'Band B'

In the medium to long term, Cardiff intends to meet the need for additional specialist places through the capital investment programme '21st Century Schools'.

The '21st Century Schools- Cardiff Council's Band B' priorities identifies four capital schemes to re-shape Cardiff special school provision. The schemes would enable the Council:

- to replace the 'D' rated accommodation at Riverbank, Woodlands, the Court and Greenhill Schools
- to increase capacity to meet future projected need from 2022-27

- address the gaps in provision such as places for girls and for post-16 pupils with emotional health and wellbeing needs
- to enhance opportunities for multi-agency support and provision;
- to enhance the role of special schools as a source of support for families and for mainstream schools.

ALN Provision Development Plan 2018-22

Band B schemes will not be completed until 2021 at the earliest. The Council will therefore need to take steps to extend the number of places to meet more immediate demands over the next three years.

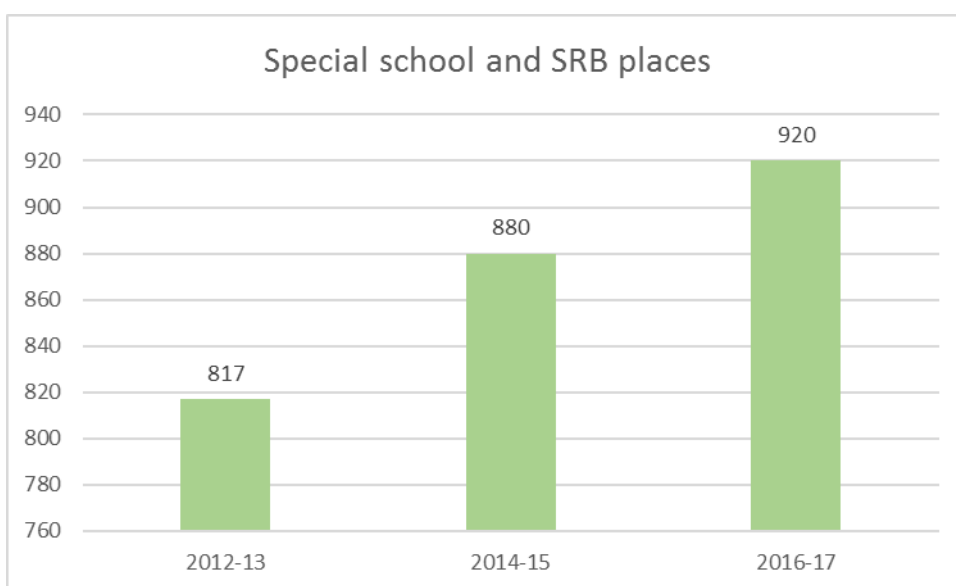
The proposed schemes in this booklet are separate and additional to the Band B schemes. They set out actions the Council is considering in order to meet demand for specialist places 2018-22.

The schemes proposed in this booklet will not fully address sufficiency needs for the period 2018-22. The Council has taken, and will continue to take, a range of steps to increase provision within existing accommodation and designated numbers wherever possible.

It is also anticipated that further schemes will need to be developed and proposed in 2019, to open additional specialist resource bases at both primary and secondary phase.

Increased demand for specialist places

As illustrated in the graph below, the number of funded special school or specialist resource base places in Cardiff schools has increased by 103 places over a five year period.



Despite the growth in places, there is some evidence to suggest this has not been sufficient to meet existing need. For example, the cost of supporting mainstream statements has increased by 63% over the last 5 years, and there has been an

increase in the number of pupils placed in independent schools ('out of county'). This suggests there are pupils in our mainstream schools and in 'out of county' settings who would benefit from access to a Cardiff special school or specialist resource base place.

Over the next 5-10 years, revenue and capital investment will be needed to ensure sufficient and suitable specialist support for the growing population of learners with additional learner needs, and to reduce reliance on the independent sector. Increased demand is anticipated for learners with:

- Emotional health and wellbeing needs
- Complex learning disabilities
- Autism spectrum conditions

Falling demand for speech and language specialist places

In contrast, demand for specialist places designated for specific language impairment has fallen since 2010. Between 2010 and 2015, the collective pupil roll at Meadowbank Special School and Allensbank specialist resource base – both of which are designated for 'specific language impairments- fell from 58 to 34.

In 2015-16 the Council formally proposed closing both settings and re-allocating the resource to other areas of need where demand is growing. However, stakeholders raised a range of objections to this proposal and the Council decided not to proceed, but to engage further with stakeholders and to undertake a review of speech and language support.

A reference group was established to provide a forum for stakeholders, including parents, teaching staff, governors, the voluntary sector and the speech and language therapy service, to contribute to the evaluation of current services.

As a result of this work, the Council is taking a number of actions to further improve support for learners with speech and language needs, and is proposing to change, but not close, Meadowbank School and Allensbank Specialist Resources base, as set out in the proposals.

Actions being taken to improve support for speech and language needs include:

- Further embedding the partnership and collaboration between Education and the NHS Speech and Language Therapy Service
- Building on the success of Speech and Language Links in Foundation Phase (which is now used in 100% of Cardiff primary schools) by rolling out Junior Speech and Language Links to all schools.
- Continuing to roll out training to both primary and secondary schools.
- Introducing WellComm in early years settings, to screen for speech and language needs in nursery-aged pupils, and to provide early support.

Business case for an ALN Development Plan 2018-22

Failure to invest in Cardiff-maintained provision over the next 3-4 years will lead to the Council becoming increasingly reliant on independent special school providers in order to meet the Council's statutory responsibilities.

Over reliance on independent places would have the following implications and risks:

- higher revenue costs to the Council
- inability to offer places according to parental preference

The cost of independent special school places ranges from £39K to £77k per annum, compared to costs for Cardiff special schools of £14k to £25k per annum. It is rarely in a pupil's interest to transfer school mid-phase so once placed there is little prospect of pupils returning to maintained provision should places become available in future years. The costs would therefore continue over 7-8 years for placements beginning in Year 7, and potentially longer for primary placements.

The Council is therefore committed to the goal of developing sufficient high quality places in Cardiff-maintained schools for all pupils with additional learning needs. This represents a more efficient use of public resources than relying on Independent places, and also contributes to continued development of expertise within Cardiff's schools.

The majority of Cardiff parents express a preference for places in Cardiff special schools or specialist resource bases for their child. Offering places in independent schools could have negative reputational implications.

It should be noted that there is no guarantee the independent sector could offer sufficient special school places to meet Cardiff's sufficiency needs, especially for primary aged pupils. Over-reliance on the sector could therefore result in Cardiff being unable to fulfil statutory responsibilities.

THE PROPOSED SCHEMES

Ty Gwyn Special School

About the school

Ty Gwyn is a special school providing special school places for learners aged 3-19 with complex learning disabilities and autism spectrum conditions (ASC). There are 174 pupils currently on roll.

The school is located in Ely/ Caerau and from 8th January 2018 the school has been federated with Riverbank and Woodlands Special Schools, as the Western Learning Campus Federation.

The school was last inspected by ESTYN in 2012. The school's performance and the prospects for improvement were judged to be Excellent.

In 2017 the Welsh Government classified the school's support category as Green (a highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement).

Capacity, condition and suitability of Ty Gwyn School				
Age Range	Language medium/ Category of school	Condition as identified by 21 st Century Survey	Category of Schools	Current Published Capacity (age 3-11)
3-19	English Medium Special School	B		150

Recent and projected numbers on roll at TY Gwyn Special School										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
Ty Gwyn Special School	137	147	170	172	173	180	186	192	198	198

Proposed changes

To meet demand for primary and secondary special school places for learners with complex learning disabilities or Autism Spectrum Conditions it is proposed to

- to increase the capacity of Ty Gwyn to allow for up to 198 places

In order to achieve this it is proposed to adapt part of the Trelai Youth Centre building to provide three new classrooms for Ty Gwyn School and to connect the school and youth centre buildings via an enclosed corridor or covered walkway.

The scheme would form part of a multiagency project which has been established under the Disability Futures Programme, to redevelop the Trelai Youth Centre building as a multi-agency resource attached to the Western Learning Federation Campus. The project is exploring the potential to develop one side of the building as a hub for regional multi-agency services, and to increase the use of the existing sports and play facilities for children and young people with complex needs, in school hours, for holiday and after school provision.

Rationale for the proposed changes

More places will be needed at the school over the next 3 years, for children with significant additional learning needs.

Since the new Ty Gwyn building opened in 2010, the number admitted to the school each year has exceeded the number of leavers by between 4 and 10 places. There are now 173 pupils on roll. The Council expects that more places will be needed over the next three years, until the last of the smaller cohorts have left the school. From 2021, the cohorts leaving the school will be larger in size, and more consistent with the annual admission number.

Alternative options considered

A review of the current school accommodation established there is insufficient space for three extra classes.

How would the changes affect the school?

The school would be bigger, with more accommodation, and with additional opportunities to develop multi -agency collaboration on the site.

How would the changes affect other schools in Cardiff?

Ty Gwyn School is part of the Western Learning Federation, with Riverbank and Woodlands Special Schools, which are located nearby. They are separate schools but they are led by one governing body, enabling the schools to work in much closer partnership to the benefit of pupils in all three schools. It is anticipated that the multi-agency development of the Trelai Youth Centre would benefit the pupils at all three schools.

21st Century Schools Band B priorities sets out two schemes to build new special schools. If they proceed, the schemes will enable the Council to address the accommodation issues at Riverbank and Woodlands Schools and to increase the number of special school places in Cardiff, but these schemes would not be completed before 2021-22. This proposal is separate to the proposed Band B schemes.

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- sufficient places at Ty Gwyn for children and young people with significant additional learning needs
- enlarging the accommodation for Ty Gwyn School
- additional sports, community and multi-agency facilities in Trelai Youth Centre would benefit the three schools in Western Learning Federation: Ty Gwyn, Woodlands and Riverbank

Potential disadvantages of the proposals

The Council recognises that the proposal has implications for health services provided in partnership with the school. The Council will work with Cardiff and the Vale University Health Board, to continue to ensure children's assessed needs are met, and to further develop collaborative approaches to promote wellbeing and positive outcomes for pupils at the school.

Highways and transport implications

An initial appraisal of highways and transport implications has been completed, however all options will be subject to a full transport assessment. The initial assessment indicates that staff parking adjacent to Trelai Park could be utilised for school staff in order to create a larger drop off/pick up and turning circle on the existing staff carpark for minibuses. Staggered start and finish times for Riverbank, Woodlands and Ty Gwyn would reduce site congestion. Active Travel/Sustainable Travel would be encouraged for all staff and visitors to the school.

Making your views known

Your views matter and we want you to tell us what you think about the proposals. At the end of the booklet is a questionnaire: this is your chance to let the Council know what you think about the proposals. You can give a response to all of the questions, or just respond to some of them, as you prefer.

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The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

The Hollies Special School

About the school

The Hollies is a special providing places for learners aged 4-11 with autism spectrum conditions and physical and medical needs. The school is located in Pentwyn.

The school was last inspected in 2013. The school's performance and prospects for improvement were judged to be Good.

In 2017 the Welsh Government classified the school's support category as Yellow (an effective school which is already doing well and knows the areas it needs to improve).

Capacity, condition and suitability of The Hollies School			
Age Range	Language medium/ Category of school	Condition Category as identified by 21 st Century Schools Survey	Current Published Capacity (age 4-11)
4-11	English medium Special School	C	90

Recent and projected numbers on roll at The Hollies Special School										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
The Hollies Special School	85	89	83	90	90	102	110	118	126	134

Proposed changes

To meet demand for primary and secondary special school places for learners with autism spectrum conditions it is proposed to:

- extend the age range of The Hollies School from 4-11 to 4-14
- increase the capacity of the school to allow for up to 138 places

In order to achieve this, it is proposed to provide additional accommodation for the school by refurbishing the school accommodation to be vacated by Ysgol Glan Morfa, Hinton Street, CF24 2EU

Three options are under consideration, for how the school could operate over two sites:

Option	Pentwyn Site	Hinton Street Site	Benefits	Challenges
Option 1 (preferred)	Extend and adapt accommodation to provide 12 additional places for primary aged pupils and improved facilities for current pupils.	Adapt accommodation to provide up to 36 Key Stage 3 places.	12 additional primary places. 36 additional KS3 places. Improved accommodation on both sites. No change of location for current pupils.	Managing adaptations at Pentwyn site. Capital investment required on both sites. Adapting a primary building for KS3 use.
Option 2	Extend and improve accommodation to provide up to 102 KS2 and KS3 places.	Adapt accommodation to provide up to 36 Foundation Phase places.	12 additional primary places. 36 additional KS3 places. Improved accommodation on both sites. Fewer adaptations required to Hinton Street site.	Managing adaptations at Pentwyn site. Capital investment required on both sites. Some current classes would be required to relocate.
Option 3	No change to current use: 90 places for primary aged pupils.	Adapt accommodation to provide 48 places: 12 upper KS2 and 36 KS3.	12 additional primary places. 36 additional KS3 places. No disruption on current site.	No capital investment in Pentwyn site. Primary provision split over two sites.

Rationale for the proposed changes

The demand for places at the school for children with physical and medical needs has fallen over several years, while the autism section has grown. All pupils at the school are now pupils with autism spectrum conditions (ASC).

Over next few years, additional primary and secondary places for learners with autism spectrum conditions will be needed. Expanding the capacity and extending the age range of the school would provide the extra places needed at both primary and secondary phase.

The Hollies is a good school, highly regarded by parents/ carers. The staff and leadership team has significant experience of providing high quality education for primary-aged children with autism spectrum conditions, which would be a strong foundation on which to develop Key Stage 3 provision for children with ASC.

Ysgol Glan Morfa is due to transfer to new build premises in August 2018 (to accommodate the increased size of the school, from one-form entry to two-form entry). It is proposed that the vacated school accommodation on Hinton Street, Splott be converted to provide additional accommodation for The Hollies School.

The Ysgol Glan Morfa building is in generally good condition but would require refurbishment and adaptation for special school use.

Alternative options considered

A review of the current school accommodation established there is some scope to develop additional classrooms on site, but insufficient space to develop a Key Stage 3 department.

The potential for adapting the upper floor was considered, but the cost of adding a fire escape is likely to be prohibitive and would compromise the ground floor accommodation. Any plan to create additional classrooms by displacing staff accommodation to the upper floor would be logistically complicated and involve building work in several phases over a number of years, with disruption to teaching and learning for existing pupils. In addition, the council do not consider that the site as a whole could provide sufficient outside space, catering and dining, therapeutic play areas, parking/ traffic access for 48 additional pupils, and the associated increase in staffing levels.

An initial appraisal of highways and transport implications was completed, which suggested that there would be significant implications from adding 48 places on the current site.

The option of establishing a new Key Stage 3 special school on the Hinton Street site was considered and dismissed. The Council wishes to work with an experienced and well-established special school with proven expertise in the field of ASC provision, to develop a setting which will initially be very small, but likely to grow rapidly over 3-5 years.

How would the changes affect the school?

The school would be significantly bigger in size and would be operating across more than one site, with implications for the management structure of the school, the curriculum and facilities. If the proposal is taken forward, the local authority would support the Governing Body to determine a management and staffing structure to support the development of the school.

The development of a second site and a Key Stage 3 department, would provide professional development opportunities for existing staff and enable the governing body to appoint new staff, bringing new experience and expertise into the school.

How will the changes affect other schools in Cardiff?

Currently the secondary options for pupils leaving The Hollies in Year 6, include:

- Specialist Resource Bases at Llanishen, Cathays or Cantonian High School;
- The Marion Centre, Bishop of Llandaff School
- Ty Gwyn Special School
- Ysgol y Deri Special School, Vale of Glamorgan

These options would continue to be available to Hollies Year 6 pupils, in addition to the option of continuing at The Hollies for KS3. Pupils who take up a KS3 place at The Hollies would have the opportunity transfer to one of the above listed schools for their Key Stage 4 placement.

The Key Stage 3 places would also be open to other pupils in Cardiff, who may need to transfer to a special school place from specialist resource bases or mainstream provision.

The local authority is anticipating that additional Key Stage 4 and post-16 special school and SRB places will be required within 2-3 years in order to provide for the larger cohorts now transferring from Primary to Secondary places. These places could be provided through the 21st Century Schools Band B schemes, or through the ALN Development Plan 2018-22

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- Increasing the number of primary special school places for pupils with ASC
- Improved accommodation for The Hollies
- A new ASC Key Stage 3 department, developed by a well-established and experienced special school
- An increased range KS3 options for pupils with ASC

Potential disadvantages of the proposals

The Council recognises that the proposal has implications for health services provided in partnership with the school. The Council will work with Cardiff and the Vale University Health Board, to continue to ensure children's assessed needs are met, and to further develop collaborative approaches to promote wellbeing and positive outcomes for pupils at the school.

Highways and transport implications

An initial appraisal of highways and transport implications has been completed, however all options would be subject to a full transport assessment. The initial assessment indicates that additional staff parking, a turning circle for additional traffic would be required in order to reduce congestion and manage any additional traffic

better. Ensuring that start and finish times varied from those of Moorland Primary School, on Singleton Road, would be required to reduce congestion. Active Travel/Sustainable Travel would be encouraged for all staff and visitors to the school.

Making your views known

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The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

Greenhill Special School

About the school

Greenhill School is a special school for pupils with emotional health and wellbeing needs aged 11-16. The school is located in Rhiwbina.

One of the prioritised schemes identified in the report '21st Century Schools- Cardiff Council's Band B priorities', is to build a new secondary special school for pupils with emotional health and wellbeing needs. The Band B scheme would enable the Council to replace the current 'D' rated accommodation occupied by Greenhill School.

The proposal set out in this booklet would be independent of the Band B scheme, although it would pave the way to deliver on one of the goals of the Band B scheme- to include provision for post-16 in a future new school.

The School was last inspected by ESTYN in 2013. The school's performance and prospects for improvement were judged to be Good.

In 2017 the Welsh Government has classified the school's support category as Green (a highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement).

Capacity, condition and suitability of Greenhill School			
Age Range	Language medium/ Category of school	Condition Category as identified by 21 st Century Schools Survey	Current Published Capacity (age 4-11)
11-16	English medium Special School	D	56

Recent and projected numbers on roll at Greenhill Special School										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
Greenhill Special School	50	54	47	56	55	64	64	64	64	64

Proposed changes

To meet the need for post-16 places for emotional health and wellbeing needs it is proposed to:

- Extend the age range of Greenhill from 11-16 to 11-19
- Increase the capacity of the school to allow for up to 64 places

In order to achieve this it is proposed to adapt the unused caretaker house on the site. Post-16 pupils would attend some classes on site, but would also be supported to access appropriate educational opportunities off-site, as part of a supported transition to college or employment.

Rationale for the proposed changes

Data for Cardiff shows that many Greenhill pupils struggle to make a successful transition to education, employment or training at the end of Year 11, despite significant support for transition.

2015-17 data shows that 50% or more of Greenhill leavers were not in education employment or training on 31st October.

Cohort	Cohort Size	NEET	%
2015	18	10	56
2016	6	3	50
2017	10	5	50

A post-16 class would provide a 'bridging year' for Greenhill pupils not yet ready for transition to college or employment at the end of Year 11. Pupils would be supported to make a successful transition to college, training or employment by the end of Year 12.

This proposal would require determination by Welsh Ministers to extend the age range of Greenhill School to include post-16 education.

Alternative options considered

The option of waiting for the Band B scheme before making changes to the age range of Greenhill was considered, but this would not meet the needs of pupils leaving the school in the next few years.

How would the changes affect the school?

The school has relevant expertise and experience to support pupils post-16 but there would be a need to develop a suitable post-16 curriculum focussed on supporting successful transition to college or employment by the end of Year 12.

How will the changes affect other schools in Cardiff?

It is not anticipated that there would be any impact on other Cardiff Schools as result of this proposal. The post-16 pupils would be pupils admitted to the school in Keys Stage 3 or 4 however there would not be any capacity to offer places to pupils transferring from other schools.

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- Improved provision for post-16 pupils with emotional health and wellbeing needs
- Professional development opportunities for existing Greenhill staff

Potential disadvantages of the proposals

The Council recognises that the proposal has implications for health services provided in partnership with the school. The Council will work with Cardiff and the Vale University Health Board, to continue to ensure children's assessed needs are met, and to further develop collaborative approaches to promote wellbeing and positive outcomes for pupils at the school.

Highways and transport implications

An initial appraisal of highways and transport implications has been completed, however all options would be subject to a full transport assessment. The initial assessment indicates that the existing arrangements are suitable for the site. Travel Training should be encouraged for all pupils to promote public transport where possible. Active Travel/Sustainable Travel would be encouraged for all staff and visitors to the school.

Making your views known

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The closing date for responses to this proposal is 13th March 2018.

Meadowbank Special School

About the school

Meadowbank is a special school for up to 40 pupils aged 4-11 with specific language impairments. The school is located in Gabalfa and admits pupils from across the authority. The number on roll at the school has fallen over several years and currently stands at 15.

The School was last inspected in 2013. The school's performance was judged to be Good, and the prospects for improvement were judged to be Adequate. The school was placed in ESTYN monitoring. A follow up visit in 2014 found the school to have made good progress in respect of key actions, and the school was removed from ESTYN monitoring.

In 2017 the Welsh Government classified the school's support category as Green (a highly effective school which is well run, has a strong leadership and is clear about its priorities for improvement).

Capacity, condition and suitability of Meadowbank School			
Age Range	Language medium/ Category of school	Condition Category as identified by 21 st Century Schools Survey	Current Published Capacity (age 4-11)
4-11	English medium Special School	B	40

Recent and projected numbers on roll at Meadowbank Special School										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
Meadowbank Special School	30	29	22	17	15	25	35	40	40	40

Proposed changes

To meet demand for primary special school places for complex learning disabilities, it is proposed to:

- change the type of special educational need the school provides for *from*: 'specific language impairments', *to*: 'speech language and communication needs and complex learning disabilities'

Whilst current accommodation at Meadowbank is in good condition, some adaptations to the building would be needed, including provision of a changing space and improvements to the accessibility of the building.

Rationale for the proposed changes

The diagnosis of 'specific language impairment' is no longer used. It is therefore proposed to replace it in the school's designation with the commonly used term: 'speech language and communication needs'.

Under the current designation, the school admits pupils whose speech and language needs are specific, long term and severe. If the designation were changed as proposed, the school would continue to admit pupils whose speech and language needs are specific, long term and severe, but would also admit pupils with complex learning disabilities.

Changing the designation of the school is in line with one of the recommendations put forward by the speech and language reference group and would ensure:

- continued special school places for learners with the most severe and long term speech language and communication needs;
- additional places for complex learning disabilities;
- continued financial viability of Meadowbank School.

Children with complex learning disabilities frequently have associated speech language and communication difficulties, and would benefit from the specialist knowledge and experience of Meadowbank staff.

Alternative options considered

Changing the designation to include either autism spectrum conditions or emotional health and wellbeing needs was considered. This was ruled out as the accommodation at the school is not considered appropriate for these groups.

The speech and language reference group recommended the Council give consideration to opening 'early intervention' classes. Classes of this type would offer time-limited placements to learners whose speech and language needs are not expected to be long term, but who are not making enough progress with mainstream support alone.

The group suggested an early intervention class could be hosted at either Meadowbank or Allensbank School.

The Council is not proposing to open early intervention classes at Meadowbank School for the following reasons:

- The majority of pupils with speech and language needs make more rapid progress when exposed to frequent, informal opportunities to interact, play and learn with peers who do not have speech or language difficulties. These mainstream opportunities are more easily and naturally available to pupils in a specialist resource base.
- Special schools can strive to offer similar opportunities through reintegration programmes and day placements, but these opportunities entail the extra costs of sending support assistants with the child, and making different travel arrangements on different days.
- Many parents of children with specific speech and language needs prefer their child to remain in mainstream. The local authority believes that early intervention classes should be based in a mainstream school, to take account of parental views, and to better facilitate early reintegration to a local school.

How will the changes affect the school?

The proposed changes would ensure the school roll would rise over the next 3-4 years and that there would be a continued role for the school as part of the range of specialist provision in Cardiff. The Governing Body would need to work with the local authority to develop additional areas of expertise and facilities at the school.

There are other special schools in Cardiff that meet more than one type of additional learning need. The school would determine the best approach to supporting a range of needs. This could involve mixed classes, if the learning needs are similar, or separate classes to meet different needs.

The local authority commissions the school to provide an outreach service to support children with speech language and communication needs in early years settings. It is proposed to maintain this outreach service and, in partnership with the school, to consider scope to further develop their role in building capacity to support speech and language needs.

Training and professional development opportunities would be offered to staff, to further develop their skills and specialist knowledge to support complex learning disabilities.

How will the changes affect other schools in Cardiff?

If taken forward, the changes would reduce pressure on places at Riverbank Special School, and the specialist resource bases at Bryn Hafod, Marlborough, Llanedeyrn and Llanishen Fach Primary Schools. If the proposal is not taken forward these settings will be under pressure to go over number to respond to demand for places.

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- Additional places to meet the growing need for special school places for children with complex learning disabilities
- Continued special school places for children with severe, complex and long term speech language and communication needs
- Professional development opportunities for existing Meadowbank staff
- Opportunities for Meadowbank governing body to appoint new staff, as pupil numbers rise, and bring new expertise into the school

Potential disadvantages of the proposals

The Council recognises that the proposal has implications for health services provided in partnership with the school. The Council will work with Cardiff and the Vale University Health Board, to continue to ensure children's assessed needs are met, and to further develop collaborative approaches to promote wellbeing and positive outcomes for pupils at the school.

Highways and transport implications

An initial appraisal of highways and transport implications has been completed, however all options will be subject to a full transport assessment. The initial assessment indicates that the school has a turning circle which is suitable for the pupils who will be accessing the premises. A variety of highways improvements are already planned as part of the Ysgol Glan Ceubal and Gabalfa Primary new build. Active Travel/Sustainable Travel would be encouraged for all staff and visitors to the school.

Making your views known

Your views matter and we want you to tell us what you think about the proposals. At the end of the booklet is a questionnaire: this is your chance to let the Council know what you think about the proposals. You can give a response to all of the questions, or just respond to some of them, as you prefer.

You can send us your views in one of the following ways:

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- Write to us at the following address: Room 422, County Hall, Atlantic Wharf, Cardiff, CF10 4UW.

The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

Allensbank Primary School

About the school

Allensbank is a community primary school located in Cathays. The school hosts a 16-20 place specialist resource base (SRB) designated for pupils with speech language and communication needs.

A specialist resource base (SRB) is a small class in a mainstream school, taught by specialist staff. Although the SRBs are located in community schools, they admit pupils from across the authority, not just from their own local area. Pupils in a specialist resource base benefit from being taught in small classes with favourable pupil-staff ratios, taught by specialist staff. Pupils also benefit from opportunities to learn and play with their mainstream peers.

The school was last inspected in 2013. The school's performance and prospects for improvement were judged to be Adequate, and the school was considered to need significant improvement. A follow up visit in 2015 found the school to have made progress on the recommended actions, was no longer in need of significant improvement, and was therefore removed from ESTYN monitoring category.

In 2017 the Welsh Government has classified the school's support category as Amber (a School in need of improvement which needs help to identify the steps to improve or to make change happen more quickly).

Capacity, condition and suitability of Allensbank School					
Age Range	Language medium/ Category of school	Condition Category as identified by 21 st Century Schools Survey	Current Published Capacity (age 4-11)	Published Capacity (nursery part-time places)	Specialist resource base, designation
3-11	English medium Community School	C+	300	64	16-20 places for speech language and communication needs

Recent and projected numbers on roll at Allensbank Primary School										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
Allensbank Primary School	242	252	246	233	210	230	217	198	192	192
Allensbank Primary School SRB	14	11	10	8	6	4	12	10	8	8

Proposed changes

To meet the need for early intervention places for speech and language needs it is proposed to:

- Phase out the SRB at Allensbank Primary School, closing the class in July 2020, or when all current pupils have completed their primary placement, if earlier.
- Open an 8-place early intervention class for children with speech and language needs at Allensbank Primary School, admitting the first cohort in September 2019.

Rationale for the proposed changes

Demand for places at the SRB have fallen over several years. There are now 6 pupils, all in Key Stage 2. The reason for this fall is believed to be linked to changes in how the education service and the therapy service work with mainstream schools to identify and meet needs early. Fewer statements are now issued for children with specific speech and language needs, and most are issued relatively late, when children are already in Key Stage 2. Issuing fewer statement is a measure of effective early intervention, but it is also having the unintended effect of delaying access to specialist provision for those children who may need it most.

The proposed solution is to open an early intervention class. Intensive support in a special class is most effective if provided as early as possible. Placements at the early intervention class would therefore be identified by the specialist speech and language panel and would not be dependent on a statement.

The early intervention class would open in September 2019. The criteria for admission, staffing, the curriculum and mode of operation would first be fully considered and agreed in partnership with the governing body and the therapy service, and in consultation with other schools.

Based on preliminary work to define the approach, it is anticipated that the class would admit up to 8 Foundation Phase children who were not making sufficient progress, but

who have good prospects for returning to their local mainstream school. Placements would last 1-3 years, depending on progress. Pupils would be dual registered at their local school, and supported to return at the end of the placement. Pupils would continue to attend their local school for at least one day a week, to maintain links with local friends and to prepare for a successful early reintegration to their local school.

Closure of the SRB would be phased, to allow for current pupils to complete their education in the base. No further pupils with statements would be admitted: pupils with severe and specific needs would either have mainstream statements or have the opportunity to attend Meadowbank Special School.

The Council has reviewed the caseloads for pupils known to the Joint Speech and Language Service in 2017 in order to predict the level of need for an early intervention class. Eight places in an English medium setting would be appropriate to meet current need. This will be monitored, and consideration given to opening a second class in future, as required.

There is insufficient demand for a Welsh medium class at present. This will be monitored, and consideration given to opening a class in future, as required. In the meantime, an intensive support package in mainstream can be developed if there are individual pupils in Welsh schools who are not making sufficient progress with school support.

The Speech and Language Therapy Service has indicated a willingness to work with the local authority on this development, and to provide ongoing support and input in line with children's assessed needs.

Alternative options considered

The speech and language reference group recommended the Council give consideration to opening 'early intervention' classes at either Meadowbank Special or Allensbank Primary School.

The Council decided this sort of provision would be better hosted at a mainstream primary school for the following reasons:

- The majority of pupils with speech and language needs make more rapid progress when exposed to frequent, informal opportunities to interact, play and learn with peers who do not have speech or language difficulties. These mainstream opportunities are more easily and naturally available to pupils in a specialist resource base.
- Special schools can strive to offer similar opportunities through reintegration programmes and day placements, but these opportunities entail the extra costs of sending support assistants with the child, and making different travel arrangements on different days.
- Many parents of children with specific speech and language needs prefer their child to remain in mainstream. The local authority believes that early intervention

classes should be based in a mainstream school, to take account of parental views, and to better facilitate early reintegration to a local school.

How will the changes affect the school?

The school has experience of hosting a specialist resource base for children with specific speech and language needs; hosting an early intervention class would have similar impact on the school. The age range of pupils would no longer be 4-11, but would be 4-7. Pupils would be dual registered, with a plan to return to their own schools. This would require close partnership working with the local school of each child, and support for the reintegration process.

The local authority would work with the Governing Body to support the development of new skills and ways of working, including provision of training and awareness raising.

How will the changes affect other schools in Cardiff?

Other schools would benefit from the opportunity to work in partnership with the early intervention class to support pupils who are not making sufficient progress with support in their own school.

When children transfer to a specialist resource base (SRB) this is usually a permanent move, and the responsibility for the child's learning and wellbeing transfer to the SRB school. The proposal for an early intervention class is different because it would be a time limited placement and the child would be dual registered in their local school and Allensbank. The local school would remain involved, providing opportunities for the child to attend one day per week, maintaining local friendships and be well supported to return to their local school when sufficient progress has been made.

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- Ensure that children with severe speech and language needs, who are not making enough progress through mainstream support alone, can continue to access specialist provision and are supported to achieve their potential
- Ensure that the focus of specialist provision is on early intervention, supporting children while they are in Foundation Phase
- Children in specialist provision will be able to maintain their links with a local school and return there with support, when they have made enough progress
- Allensbank Primary School will have opportunities to further develop the specialist skills and expertise they offer to children with speech and language needs

Highways and transport implications

There would be no new implications for transport and highways.

Making your views known

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- Email your views to schoolresponses@cardiff.gov.uk
- Write to us at the following address: Room 422, County Hall, Atlantic Wharf, Cardiff, CF10 4UW.

The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

St Mary the Virgin Church in Wales Primary School

About the school

St Mary the Virgin CiW is a Voluntary Aided school located in Butetown. There is no specialist provision at the school currently.

The school was last inspected in 2012. The school's performance and prospects for improvement were judged to be excellent.

In 2017 the Welsh Government has classified the school's support category as Amber (a School in need of improvement which needs help to identify the steps to improve or to make change happen more quickly).

Capacity, condition and suitability of St Mary the Virgin CiW School				
Age Range	Language medium/ Category of school	Condition Category as identified by 21 st Century Schools Survey	Current Published Capacity (age 4-11)	Published Capacity (nursery part-time places)
3 -11	English Medium Voluntary Aided School	C	*210	52

* A proposal to expand the school to 420 places has been approved for implementation.

Recent and projected numbers on roll at St Mary the Virgin CiW Primary School										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
St Mary the Virgin CiW Primary School	162	172	189	176	186	181	180	176	180	180

Proposed changes

To meet the demand for primary specialist resource base places for complex learning disabilities, it is proposed to:

- open a specialist resource base (SRB) at St Mary the Virgin CiW Primary School, for up to 20 places.

Accommodation for the SRB would be provided as part of the 21st Century Schools Band B scheme to rebuild St Mary the Virgin School. The SRB would not open until the new build accommodation has been provided.

Rationale for the proposed change

In 2015 the council consulted on proposals to build new school accommodation for St Mary the Virgin School. In their formal response the Governing Body requested the local authority to consider opening a specialist resource base at the school. Given the growing demand for SRB places, the local authority agreed in principle to consider this development, subject to a further statutory consultation.

As a voluntary aided school, the determination of the proposal would be made by the governing body of the school.

How will the changes affect the school?

A specialist resource base (SRB) is a small class in a mainstream school, taught by specialist staff. The SRBs admit pupils from across the authority, not just from their own local area. Pupils in a specialist resource base benefit from being taught in small classes with favourable pupil-staff ratios, taught by specialist staff. Pupils also benefit from opportunities to learn and play with their mainstream peers.

Admissions to the SRB would be managed by the local authority, subject to a statement of special educational needs and would be open to pupils from across the authority.

The opportunity to employ specialist staff and to work more closely with specialist services in Cardiff will enhance the school's capacity for inclusion and benefit all pupils in the school.

How will the changes affect other schools in Cardiff?

There are four Cardiff primary schools currently hosting SRBs for complex learning disabilities: Bryn Hafod; Llanedeyrn; Llanishen Fach and Marlborough Primary Schools. All SRBs are open to admission from across the authority, although as far as possible, pupils are offered places in the SRB closest to their home. Provision of an SRB at St Mary the Virgin would increase the number of places available to meet demand, and ensure that pupils living in the south central area of the city travel shorter distances to access specialist provision.

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- additional places to meet the needs of children with significant additional learning needs
- children living in the south central area of Cardiff would be able to attend an SRB closer to where they live
- St Mary the Virgin School would benefit from the additional expertise of staff employed in the SRB

Highways and transport implications

Transport and highways implications will be considered as part of the planning for the new build school.

Making your views known

Your views matter and we want you to tell us what you think about the proposals. At the end of the booklet is a questionnaire: this is your chance to let the Council know what you think about the proposals. You can give a response to all of the questions, or just respond to some of them, as you prefer.

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- Write to us at the following address: Room 422, County Hall, Atlantic Wharf, Cardiff, CF10 4UW.

The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

Ysgol Gymraeg Pwll Coch

About the school

Ysgol Gymraeg Pwll Coch is a community primary school located in Canton. There is no specialist provision at the school currently. The school was last inspected in 2011. The school's performance and prospects for improvement were judged to be Good .

In 2017 the Welsh Government has classified the school's support category as Yellow (an effective school which is already doing well and knows the areas it needs to improve).

Capacity, condition and suitability of Ysgol Gymraeg Pwll Coch				
Age Range	Language medium/ Category of school	Condition Category as identified by 21 st Century Schools Survey	Current Published Capacity (age 4-11)	Published Capacity (nursery part-time places)
3 -11	Welsh Medium Community School	A	420	64

Recent and projected numbers on roll at Ysgol Pwll Coch										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
Ysgol Pwll Coch	441	449	441	442	422	430	406	409	405	405

Proposed changes

To meet the demand for primary SRB places for with complex learning disabilities and autism spectrum conditions in the Welsh medium sector, it is proposed to:

- open a specialist resource base at Ysgol Pwll Coch, providing up to 10 places initially, but with scope to extend to 20 places in future, as demand grows.

Accommodation for the SRB would be established within current facilities however some refurbishment would be required.

Rationale for the proposed changes

Demand for Welsh medium education is growing in Cardiff. One impact of this is the increased number of children and young people with additional learning needs in the sector, including a growing number who require specialist provision.

There is a long-established specialist resource base at Ysgol Coed y Gof, offering up to 10 places for all areas of additional learning need. This is not sufficient to meet current and future demand.

The Council has identified between 5 and 10 pupils in Welsh medium schools who might currently benefit from a place in an SRB, and it is anticipated this number will increase over the next 3-5 years.

The school is in the 'transition cluster' for Ysgol Glantaf, which hosts a secondary specialist resource base. The proposal would ensure pupils can maintain friendships when they transfer from the primary SRB to the secondary SRB.

Alternative options considered

The option of opening a second SRB class at Ysgol Coed y Gof was considered, but dismissed due to lack of space in the school.

How will the changes affect the school?

A specialist resource base (SRB) is a small class in a mainstream school, taught by specialist staff. Although the SRBs are located in community schools, they admit pupils from across the authority, not just from their own local area. Pupils in a specialist resource base benefit from being taught in small classes with favorable pupil-staff ratios, taught by specialist staff. Pupils also benefit from opportunities to learn and play with their mainstream peers.

Admissions to the SRB would be managed by the local authority, subject to a statement of special educational needs and would be open to pupils from across the authority.

The opportunity to employ specialist staff and to work more closely with specialist services in Cardiff will enhance the school's capacity for inclusion and benefit all pupils in the school.

How will the changes affect other schools in Cardiff?

Schools in the Welsh medium sector will benefit from the availability of additional expertise and specialist places in the sector.

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- additional SRB places to meet the needs of pupils in the Welsh medium sector
- Ysgol Pwll Coch would benefit from the expertise and experience of the SRB staff

- The Welsh medium sector would benefit from additional specialist staff and provision in the sector

Highways and transport implications

An initial appraisal of highways and transport implications has been completed, however all options would be subject to a full transport assessment. The initial assessment indicates that a staggered start time and finish time for the SRB would need to be implemented to alleviate traffic and to reduce congestion at the beginning and end of the day on Lawrenny Avenue. Active Travel/Sustainable Travel would be encouraged for all staff and visitors to the school.

Making your views known

Your views matter and we want you to tell us what you think about the proposals. At the end of the booklet is a questionnaire: this is your chance to let the Council know what you think about the proposals. You can give a response to all of the questions, or just respond to some of them, as you prefer.

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The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

Ysgol Gyfun Gymraeg Glantaf

About the school

Ysgol Gyfun Gymraeg Glantaf is a community high school located in Llandaff. The school hosts a specialist resource base for complex learning disabilities and autism spectrum conditions. There are currently 14 pupils on roll at the SRB.

The school was last inspected in 2017. The school's performance and prospects for improvement were judged to be Good.

In 2017 the Welsh Government has classified the school's support category as Amber (a school in need of improvement which needs help to identify the steps to improve or to make change happen more quickly).

Capacity, condition and suitability of Ysgol Gymraeg Glantaf			
Age Range	Language medium/ Category of school	Condition Category as identified by 21 st Century Schools Survey	Current Published Capacity
11-19	Welsh Medium Community School	C	1500

Recent and projected numbers on roll at										
School	January 2014 (NOR)	January 2015 (NOR)	January 2016 (NOR)	January 2017 (NOR)	January 2018 (NOR)	2018/19 Projection	2019/2020 Projection	2020/2021 Projection	2021/2022 Projection	2022/2023 Projection
Ysgol Glantaf	1276	1251	1165	1132	1178	1186	1269	1332	1395	1395
Ysgol Glantaf SRB	9	11	11	11	14	19	21	23	25	27

Proposed changes

To meet the demand for secondary SRB places for complex learning disabilities and autism spectrum conditions in the Welsh medium sector it is proposed to:

- extend the designated number at Ysgol Glantaf specialist resource base to up to 30 places

The current SRB accommodation would be extended and improved to facilitate the additional numbers.

Rationale for the proposed changes

Demand for places in the base has been increasing steadily for the last 5 years and there are currently 14 pupils on roll. Projections suggest the number will grow to 30 places over the next 3-5 years.

The local authority will continue to monitor and regularly audit the level of demand in the sector and bring forward further proposals to further extend provision in future as required.

How will the changes affect the school?

A specialist resource base (SRB) is a small class in a mainstream school, taught by specialist staff. Although the SRBs are located in community schools, they admit pupils from across the authority, not just from their own local area. Pupils in a specialist resource base benefit from being taught in small classes with favorable pupil-staff ratios, taught by specialist staff. Pupils also benefit from opportunities to learn and play with their mainstream peers.

Admissions to the SRB are managed by the local authority, subject to a statement of special educational needs. The SRB offers places to pupils from across the city.

How will the changes affect other schools in Cardiff?

Schools in the Welsh medium sector will continue to benefit from the availability of additional expertise and specialist places in the sector.

What are the educational benefits of these proposals?

The proposal would offer the following educational benefits:

- additional SRB places to meet the needs of pupils in the Welsh medium sector
- Ysgol Glantaf would benefit from the opportunity to employ additional specialist staff at the SRB
- The Welsh medium sector would benefit from additional specialist staff and provision in the sector

Highways and transport implications

There would be no new implications for transport and highways.

Making your views known

Your views matter and we want you to tell us what you think about the proposals.

At the end of the booklet is a questionnaire: this is your chance to let the Council know what you think about the proposals. You can give a response to all of the questions, or just respond to some of them, as you prefer.

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- Write to us at the following address: Room 422, County Hall, Atlantic Wharf, Cardiff, CF10 4UW.

The Council will consider everyone's views before deciding whether to go ahead with the proposed changes.

The closing date for responses to this proposal is 13th March 2018.

IMPLICATIONS OF THE EIGHT PROPOSED SCHEMES

Quality and Standards

The Council works closely with the governing bodies of schools to ensure that standards in schools are high, that teaching is good and that leadership and governance is strong.

Standards

The Council has in place policies to support school improvement is working to respond to the key principles of the 'School Effectiveness Framework' to secure better learning outcomes and well-being for all children.

It is not anticipated that there will be any impact on the quality of standards of education or the delivery of the Foundation Phase and each Key Stage of education at any of the schools as a result of the proposed changes.

Provision

The proposals would address ALN sufficiency needs projected in 2018-21, ensuring children and young people can access high quality education in Cardiff special schools or specialist resource bases, in both English and Welsh medium sectors.

Leadership and Governance

The Council would continue to work with the leadership of the schools subject to the proposals to continue to ensure a rigorous whole school approach to improvement planning and secure good relationships with parents and other partners in order to ensure pupils receive a high quality education.

Educational Benefits of the eight proposed schemes

The proposals would offer the following educational benefits:

- Addressing ALN sufficiency needs projected in 2018-21, ensuring children and young people can access high quality education in Cardiff special schools or specialist resource bases, in both English and Welsh medium sectors.
- Development of the Trelai Youth Centre will provide additional sports facilities for use across the Western Learning Campus Federation, access for community use, and opportunities to further develop multi-agency collaboration on site, including provision of outreach services, to the benefit of ALN learners aged 0-25.
- A sustainable future for Meadowbank School, ensuring children with speech and language needs or complex learning disabilities can continue to benefit from the expertise and facilities offered by the school.
- Improved post-16 opportunities for young people with severe emotional health and wellbeing needs.

- Opening a new SRB in the South Central area of Cardiff will improve access to specialist provision for children in the area, and reduce the need for SEN transport.
- Increased capacity for early intervention to support children with speech and language needs.

Potential disadvantages of the proposals

The following potential disadvantages have been identified:

- Extending numbers at Ty Gwyn, Hollies, Meadowbank and Greenhill Special Schools could impact on health provision at these schools however the Council will work with Cardiff and the Vale Health Board, to continue to ensure children's assessed needs are met, and to further develop collaborative approaches to promote wellbeing and positive outcomes for pupils at the schools.

Alternatives considered

The alternative to extending special school and SRB places in Cardiff-maintained schools would be to seek places in the independent sector. The option has been dismissed as the revenue costs of this would be greater than the combined capital and revenue investment required by the proposed schemes.

Impact of proposals on the Welsh Language

- The proposed schemes include extending and improving specialist provision for learners with autism spectrum conditions and complex learning disabilities, at Ysgol Gymraeg Pwll Coch and Ysgol Gyfun Gymraeg Glantaf.
- Additional work is underway to further develop the range of provision, including:
 - A review of the specialist resource base at Ysgol Coed y Gof
 - In 2017-18 the local authority is funding a pilot approach to supporting emotional health and wellbeing needs in the secondary phase.
 - An audit of speech and language needs to inform the development of early intervention for children in the Welsh sector.
- In partnership with Bridgend, RCT, Merthyr and the Vale of Glamorgan local authorities, a regional audit of ALN provision is being carried out, to identify opportunities for regional solutions and sharing of best practice. Across all five authorities, the number of ALN pupils is significantly lower than in English medium. The audit will consider the reasons for this and seek parental and school views. The audit will be completed by March 2018.
- It is anticipated that further schemes to develop provision in Welsh medium will be developed under the ALN Development Plan, and brought forward for Cabinet consideration.

Financial Implications

In the case of the revenue costs, the delegated school budget, and any growth in that budget provided as part of future Council budgets, will need to provide the funding required.

In relation to capital costs, the existing allocations for School Suitability Works, as approved in the Council's Capital Programme for the five year period commencing 2017/18, will need to provide the funding required for works to buildings and other asset expenditure. However, this particular allocation is also used for non-ALN expenditure and, therefore, the scope for this allocation to meet all of the costs arising is potentially limited.

Should the current levels of funding be insufficient to fund the costs of all schemes, and additional funding not be provided as part of future Council budgets, it will be necessary for a re-prioritisation of schemes to be undertaken to ensure that only schemes that are affordable are delivered.

HR Implications

Each individual proposal will broadly be about supporting schools with growth, which will include workforce planning and training. Trade union consultation will be required as part of that process.

Equality Impact Assessment

An initial Equality Impact Assessment has been carried out. The assessment concluded that this proposal would not adversely affect a particular group in society. The assessment will be reviewed following consultation.

Learner travel arrangements

Under these proposals there are no plans to change the Council's policy on the transport of children to and from schools. Any pupils affected by this proposal would be offered the same support with transport as is provided throughout Cardiff and in accordance with the same criteria that apply across Cardiff. The Council's transport policy can be viewed on the Council's website (www.cardiff.gov.uk).

There is a statutory legal obligation on the Council to provide free home to school transport to primary school pupils who live 2 miles or more from the nearest suitable school, as measured by the shortest available walking route.

When deciding which is the nearest suitable school, the local authority must consider any disability a child has and any special educational needs (SEN).

CONSULTATION RESPONSE FORM

Consultation on improving specialist provision for children and young people with additional learning needs 2018-19

Your views matter, please tell us what you think about the proposal by:

- Completing and returning the accompanying questionnaire to the address given at the bottom of the form.
- Completing the on line response form www.cardiff.gov.uk/21stcenturyschools
- Or if you prefer you can e-mail your views to: schoolresponses@cardiff.gov.uk

Please note that all comments sent in writing or by e-mail must contain the full name and full postal address of the person making the comments.

The closing date for responses to this consultation is 13 March 2018. Unfortunately no responses received after this date can be considered by the Council.

Consultation responses will **not** be counted as objections to the proposals. Objections could only be registered following publication of a **statutory notice**.

Any responses received can be requested under the Freedom of Information Act and may have to be made public, however any information that would identify an individual such as name and address would be removed.

Please see consultation response form below/over.

1. Which of the following are you responding as?

- Parent
- Teacher – Please specify your school.....
- School Governor - Please specify your school.....
- Other – Please specify.....

2. Do you have a child/children enrolled at the following schools (tick all that apply):

- Allensbank Primary School
- Greenhill School
- The Hollies Special School
- Meadowbank Special School
- St. Mary the Virgin Church in Wales Primary School
- Ty Gwyn Special School
- Ysgol Glantaf
- Ysgol Pwll Coch
- Other please specify.....

3. What year are they in? (tick all that apply)

- | | | |
|-----|-----|-----------|
| • 1 | • 5 | • 9 |
| • 2 | • 6 | • 10 |
| • 3 | • 7 | • 11 |
| • 4 | • 8 | • Post 11 |

4. Overall are you supportive of the plans put forward to improve the provision for Children and Young People with additional learning needs?

- Yes
- No
- Don't know

5. Do you support the plan proposed for each of the school sites? (full details of the proposals can be viewed here)

School and proposal in brief	Yes	No	Don't know
Allensbank Primary School - Proposal to phase out the specialist resource base designated for pupils with specific language impairments and open an 8 place early intervention class (1 st cohort Sept 2019)			
Greenhill School - Currently age 11-16, proposal to extend age range to 19 to better aid transition into employment, college or training			
The Hollies Special School - increase in pupil number to 138. Move to a split site approach utilising the vacated Glan Morfa Site and introducing an option for pupils to remain at Hollies age 11-14			
Meadowbank Special School - Proposal to change the designation of the school from specific language difficulties to include complex learning disabilities			
St. Mary the Virgin Church in Wales Primary School - No specialist provision at present. Proposal to open a resource base for up to 20 pupils. (as part of a future new building)			
Ty Gwyn Special School – Proposal to increase the number of places to 198 by installation of 3 new classrooms including the redevelopment of Trelai youth centre.			
Ysgol Glantaf – The school hosts a specialist resource base. Proposal to increase the number of places to 30.			
Ysgol Pwll Coch - No specialist provision at present. Proposal to open a resource base (10 places initially with possibility of growing to 20) pupils in a Welsh medium setting.			

6a. Do you have any specific concerns regarding the proposals?

Yes

No

6b. If yes please provide details and indicate which of the proposals you are referring to:

- Allensbank Primary School
- Greenhill School
- The Hollies Special School
- Meadowbank Special School
- St. Mary the Virgin Church in Wales Primary School
- Ty Gwyn Special School
- Ysgol Glantaf
- Ysgol Pwll Coch
- General

6c. Is there anything that could be done to help alleviate this concern?

7. Any further comments

If you would like to be contacted by a member of the ALN team to discuss this issue in more detail please provide contact details.

Name

Tel.

Email

Please return this form to the School Organisation Planning Team, Room 422, County Hall, CF10 4UW by 13 March 2018

Thank you for your comments

Please tick the box below if you wish to be notified of publication of the consultation report

CARDIFF COUNCIL

SCHOOLS STANDARDS AND ORGANISATION (WALES) ACT 2013

ENGLISH MEDIUM PRIMARY SCHOOL PROVISION

NOTICE IS HEREBY GIVEN in accordance with Section 42 of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code, that Cardiff Council (herein after “the Authority”), having consulted such persons as appeared to them to be appropriate, propose to:

- Phase out the Specialist Resource Base (SRB) at Allensbank Primary School, Llanishen Street, Heath, Cardiff CF14 3QE closing the class in July 2022, or when all current pupils have completed their primary placement, if earlier.

The school is currently maintained by Cardiff Council.

The Authority undertook a period of consultation before deciding to publish this proposal. A consultation report containing a summary of the issues raised by consultees and the Authority’s responses and the views of Estyn is available to view at:

www.cardiff.gov.uk/21stCenturySchools

There are currently six pupils all in Key Stage 2.

There are no plans to change the Council’s policy on the admission of children to schools as a result of this proposal.

There are no implications for school transport.

Within a period of 28 days after the date of publication of these proposals, that is to say by 29 May 2018 any person may object to these proposals.

Objections should be sent to the Director of Education and Lifelong Learning, Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW.

Objections may also be sent to the Director of Education and Lifelong Learning, Cardiff Council using the following e-mail address: SchoolResponses@cardiff.gov.uk

Please note that any such objection sent by e-mail must contain the full name and postal address of the objector.

The Authority will publish a summary of any such objections made (and not withdrawn in writing) within the objection period, together with their observations thereon, before the end of 7 days beginning with the day the proposal is determined.

Dated this 02 day of May 2018

Signed: Davina Fiore
Director of Legal, Governance and Monitoring Officer
For the Council of the City and County of Cardiff

EXPLANATORY NOTE

Allensbank is a community primary school located in Cathays. The school hosts a 16-20 place specialist resource base (SRB) designated for pupils with speech language and communication needs.

Demand for places at the SRB have fallen over several years. There are now 6 pupils, all in Key Stage 2. The reason for this fall is believed to be linked to changes in how the education service and the therapy service work with mainstream schools to identify and meet needs early. Fewer statements are now issued for children with specific speech and language needs, and most are issued relatively late, when children are already in Key Stage 2. Issuing fewer statement is a measure of effective early intervention, but it is also having the unintended effect of delaying access to specialist provision for those children who may need it most.

The proposed solution is to open an early intervention class at the school. Intensive support in a special class is most effective if provided as early as possible. Placements at the early intervention class would therefore be identified by the specialist speech and language panel and would not be dependent on a statement.

The early intervention class would open in September 2019. The criteria for admission, staffing, the curriculum and mode of operation would first be fully considered and agreed in partnership with the governing body and the therapy service, and in consultation with other schools.

Based on preliminary work to define the approach, it is anticipated that the class would admit up to 8 Foundation Phase children who were not making sufficient progress, but who have good prospects for returning to their local mainstream school. Placements would last 1-3 years, depending on progress. Pupils would be dual registered at their local school, and supported to return at the end of the placement. Pupils would continue to attend their local school for at least one day a week, to maintain links with local friends and to prepare for a successful early reintegration to their local school.

Closure of the SRB would be phased, to allow for current pupils to complete their education in the base. No further pupils with statements would be admitted: pupils with severe and specific needs would either have mainstream statements or have the opportunity to attend Meadowbank Special School.

CARDIFF COUNCIL

SCHOOLS STANDARDS AND ORGANISATION (WALES) ACT 2013

ENGLISH MEDIUM PRIMARY SCHOOL PROVISION

NOTICE IS HEREBY GIVEN in accordance with Section 44 of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code, that Cardiff Council (herein after “the Authority”), having consulted such persons as appeared to them to be appropriate, propose to:

- Extend the age range of Greenhill Special School, Heol Brynglas, Rhiwbina, Cardiff CF14 6UJ from 11-16 to 11-19
- Increase the capacity of the school from 56 places to 64 places

It is proposed to implement the proposal in September 2018.

The school is currently maintained by Cardiff Council.

The Authority undertook a period of consultation before deciding to publish this proposal. A consultation report containing a summary of the issues raised by consultees and the Authority’s responses and the views of Estyn is available to view at:

www.cardiff.gov.uk/21stCenturySchools

The current number of pupils at Greenhill Special School is 56 (11-16), the pupil capacity of the school is 56 and the proposed capacity once the proposal is implemented will be 64.

Admissions to the school are managed by the local authority. Placements are subject to a statement of Special Education Need in accordance with the Special Education Code of Practice for Wales 2002 and the new Additional Learning Needs and Education Tribunal (Wales) Act 2018.

The school will continue to provide places for learners with emotional health and wellbeing needs.

There are no plans to change the Council’s policy on the admission of children to schools as a result of these proposals.

Any arrangements for the transport of pupils will be made in accordance with the Authority’s existing policies on school transport.

Within a period of 28 days after the date of publication of these proposals, that is to say by 29 May 2018 any person may object to these proposals.

Objections should be sent to the Director of Education and Lifelong Learning, Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW.

Objections may also be sent to the Director of Education and Lifelong Learning, Cardiff Council using the following e-mail address: SchoolResponses@cardiff.gov.uk

Please note that any such objection sent by e-mail must contain the full name and postal address of the objector.

The Authority will publish a summary of any such objections made (and not withdrawn in writing) within the objection period, together with their observations thereon, before the end of 7 days beginning with the day the proposal is determined.

Dated this 02 day of May 2018

Signed: Davina Fiore
Director of Legal, Governance and Monitoring Officer
For the Council of the City and County of Cardiff

EXPLANATORY NOTE

(This does not form part of the Notice but is intended to explain its general meanings)

Greenhill is a special school providing special school places for pupils with emotional health and wellbeing needs aged 11-16.

The school is located in Rhiwbina and admits pupils from across the authority.

Post 16 pupils would attend some classes on site, but would also be supported to access appropriate educational opportunities off site, as part of a supported transition to college or employment.

The school has relevant expertise and experience to support pupils post16 but there would be a need to develop a suitable post-16 curriculum focussed on supporting successful transition to college or employment by the end of Year 12.

CARDIFF COUNCIL

SCHOOLS STANDARDS AND ORGANISATION (WALES) ACT 2013

ENGLISH MEDIUM PRIMARY SCHOOL PROVISION

NOTICE IS HEREBY GIVEN in accordance with Section 44 of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code, that Cardiff Council (herein after “the Authority”), having consulted such persons as appeared to them to be appropriate, propose to:

- change the type of special education need Meadowbank Special School, Colwill Road, Gabalfa, Cardiff, CF14 2QQ provides for from ‘speech language and communication needs’ to ‘speech language and communication needs and complex learning disabilities’.

It is proposed to implement the proposal in September 2018.

The school is currently maintained by Cardiff Council.

The Authority undertook a period of consultation before deciding to publish this proposal. A consultation report containing a summary of the issues raised by consultees and the Authority’s responses and the views of Estyn is available to view at:

www.cardiff.gov.uk/21stCenturySchools

The current number of pupils at Meadowbank Special School is 15 (4-11), the pupil capacity of the school is 40 and the proposed capacity once the proposal is implemented will be 40.

Children are taught in mixed classes and the number per age group may vary however the overall number would not exceed 40.

The school will continue to provide places for pupils with speech language and communication needs in addition to pupils with complex learning disabilities.

Admissions to the school are managed by the local authority. Placements are subject to a statement of Special Education Need in accordance with the Special Education Code of Practice for Wales 2002 and the new Additional Learning Needs and Education Tribunal (Wales) Act 2018.

There are no plans to change the Council’s policy on the admission of children to schools as a result of these proposals.

Any arrangements for the transport of pupils will be made in accordance with the Authority’s existing policies on school transport.

Within a period of 28 days after the date of publication of these proposals, that is to say by 29 May 2018 any person may object to these proposals.

Objections should be sent to the Director of Education and Lifelong Learning, Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW.

Objections may also be sent to the Director of Education and Lifelong Learning, Cardiff Council using the following e-mail address: SchoolResponses@cardiff.gov.uk

Please note that any such objection sent by e-mail must contain the full name and postal address of the objector.

The Authority will publish a summary of any such objections made (and not withdrawn in writing) within the objection period, together with their observations thereon, before the end of 7 days beginning with the day the proposal is determined.

Dated this 02 day of May 2018

Signed: Davina Fiore
Director of Legal, Governance and Monitoring Officer
For the Council of the City and County of Cardiff

EXPLANATORY NOTE

(This does not form part of the Notice but is intended to explain its general meanings)

Meadowbank is special school providing school places for pupils with specific language impairments. The school is located in Gabalfa and admits pupils from across the authority.

The current accommodation at Meadowbank is in good condition however some adaptations to the building would be needed, including provision of a changing space and improvements to the accessibility of the building.

Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the site. Therefore, walking, cycle routes, bus services or rail services may not be suitable due to either distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

CARDIFF COUNCIL

SCHOOLS STANDARDS AND ORGANISATION (WALES) ACT 2013

ENGLISH MEDIUM PRIMARY SCHOOL PROVISION

NOTICE IS HEREBY GIVEN in accordance with Section 44 of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code, that Cardiff Council (herein after “the Authority”), having consulted such persons as appeared to them to be appropriate, propose to:

- Increase the capacity of Ty Gwyn Special School, Vincent Road, Caerau, Cardiff, CF5 5AQ from 150 places to 198 places

It is proposed to implement the proposal in September 2018.

The school is currently maintained by Cardiff Council.

The Authority undertook a period of consultation before deciding to publish this proposal. A consultation report containing a summary of the issues raised by consultees and the Authority’s responses and the views of Estyn is available to view at:

www.cardiff.gov.uk/21stCenturySchools

The current number of pupils at Ty Gwyn Special School is 174 (3-19), the pupil capacity of the school is 150 and the proposed capacity once the proposal is implemented will be 198.

Children are taught in mixed classes and the numbers per age group may vary however the overall number would not exceed 198.

The school will continue to provide places for learners with complex learning disabilities and autism spectrum conditions (ASC).

Admissions to the school are managed by the local authority. Placements are subject to a statement of Special Education Need in accordance with the Special Education Code of Practice for Wales 2002 and the new Additional Learning Needs and Education Tribunal (Wales) Act 2018.

There are no plans to change the Council’s policy on the admission of children to schools as a result of these proposals.

Any arrangements for the transport of pupils will be made in accordance with the Authority’s existing policies on school transport.

Within a period of 28 days after the date of publication of these proposals, that is to say by 29 May 2018 any person may object to these proposals.

Objections should be sent to the Director of Education and Lifelong Learning, Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW.

Objections may also be sent to the Director of Education and Lifelong Learning, Cardiff Council using the following e-mail address: SchoolResponses@cardiff.gov.uk

Please note that any such objection sent by e-mail must contain the full name and postal address of the objector.

The Authority will publish a summary of any such objections made (and not withdrawn in writing) within the objection period, together with their observations thereon, before the end of 7 days beginning with the day the proposal is determined.

Dated this 02 day of May 2018

Signed: Davina Fiore
Director of Legal, Governance and Monitoring Officer
For the Council of the City and County of Cardiff

EXPLANATORY NOTE

(This does not form part of the Notice but is intended to explain its general meanings)

Ty Gwyn is a special school providing special school places for learners aged 3-19 with complex learning disabilities and autism spectrum conditions (ASC).

The school is located in Caerau and admits pupils from across the authority.

From 08 January 2018 the school has been federated with Riverbank and Woodlands Special Schools, as the Western Learning Campus Federation.

It is proposed to adapt part of the Trelai Youth Centre building to provide three new classrooms for Ty Gwyn School and to connect the school and youth centre buildings via an enclosed corridor or covered walkway.

The scheme would form part of a multiagency project which has been established under the Disability Futures Programme, to redevelop the Trelai Youth Centre building as a multi-agency resource attached to the Western Learning Campus Federation. The project is exploring the potential to develop one side of the building as a hub for regional multi-agency services, and to increase the use of the existing sports and play facilities for children and young people with complex needs, in school hours, for holiday and after school provision.

Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the site. Therefore, walking, cycle routes, bus services or rail services may not be suitable due to either distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

CARDIFF COUNCIL

SCHOOLS STANDARDS AND ORGANISATION (WALES) ACT 2013

ENGLISH MEDIUM PRIMARY SCHOOL PROVISION

NOTICE IS HEREBY GIVEN in accordance with Section 42 of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code, that Cardiff Council (herein after “the Authority”), having consulted such persons as appeared to them to be appropriate, propose to:

- establish a Specialist Resource Base (SRB) at Ysgol Gyfun Gymraeg Glantaf, Bridge Road, Llandaff North, Cardiff, CF14 2JL providing up to 30 places for children aged 11 – 19 with complex learning disabilities and autism spectrum conditions in the Welsh-medium sector

It is proposed to implement the proposal from September 2018.

The school is currently maintained by Cardiff Council.

The Authority undertook a period of consultation before deciding to publish this proposal. A consultation report containing a summary of the issues raised by consultees and the Authority’s responses and the views of Estyn is available to view at:

www.cardiff.gov.uk/21stCenturySchools

The school is currently resourced for 14 pupils aged 11 – 19 with statements of special educational need specific to complex learning disabilities and autism spectrum conditions.

Admissions to the SRB would be managed by the local authority. Placements would be subject to a statement of Special Education Need in accordance with the Special Education Code of Practice for Wales 2002 and the new Additional Learning Needs and Education Tribunal (Wales) Act 2018.

Admissions to the SRB would be separate to admissions to the main school and would be in addition to the school Published Admission Number (PAN).

There are no plans to change the Council’s policy on the admission of children to schools as a result of this proposal.

Any arrangements for the transport of pupils will be made in accordance with the Authority’s existing policies on school transport.

Within a period of 28 days after the date of publication of these proposals, that is to say by 29 May 2018 any person may object to these proposals.

Objections should be sent to the Director of Education and Lifelong Learning, Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW.

Objections may also be sent to the Director of Education and Lifelong Learning, Cardiff Council using the following e-mail address: SchoolResponses@cardiff.gov.uk

Please note that any such objection sent by e-mail must contain the full name and postal address of the objector.

The Authority will publish a summary of any such objections made (and not withdrawn in writing) within the objection period, together with their observations thereon, before the end of 7 days beginning with the day the proposal is determined.

Dated this 02 day of May 2018

Signed: Davina Fiore
Director of Legal, Governance and Monitoring Officer
For the Council of the City and County of Cardiff

EXPLANATORY NOTE

(This does not form part of the Notice but is intended to explain its general meanings)

Ysgol Gyfun Gymraeg Glantaf is a community high school located in Llandaff.

Existing accommodation would be extended and improved to facilitate the additional numbers.

Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the site. Therefore, walking, cycle routes, bus services or rail services may not be suitable due to either distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

CARDIFF COUNCIL

SCHOOLS STANDARDS AND ORGANISATION (WALES) ACT 2013

WELSH MEDIUM PRIMARY SCHOOL PROVISION

NOTICE IS HEREBY GIVEN in accordance with Section 42 of the School Standards and Organisation (Wales) Act 2013 and the School Organisation Code, that Cardiff Council (herein after “the Authority”), having consulted such persons as appeared to them to be appropriate, propose to:

- establish a Specialist Resource Base (SRB) at Ysgol Gymraeg Pwll Coch, Lawrenny Avenue, Leckwith, Cardiff, CF11 8BR providing up to 20 places for children aged 4 – 11 with complex learning disabilities and autism spectrum conditions in the Welsh-medium sector from September 2018

The school is currently maintained by Cardiff Council.

The base will provide up to 10 places initially with scope to extend to 20 places as demand grows.

The Authority undertook a period of consultation before deciding to publish this proposal. A consultation report containing a summary of the issues raised by consultees and the Authority’s responses and the views of Estyn is available to view at:

www.cardiff.gov.uk/21stCenturySchools

Admissions to the SRB would be managed by the local authority. Placements would be subject to a statement of Special Education Need in accordance with the Special Education Code of Practice for Wales 2002 and the new Additional Learning Needs and Education Tribunal (Wales) Act 2018.

Admissions to the SRB would be separate to admissions to the main school and would be in addition to the school Published Admission Number (PAN).

There are no plans to change the Council’s policy on the admission of children to schools as a result of this proposal.

Any arrangements for the transport of pupils will be made in accordance with the Authority’s existing policies on school transport.

Within a period of 28 days after the date of publication of these proposals, that is to say by 29 May 2018 any person may object to these proposals.

Objections should be sent to the Director of Education and Lifelong Learning, Cardiff Council, County Hall, Atlantic Wharf, Cardiff CF10 4UW.

Objections may also be sent to the Director of Education and Lifelong Learning, Cardiff Council using the following e-mail address: SchoolResponses@cardiff.gov.uk

Please note that any such objection sent by e-mail must contain the full name and postal address of the objector.

The Authority will publish a summary of any such objections made (and not withdrawn in writing) within the objection period, together with their observations thereon, before the end of 7 days beginning with the day the proposal is determined.

Dated this 02 day of May 2018

Signed: Davina Fiore
Director of Legal, Governance and Monitoring Officer
For the Council of the City and County of Cardiff

EXPLANATORY NOTE

(This does not form part of the Notice but is intended to explain its general meanings)

Ysgol Gymraeg Pwll Coch is a community primary school located in Canton. There is no specialist provision at the school currently.

Accommodation for the SRB would be established within current facilities however some refurbishment would be required.

Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the site. Therefore, walking, cycle routes, bus services or rail services may not be suitable due to either distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.



Allensbank Primary School

Transport Assessment



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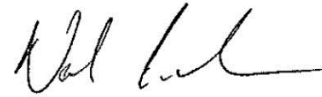
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Neil Buckman | Principal Transport Planner

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1. Introduction

1.1. Introduction

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Allensbank Primary School, a community primary school located in Cathays, Cardiff. The school hosts a 16-20 place Specialist Resource Base (SRB) designated for pupils with speech and communication needs.

The proposal is to phase out the SRB and open an 8-place early intervention class for children with speech and language needs.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the proposed changes, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The site is located to the north of Llanishen Street, in the Cathays area of Cardiff. Llanishen Street and the other streets in the vicinity of the site are of residential nature. Whitchurch Road is located approximately 200m to the south of the site and provides access to a range of services and facilities. Cardiff City Centre is located approximately 2km to the south of the site and Cardiff Railway Station is approximately 3km to the south.

The location of the site is shown in Figure 1, and is also contained in **Appendix A**.

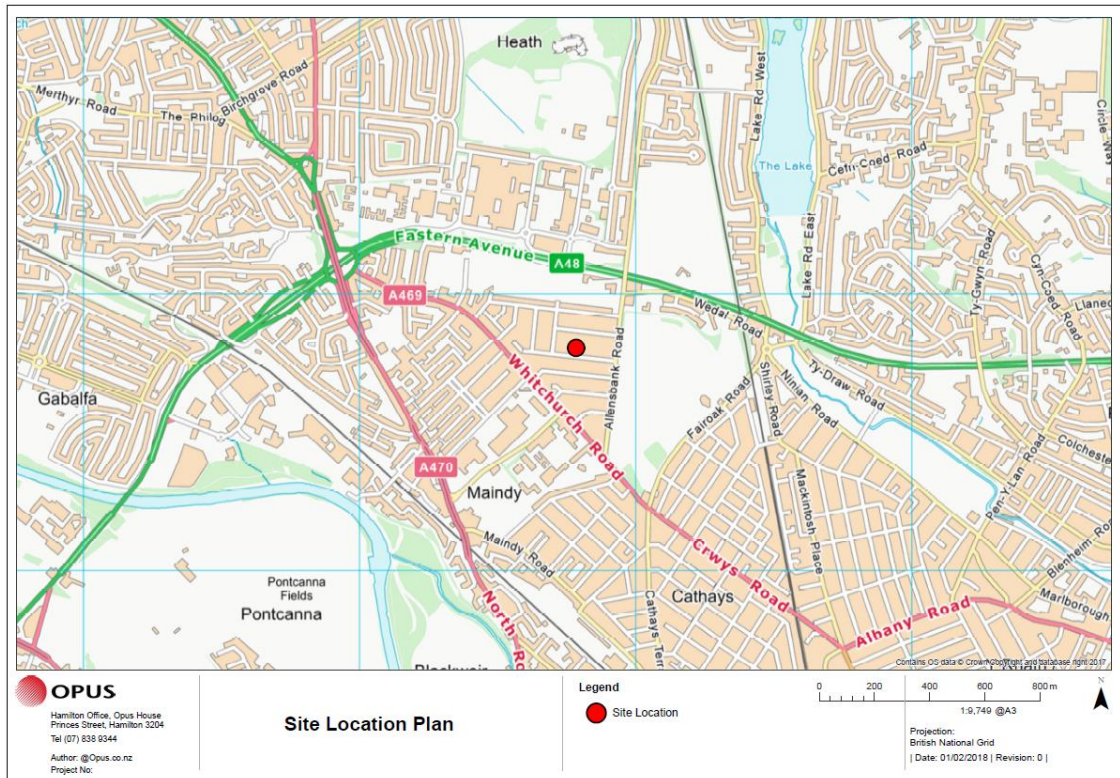


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 5,500m². There are two separate school buildings, a single storey building to the west and a two-storey building to the east. There is a staff car park along the eastern border of the site which is accessed from Llanishen Street. The rear (north) of the site is allocated as an outdoor playing area for the pupils. There are currently 210 students enrolled at Allensbank Primary School.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
99/01404/W	Removal of existing brickwork chimney / installation of new flue	Granted	15/10/1999
A/13/00187/DCI	Installation of 2 no. flagpoles	Granted	16/12/2013

3.3. Local Highway Network

3.3.1. *Llanishen Street*

Llanishen Street runs along the southern boundary of the site from east to west for approximately 350m, it connects to Allensbank Road to the east via a non-signalised priority junction. It is a single carriageway road with an approximate width of 8.5m, however there is residential parking on both sides of the highway which significantly reduces width. The majority of this on-street parking provision is for permit holders only, however there are some sections of unrestricted parking and there is an area directly outside the school gate that is to be kept clear for school buses etc.

There are footways provided along both sides of Llanishen Street, with an approximate width of 2m, however the width is impacted in areas due to street clutter such as signage and bins. Street lighting is provided along both sides of the highway, dropped kerbs and tactile paving are provided at crossing points, however, some of the tactile paving is in need of upgrading. Llanishen Street provides the sole pedestrian and vehicular access to the site, a speed limit of 20mph has recently been introduced on Llanishen Street. The highway surface is in good condition generally, however, there were some defects noted in places, road markings and signage are also in reasonable condition.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

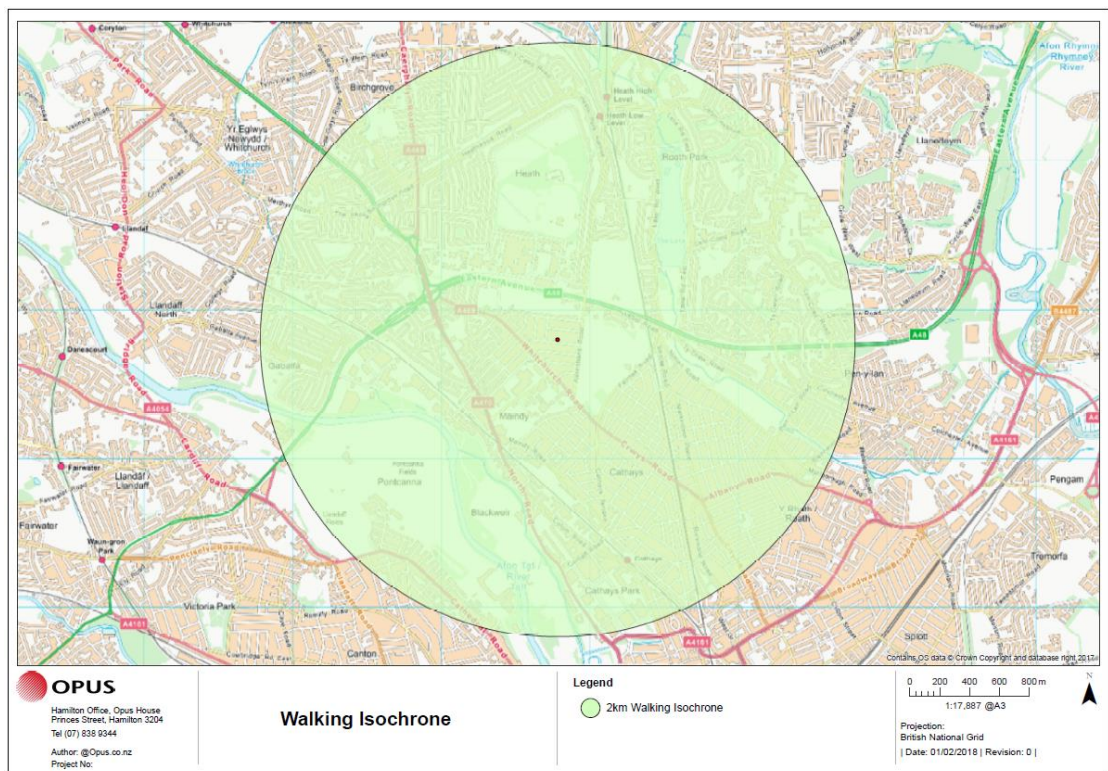


Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of nearby residential areas such as Maindy, Roath and Heath. Cardiff City Centre is also within walking distance and provides access to a range of services and facilities, Whitchurch Road to the south of the site also offers access to local services and facilities. Cardiff Railway Station is located just beyond the realistic walking distance; however, Cathays Railway Station is within the 2km distance.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities and street lighting, this along with factors such as the generally level gradient results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROWs in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

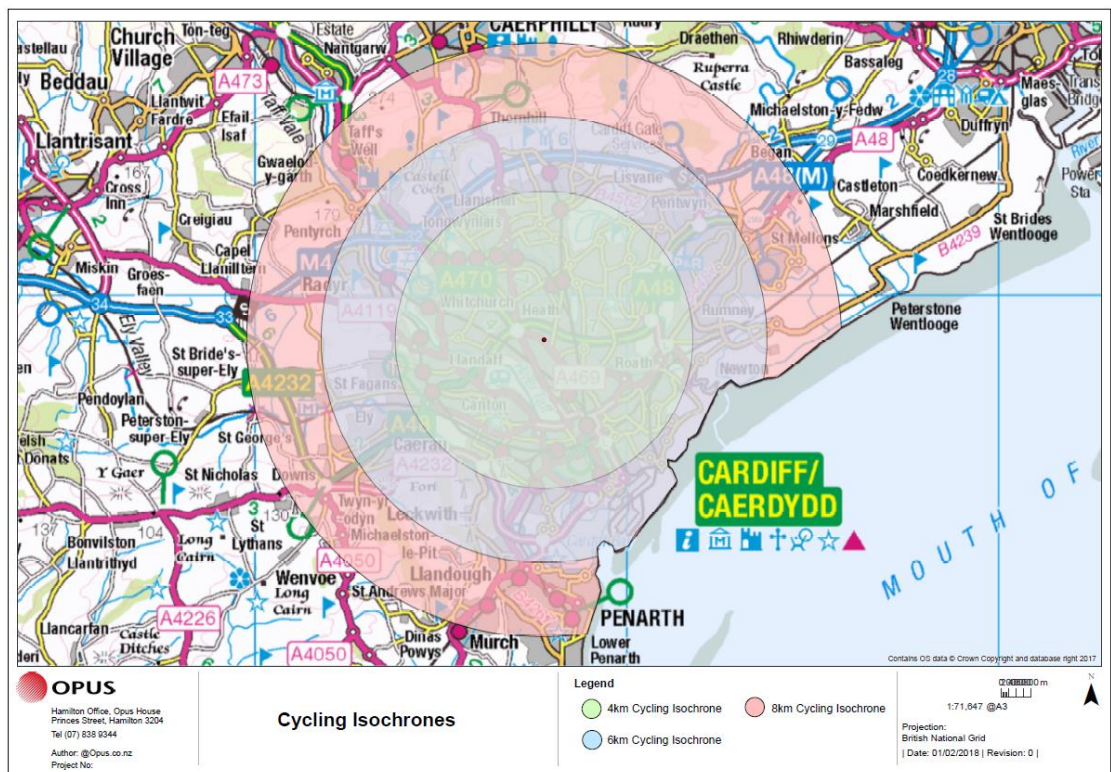


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, as well as commuter settlements located on the outskirts such as Caerphilly to the north, St Mellons to the east and Radyr to the west.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 is located approximately 1km to the south west of the site, the fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. **Public Transport – Bus Services**

The closest bus stops to the site are located on Allensbank Road east of the site, near its junctions with Llanishen Street and Inglefield Avenue. The route to the southbound stop is

190m (2-minute walk) and the stop consists of a shelter, flagpole, timetable and easy access kerbing. The route to the northbound stop is 260m (3-minute walk) and the stop consists of a flagpole, timetable and easy access kerbing.

Table 2 provides a summary of the services that can be accessed from these stops.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
1 Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
2 Anti-Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
51	Capital Links	Churchill Way	Pentwyn	Less than 1 per hour
53	Capital Links	Greyfriars Road	Pentwyn	Less than 1 per hour
86	Capital Links	Greyfriars Road	Lisvane	Less than 1 per hour
95	Cardiff Bus	Winston Square	Heath Hospital	2 per hour
M1	Cardiff Bus	Cardiff MET Cyncoed Campus	Plas Gwyn	1 per hour

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the south of the site, the quickest route is approximately 4km (44-minute walk or 13-minute cycle). The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Cathays Railway Station is located closer to the site, the route is approximately 1.7km (21-minute walk or 6-minute cycle). This station provides regular services to Cardiff Central via Cardiff Queen Street, as well as residential areas such as Llandaff and Radyr. It is also managed by Arriva Trains Wales and includes facilities such as a shelter and cycle parking.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located nearby on Allensbank Road within comfortable walking distance, Cathays Railway Station is also within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Llanishen Street or within the immediate vicinity of the site. A number of incidents have been reported along Whitchurch Road, however, these are all slight in severity. There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No serious or fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Allensbank Primary School, as well as its impact on the highway network.

5.1. Proposed Changes to Allensbank Primary School

To meet the need for early intervention places for speech and language needs it is proposed to:

- Phase out the Specialist Resource Base (SRB) at Allensbank Primary School, closing the class in July 2020, or when all current pupils have completed their primary placement, if earlier.
- Open an 8-place early intervention class for children with speech and language needs at Allensbank Primary School, admitting the first cohort in September 2019.

5.2. Impact on Highway Network

Due to the proposed reduction in pupil numbers, from a 16-20 place SRB to an 8-place early intervention class, it is considered that the proposals will not have a material impact on the operation of the local highway network.

5.3. Recommendations

This section aims to provide high-level recommendations that promote active travel and sustainable transport options. The recommendations are as follows:

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the provision at Allensbank Primary School, a community primary school located in Cathays, Cardiff.

The proposal is to phase out the SRB and open an 8-place early intervention class for children with speech and language needs.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

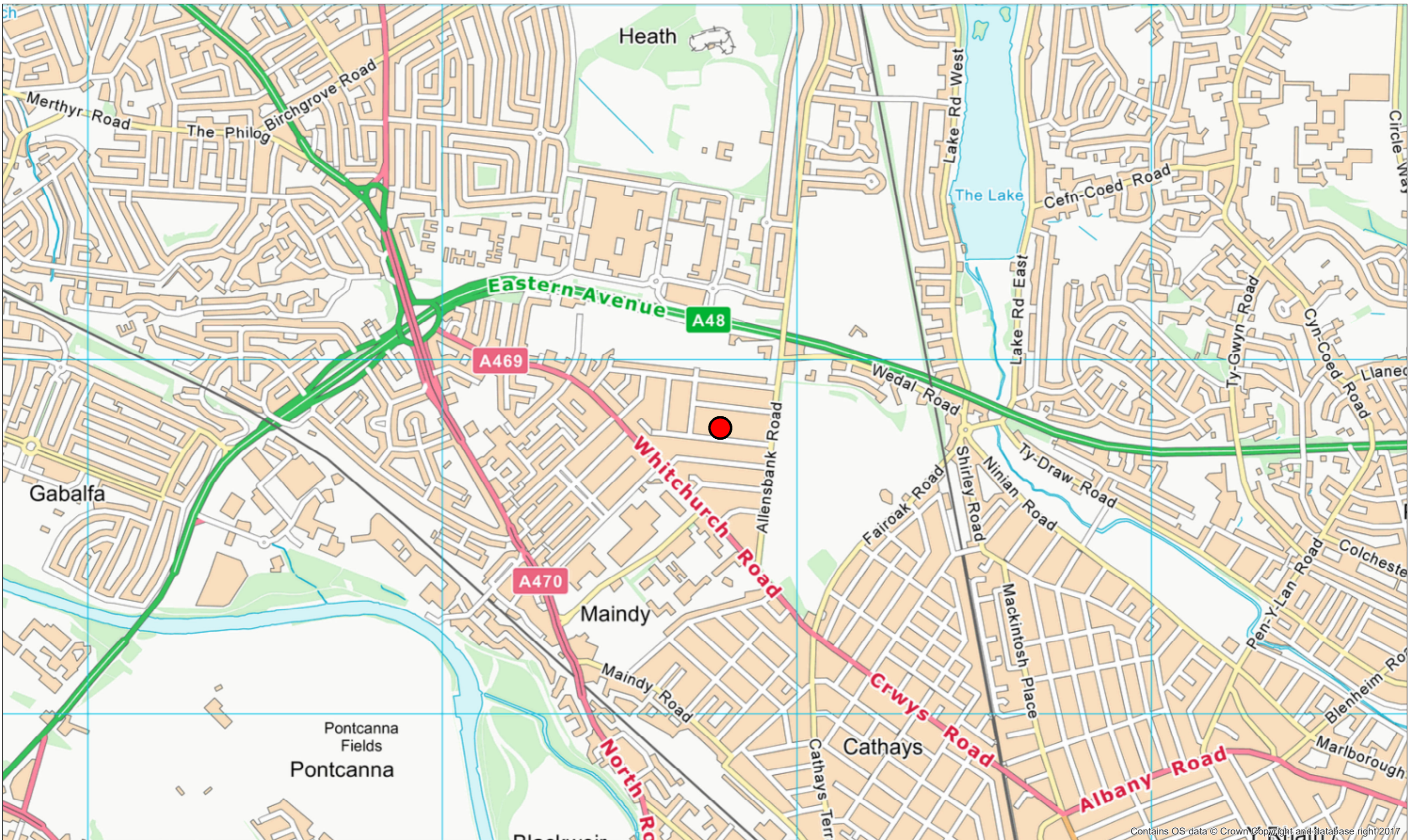
The site location is described as well as an assessment of the existing site conditions and Llanishen Street. The planning history of the site is also summarised, only two planning applications have been made on the site, both were for minor works.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Llanishen Street or within the immediate vicinity of the site. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Allensbank Primary School will not impact on the surrounding highway network. The uptake of sustainable travel can be monitored and encouraged through the measures set out in Section 5.

Appendix A – Site Location Plan

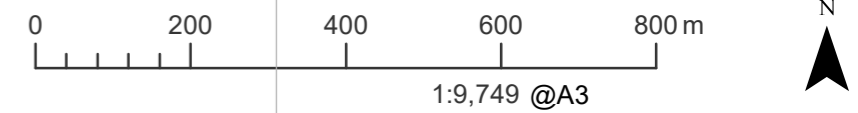


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 Author: @Opus.co.nz
 Project No:

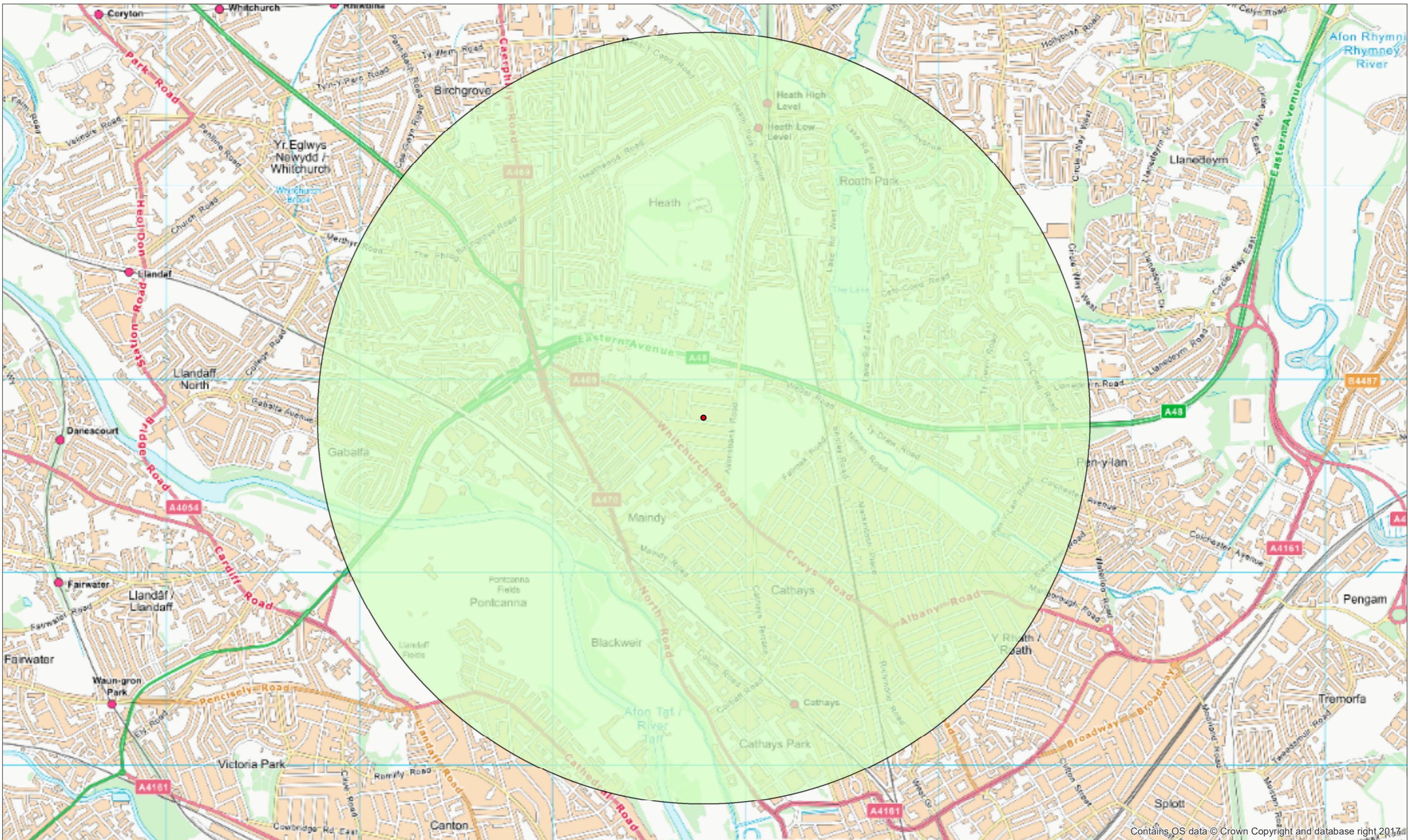
Site Location Plan

Legend
 Site Location



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Appendix B – Walking Isochrone



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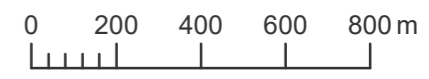
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Princes Street, Hamilton 3204
Tel (07) 838 9344

Author: @Opus.co.nz
Project No:

Walking Isochrone

Legend

 2km Walking Isochrone

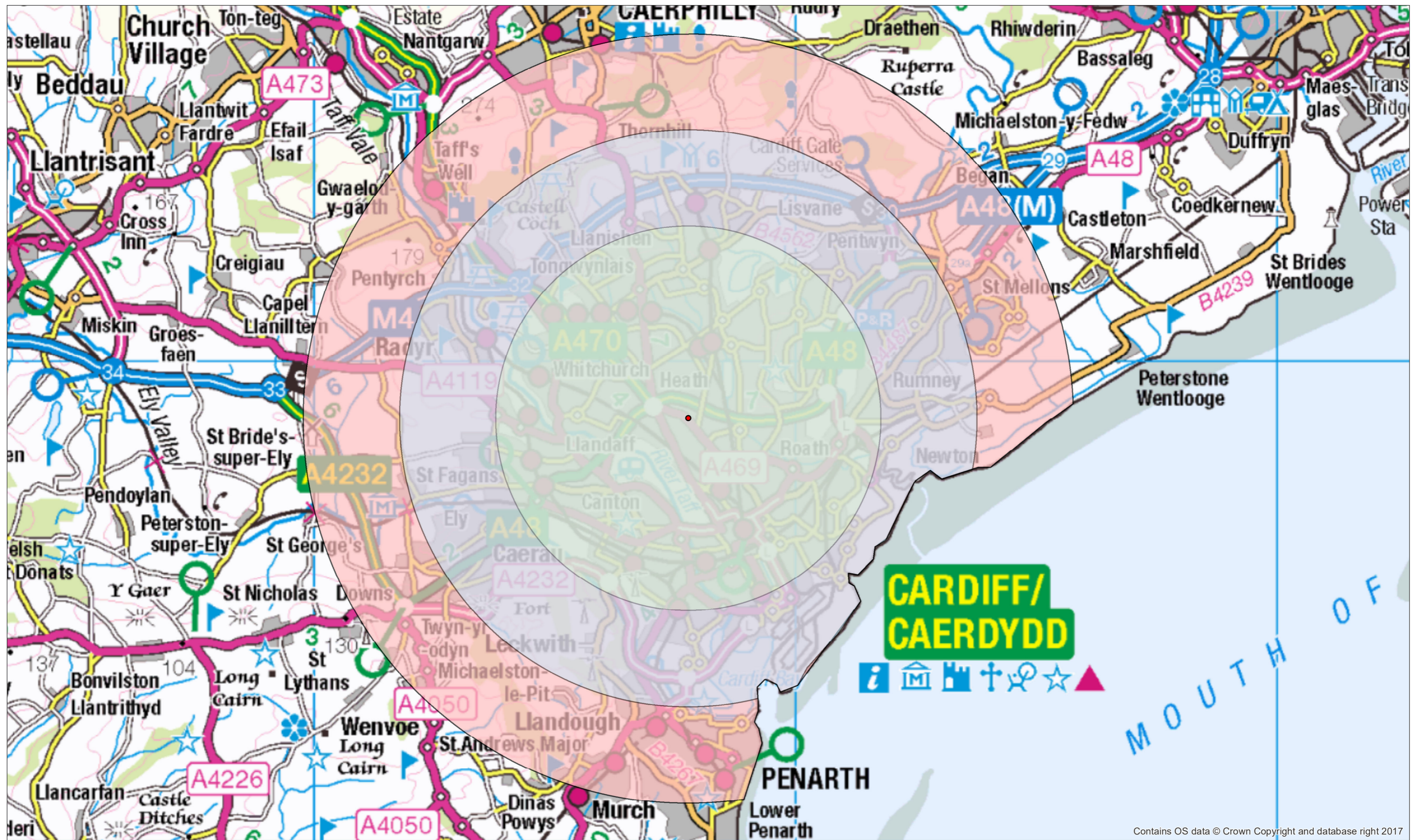


1:17,887 @A3



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Appendix C – Cycling Isochrones



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Cycling Isochrones

Legend

- 4km Cycling Isochrone
- 6km Cycling Isochrone
- 8km Cycling Isochrone

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www.opusinternational.co.uk



Greenhill Special School

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Greenhill Special School, located in Rhiwbina, Cardiff. It is a school for pupils with emotional, health and wellbeing needs aged 11-16.

The proposal is to extend the age range of the school from 11-16 to 11-19 and increase its capacity to allow for a maximum of 8 additional students.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The site is located to the west of Rhiwbina Hill / Heol-y-Deri, in the Rhiwbina area of Cardiff. Rhiwbina Hill / Heol-y-Deri and the other streets in the vicinity of the site are of residential nature. There are a range of local services and facilities available on Heol-y-Deri approximately 800m to the south of the site. Cardiff City Centre is located approximately 5km to the south of the site and Cardiff Central Railway Station is approximately 6km to the south.

The location of the site is shown in Figure 1, and is also contained in **Appendix A**.

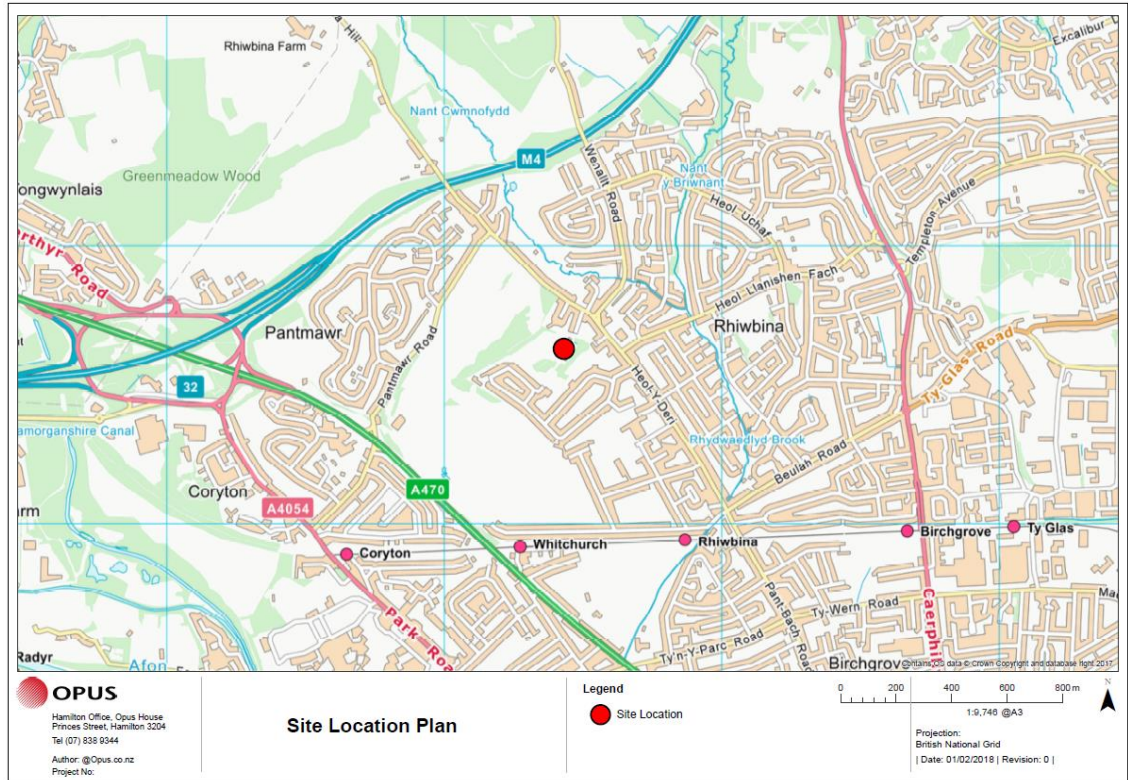


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 23,800m². The school consists of one single storey building with two additional cabins located at the south and the caretaker’s house at the north of the site. There is a small car park north of the main school building and a taxi pick up / drop off point to the south, immediately adjacent the main school building. The land west of the site is allocated as playing fields and there is also a concrete football and basketball court. There are currently 56 students enrolled at Greenhill Special School.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
96/00041/N	Change of use from residential to social work team base	Granted	13/02/1996
96/00575/N	Change of use from residential to mental health team base	Withdrawn	07/05/1996
08/01721/W	Replacement of existing metal framed windows with new UPVC units	Granted	29/08/2008

3.3. Local Highway Network

3.3.1. Heol Brynglas

Heol Brynglas provides the sole vehicular and pedestrian entrance to the school, it runs north to south for approximately 90m and connects to Rhiwbina Hill / Heol-y-Deri to the north via a non-signalised priority junction. As well as providing access to the school, it provides access for four residential units. It is a narrow lane with a width of approximately 5m, some residential parking was also noted along the lane, further impacting its width in places. There are no parking restrictions in place along Heol Brynglas.

There are no footways along Heol Brynglas, and at the crossing point at its connection with Rhiwbina Hill / Heol-y-Deri there are dropped kerbs and tactile paving, however, the tactile paving is in need of upgrading. A speed limit of 30mph is in place and street lighting is also provided. The highway surface is in good condition generally, as are the road markings and signage. The gradient is steep in places which makes Heol Brynglas less suitable for some users with mobility issues.

3.3.2. Rhiwbina Hill / Heol-y-Deri

Rhiwbina Hill becomes Heol-y-Deri at its junction with Heol Brynglas. It is a single carriageway road with an approximate width of 7m. There are footways provided along both sides of the highway, with an approximate width of 2m. Pedestrian refuse islands are located near to the junction with Heol Brynglas, these are complete with dropped kerbs and tactile paving, the tactile paving requires upgrading. Street lighting is provided along both sides of the highway and a speed limit of 30mph is in place. The highway surface is in good condition generally; however, there were some defects noted in places, road markings and signage are also in reasonable condition. The gradient is steep in places, particularly near Heol Brynglas, making it less suitable for some users with mobility issues.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

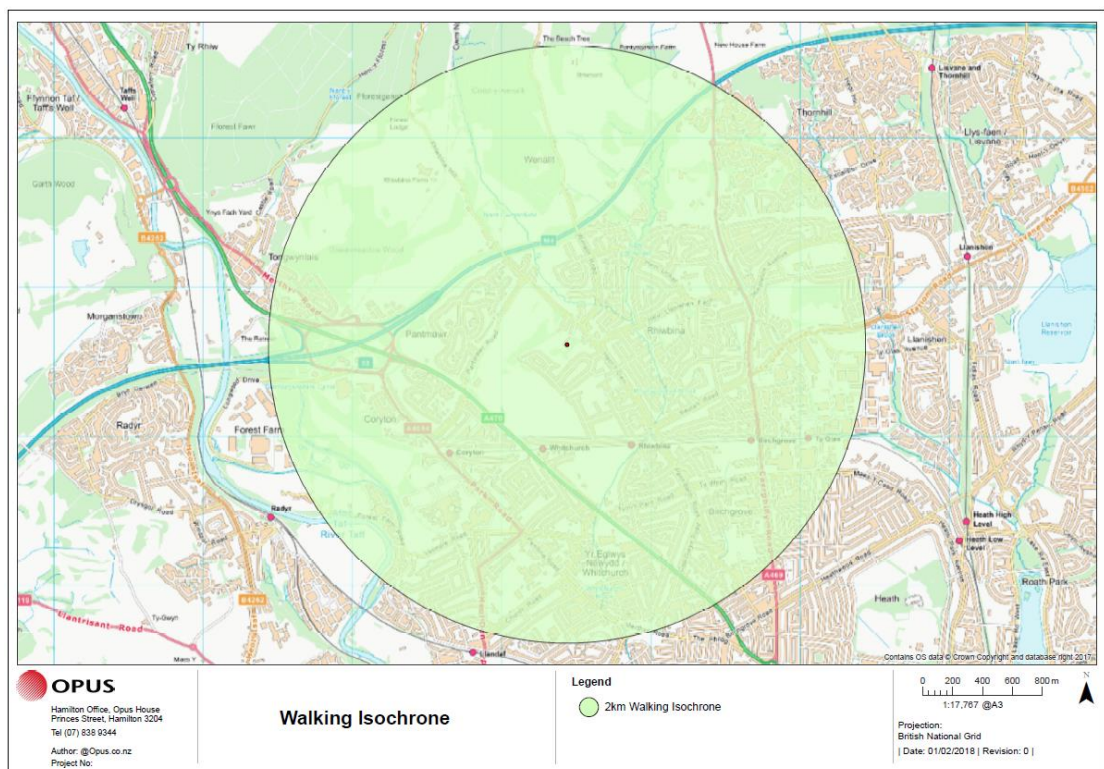


Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of residential areas such as Whitchurch and Coryton. Cardiff city centre is located beyond the recommended walking distance, as is Cardiff Central Railway Station. However, more local centres, in Rhiwbina and Whitchurch for example, are within comfortable walking distance and provide access to a range of services and facilities. A number of smaller, local railway stations are also within walking distance and can be used to provide access to Cardiff Central Railway Station.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities, this along with factors such as street lighting and an overlooked, residential environment, results in a network which is conducive to walking. There is, however, a steep gradient in places, making it less suitable for some users with mobility issues.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there is a footpath which runs near the northern boundary of the site and connects to Northern Avenue through Whitchurch Golf Club, which is allocated as a PROW.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

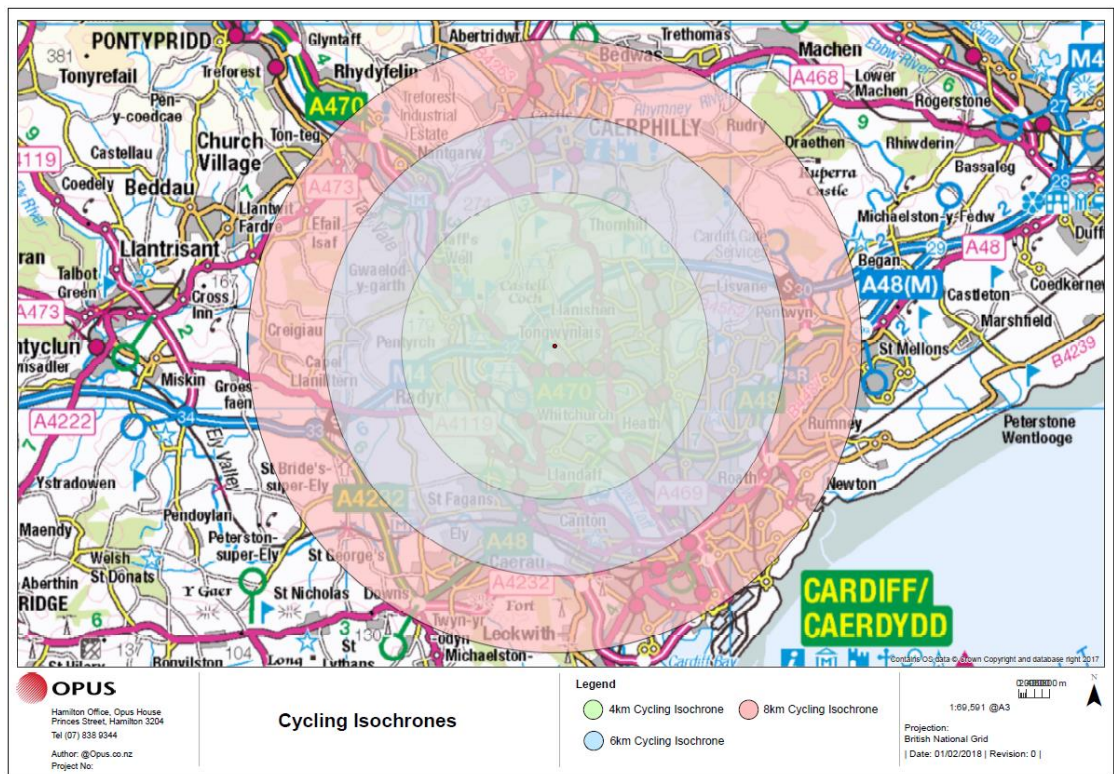


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, as well as commuter settlements located on the outskirts such as Caerphilly to the north, Rumney to the east and Radyr to the west.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 is located approximately 2km to the west of the site, the fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. Public Transport – Bus Services

The closest bus stops to the site are located on Heol Llanishen Fach. The route to these stops is 300m (3-minute walk) via Heol-y-Deri. Both the eastbound and westbound stops consist of a flagpole, timetable and easy access kerbing.

Table 2 provides a summary of the services that can be accessed from these stops.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
21	Cardiff Bus	City Centre	Rhiwbina	3 per hour
23	Cardiff Bus	City Centre	Rhiwbina	3 per hour
801	NAT Group	Llanishen	Bishop of Llandaff School	1 per day
804	NAT Group	Gabalfa	Corpus Christi High School	1 per day
813	NAT Group	Llanishen	Ysgol Glantaf	1 per day

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the south of the site, the quickest route is approximately 7km (22-minute cycle). The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Rhiwbina Railway Station is located closer to the site, the route is approximately 1km (14-minute walk or 4-minute cycle), this station provides regular services to Cardiff Central via Cardiff Queen Street, as well as residential areas such as Coryton and Heath. It is also managed by Arriva Trains Wales and includes facilities such as a shelter.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located nearby on Heol Llanishen Fach within comfortable walking distance, Rhiwbina Railway Station is also within a comfortable walking distance and provides access to Cardiff Central Railway Station. There is a PROW footpath towards the northern boundary of the site which connects to Northern Avenue through Whitchurch Golf Club.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Heol Brynglas or within the immediate vicinity of the site. A number of incidents have been reported along Rhiwbina Hill / Heol-y-Deri, however, the majority are slight in severity. Table 3 summarises the three serious incidents which have been reported on Rhiwbina Hill / Heol-

y-Deri, none of the three occurred within a 750m radius of the school. No fatal injuries have occurred on Rhiwbina Hill / Heol-y-Deri in the past five years.

Table 3 – Summary of Serious Incidents

Date	Number of Vehicles	Number of Casualties
26/09/2016	2	1
14/10/2016	1	1
04/02/2017	2	1

5. Proposed Changes

This chapter aims to summarise the proposed changes to Greenhill Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Greenhill Special School

To meet the need for post-16 places for emotional health and wellbeing needs it is proposed to:

- Extend the age range of the school from 11-16 to 11-19.
- Increase the capacity of the school to allow for up to 64 places.

In order to achieve this, it is proposed to adapt the unused caretaker house on the site. Post-16 pupils would attend some classes on-site, but would also be supported to access appropriate educational opportunities off-site, as part of a supported transition to college or employment. The increase in pupils could result in a worst-case scenario of 8 additional trips assuming all pupils travel individually by private vehicle.

The existing internal site layout and access arrangements, including the drop-off / pick-up space and turning area is expected to comfortably accommodate the additional pupils and the associated increase in vehicles accessing the site.

5.2. Impact on Highway Network

Due to the scale of the proposed increase in pupil numbers from 56 to 64, it is considered that the proposals will not have a material impact on the operation of the local highway network. In the context of existing operations at Greenhill Special School, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility, and these are as follows:

- Access to public transport facilities on foot or by bicycle is poor, there are no footways alongside Heol Brynglas and there is a steep gradient in places along Heol Brynglas and Heol-y-Deri.
- Limited bus services available from the closest stops on Heol Llanishen Fach, in terms of their regularity.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Promote the use of Rhiwbina Railway Station as a viable means of transport to the city centre and neighbouring residential areas. The station can be reached comfortably on foot and will allow pupils to develop their life skills.
- Investigate the possibility of implementing supported travel training with pupils arriving at a central meeting point before being transported to the school.
- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the provision at Greenhill Special School, located in Rhiwbina, Cardiff.

The proposal is to extend the age range of the school and increase the capacity to allow for up to 64 pupils.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

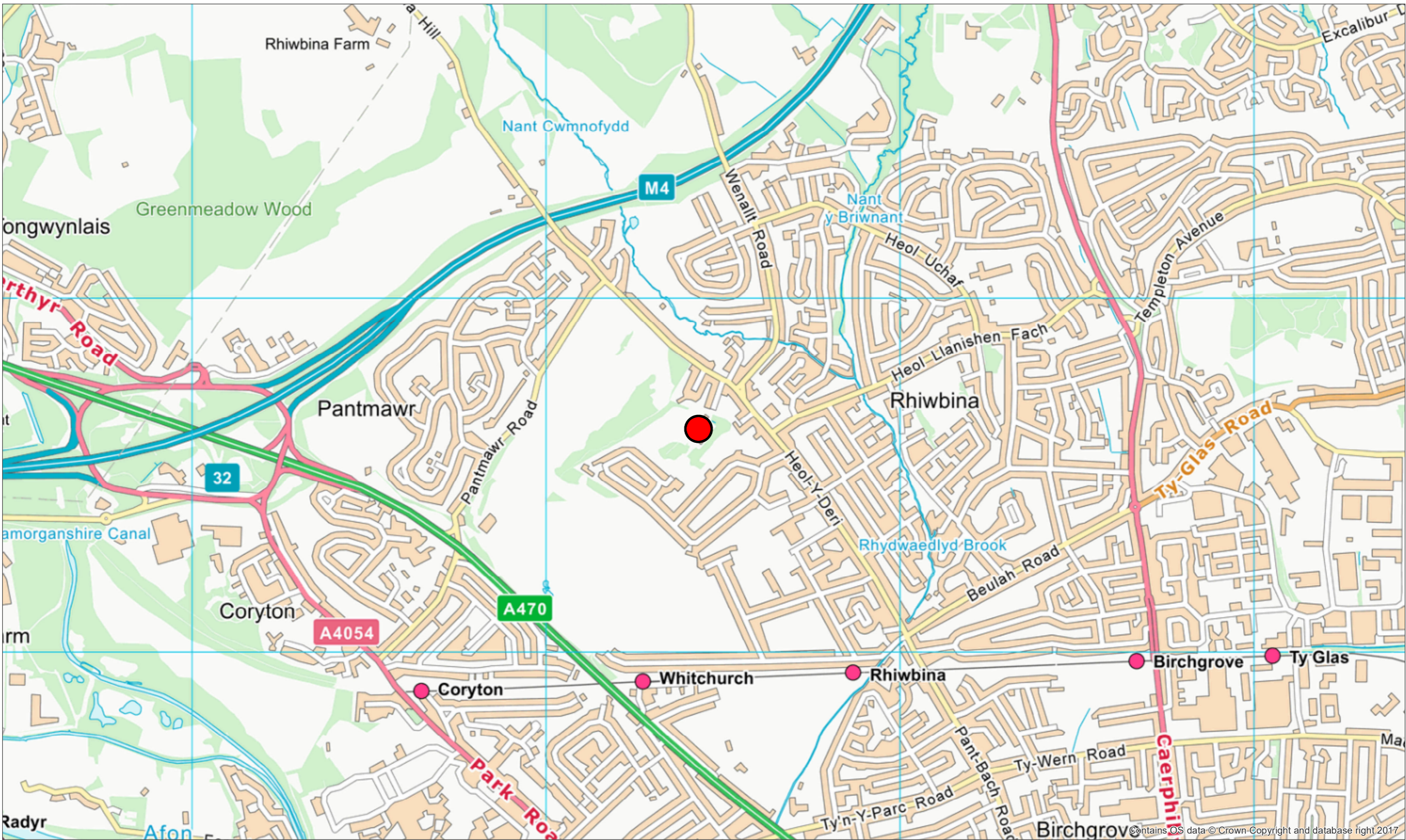
The site location is described as well as an assessment of the existing site conditions and Heol Brynglas and Rhiwbina Hill / Heol-y-Deri. The planning history of the site is also summarised, three planning applications have been made on the site, two for changes of use and one for upgrading windows.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Heol Brynglas or within the immediate vicinity of the site. A number of incidents have been reported along Rhiwbina Hill / Heol-y-Deri, however, the majority are slight in severity. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes at Greenhill Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

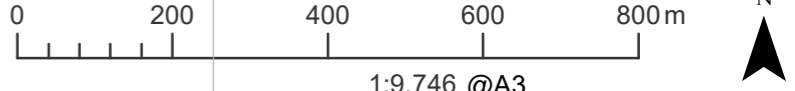
Appendix A – Site Location Plan



Hamilton Office, Opus House
 Princes Street, Hamilton 3204
 Tel (07) 838 9344
 Author: @Opus.co.nz
 Project No:

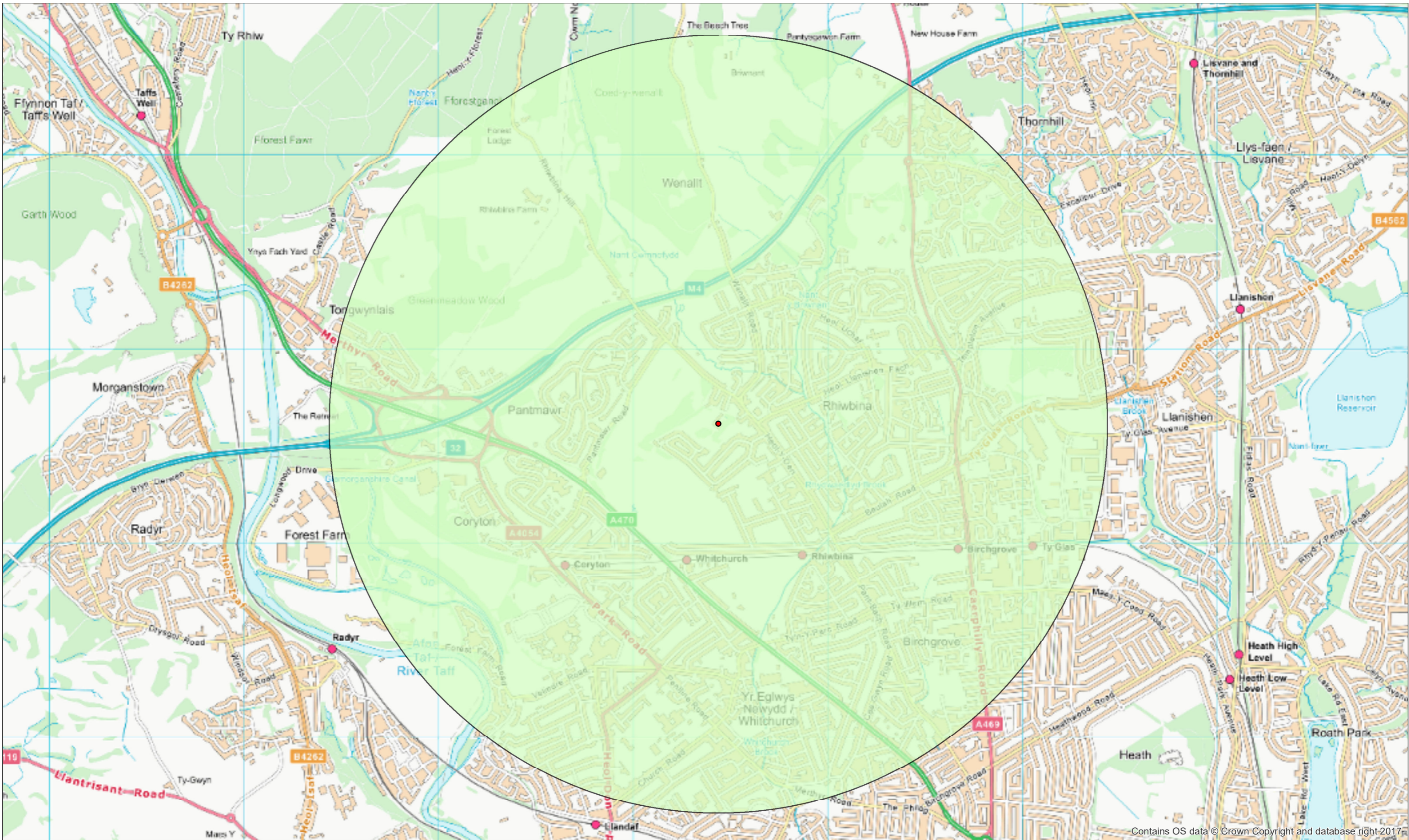
Site Location Plan

Legend
 Site Location



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Appendix B – Walking Isochrone



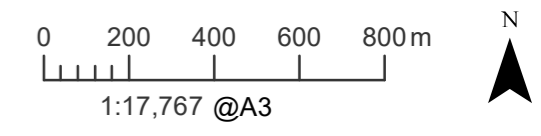
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 Author: @Opus.co.nz
 Project No:

Walking Isochrone

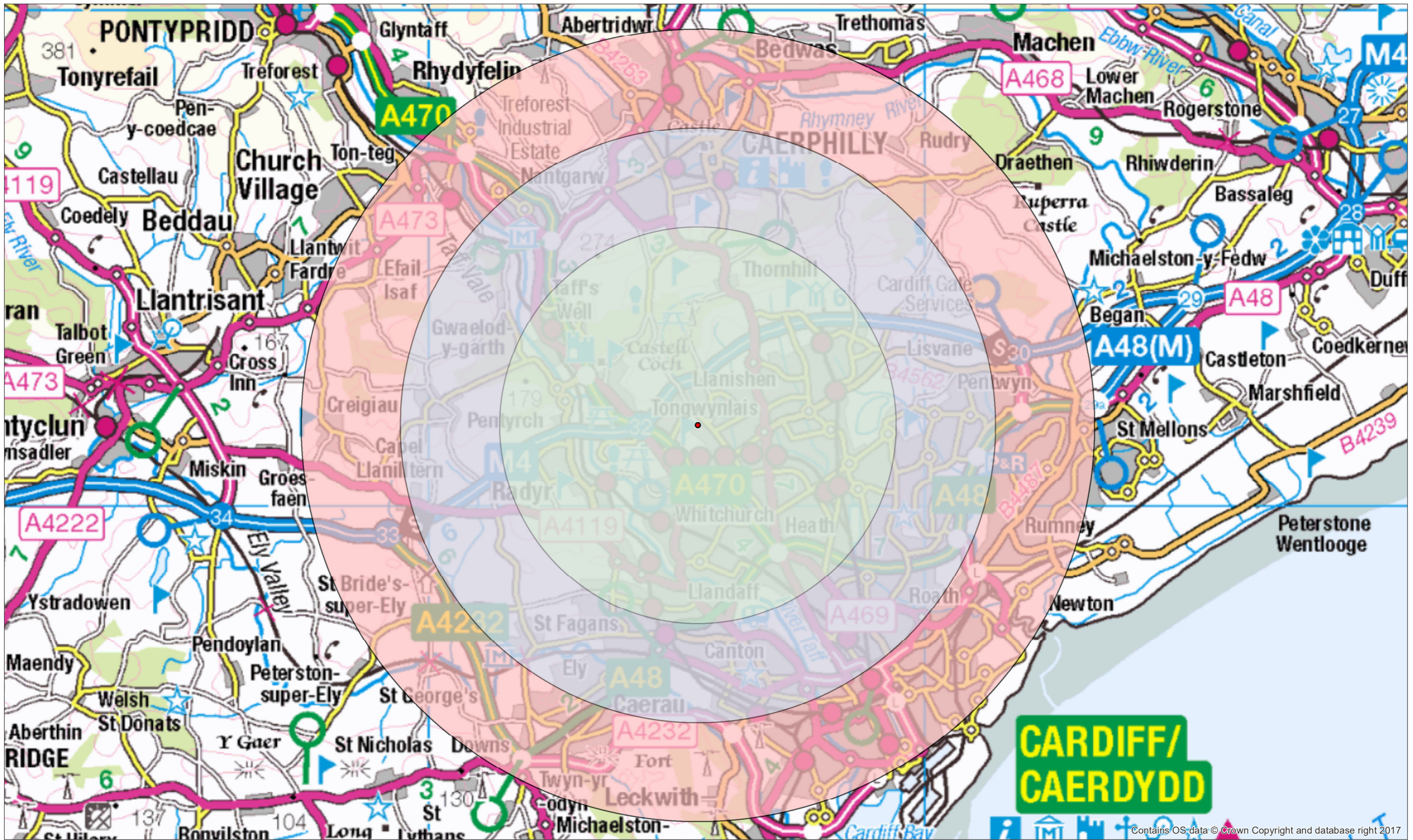
Legend

 2km Walking Isochrone



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 British National Grid
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Appendix C – Cycling Isochrones



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Project No:

Cycling Isochrones

Legend

- 4km Cycling Isochrone
- 6km Cycling Isochrone
- 8km Cycling Isochrone



1:69,591 @A3



Projection:
British National Grid
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Meadowbank Special School

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Meadowbank Special School, which is a special school for pupils with specific language impairments. The school is located in Gabalfa, Cardiff. Meadowbank Special School has capacity for 40 pupils aged between 4 and 11 years, however there are currently 15 pupils enrolled at the school.

It is proposed that the type of special educational need that the school provides is changed from 'specific language impairments' to 'speech language and communication needs and complex learning disabilities'. To accommodate the change in learning provision, some adaptations to the existing school buildings and its accessibility are required. The proposals seek to bring the number of pupils enrolled at the school up to its capacity of 40.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: discusses the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the TA.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

Meadowbank Special School is located to the east of Colwill Road, in the Gabalfa area of Cardiff. While Colwill Road is predominantly residential in nature, it also provides access to Gabalfa Primary School and Ysgol Glan Ceubal, which share a site to the north of Meadowbank Special School. Cardiff City Centre is located approximately 3.8km to the south-east of the site and Llandaff Railway Station is approximately 1km to the north west.

The location of the site is shown in Figure 1, which is also contained in **Appendix A**.

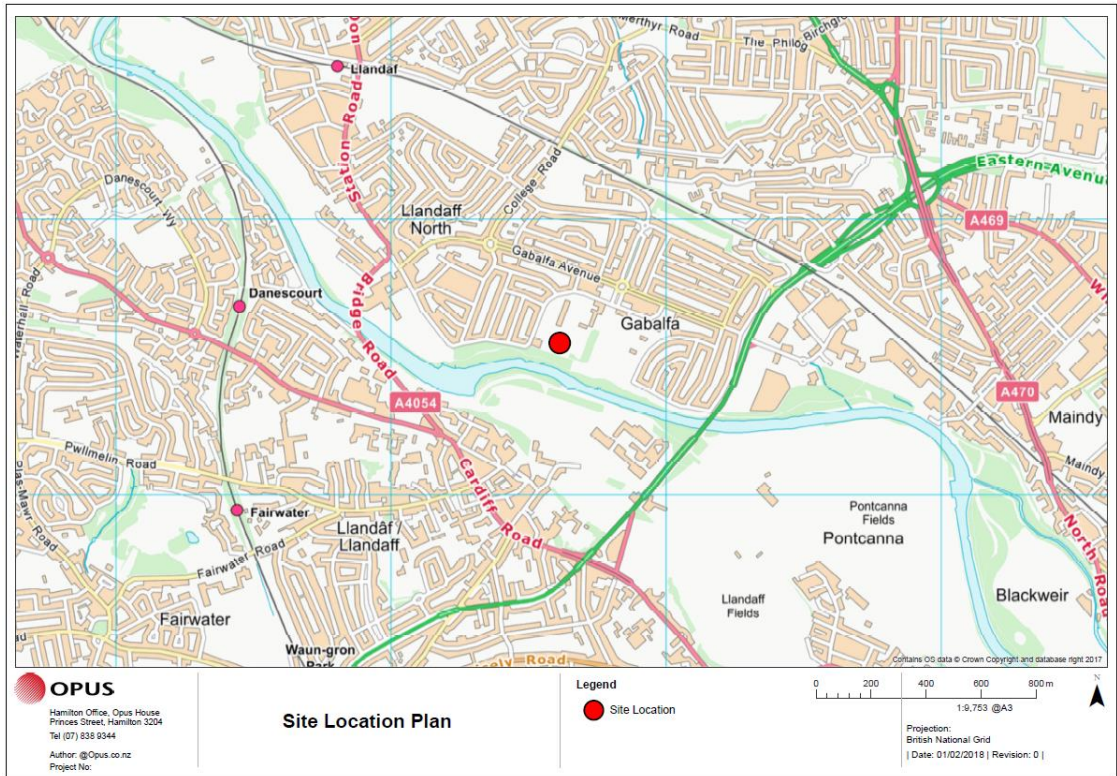


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 16,684m² which comprises the main school building, car park, access road and playing field. The car park is located to the immediate east of the vehicular entrance to the school on Colwill Road. A gated pedestrian access point is located to the immediate south of the vehicular access. A one-way circulatory road is provided within the school grounds, which enables pupils to be dropped off and picked up adjacent to the main entrance.

There are currently 15 pupils enrolled at Meadowbank Special School, however the school has capacity for up to 40 pupils.

Meadowbank Special School is located within close proximity of two other primary schools, namely Ysgol Gan Ceubal and Gabalfa Primary School. The two schools share a site, which is located to the immediate north of Meadowbank Special School. The vehicular access point to the schools is located approximately 43 metres north of the access to Meadowbank Special School on Colwill Road. The playing fields associated with the three schools are connected. The Gabalfa Primary School foundation phase building is located north-east of Meadowbank Special School and is accessed from Llanidloes Road.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 - Planning History

Application Reference	Proposal	Decision	Date
02/00094/W	New access, terrace and hard play area to the rear of the school	Granted	25/02/2002

3.3. Local Highway Network

3.3.1. Colwill Road

Colwill Road runs along the western boundary of the site from north to south for approximately 281 metres. At the Colwill Road / Heol Pencareg junction, Colwill Road becomes Llanidloes Road which continues in a south-eastbound direction. Colwill Road is a single highway road with an approximate width of 5.6 metres, however there is residential parking on the west side of the highway which reduces the available width. The speed limit along Colwill Road in the vicinity of the school is 20mph. 'Keep clear' road markings are provided across the access to Meadowbank Special School. Signage is provided stating that there is no stopping on the keep clear markings between 08:00 and 16:30 from Monday to Friday.

Footways are provided along both sides Colwill Road with an approximate width of 3 metres, the available width of the footways is reduced in places by trees. Street lighting is provided on both sides of the highway. There are no formal crossing facilities along Colwill Road, however dropped kerbs are provided intermittently along the footways. The highway surface was observed to be in a poor condition and significant defects were noted along both the highway and footways.

Highway improvements are due to be delivered as part of the redevelopment of the adjacent Gabalfa Primary School and Ysgol Glan Ceubal. These improvements will include the provision of two new tabled zebra crossings on Colwill Road.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

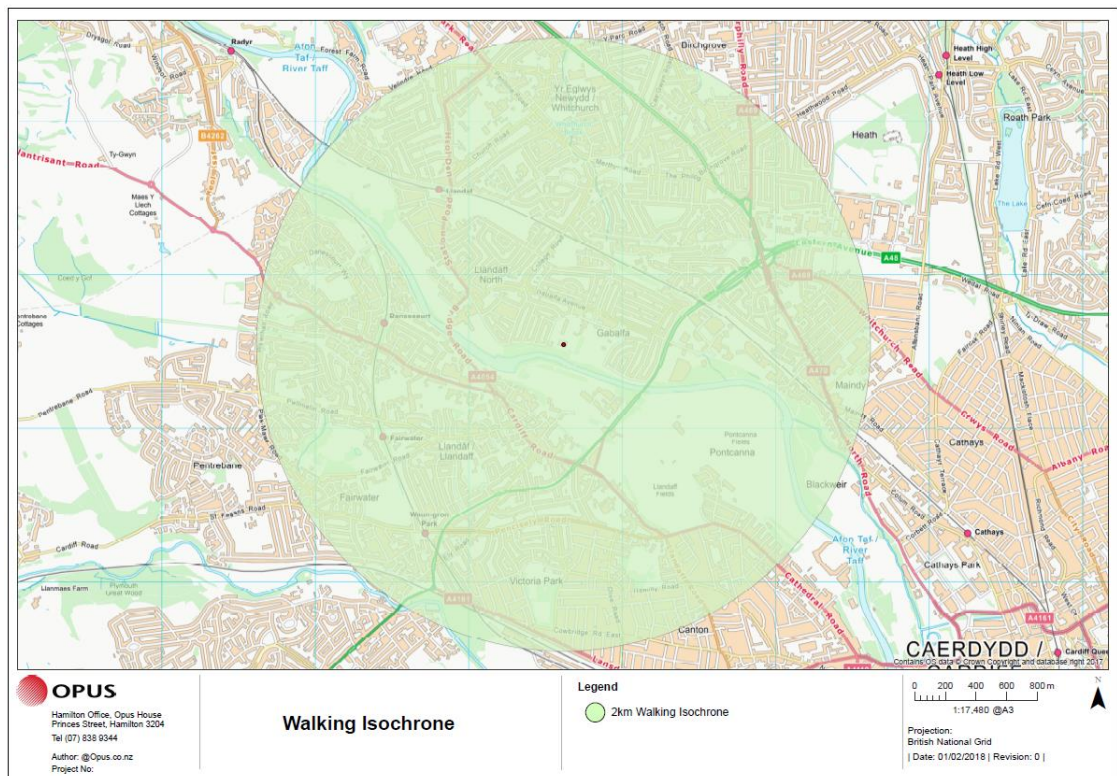


Figure 2 – Walking Isochrone

The isochrone shows that Meadowbank Special School is within walking distance of several residential areas, including Gabalfa, Llandaff and Llandaff North. Several services and facilities are provided along High Street, which is located to the south of the school and is within walking distance. The site is also within walking distance of Llandaff Railway Station.

Footways are provided within the vicinity of the site. The gradient is generally level in the area, which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROW in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

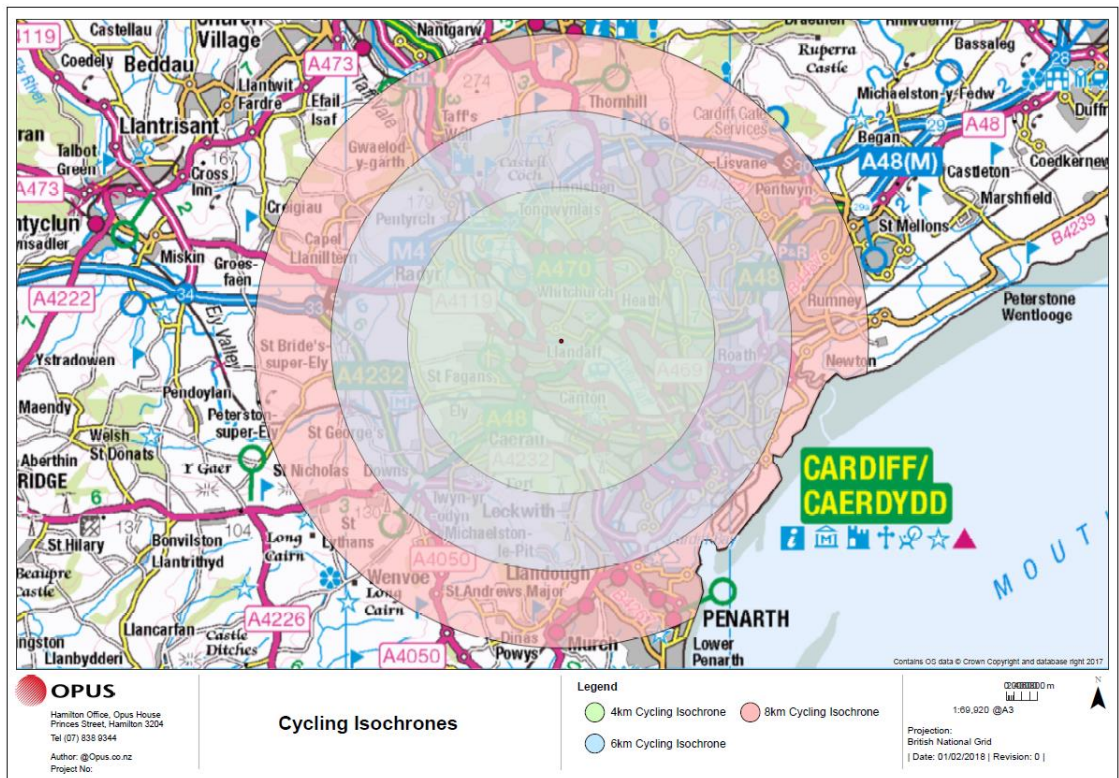


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, as well as commuter settlements located on the outskirts of Cardiff including Llandough to the south and Fairwater to the west.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 can be accessed from approximately 53 metres south of the access to the school on Colwill Road. Route 8 runs in an east – west direction along the banks of the River Taff. The route is predominantly traffic free in the vicinity of the site and can be used to reach Cardiff city centre. The route is also known as ‘Lôn Las Cymru’ and is fully signed between Cardiff and Holyhead.

4.1.3. Public Transport – Bus Services

The closest bus stops to the site are located on Gabalfa Avenue, approximately 300m north of the site, this equates to a four-minute walk. Both the eastbound and westbound bus stops comprise a flagpole and timetable information.

Table 2 provides a summary of the bus services that are available from these stops.

Table 2 - Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
8	Cardiff Bus	Cardiff Bay	UHW Heath Hospital	Every 20 minutes
35	Cardiff Bus	Cardiff City Centre	Gabalfa Estate	Every 30 minutes
823	NAT Group	Newport Road	Ysgol Glantaf	One service daily

Table 2 shows that services 8 and 35 provide a regular service throughout the day, which can be used to reach Cardiff city centre and other local areas.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the south of the site, the quickest route is approximately 4km. This equates to a 44-minute walk or 13-minute cycle. The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Llandaff Railway Station is located within closer proximity of Meadowbank Special School. The station is located approximately 1km to the north west of the school, which equates to a 19-minute walk. The Station is managed by Arriva Trains Wales and has a limited range of facilities, however ticket machines and step free access is available. Two services per hour to Cardiff Queen Street Railway Station and Radyr Railway Station are available from Llandaff Railway Station.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that a good range of public transport services are available in the vicinity of Meadowbank Special School. These services can be used to reach Cardiff and beyond. The site is within walking distance of the bus stops on Gabalfa Avenue and Llandaff Railway Station is also located within a reasonable distance. While there are no PROW within the vicinity of the site, it is within close proximity of National Cycle Network Route 8.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. One collision of slight severity occurred on Colwill Road, approximately 40m south of the Meadowbank Special School access. No other collisions have occurred in the vicinity of the school.

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Meadowbank Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Meadowbank Special School

To meet demand for primary school places for complex learning disabilities, it is proposed to:

- Change the type of special educational need that the school provides for from ‘specific language impairments’ to ‘speech language and communication needs and complex learning disabilities’.

The existing infrastructure at Meadowbank Special School is considered to be in a good condition. As a result, significant changes would not be required in order for the development to proceed. Some adaptations to the existing school building would be necessary, including improvements to the building’s accessibility and the provision of a changing space.

The proposals do not seek to increase the capacity of the school; however, the existing school has a current enrolment of 15 pupils, despite its capacity of 40. The proposals aim to facilitate an increase in the number of pupils enrolled, which will ultimately bring the school up to capacity. This may bring about opportunities to appoint new staff at the school.

The existing internal site layout and access arrangements, including space for pick-up / drop-off and one-way system, is expected to comfortably accommodate any increase in pupils and vehicles accessing the site. The car park near the site entrance was observed as operating well under its capacity and could comfortably accommodate any additional staff parking requirements.

5.2. Impact on Highway Network

It is anticipated that the resultant increase in trips to and from the site can be accommodated and will not have a material impact on the operation of the surrounding highway network. The existing turning area and one-way system within the school grounds will be retained, which aides to reduce the impact of drop offs and pickups on Colwill Road. In the context of existing operations at Meadowbank Special School and neighbouring sites, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are a number of schools located within close proximity; Meadowbank Special School, Ysgol Glan Ceubal and Gabalfa Primary School. All of which are accessed from Colwill Road / Llanidloes Road. This results in a large concentration of movements within the area around the start and end of the school day.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site’s limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Consult other schools in the vicinity of the site and stagger the start times for pupils in order to minimise stress on the highway during peak times.
- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the provision at Meadowbank Special School, which is a special school for pupils with specific language impairments.

The proposals are to change the type of special educational needs the school provides from 'specific language impairments' to 'speech language and communication needs and complex learning disabilities'. While the proposals do not seek to increase the capacity of the school, the current enrolment is low and the aim is to increase enrolment up to the capacity of 40 pupils. This will result in up to 25 additional pupils at Meadowbank Special School.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

The site location has been described as well as an assessment of the existing site conditions and highway conditions, including Colwill Road. The planning history of the site has also been reviewed. Several planning applications have been submitted and granted for the site, the most notable being from 2002 when the construction of the access point was permitted. The consented redevelopment of the adjacent Ysgol Gan Ceubal and Gabalfa Primary School has also been considered.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site over the last five years. One collision of slight severity occurred approximately 42 metres south of the Meadowbank Special School access. No other collisions have occurred in the vicinity of the school. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Meadowbank Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan



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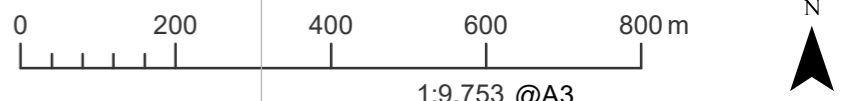


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Project No:

Site Location Plan

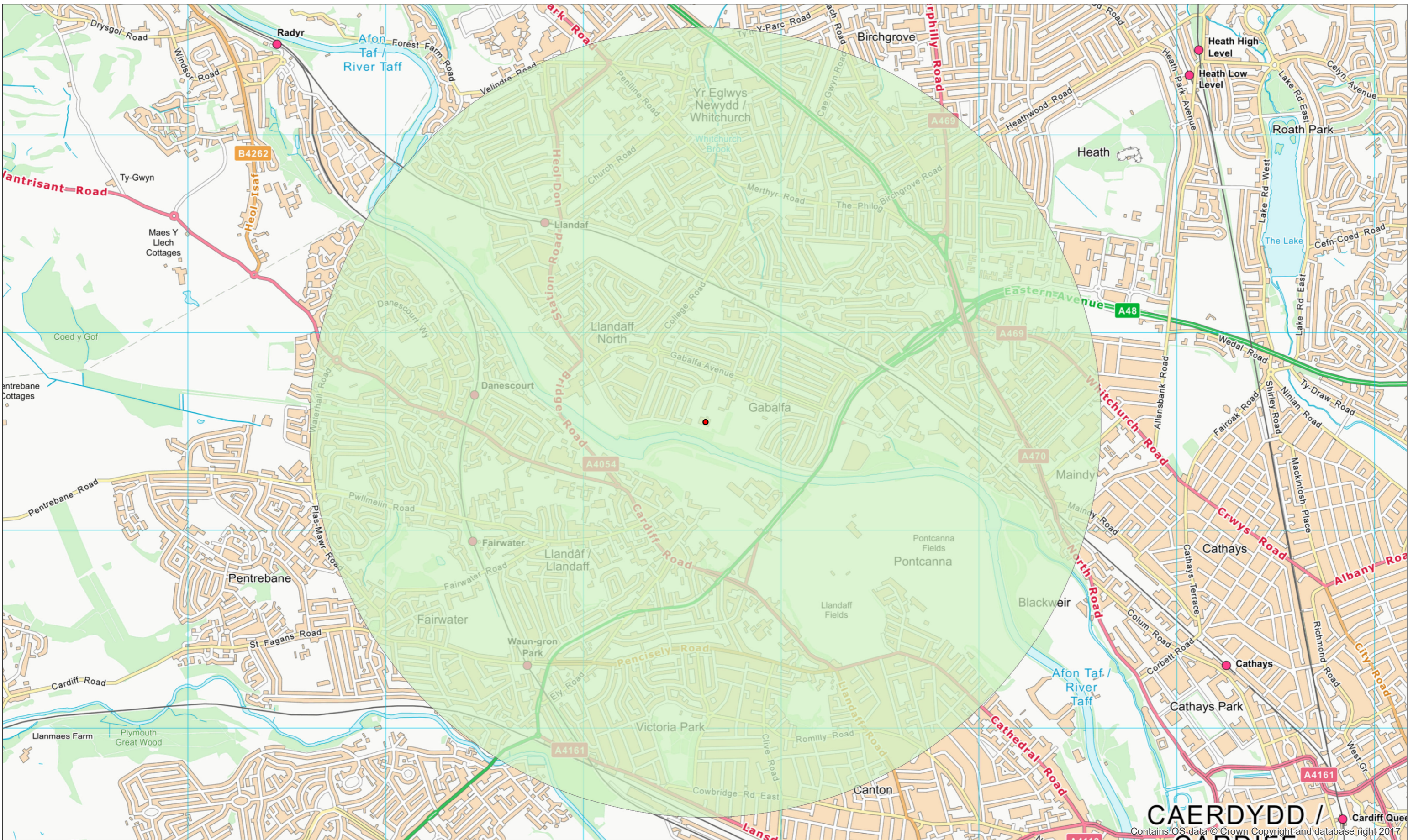
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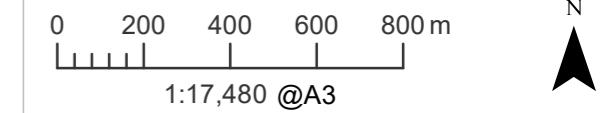
Appendix B – Walking Isochrone



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 Project No:

Walking Isochrone

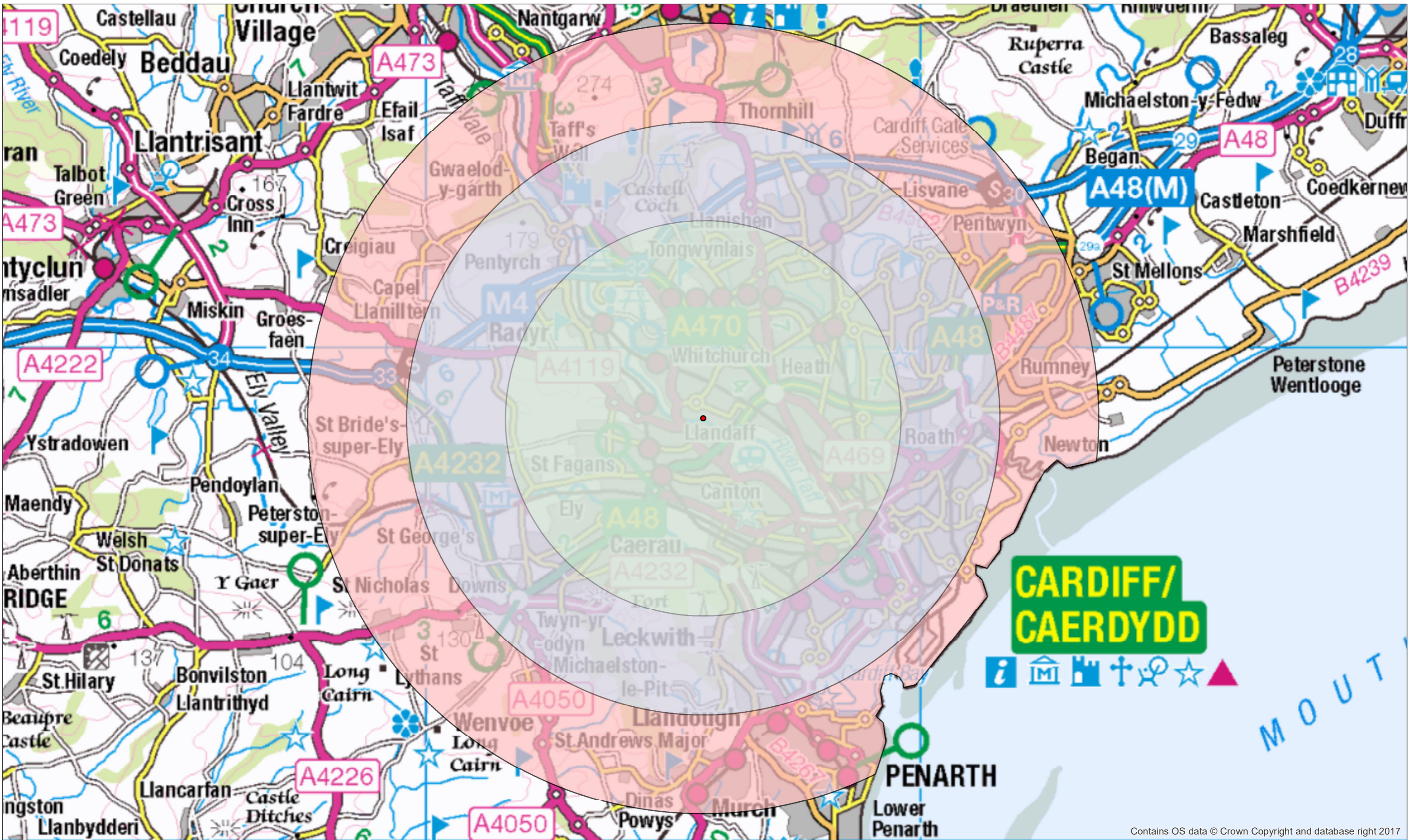
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 2km Walking Isochrone



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Appendix C – Cycling Isochrones



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Cycling Isochrones

Legend

- 4km Cycling Isochrone
- 6km Cycling Isochrone
- 8km Cycling Isochrone



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Tŷ Gwyn Special School

Transport Assessment



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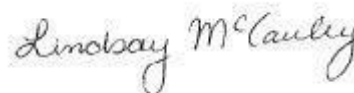
Date: February 2018
Reference: V-C8458.78
Status: Final

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1. Introduction

1.1. Introduction

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Tŷ Gwyn Special School, located in Ely, Cardiff. It provides special school places for learners aged 3-19 with complex learning disabilities and autism spectrum conditions (ASC).

The proposal is to increase the capacity of the school from 173 to 198 in order to meet demand for primary and secondary special school places for learners with complex learning disabilities or ASC.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The site is located to the west of Vincent Road, in the Ely area of Cardiff. Vincent Road and the other streets in the vicinity of the site are of residential nature. Cowbridge Road West is located approximately 350m to the north of the site and provides access to a range of services and facilities. Cardiff City Centre is located approximately 3.5km to the east of the site and Cardiff Central Railway Station is approximately 4km to the east.

The location of the site is shown in Figure 1, and is also contained in **Appendix A**.

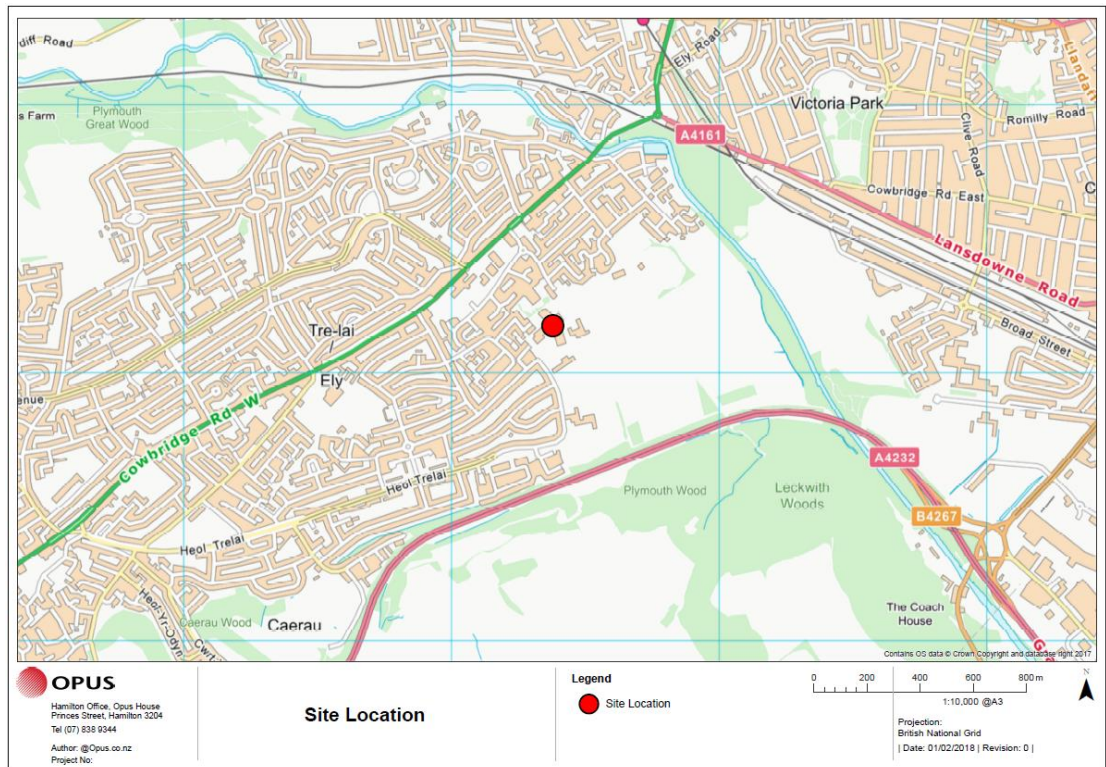


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 23,800m². The main school building is located in the centre of the site and extends from the northern to the southern boundary. There are outdoor playing areas at the north west and south west of the site. The south east of the site consists of smaller school buildings and cabins and the north east of the site is allocated as a car park at present. There are currently 173 students enrolled at Tŷ Gwyn Special School.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
07/02715/W	New special school and respite care accommodation including minibus garage with modifications to access	Granted	27/03/2008
11/00206/DCO	Demolition of two demountable units and installation of three units and retention of one existing unit	Granted	25/03/2011
17/02621/MNR	Retention of 4 no. single storey portacabin buildings to be used as replacement classroom accommodation. To be hired for a period of 156 weeks	Granted	27/12/2017

3.3. Local Highway Network

3.3.1. Vincent Road

Vincent Road provides the sole vehicular access to the school at the north-eastern boundary of the site, Vincent Road runs from north to south for approximately 300m and connects to Cowbridge Road West to the north via a signal controlled junction. It is a single carriageway road with an approximate width of 5.5m. There are parking restrictions along the majority of its length in the form of double yellow lines. A section of the highway adjacent to Riverbank School is identified as a no stopping zone for the purposes of discouraging pick-up / drop-off at the school. The residential streets with access from Vincent Road, such as Morris Finer Close, have unrestricted on-street parking.

There are footways provided along both sides of Vincent Road, with an approximate width of 2m. Street lighting is provided along both sides of the highway. Dropped kerbs and tactile paving are provided at crossing points; however, the tactile paving is in need of upgrading. A speed limit of 30mph is in place on Vincent Road. The highway and footway provisions are in a reasonable condition, with some defects noted in places. Road markings and signage are also in reasonable condition.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

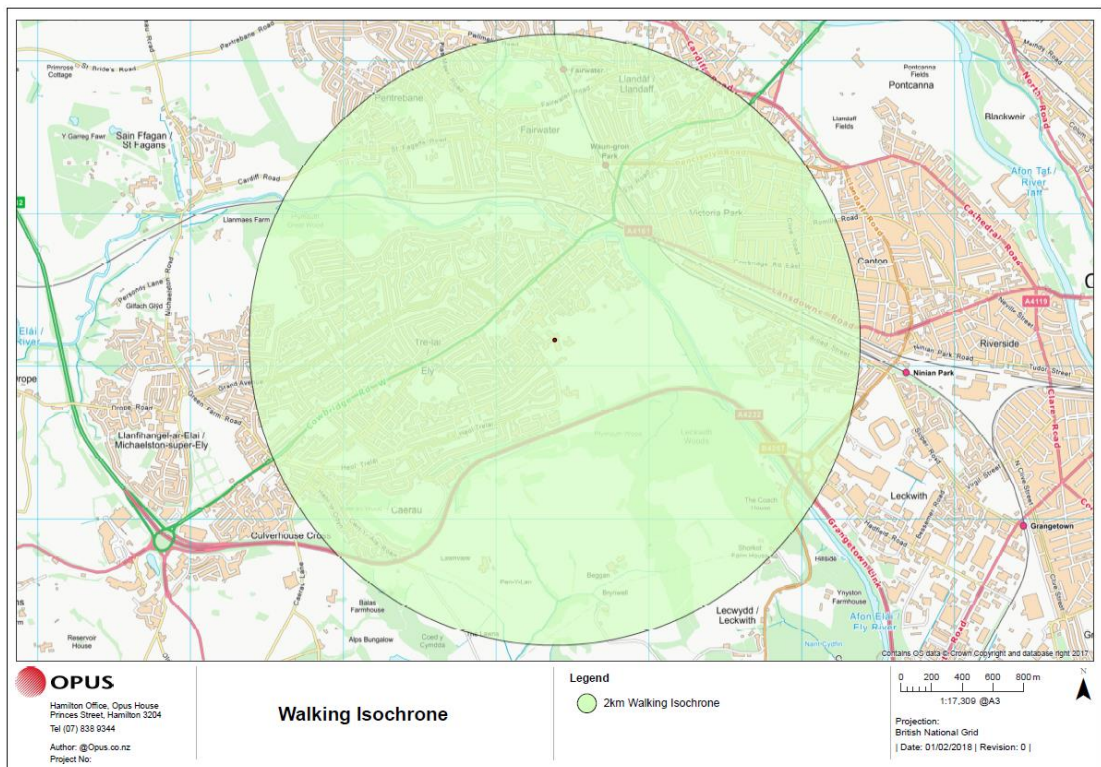


Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of nearby residential areas such as Caerau, Fairwater and Llandaff. Cardiff City Centre is located beyond the 2km recommended walking distance; however, local centres such as Ely provide access to a range of services and facilities. Cardiff Central Railway is located outside the 2km walking distance; however, Waun-gron Park Railway Station is located comfortably within the 2km walking distance.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities and street lighting, this along with factors such as the generally level gradient results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROWs in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

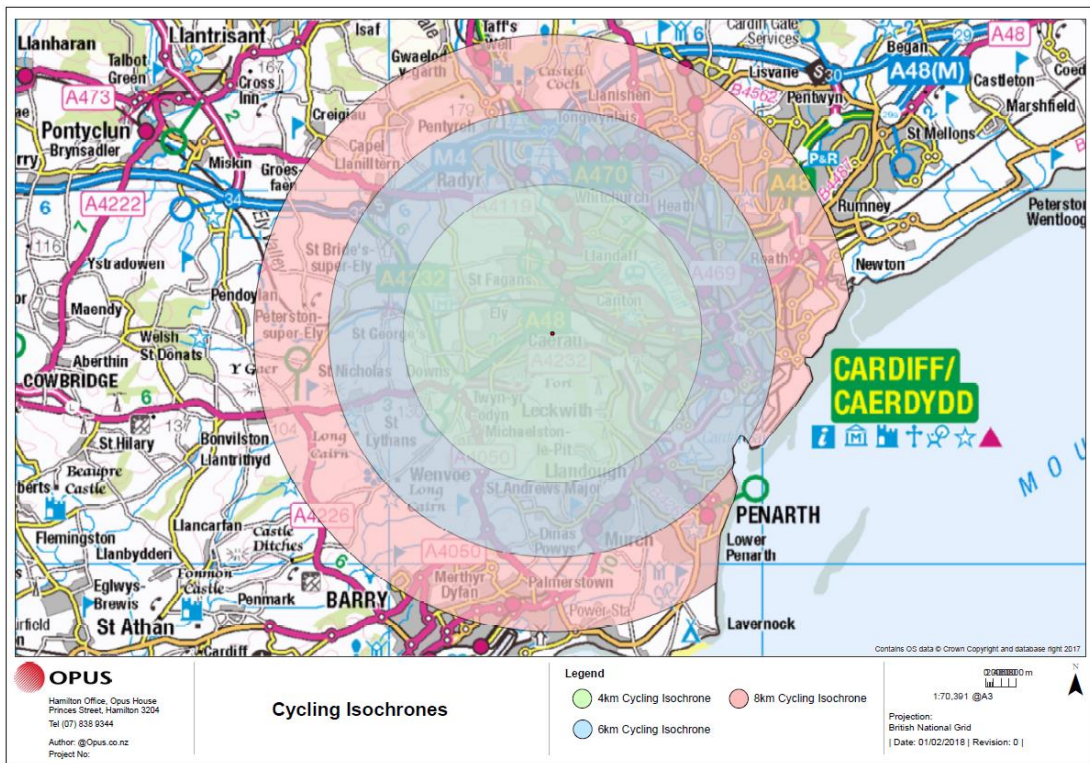


Figure 3 – Cycling Isochrones

The isochrones show that the majority of the city is accessible via bicycle, as well as commuter settlements located on the outskirts such as Radyr to the north, and Dinas Powys to the south.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 is located approximately 3km to the east of the site, the fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. Public Transport – Bus Services

The closest bus stops to the school are located approximately 100m south west of the site on Bishopston Road. However, these stops only provide access to service number 15 which connects the city centre to Heath Hospital via Ely, there are 6 services per day.

The closest stops which provide access to a number of services are located on Cowbridge Road West north of the site. The route to these stops is 500m (6-minute walk), the eastbound and westbound stops both consist of a shelter, flagpole and timetable. The westbound stop also features easy access kerbing.

Table 2 provides a summary of the services that can be accessed from these stops.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
12	Cardiff Bus	Leckwith Retail Park	Drope	1 per hour
15	Cardiff Bus	City Centre	Heath Hospital	6 per day
17/18	Cardiff Bus	City Centre	Ely	12 per hour
96/96A/96S	Cardiff Bus	City Centre	Barry	2 per hour
802	NAT Group	Ely	Bishop of Llandaff and Ysgol Plasmawr	1 per day
807	NAT Group	Ely	Bishop of Llandaff and Ysgol Plasmawr	1 per day
809	NAT Group	Ely	Bishop of Llandaff and Ysgol Plasmawr	1 per day
X1	NAT Group	Culverhouse Cross	Pontprennau	4 per hour
X2	First	Porthcawl	City Centre	2 per hour

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city and beyond.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the east of the site, the quickest route is approximately 5km (19-minute cycle). The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Waun-gron Park Railway Station is located to the north and is closer to the site than Cardiff Central Railway Station. The route from the site to the station is approximately 1.6km (20-minute walk or 5-minute cycle). This station provides regular services to Cardiff Central, as well as residential areas such as Fairwater and Danescourt. It is also managed by Arriva Trains Wales and includes facilities such as a shelter and cycle parking.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located nearby on Cowbridge Road West within comfortable walking distance, Waun-gron Park Railway Station is also within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. One collision has been reported on Vincent Road; however, it was slight in nature and included one vehicle and one casualty. Four serious incidents have occurred in the vicinity of the site. Table 3 provides a summary of the serious incidents.

Table 3 – Summary of Serious Incidents

Date	Location	Number of Vehicles	Number of Casualties
14/09/2013	Amroth Road	1	1
11/06/2014	Cowbridge Road West	1	1
04/08/2014	Bromley Drive	1	1
04/08/2015	Cowbridge Road West	1	1

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Tŷ Gwyn Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Tŷ Gwyn Special School

To meet the demand for primary and secondary special school places for learners with complex learning disabilities or Autism Spectrum Conditions, it is proposed to increase the capacity of Tŷ Gwyn to allow for up to 198 places.

In order to achieve this, it is proposed to adapt part of the Trelai Youth Centre building to provide three new classrooms for Tŷ Gwyn School and to connect the school and youth centre buildings via an enclosed corridor, or covered walkway. There would be around eight pupils per class in the three new classrooms, as well as around fifteen extra staff. Resulting in a worst-case scenario of 39 additional trips assuming all pupils and staff travel individually by private vehicle.

5.2. Impact on Highway Network

Due to the proposed minimal increase in pupil numbers from 173 to 198, it is considered that the proposals will not have a material impact on the operation of the local highway network. In the context of existing operations at Tŷ Gwyn and neighbouring sites, the increase in vehicle movements which may be expected as a result of the proposals will be negligible.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are a number of schools and community facilities located within close proximity; Tŷ Gwyn Special School, Riverbank School, Woodlands High School, Trelai Youth Centre. Many of which are accessed from Vincent Road. This results in a large concentration of movements within the area around the start and end of the school day.
- The majority of students arrive via private taxi, meaning transport arrangements are not efficient.
- The signal controlled junction connecting Vincent Road to Cowbridge Road West delays traffic and taxis serving the school use the residential streets to the east to 'ratrun' and avoid any delay.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Relocate staff parking to existing Trelai car park to the east of the school, in order to amend the internal site layout and clear space for a vehicle drop-off and turning area. The additional number of pupils will result in an increase in minibuses serving the site, the amended parking provision and internal site layout are expected to comfortably accommodate this minor increase. Pedestrian links between the Trelai car park and the school will need to be assessed, including lighting, security and crossing points.
- Consult the other schools in the vicinity of the site and stagger the start / end times for pupils in order to minimise stress on the highway during peak hours.
- Additional access to the school could be provided at the south west of the site near Trelai Youth Centre. This additional access could reduce stress on Vincent Road and provide a convenient point of access for pupils arriving from the Caerau area to the west.

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed expansion of Tŷ Gwyn Special School, located in Ely, Cardiff, to accommodate additional pupils.

The proposal is to increase the capacity of Tŷ Gwyn Special School to allow for up to 198 places by adapting part of the Trelai Youth Centre building to provide three new classrooms.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

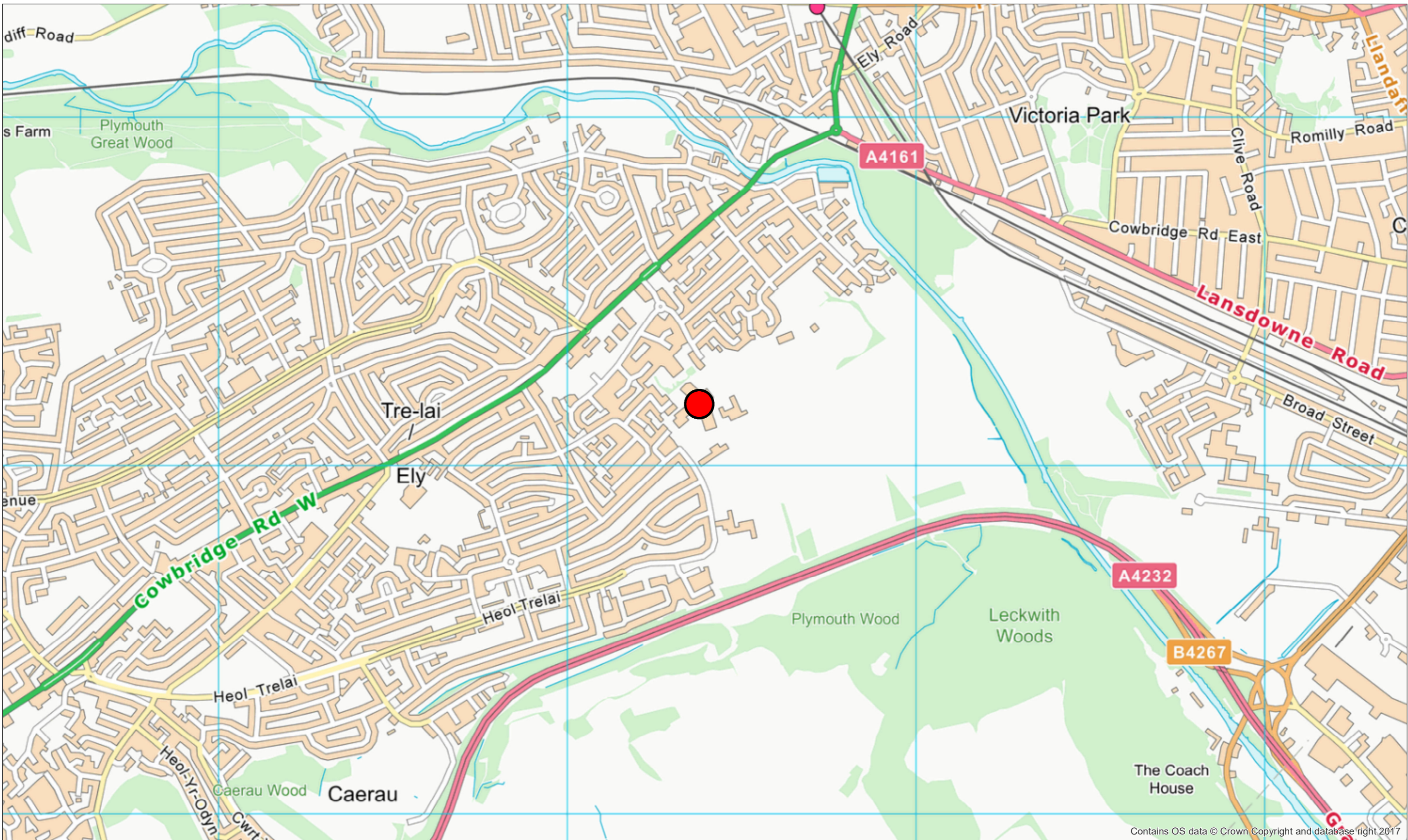
The site location is described as well as an assessment of the existing site conditions and Vincent Road. The planning history of the site is also summarised.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. One collision was reported on Vincent Road that was slight in nature and four serious collisions have been reported in the vicinity of the site. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed extension to Tŷ Gwyn Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan

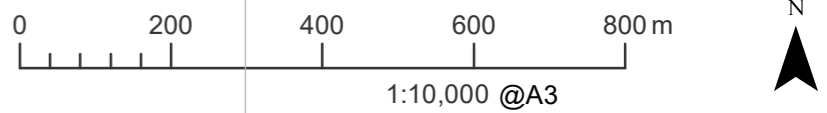


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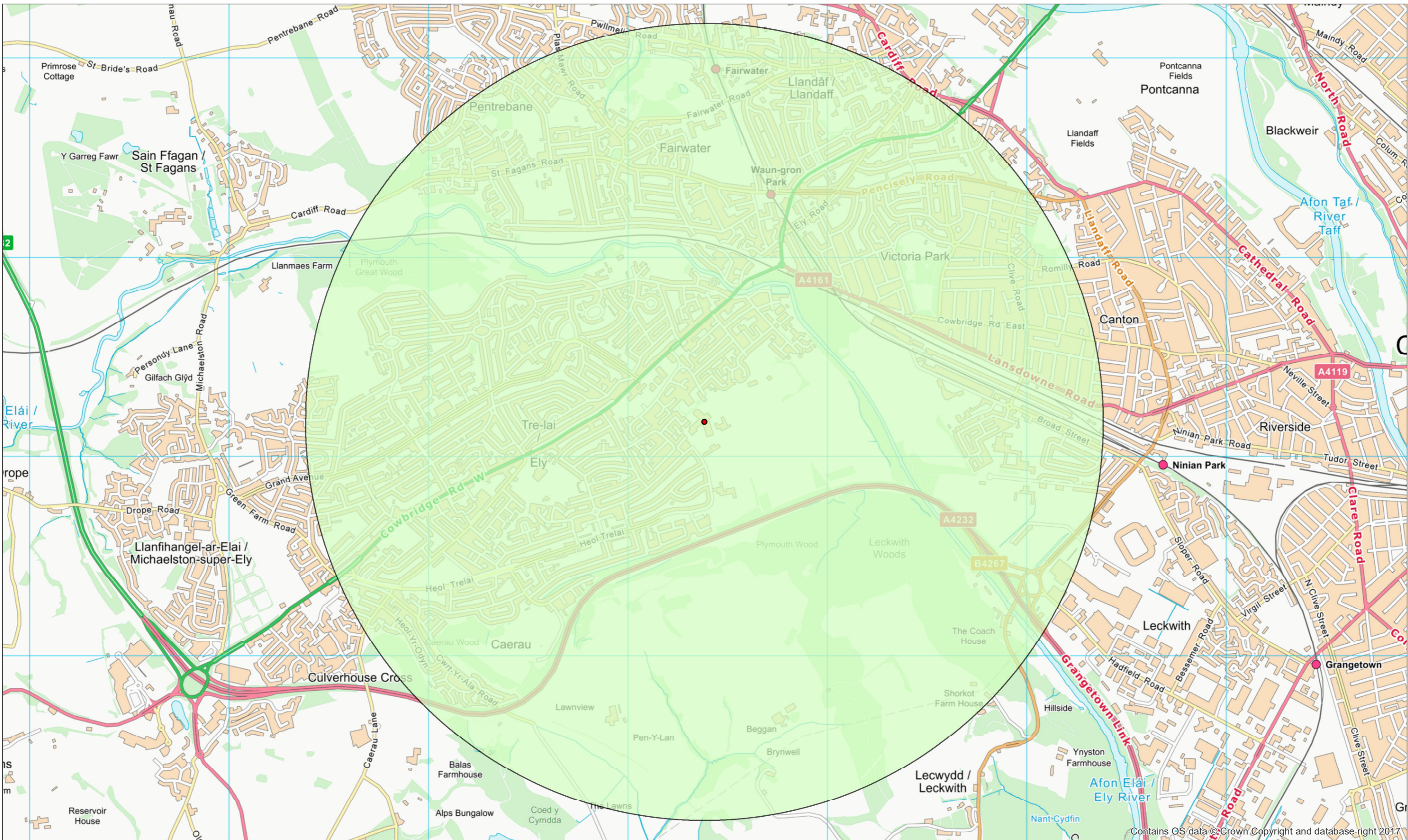
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Appendix B – Walking Isochrone



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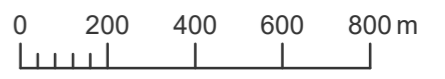
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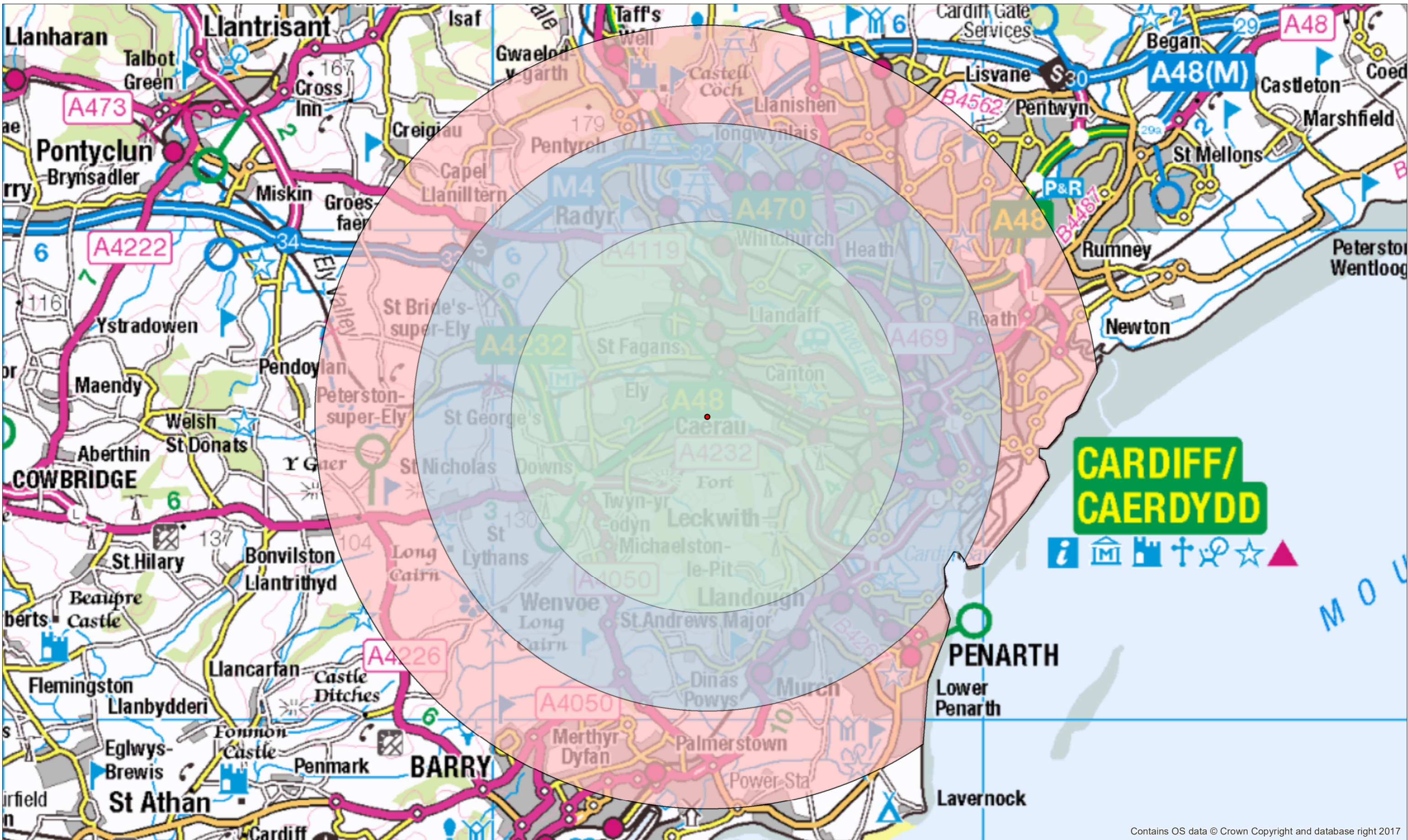
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Appendix C – Cycling Isochrones



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Cycling Isochrones

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- 4km Cycling Isochrone
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Ysgol Glan Morfa

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the refurbishment of Ysgol Glan Morfa to increase the capacity of The Hollies Special School from 90 pupils to 138. The age range of the school will also be extended from 4-11 to 4-14. The operation of The Hollies Special School will be split over the existing Hollies Special School Site and the refurbished Ysgol Glan Morfa. The existing operations of Ysgol Glan Morfa is due to transfer to a new build in August 2018.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the proposed changes on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the proposed changes, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The existing Ysgol Glan Morfa site is located south of Hinton Street in the Splott area of Cardiff, approximately 2km east of Cardiff City Centre. The site is bordered by Hinton Street to the north, the ‘Old Library’ to the west, Moorland Street to the east and Moorland Primary School to the south. The surrounding roads and other streets are residential in nature with a large recreational area provided to the west of the site by ‘Moorland Park’. The location of Ysgol Glan Morfa is shown in Figure 1 and is also provided in **Appendix A**.

The existing site of The Hollies Special School is approximately 5km north of Ysgol Glan Morfa.

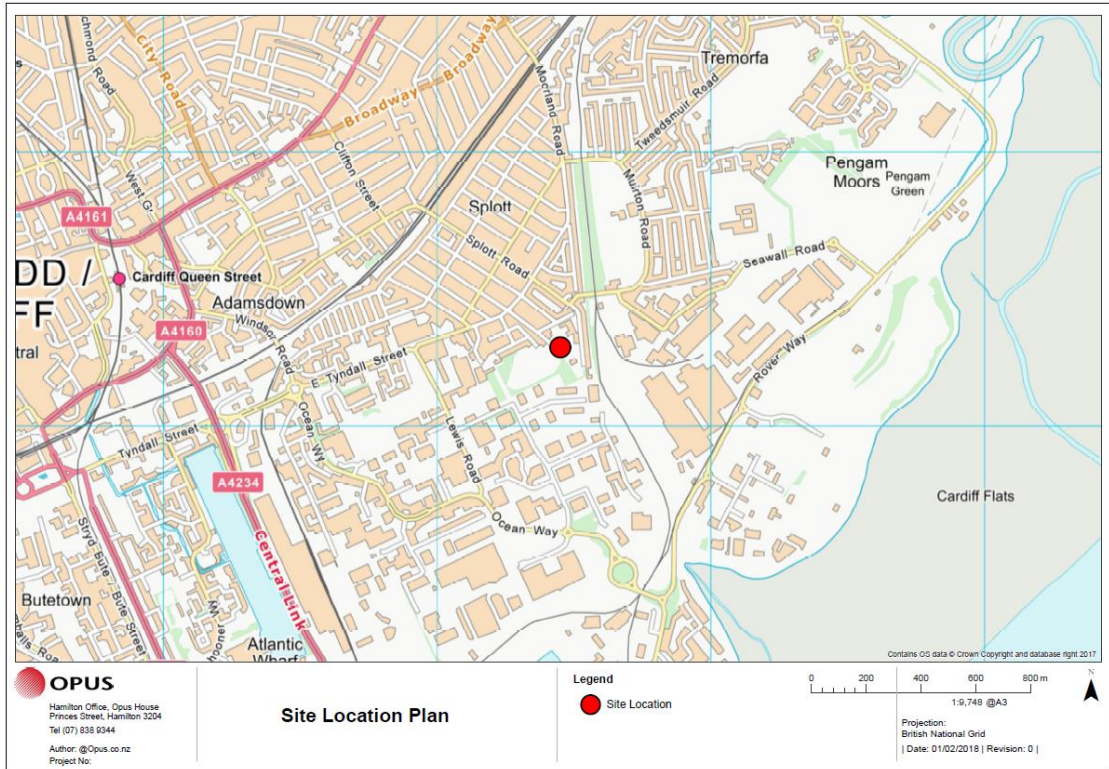


Figure 1 – Site Location Plan

3.2. Existing Site

Ysgol Glan Morfa is a single school building with pedestrian access from Hinton Street to the north. Separate access points are provided to the site, one access provides access directly to the school reception with the other located to the west providing access to the school playground. As of September 2017, the school had 230 children enrolled including 32 part-time nursery pupils. A total of 31 members of staff are employed at the school including support staff and caretakers.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 - Planning History

Application Reference	Proposal	Decision	Date
09/00613/E	Single Storey Extension	Granted	April 2009
10/011296/DCI	Flat to Pitch roof conversion	Granted	July 2010

The existing Hollies Special School site is located off Bryn Heulog in the Perntwyn Cardiff. Parking is provided on site. The school currently has 90 pupils aged 3-11.

3.3. Local Highway Network

3.3.1. *Hinton Street*

Hinton Street is a local access road subject to a 30mph speed limit. Hinton Street is a no through road with no access provided to Moorland Road to the east, bollards are in place to prevent vehicles driving over the footway to access Moorlands Road. Hinton Street forms a junction with Singleton Road to the west. Hinton Street has an approximate width of 7.5m and has no parking restrictions with the exception of a keep clear section marked outside the school and double yellow lines at the Hinton Street / Moorland Street and Hinton Street / Singleton Road junctions. The keep clear marking outside of the school prevent stopping between the hours of 08:00 and 16:30. A disabled / ambulance bay is provided opposite to the pedestrian access to Ysgol Glan Morfa reception.

Footways are provided on both sides of the carriageway and have a width of approximately 2m in most locations. The footways are of a good condition and lighting is provided for the extent of the street. Pedestrian access through to Moorland Street is available from the east end of the street.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2km (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

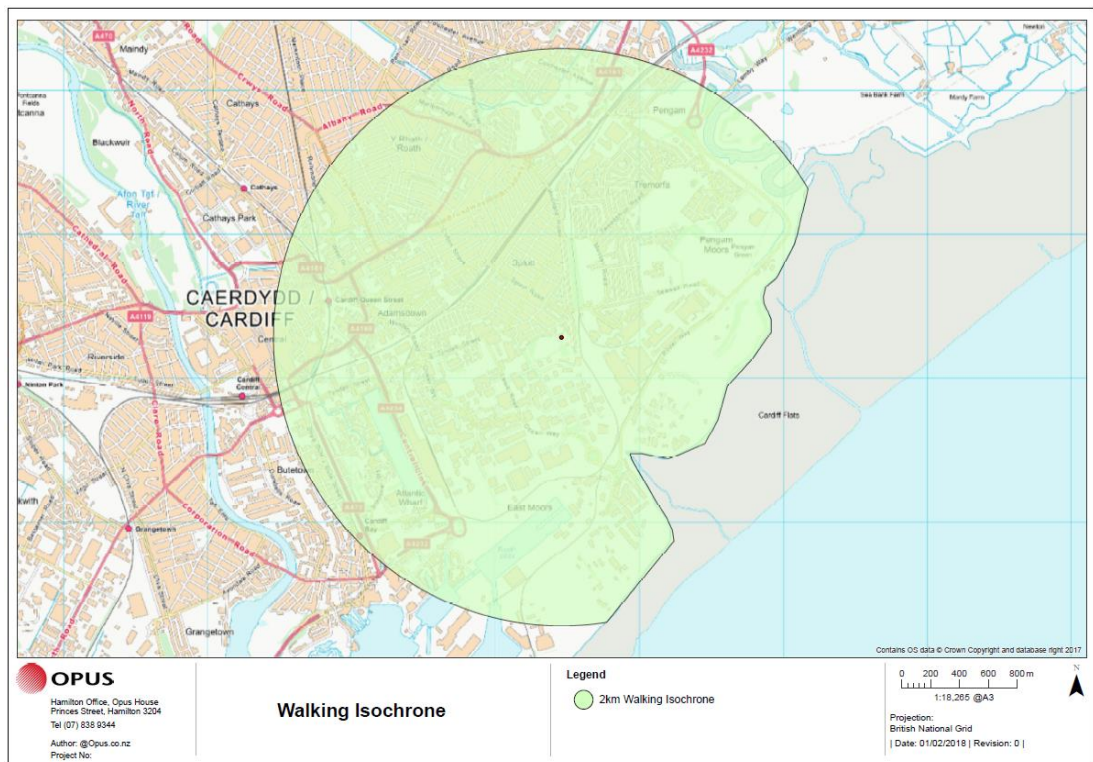


Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of nearby residential areas such as Splott, Tremorfa and Plasnewydd. Ysgol Glan Morfa is also within walking distance of Cardiff City Centre and the associated services and amenities. Cardiff Central Railway Station and Bus Station are slightly beyond comfortable walking distance of the site however the school is within walking distance of Cardiff Queen Street Railway Station.

Good quality footways are provided in the vicinity of the site with a dedicated pedestrian route provided through to Moorland Road. Footpaths are also provided through Moorland Park to the south west of the site. The surrounding area is also of a generally level gradient which along with the pedestrian infrastructure results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site. This revealed that there are no PROW in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

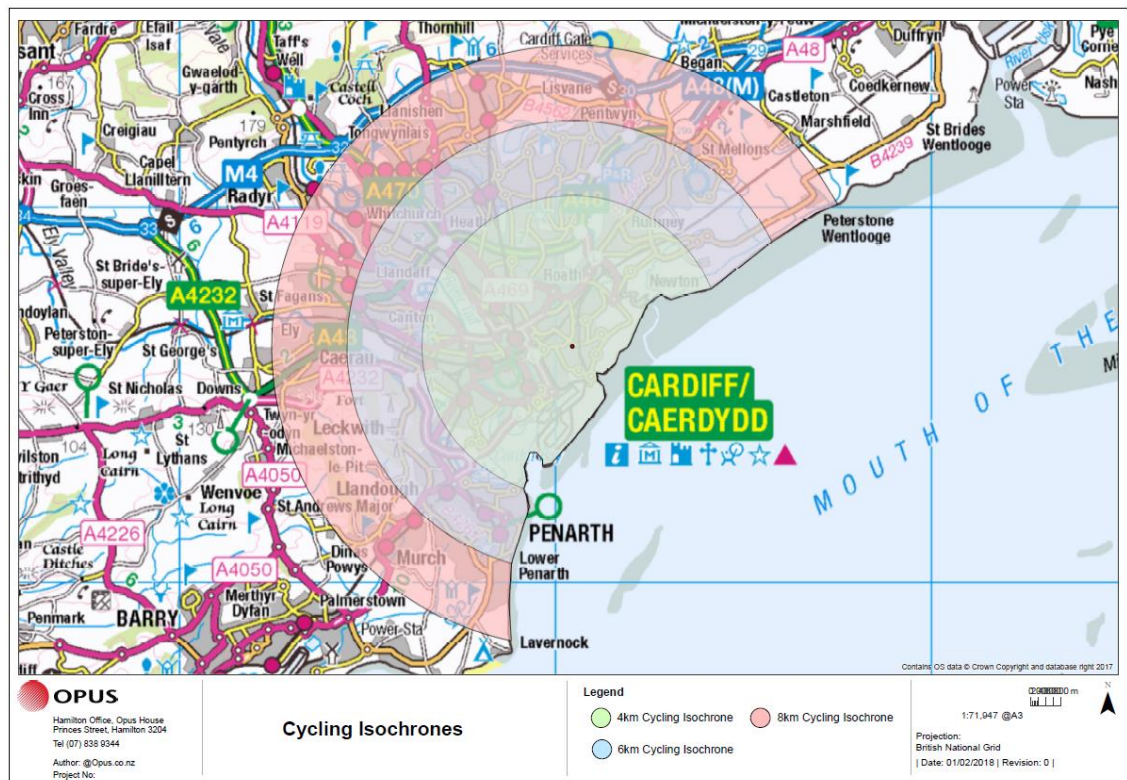


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, this included residential areas of Cardiff on the outskirts of the city such as Pontprennau and Llanrumney. The existing Hollies Special School site is also within walking distance of the proposed second site at Ysgol Glan Morfa.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

The nearest National Cycle Route to the site is Route 8 approximately 2.5km to the west. The fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. **Public Transport – Bus Services**

The nearest bus stops to the site are located to the north of the site on Splott Road and South Park Road. The northbound stop is situated on Splott Road a 170m (1-minute) walk and consists of flagpole and timetable information and easy access kerbing. The stop on South Park Road provides east bound services and is a 150m (2-minute) walk from the site. The stop

consists of a flagpole, timetable information and easy access kerbing. Additional stops are available along Splott Road and Habershon Street to the north.

Table 2 provides a summary of the services that can be access from stops in the vicinity of the site.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
1 Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
2 Anti-Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
612	Cardiff Bus	Virgil Street	St Teilo's High School	Commences 07:39 from Virgil Street. Commences 15:05 from St Teilo's High School
613	Cardiff Bus	Adamsdown Square	St Teilo's High School	Commences 08:00 from Adamsdown Square Commences 15:05 from St Teilo's High School
61	Cardiff Bus	Pengham Green Tesco	Fors Avenue, Pentrebane	Approximately every 10 minutes. More regular buses are provided at peak times.
805	NAT Group	Sanquhar Street	St Illtyds School	Commences at 07:35 from Sanquhar Street Commences at 14:55 from St Illtyds School

Table 2 shows that there are a variety of bus routes provided throughout Cardiff, accessible from stops in the vicinity of the site. Services are provided throughout the day with additional services available during peak times.

Services are provided to Cardiff City Centre in the vicinity of the existing Hollies Special School site. This would ensure that the proposed second site at Ysgol Glan Morfa is easily accessible for students and staff who may live in the vicinity of the existing Hollies Special School.

4.1.4. Public Transport – Rail Services

Cardiff Queen Street Railway Station is located to the west of the site. The station is an approximate 2km (28-minute) walk from the site or a 2.4km (9-minute) cycle from Ysgol Glan Morfa. The station includes facilities such as a shop, café, toilets, waiting rooms as well as cycle parking. The station is managed by Arriva Trains Wales and provides regular services to local destinations such as Barry Island, Penarth and Pontypridd.

Cardiff Central Railway Station is slightly further away from the site at an approximate 32-minute walk or 11-minute cycle. The station is also managed by Arriva Train Wales and provides services to popular destinations such as London and Swansea. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance

or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. *Conclusion*

Based on the above, it is evident that the public transport provision in the vicinity of the site is of a good standard and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located on Splott Road, South Park Road and Habershon Street within comfortable walking distance. Cardiff Queen Street Station is also within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.1.6. *Collision Data*

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site. The only collision along Hinton Street is at the Hinton Street / Singleton Road junction. The collision was slight in severity and involved one vehicle resulting in one collision. Four collisions occurred on Splott Road in the vicinity of the Splott Road / South Park Road Junction. Three of these collisions were slight in severity and one serious. The serious collision involved one vehicle and resulted in one casualty.

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network that would be exacerbated by The Hollies Special School establishing a second site at Ysgol Glan Morfa.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Ysgol Glan Morfa and The Hollies Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Ysgol Glan Morfa

To meet the demand for primary and secondary school special school places for learners with Autism Spectrum Conditions, it is proposed to:

- Extend the age range of The Hollies School from 4-11 to 4-14; and,
- Increase the capacity of the school to allow for up to 138 places.

In order to achieve this, it is proposed that an additional site is provided for the school through the refurbishment of Ysgol Glan Morfa which is due to be vacated by the current school in August 2018. The additional 48 pupils are expected to travel by minibus with 4/5 pupils per vehicle, resulting in a worst-case scenario of 12 vehicle trips.

5.2. Impacts on Highway Network

Due to the proposed minimal increase in pupil numbers from 90 to 138, it is considered that the proposals will not have a material impact on the operation of the local highway network. In the context of existing operations at Ysgol Glan Morfa and neighbouring sites, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are two schools located within close proximity, both of which are accessed from Singleton Road / Marion Street. This results in a large concentration of movements within the area around the start and end of the school day.
- Currently, to drop-off at the school gate on Hinton Street would require a u-turn to be performed on a street which has on-street parking along both sides.
- Lack of designated staff parking, staff currently required to park on residential streets in the vicinity of the school.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- New through-road between Hinton Street and Singleton Road close to the existing Moorland Primary School access. This one-way system would allow drop-off / pick-up within the school site and relieve pressure along Hinton Street. The increase in pupil numbers would result in additional minibuses serving the site, the amended internal site layout and access arrangements would help to accommodate this increase.
- Utilise the existing drop-off zone and turning area for Moorland Primary School which is located to the south west of the site on Singleton Road. A secure pedestrian walkway would need to be provided connecting the drop-off point to the school entrance.
- Some staff parking provision could be provided at the north of the site near the school gate.
- Consult Moorland Primary School and stagger the start times for pupils in order to minimise stress on the highway during peak times.

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd. have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed development of a second site for The Hollies High School at the existing Ysgol Glan Morfa site located in Splott, Cardiff.

The proposal is to increase the capacity of the school to allow for up to 138 places through the refurbishment of Ysgol Glan Morfa which is due to be vacated by the current school in August 2018.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

The site location is described as well as an assessment of the existing site conditions and surrounding highway conditions. The planning history of the site is also summarised, only two planning applications have been made on the site, both were for minor works.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of five collisions have occurred, with one on Hinton Street. All of the collisions were slight in severity with the exception of one serious collision. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Ysgol Glan Morfa and The Hollies Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.


Appendix A – Site Location Plan

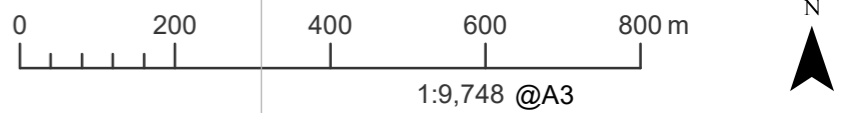


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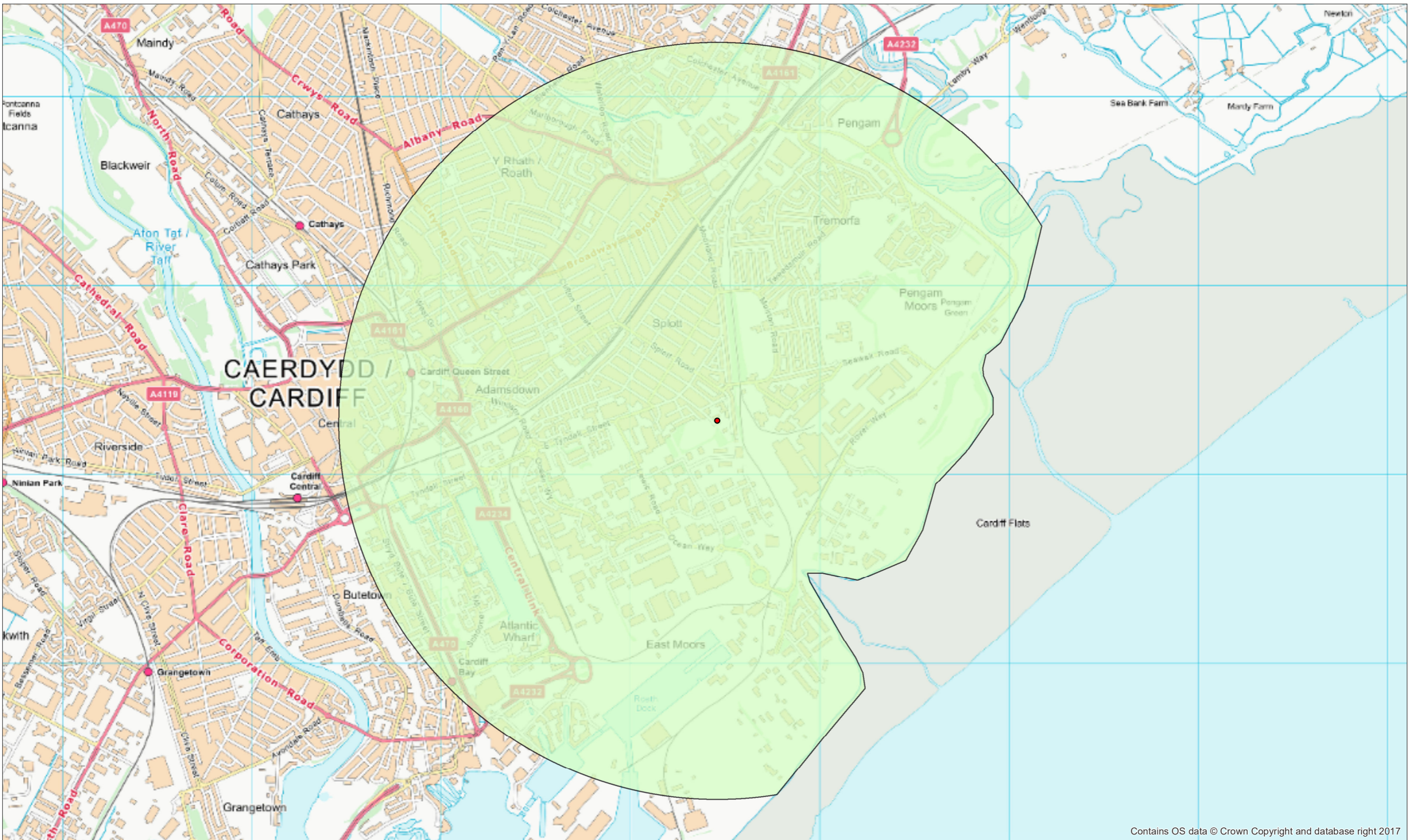
Site Location Plan

Legend
 Site Location



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Appendix B – Walking Isochrone

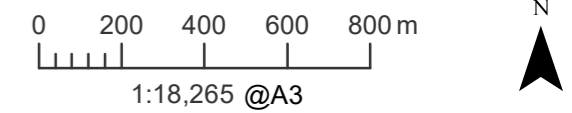


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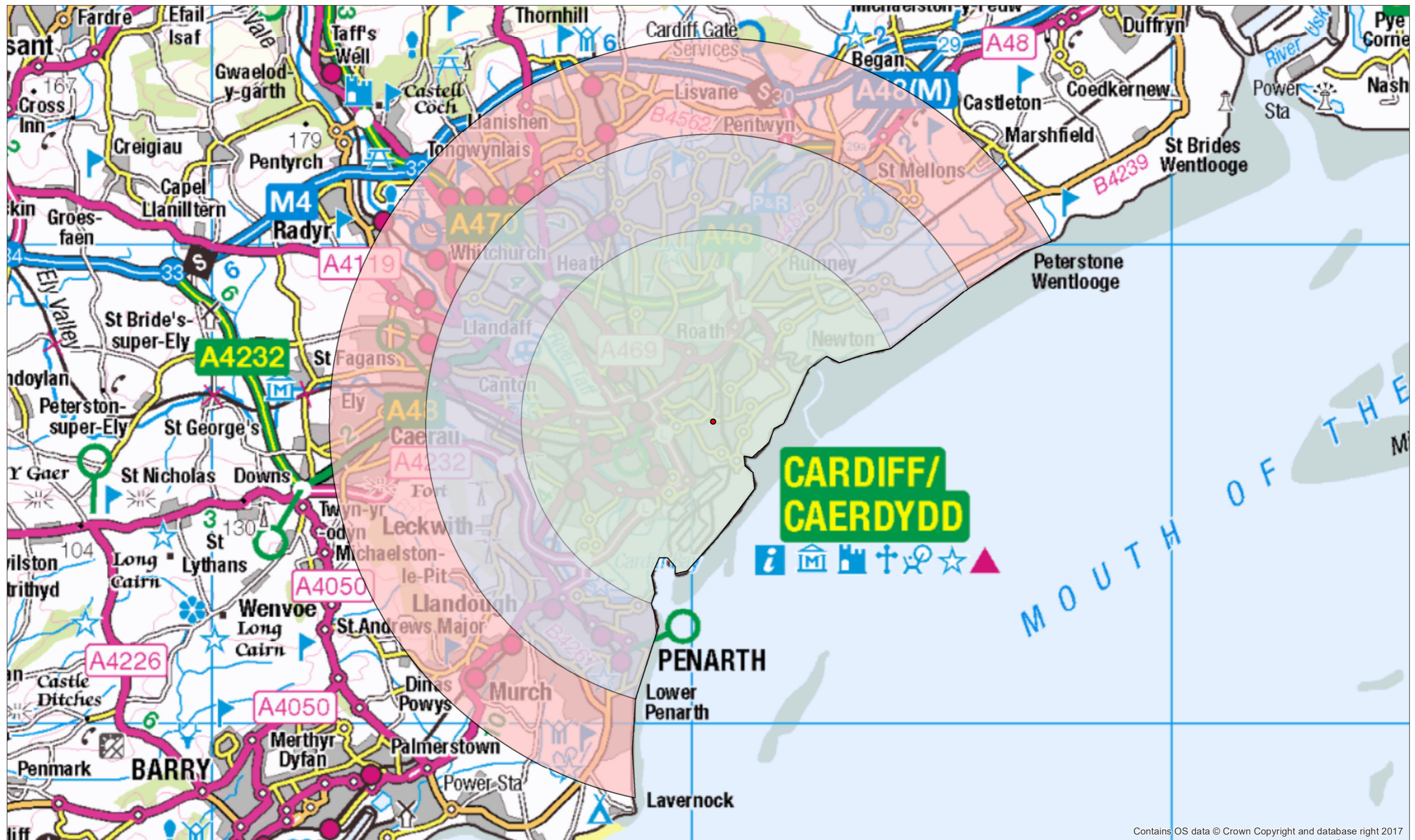
Walking Isochrone

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Appendix C – Cycling Isochrones



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- 8km Cycling Isochrone

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Ysgol Gymraeg Glantaf

Transport Assessment



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Approved for Release by:



Neil Buckman | Principal Transport Planner

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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment for the Specialist Resource Base (SRB) within Ysgol Gymraeg Glantaf, a community high school located in Llandaff, Cardiff. The SRB is attended by pupils with complex learning disabilities and autism spectrum conditions.

There are currently 14 students enrolled at the Ysgol Gymraeg Glantaf SRB. The proposal is to extend the designated number of pupils at the SRB up to 30 places. It is proposed that the accommodation is extended and improved to facilitate the additional pupils.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the proposed changes on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

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- Chapter 2: will summarise the relevant national and local planning policy;
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- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

Ysgol Gymraeg Glantaf is located to the east of Bridge Road, in the Llandaff area of Cardiff. The site has two vehicular access points on Gabalfa Road and one vehicular access point on the A4054 Bridge Road. The streets surrounding the school are of a residential nature. Cardiff City Centre is located approximately 4km south-east of the site and Cardiff Railway Station is approximately 4.3km to the south-east.

The location of the site is shown in Figure 1, which is also contained in **Appendix A**.

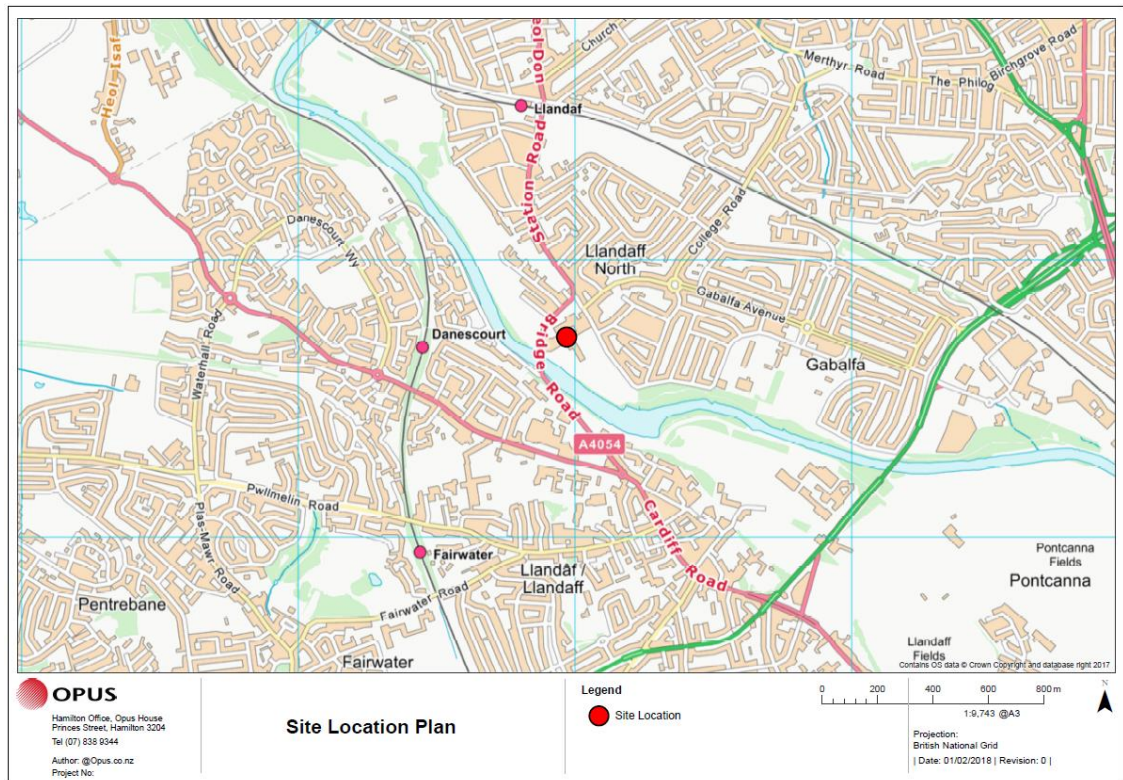


Figure 1 – Site Location Plan

3.2. Existing Site

The existing high school site which the SRB is located within covers an area of approximately an area of approximately 54,255m². The high school is made up of several two-storey school buildings and ancillary buildings, playing fields and a sports court. There are currently 1178 pupils enrolled at the high school. There are 14 pupils enrolled at the SRB.

There are currently three vehicular access points to the site. The south-west arm of the Gabalfa Road / Gabalfa Avenue mini-roundabout provides direct access to the school. The access is gated and is used for access to staff parking only. Approximately 74 metres south-east of the mini-roundabout, a simple priority junction on the west side of the highway also provides access to the school. This access is used for reception, visitors and deliveries. Vehicular access to the site is also available from the A4054 Bridge Road. The access point is gated and provides access into the car parking area on the north side of the school.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 - Planning History

Application Reference	Proposal	Decision	Date
97/00130/W	New science block – two storey extension	Granted	09/05/1997
97/01426/W	New two storey classroom block/extension providing performing arts accommodation	Granted	03/10/1997
98/01684/W	Two storey science block, additional parking	Granted	15/01/1999
01/02004/W	Extensions to school 'gymnasium 1' to provide additional changing room accommodation, a school mini bus garage and equipment store	Granted	15/11/2001
09/01221/W	Construction of new sports hall	Granted	27/11/2009
09/01932/W	Construction of extension block providing improved facilities for sixth form, classrooms and dining	Granted	08/03/2010
10/00459/W	Construction of a new synthetic turf pitched together with associated fencing and floodlights	Granted	10/06/2010

3.3. Local Highway Network

3.3.1. A4054 Bridge Road

The A4054 Bridge Road runs along the western boundary of the site from north to south. It is a single highway road with an approximate width of 7.5m. A vehicular access to the site is available from the A4054 Bridge Road, which is gated and has signage stating, 'no access to site traffic'. The access connects to the car park on the north side of Ysgol Gymraeg Glantaf.

To the immediate north-east of the school, the A4054 Bridge Road forms a mini-roundabout with Station Road and Gabalfa Road. Approximately 85 metres south-east of the mini-roundabout, a lay-by is provided on the southbound side of the highway. The lay-by is approximately 76 metres long and is not subject to any parking or waiting restrictions. There are no parking restrictions along the A4054 Bridge Road.

Footways are provided on both sides of the A4054 Bridge Road with an approximate width of 2m. Approximately 18 metres south-west of the A4054 Bridge Road / Station Road / Gabalfa Road mini-roundabout, a zebra crossing is provided on the A4054 Bridge Road. Street lighting is provided along both sides of the highway, with dropped kerbs and tactile paving provided at crossing points, the tactile paving is in need of upgrading in places. The highway surface is generally in a good condition.

3.3.2. Gabalfa Road

Gabalfa Road runs along the north-east boundary of the site for approximately 398 metres. There are two vehicular access points to the site from Gabalfa Road. The school can be

accessed from the Gabalfa Road / Gabalfa Avenue mini-roundabout and from a simple priority junction that is 74 metres south along Gabalfa Road.

Gabalfa Road is a single highway road with an approximate width of 7 metres, however vehicles were observed to park along both sides of the highway which significantly reduces the available width. There are no parking restrictions along Gabalfa Road. 'Keep clear' markings are provided along the southernmost vehicular access to the school.

Footways are provided on both sides of the highway with an approximate width of 2 metres. Approximately 50 metres south-east of the southernmost vehicular access to the school on Gabalfa Road, a pedestrian access point is provided. The access is gated and provides access to the playground at the school. Street lighting is provided on both sides of the highway. The highway surface is generally in a good condition.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

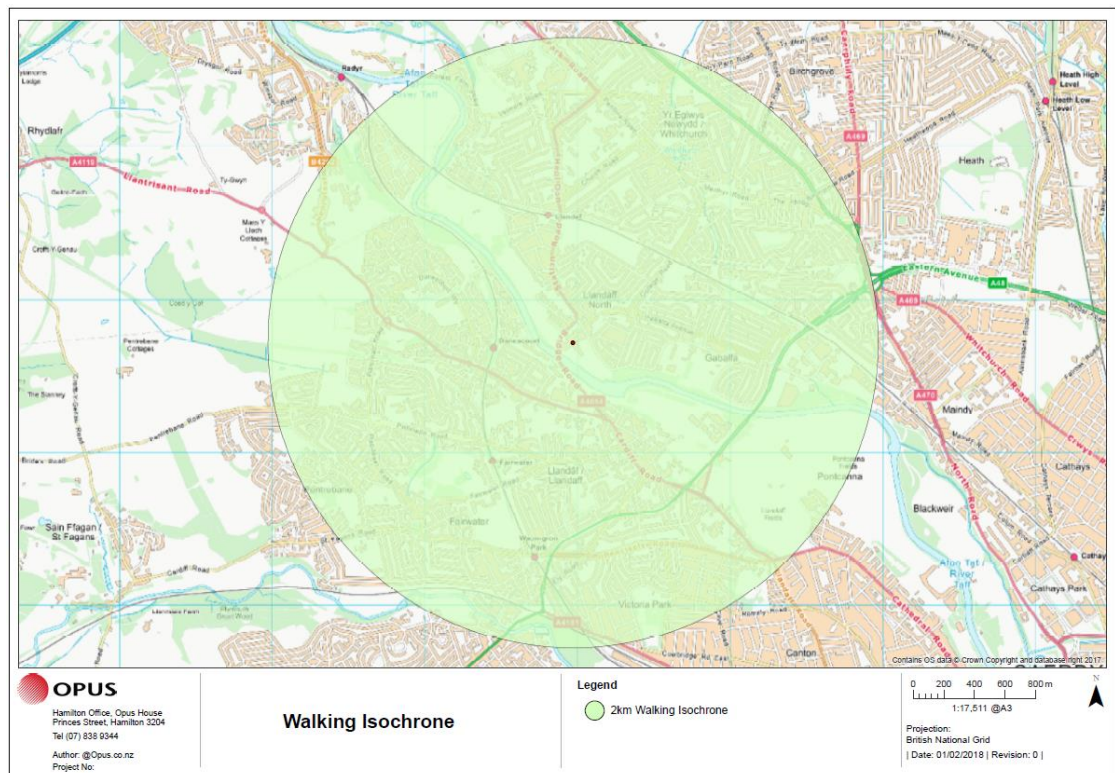


Figure 2 – Walking Isochrone

The isochrones show that the site is within walking distance of several nearby residential areas, including Llandaff, Llandaff North and Gabalfa. The A4054 Station Road to the north-west of the site offers access to local services and facilities, including a supermarket and petrol station. Cardiff Central Railway Station is located just beyond the realistic walking distance; however, Llandaff Railway Station is within the 2km distance.

Footways are provided along both sides of the highway in the vicinity of the site as well as pedestrian crossing facilities. A zebra crossing is provided near the site on the A4054 Bridge Road. The gradient is generally level in the area surrounding the site, which results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROW in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

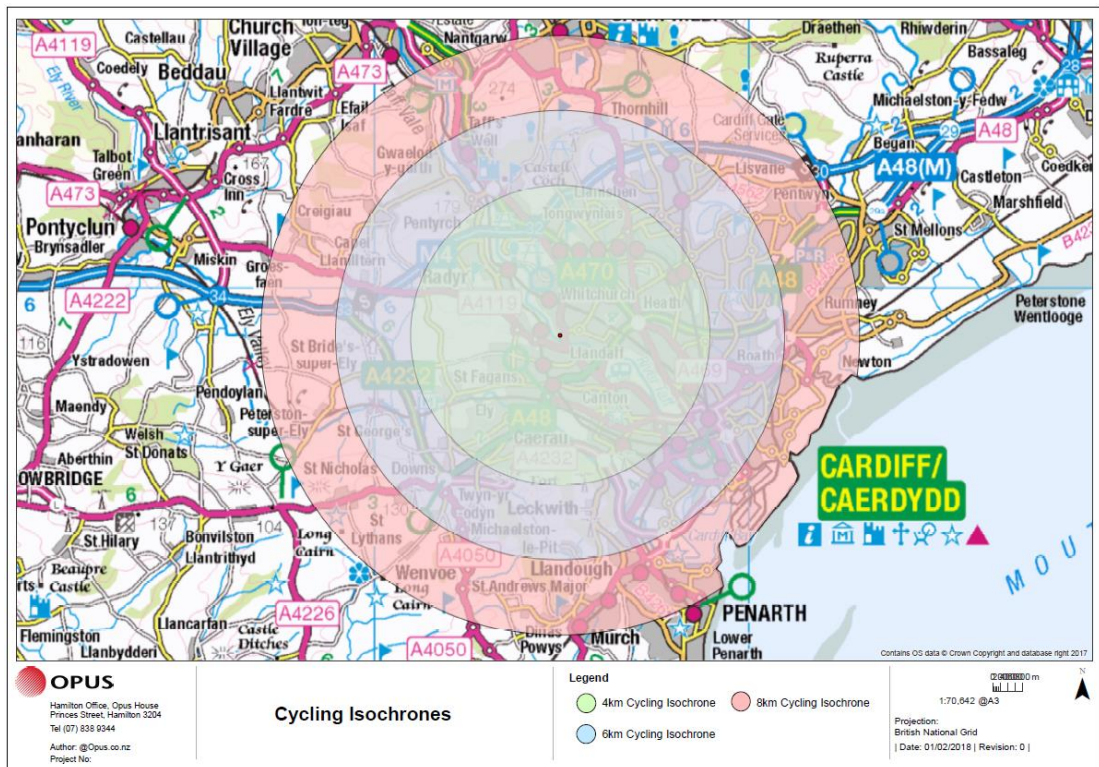


Figure 3 – Cycling Isochrones

The isochrones show that the majority of the city is accessible via bicycle, including commuter settlements on the outskirts of Cardiff such as Llandough to the south-east/

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 can be accessed from approximately 300 metres south-east of the site along Gabalfa Road. Route 8 runs in an east – west direction along the banks of the River Taff. The route is predominantly traffic free in the vicinity of the site and can be used to reach Cardiff city centre. The route is also known as ‘Lôn Las Cymru’ and is fully signed between Cardiff and Holyhead.

4.1.3. Public Transport – Bus Services

The closest bus stops to the site area located on the A4054 Bridge Road, approximately 240 metres north-west of the site. The north-eastbound bus stop comprises of easy access kerbing, a flagpole and timetable information. Buses pull into the lay-by for the south-westbound bus stop, which is located directly opposite. This bus stop does not have a flag pole or timetable.

Table 2 provides a summary of the bus services that are available from these stops.

Table 2 - Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
25 (north-eastbound only)	Cardiff Bus	Cardiff City Centre	Whitchurch	Every 20 minutes
24 (south-westbound only)	Cardiff Bus	Cardiff City Centre	Llandaff	Every 20 minutes
64	Cardiff Bus	Cardiff City Centre	Llanrumney	Every 2 hours
65	Cardiff Bus	Llanrumney	Cardiff City Centre	Every 2 hours
615	Cardiff Bus	Roath	Ysgol Glantaf	One service daily in each direction
806	New Adventure Travel	Llanishen	Ysgol Glantaf	One service daily in each direction
813	New Adventure Travel	Lisvane	Ysgol Glantaf	One service daily in each direction
823	New Adventure Travel	Newport Road	Ysgol Glantaf	One service daily in each direction

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city. A number of school bus services are also provided.

4.1.4. Public Transport – Rail Services

Cardiff Central Station is located approximately 5km to the south-east of the site. This equates to a 60-minute walk or 18-minute cycle via National Cycle Route 8. The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Llandaff Railway Station is located within closer proximity of Ysgol Gymraeg Glantaf than Cardiff Central Railway Station. The station is located approximately 850m to the north of the school, which equates to an 11-minute walk. The Station is managed by Arriva Trains Wales and has a limited range of facilities, however ticket machines and step free access are available. Five services per hour to Cardiff Queen Street Railway Station and Radyr Railway Station are available from Llandaff Railway Station.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that a good range of public transport services are available in the vicinity of Ysgol Gymraeg Glantaf. These services can be used to reach Cardiff and beyond. The site is within walking distance of the bus stops on the A4054 Bridge Road and Llandaff Railway Station. While there are no PROW within the vicinity of the site, it is within close proximity of National Cycle Network Route 8.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of five collisions have occurred, one of which was serious in severity. The other four collisions were slight in severity.

Table 3 summarises the collisions that have occurred in the vicinity of the site in the latest five-year period.

Date	Location	Severity	Number of Vehicles	Number of Casualties
16/04/2016	A4054 Bridge Road / Radyr Court Road junction	Slight	3	1
28/11/2013	Gabalfa Road / Gabalfa Avenue roundabout	Slight	2	1
04/04/2017	Gabalfa Road / Gabalfa Avenue roundabout	Slight	2	1
13/01/2016	Station Road	Slight	1	1
03/08/2013	Station Road	Serious	1	1

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to the SRB at Ysgol Gymraeg Glantaf, as well as its impact on the highway network.

5.1. Proposed Changes to Ysgol Gymraeg Glantaf

To meet the demand for secondary SRB places for complex learning disabilities and autism spectrum conditions in the Welsh medium sector, it is proposed to extend the designated number at Ysgol Glantaf SRB up to 30 places.

The current SRB accommodation would be extended and improved to facilitate the additional pupil numbers. The increase in pupil numbers could, in a worst-case scenario, result in an increase of 16 additional trips assuming that all pupils are travelling individually by private vehicle.

In the context of the school as a whole, an increase of 16 pupils is considered minimal and it is expected that the existing internal site layout and access arrangements, including extensive staff parking to the north and a pick-up / drop-off area on Gabalfa Road will comfortably accommodate this minor increase.

5.2. Impact on the Highway Network

There are currently 14 pupils enrolled at the SRB. The proposals would extend the designated number at the SRB to 30, which is an increase of 16 pupils. Due to the small increase in pupil numbers, the proposals are not expected to have a material impact on the operation of the surrounding highway network. Any additional trips generated by the increase in pupil numbers could be accommodated on the roads surrounding the site. In the context of existing operations at Ysgol Gymraeg Glantaf, the increase in vehicle movements is expected to have a negligible impact.

5.3. Recommendations

This section aims to provide high-level recommendations that promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the SRB within Ysgol Gymraeg Glantaf, a community high school located in Llandaff, Cardiff.

The proposal is to increase the designated number at the SRB to 30 places. Given that 14 pupils are currently enrolled, this would result in a maximum increase of 16 pupils. This is not expected to have an impact on the operation of the surrounding highway network.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

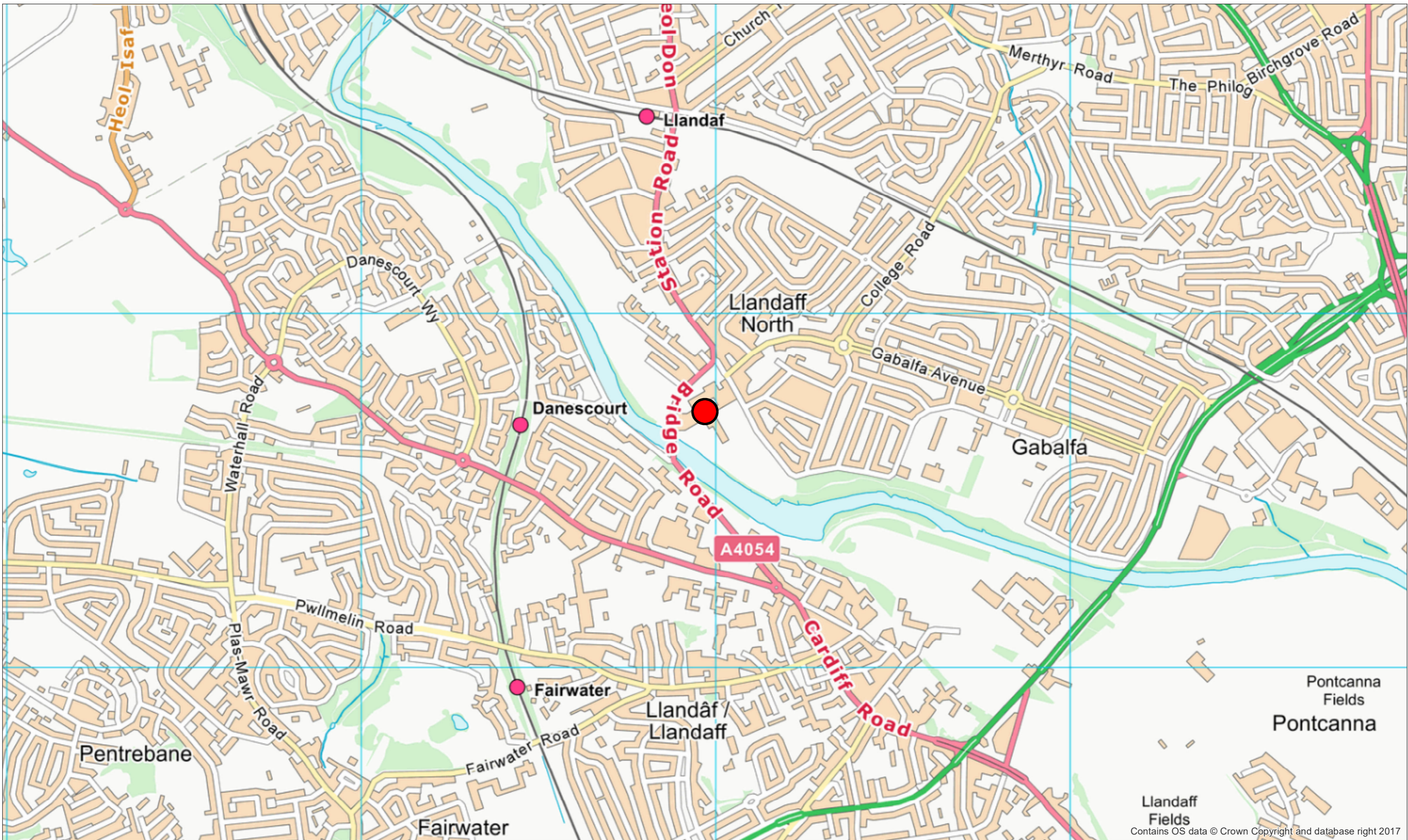
The site location has been described as well as an assessment of the existing conditions on the A4054 Bridge Road and Gabalfa Road. The planning history of the site has also been summarised. A number of planning applications have been submitted for the school over the past 30 years, notably the construction of a new science block and changes to the car parking provision.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of five collisions have occurred within the latest five-year period, four of which were slight in severity and one of which was serious in severity. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Ysgol Gymraeg Glantaf will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan

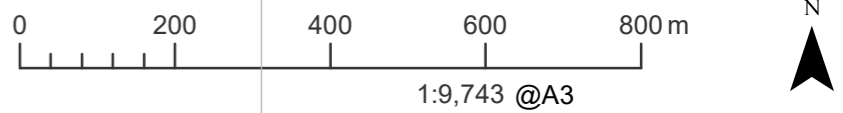


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 Author: @Opus.co.nz
 Project No:

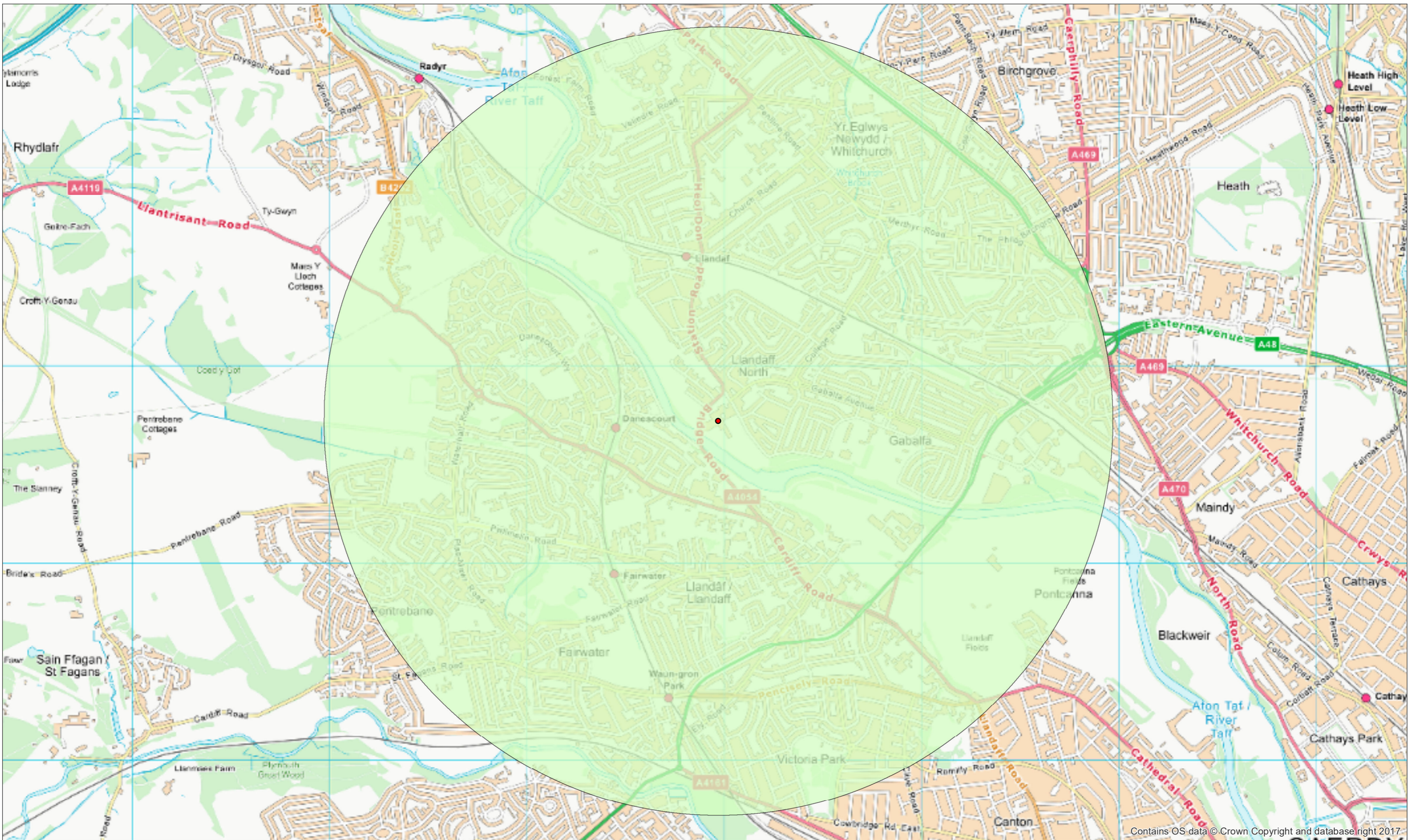
Site Location Plan

Legend
 Site Location



Projection:
 British National Grid
 | Date: 01/02/2018 | Revision: 0 |

Appendix B – Walking Isochrone



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Walking Isochrone

Legend

 2km Walking Isochrone

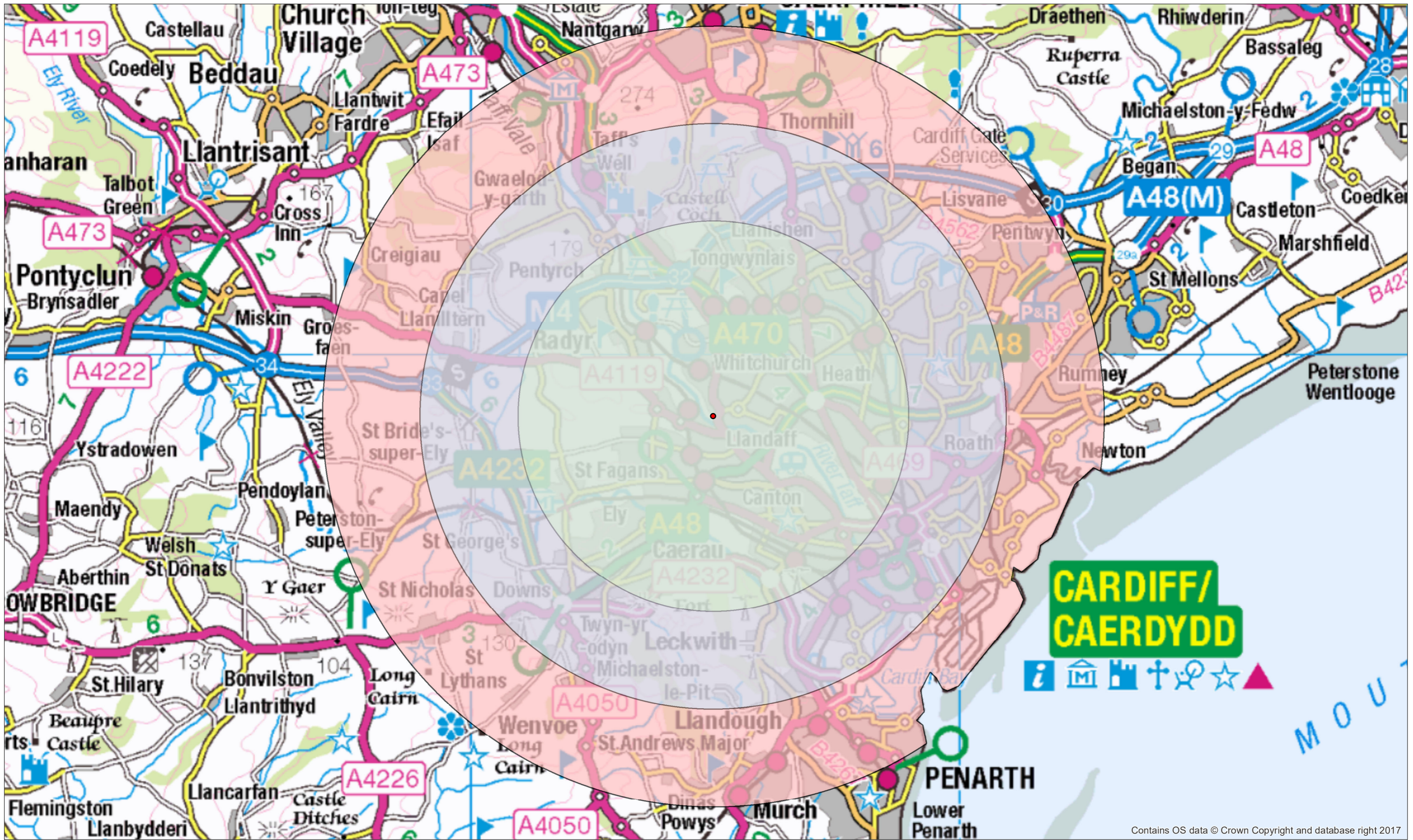
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Projection:
British National Grid
| Date: 01/02/2018 | Revision: 0 |

Appendix C – Cycling Isochrones



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Cycling Isochrones

- Legend**
- 4km Cycling Isochrone
 - 6km Cycling Isochrone
 - 8km Cycling Isochrone

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 Projection:
 British National Grid
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Ysgol Gymraeg Pwll Coch

Transport Assessment



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Prepared by:



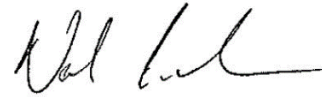
Elis Phillips | Assistant Transport Planner

Reviewed by:



Neil Buckman | Principal Transport Planner

Approved for Release by:



Neil Buckman | Principal Transport Planner

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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd. have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Ysgol Gymraeg Pwll Coch a community primary school located in the Canton area of Cardiff. The school currently has 430 pupils enrolled aged 4-11. There is no existing specialist provision at the school.

The proposal is to open a Specialist Resource Base at (SRB) at Ysgol Gymraeg Pwll Coch initially providing up to 10 places to pupils with complex learning disabilities and autism spectrum conditions. The SRB would have the scope to provide up to 20 places in the future.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

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The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The site is located south of Lawrenny Avenue, towards the south of the Canton Area of Cardiff, approximately 2.3km west of Cardiff City Centre. The site is situated north of the Cardiff Internationals Sports Campus and the A432 and west of Cardiff City Football Stadium and the associated amenities. West of the site is a Goals Football Centre and Sanatorium Park. Residential developments and Fitzalan High School are north of the site.

The location of the site is shown in Figure 1, which is also contained in **Appendix A**.

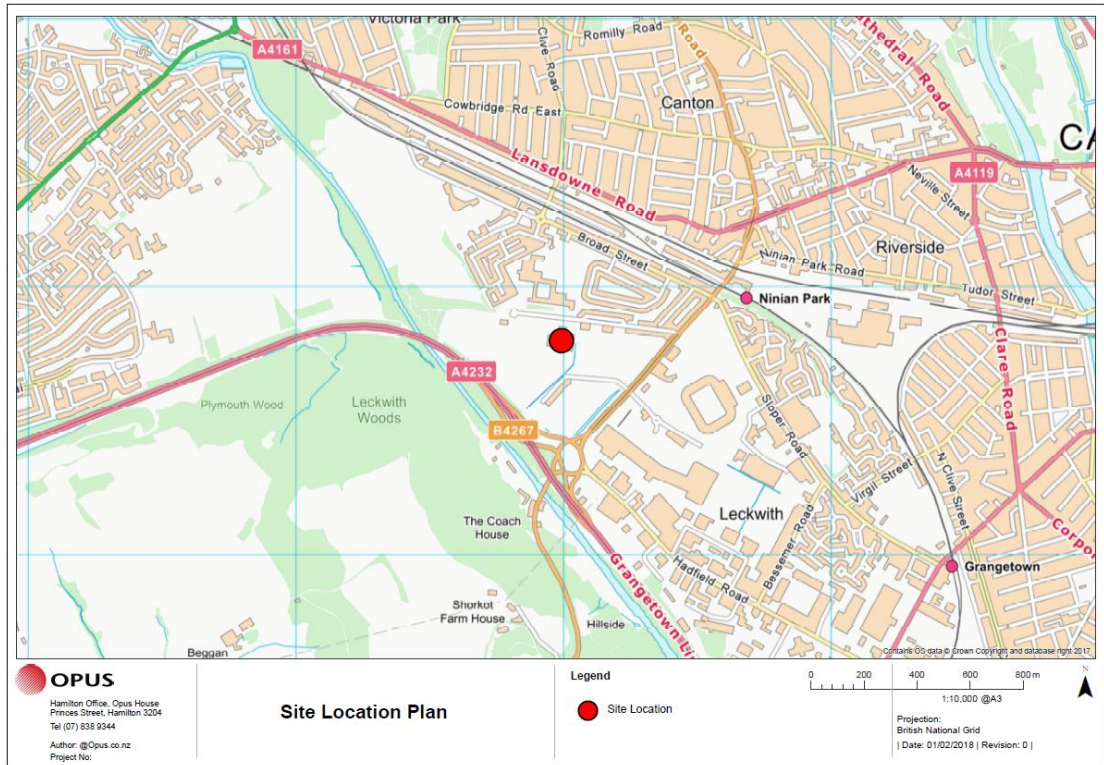


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school is accessed from Lawrenny Avenue, a designated pedestrian access point is located at the northwest of the site, this access point is also conveniently located opposite a bus stop. A second vehicular access point is located to the northeast of the site which provides access to the staff car park. Footways are also provided at this crossing point and pedestrian crossing points are provided in the staff car park to ensure the safe movement of pedestrians.

The main school building is located at the centre and southeast of the site with the playground located to the south. Additional outbuildings are situated at the southwest of the site.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
03/01414/R	Provision of a demountable classroom	Granted	June 2003
98/00840/R	New Single Storey School	Granted	July 1998
03/02957/R	De-mountable classroom	Granted	December 2003
04/00688/R	Single Storey Extension to east of school	Granted	March 2005
05/00033/W	Provision of single demountable classroom for short term hire	Granted	May 2005
11/00724/DCO	Installation of 2 double demountable classroom units	Granted	April 2011

3.3. Local Highway Network

3.3.1. Lawrenny Avenue

Lawrenny Avenue borders the north of site with no through road to the west and junction with Leckwith Road B4267 to the east. The road is subject to 20mph and there are many measures in place to increase pedestrian safety. Signage provided approximately 110m east of the site to warn motorists that they are entering a school safety zone, a speed hump and road narrowing feature is also provided at this point. Speed humps are provided at intervals within the school safety zone. A zebra crossing is also provided in the school safety zone approximately 10m west of the vehicular access point to the school. A 115m long stretch of the eastbound lane of the highway is occupied by a bus stop. A layby for bus stops is also provided on the south side of the highway. A roundabout is provided to the west of Lawrenny Avenue which acts as a turning point for buses and other vehicles dropping off and picking up pupils. There are two separate areas where cycle lanes are provided, the cycle lanes are provided for a length of approximately 40m in both locations.

The pedestrian infrastructure in the vicinity of the site is of good quality. Footways of approximately 2m are provided on both sides of the highway and are set back from the highway by grass verges. As previously mentioned a zebra crossing is provided to the north of the site, this crossing comprises a raised table and tactile paving. Street lighting is provided along the entirety of Lawrenny Avenue and the gradient is level.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2km. Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

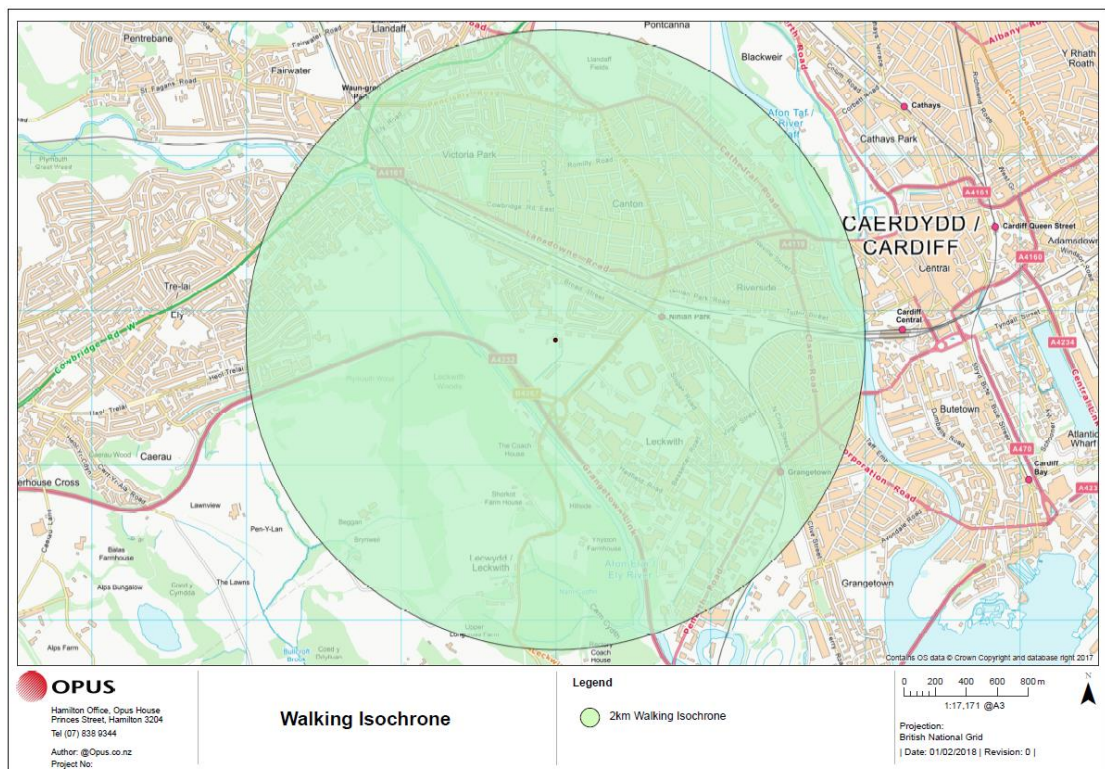


Figure 2 – Walking Isochrone

The isochrones shows that Ysgol Gymraeg Pwll Coch is within walking distance of several residential areas of Cardiff such as Saltmead, Taffs Mead and Riverside. Cardiff City Football Stadium and the surrounding amenities and services such as Asda superstore, Costco and Lidl are all within comfortable walking distance of the site. Cardiff Central Railway Station is slightly beyond comfortable walking distance of Ysgol Gymraeg Pwll Coch; however, Ninian Park Railway Station is located just 600m north east of the site.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities, this along with factors such as the generally level gradient results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROW in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

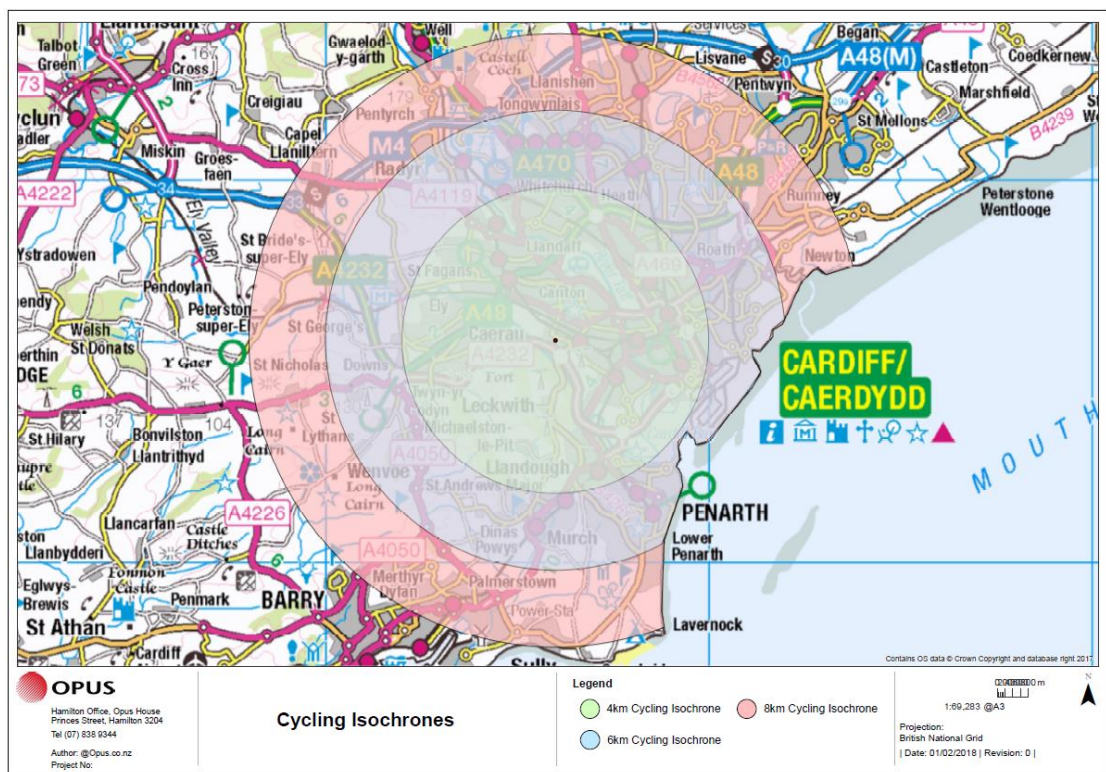


Figure 3 – Cycling Isochrones

The isochrones shows that the entire city is accessible via bicycle, as well as other settlements such as Penarth, Dinas Powys and the outskirts of Barry.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling. Cycle lanes are also provided in some locations of Lawrenny Avenue.

National Cycle Network Route 8 is located approximately 2km east of the site. The fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. **Public Transport – Bus Services**

Bus stops are provided outside of the school which are utilised by the 627 school bus for Ysgol Gymraeg Pwll Coch. The public bus stops are provided approximately 550m (7-minute) walk from the school. Both the northbound and southbound stops comprise of a shelter, seating, timetable information and easy access kerbing. Additional bus stops are provided on Broad Street north of the site and Sloper Road to the east. A summary of the services available from

the stops in the vicinity of the site is provided in Table 2. Other services shown in Table 2 do utilise the bus stops on Lawrenny Avenue; however, these services are intended primarily for students at Fitzalan High School.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
627	Wheadon's Coaches	Llandaff Road	Ysgol Gymraeg Pwll Coch	Commences from Llandaff Road 08:05 Commences from Ysgol Gymraeg Pwll Coch at 15:25
1 Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
2 Anti-Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
12	Cardiff Bus	Leckwith Retail Park	Mansell Avenue	6 daily services between 08:44 and 14:02
95	Cardiff Bus	Heath Hospital	Barry Island	2 per hour
95a	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	1 per hour
95b	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	1 per hour
95C	Cardiff Bus	City Centre Canal Street	Cardiff City Stadium	2 per hour
X91	Cardiff Bus	Customhouse Street JL	Llantwit major Bus Station	Approximately every 2 hours
4	Cardiff Bus	Wood Street	Bus Depot (SE)	Services every 20 minutes between 05:20 – 07:20 and 18:30 – 21:10

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city throughout the day with additional services provided during peak times.

4.1.4. Public Transport – Rail Services

The closest station to the site is Ninian Park Railway Station a 750m (10 minute) walk from the site. The station has facilities such as cycle parking and ticket machines. Access to the station is available via ramps however, the ramps are steeper than the maximum recommended gradient of 1:20 for wheelchair users. The station is managed by Arriva Trains Wales and provides regular services to local destinations such as Cardiff Central, Coryton and Radyr.

Cardiff Central Railway Station is slightly beyond the maximum recommended walking distance of 2km. The station is a 2.4km (30-minute) walk from Ysgol Gymraeg Pwll Coch or alternatively a 2.4km (9-minute) cycle. The station includes facilities such as a shop, café, toilets, waiting rooms as well as cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. *Conclusion*

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there is a dedicated school bus provided for Ysgol Gymraeg Pwll Coch as well as bus stops available on Leckwith Road, Broad Street and Sloper Road. Ninian Park Railway Station is within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.2. **Collision Data**

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of three collisions have been recorded on Lawrenny Avenue including one at the Lawrenny Avenue / Leckwith Road junction. All three of the recorded collisions are slight in severity. There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Ysgol Gymraeg Pwll Coch, as well as its impact on the highway network.

5.1. Proposed Changes to Ysgol Gymraeg Pwll Coch

To meet the demand for primary SRB places for pupils with complex learning disabilities and autism spectrum conditions in the Welsh medium sector, it is proposed to:

- Open a specialist resource base at Ysgol Pwll Coch, providing up to 10 places initially, but with scope to extend to 20 places in future, as demand grows.

Accommodation for the SRB would be established within current facilities however some refurbishment would be required. The increase in pupil numbers could result, in a worst-case scenario, in 10 additional trips assuming all pupils travel individually by private vehicle.

In the context of existing operations at the school and neighbouring sites, the existing internal site layout and access arrangements will comfortably accommodate the minor increase in pupils and vehicles accessing the site.

5.2. Impacts on the Highway Network

The increase in student numbers proposed as part of the changes to Ysgol Gymraeg Pwll Coch is considered to be negligible when compared to the number already attending the school. It is anticipated that the proposals will not have a material impact on the operation of the surrounding network. In the context of existing operations at Ysgol Gymraeg Pwll Coch and neighbouring sites, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are two schools located within close proximity, both of which are accessed from Lawrenny Avenue. This results in a large concentration of movements within the area around the start and end of the school day.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Aim to stagger the start times for SRB pupils so that they differ from the rest of the school in order to minimise stress on the highway during peak times.
- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd. have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed development of an SRB at Ysgol Gymraeg Pwll Coch, a community primary school located in the Canton area of Cardiff.

The proposals are for the provision of an SRB at Ysgol Gymraeg Pwll Coch with an initial 10 places for pupils with complex learning disabilities and autism spectrum conditions. The SRB would have the scope to extend to 20 places in the futures. The start and finish time of the SRB will be staggered to minimise congestion on Lawrenny Avenue.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

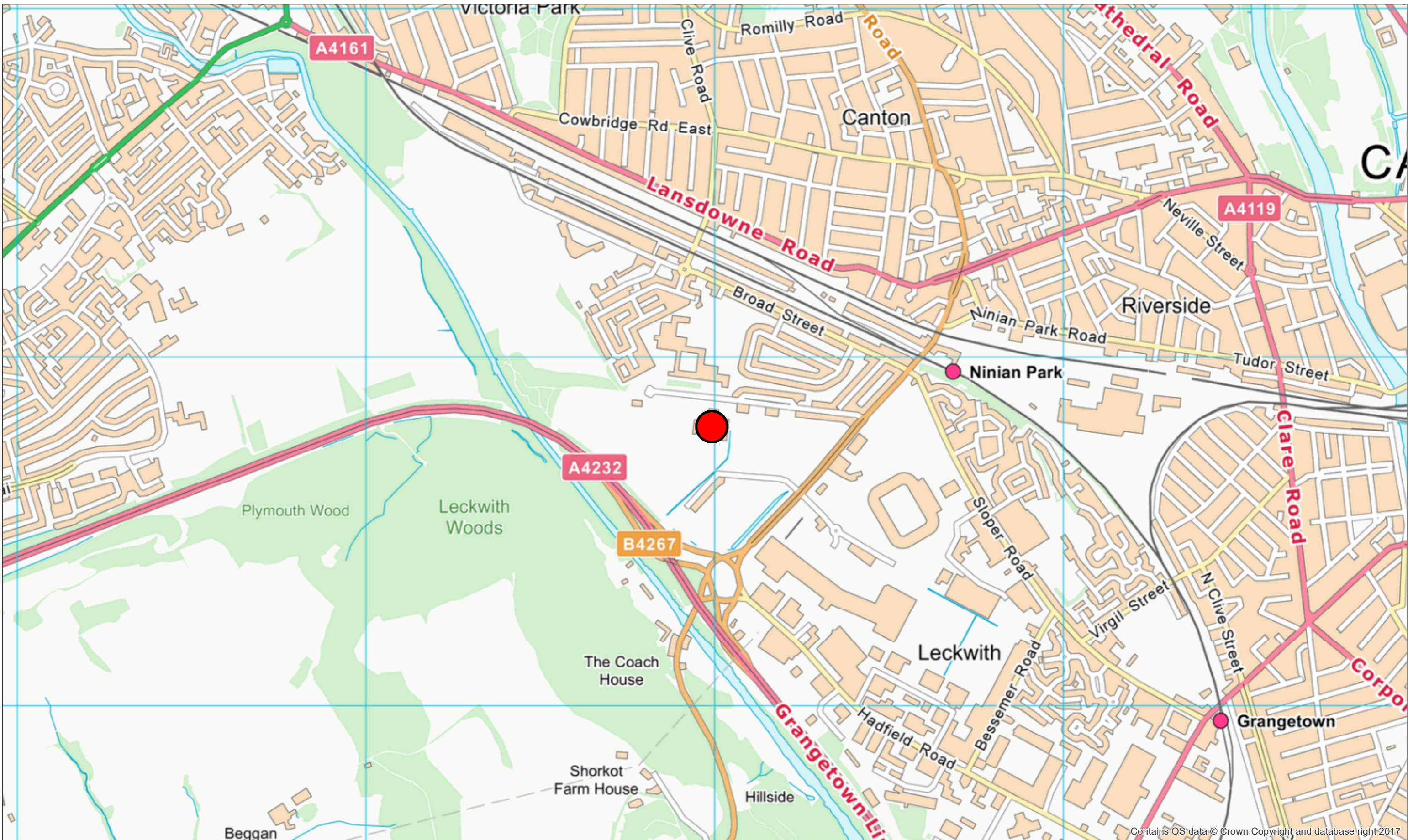
The site location is described as well as an assessment of the existing site conditions and surrounding highway conditions. The planning history of the site is also summarised, six planning application have been made on the site including extension works and provisions of demountable buildings.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of three collision have been recorded on Lawrenny Avenue all of which are slight in severity. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Ysgol Gymraeg Pwll Coch will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan



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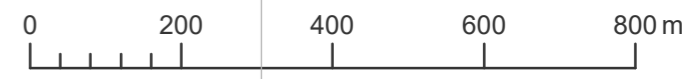


Hamilton Office, Opus House
Princes Street, Hamilton 3204
Tel (07) 838 9344
Author: @Opus.co.nz
Project No:

Site Location Plan

Legend

 Site Location

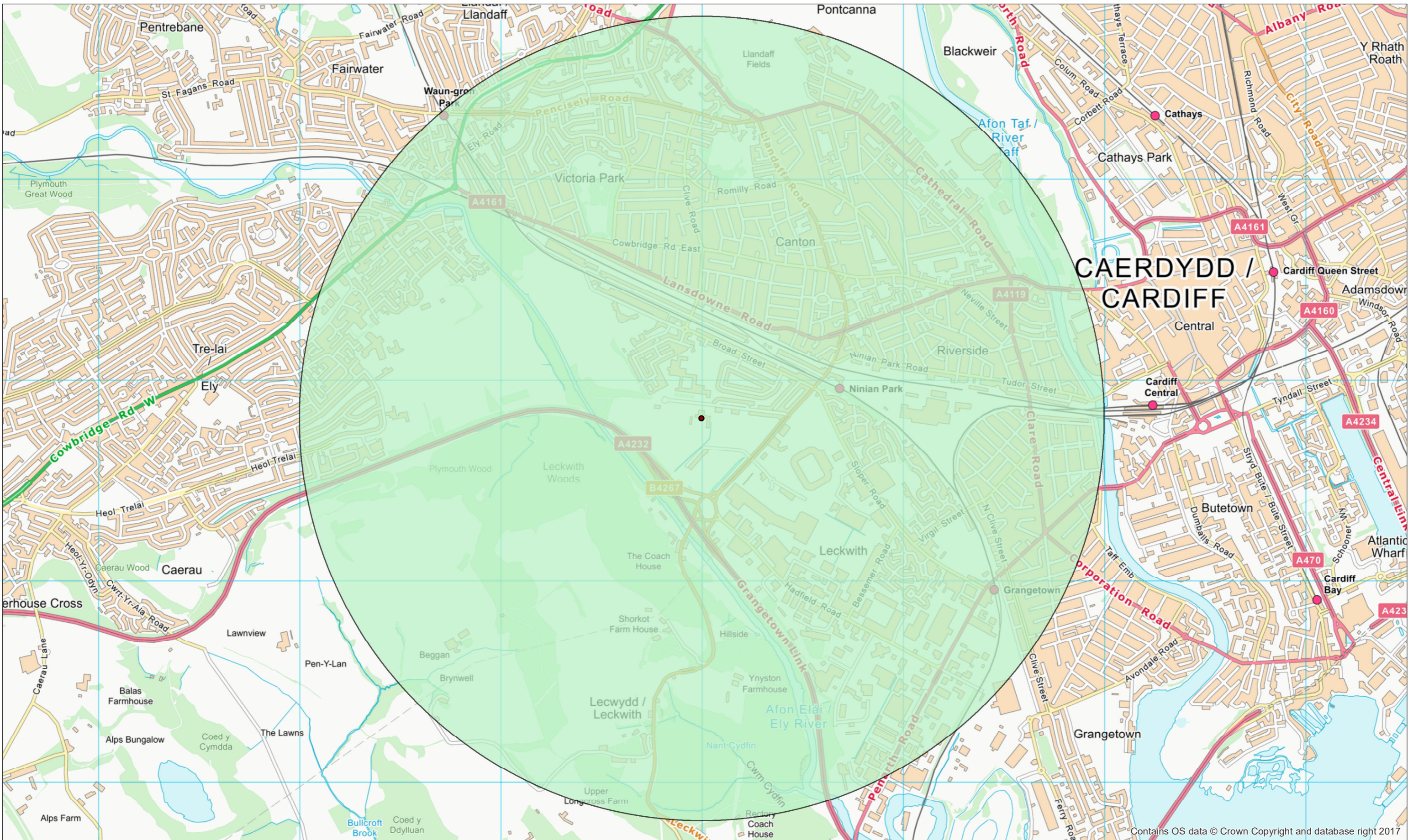


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Appendix B – Walking Isochrone




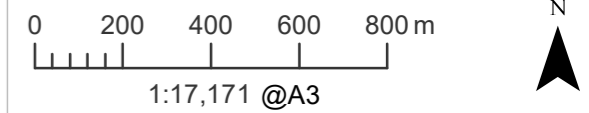
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 Tel (07) 838 9344
 Author: @Opus.co.nz
 Project No:

Walking Isochrone

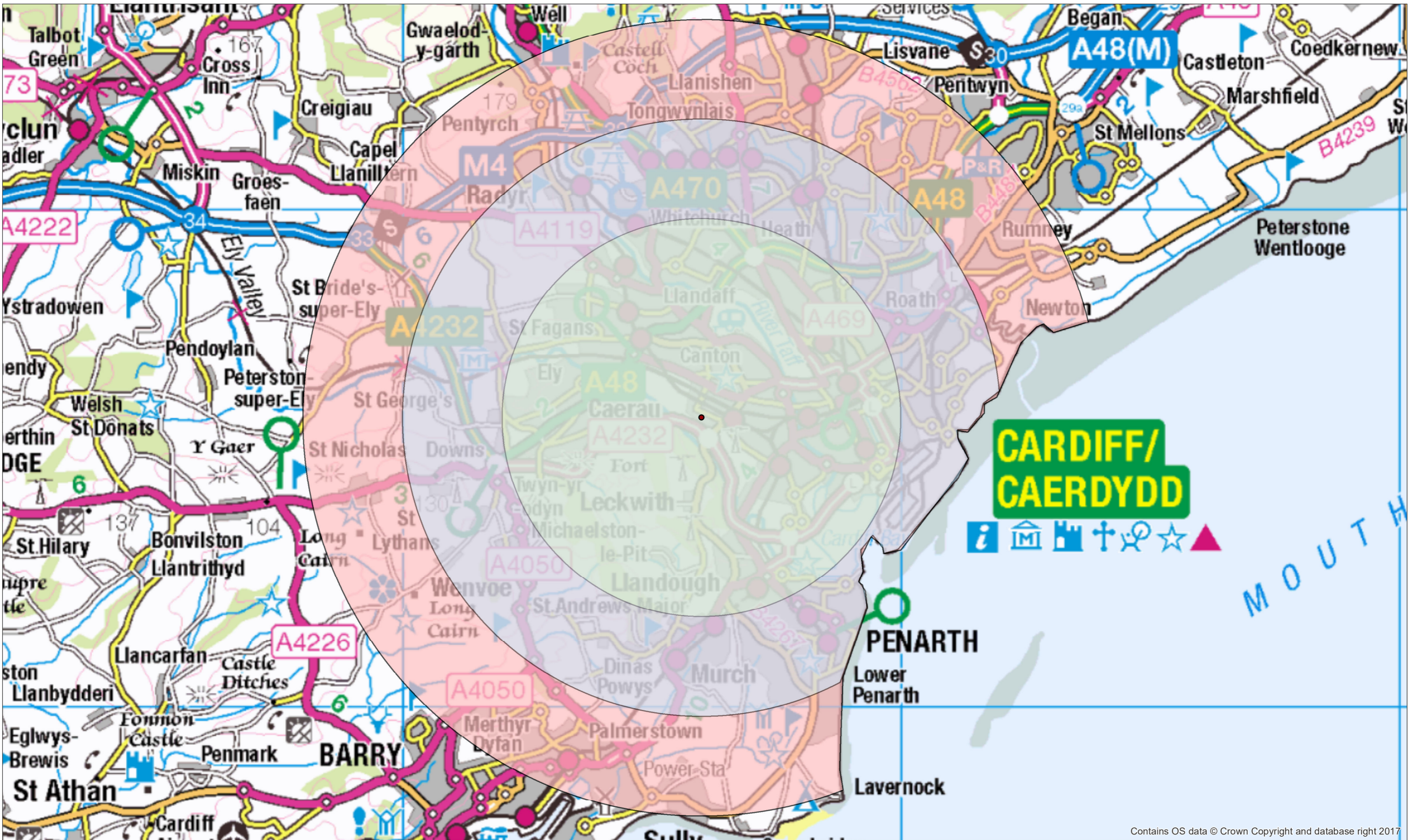
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 2km Walking Isochrone



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Appendix C – Cycling Isochrones



**CARDIFF/
CAERDYDD**



MOUTH

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Project No:

Cycling Isochrones

Legend

- 4km Cycling Isochrone
- 8km Cycling Isochrone
- 6km Cycling Isochrone



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www.opusinternational.co.uk

Policy/Strategy/Project/Procedure/Service/Function Title:

Improving provision for children and young people with additional learning needs (ALN) 2018-22

New/Existing/Updating/Amending

Who is responsible for developing and implementing the Policy/Strategy/Project/Procedure/Service/Function?

Name: Nick Batchelar

Job Title: Director

Service Team: Education and Lifelong Learning

Directorate: Education and Lifelong Learning

Assessment Date: July 2018

1. Aims and Objectives

What are the objectives of the Policy / Strategy / Project / Procedure / Service / Function?

To improve outcomes for children and young people with ALN by ensuring sufficient and suitable special school and specialist resource base places.

2. Background Information

Please provide background information on the Policy / Strategy / Project / Procedure / Service / Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

The number of funded special school or specialist resource base places in Cardiff schools has increased by 103 places over a five year period.

Despite the growth in places, there is evidence to suggest this has not been sufficient to meet existing need. For example, the 63% rise in the cost of supporting mainstream statements, and increased reliance on places in the

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independent sector suggests there are pupils in our mainstream schools and in 'out of county' settings who would benefit from access to a Cardiff special school or specialist resource base place.

Over the next 5-10 years, revenue and capital investment will be needed to ensure sufficient and suitable specialist support for the growing population of learners with additional learner needs, and to reduce reliance on the independent sector. Increased demand is anticipated for learners with:

- Emotional health and wellbeing needs
- Complex learning disabilities
- Autism spectrum conditions

Failure to invest in Cardiff-maintained provision over the next 3-4 years will lead to the Council becoming increasingly reliant on independent special school providers in order to meet the Council's statutory responsibilities.

Over reliance on independent places would have the following implications and risks:

- higher revenue costs to the Council
- inability to offer places according to parental preference

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3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years			N/A
18 - 65 years			N/A
Over 65 years			N/A

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The ALN strategic priorities are concerned with provision of education for school-aged children and young people, and would only be expected to impact this age group. There are no differential impacts from an equality perspective.

What action(s) can you take to address the differential impact?

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3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment	Yes		
Physical Impairment	Yes		
Visual Impairment	Yes		
Learning Disability	Yes		
Long-Standing Illness or Health Condition	Yes		
Mental Health	Yes		
Substance Dependence		No	
Other	Yes (autism spectrum conditions)		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The impact will be positive: the goal is to ensure that any child or young person with a disability or long-standing health condition can access appropriate specialist provision if required.

What action(s) can you take to address the differential impact?

The majority of children and young people with disabilities do not require specialist placement in order to access education and fulfil their potential. A range of support services and systems, and funding streams are in place to ensure all Cardiff schools can identify and meet the additional needs of all learners in their schools. The ALN Strategic priorities include objectives to further develop and strengthen these systems.

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3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
<p>Transgender People (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)</p>			N/A

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

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3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage			N/A
Civil Partnership			N/A

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

N/A

3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy			
Maternity			

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

3.6 Race

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White		No	

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Mixed / Multiple Ethnic Groups		No	
Asian / Asian British		No	
Black / African / Caribbean / Black British		No	
Other Ethnic Groups		No	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Special schools in Cardiff for children with complex learning disabilities or autism spectrum conditions have a higher than average BME population.

All pupils, of all ethnicities, will continue to have access to specialist provision, in all settings, on an equal basis.

What action(s) can you take to address the differential impact?

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3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist		No	
Christian		No	
Hindu		No	
Humanist		No	
Jewish		No	
Muslim		No	
Sikh		No	
Other		No	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

All special school and specialist resource base places are community places. Admission is managed by the local authority in accordance with the statutory framework for special educational needs.

One proposal in the report is to open an SRB at St Mary the Virgin Church in Wales School. Although the SRB would be hosted in a voluntary aided school, admissions would be managed by the local authority on the same basis as for all SRBs.

All pupils, of whatever religious or non-religious backgrounds, will continue to have access to specialist provision, in all settings, on an equal basis.

What action(s) can you take to address the differential impact?

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3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men			N/A
Women			N/A

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

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3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following people?

	Yes	No	N/A
Bisexual			N/A
Gay Men			N/A
Gay Women/Lesbians			N/A
Heterosexual/Straight			N/A

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

N/A

What action(s) can you take to address the differential impact?

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3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language	Yes		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The proposed actions include expanding specialist resource base places for children and young people in the Welsh medium sector.

The incidence of additional learning needs, and demand for specialist places is lower in the Welsh medium sector than in English medium schools. However, demand is rising, and is expected to rise further.

What action(s) can you take to address the differential impact?

The impact will be positive and will help to ensure that children and young people with additional learning needs will have an equal opportunity to choose education in the medium of Welsh.

Work will also be done to improve the quality and availability of information for parents/ carers and others about the range of specialist support, resources and specialist provision available in the medium of Welsh.

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4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

A full public consultation has been undertaken. Details of this can be seen in the Cabinet Report Improving Provision for Children and Young People with Additional Learning Needs (ALN) 2018-22 – Post Consultation Report (April 2018)

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5. Summary of Actions To Be Taken [from the Actions listed in the Sections above]

These actions should be included in your Directorate's Equality Action Plan for the year, monitored on a regular basis and reported in your Directorate Equality Annual Report.

Groups	Actions
Age	
Disability	
Gender Reassignment	
Marriage & Civil Partnership	
Pregnancy & Maternity	
Race	
Religion/Belief	
Sex	
Sexual Orientation	
Welsh Language	
Generic Over-Arching [applicable to all the above groups]	

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6. ACTIONS TO BE CONSIDERED IN THE FUTURE

List here any actions that you could not take in the immediate future, but which have arisen as issues to be considered for future service developments

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7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Jennie Hughes	Date: July 2018
Designation: Senior Achievement Leader Inclusion	
Approved By: Nick Batchelar	
Designation: Director	
Service Area: Education and Lifelong Learning Service	

7.1 On completion of this Assessment, please send it to equalityteam@cardiff.gov.uk, who will publish it on the Council's Website.

For further information or assistance, please contact the Equality Team 029 2087 2536 or email equalityteam@cardiff.gov.uk.

Cardiff Council

Statutory Screening Tool Guidance

If you are developing a strategy, policy or activity that is likely to impact people, communities or land use in any way then there are a number of statutory requirements that apply. Failure to comply with these requirements, or demonstrate due regard, can expose the Council to legal challenge or other forms of reproach.

For instance, this will apply to strategies (i.e. Housing Strategy or Disabled Play Strategy), policies (i.e. Procurement Policy) or activity (i.e. developing new play area).

Completing the Statutory Screening Tool will ensure that all City of Cardiff Council strategies, policies and activities comply with relevant statutory obligations and responsibilities. Where a more detailed consideration of an issue is required, the Statutory Screening Tool will identify if there is a need for a full impact assessment, as relevant.

The main statutory requirements that strategies, policies or activities must reflect include:

- [Equality Act 2010 - Equality Impact Assessment](#)
- [Wellbeing of Future Generations \(Wales\) Act 2015](#)
- [Welsh Government Statutory Guidance - Shared Purpose Shared Delivery](#)
- [United Nations Convention on the Rights of the Child](#)
- [United Nations Principles for Older Persons](#)
- [Welsh Language \(Wales\) Measure 2011](#)
- [Health Impact Assessment](#)
- [Habitats Regulations Assessment](#)
- [Strategic Environmental Assessment](#)

This Statutory Screening Tool allows the Council to meet the requirements of all the above legislation as part of an integrated screening method and should take no longer than 1 hour to complete.

The Statutory Screening Tool can be completed as a self assessment or as part of a facilitated session, should further support be needed. For further information or if you require a facilitated session, please contact the Operational Manager – Policy, Partnerships and Community Engagement on (029) 2078 8561 or e-mail: Gareth.Newell@cardiff.gov.uk

Please note:

- **The completed Screening Tool must be submitted as an appendix with the Cabinet report.**
- **The completed Screening Tool will be published on the Council's Intranet.**

Statutory Screening Tool

Name of Strategy / Policy / Activity: Improving Provision for Children and Young People with Additional Learning Needs (ALN) 2018-2022	Date of Screening: 19/6/18
Service Area/Section: Education	Lead Officer: Jennie Hughes
Attendees: Jennie Hughes, Carly Davies	

What are the objectives of the Policy/Strategy/Project/Procedure/ Service/Function	Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]
<p>ALN provision within Cardiff needs to increase in response to a growing number of learners requiring Special School or Specialist Resource Base places as referenced in the ALN Development Plan 2018 – 2022.</p> <p>A range of schemes to achieve this objective have been consulted upon in accordance with section 44/48 or the Schools Standards and Organisation (Wales) Act 2013 as they require “regulated alterations”.</p> <p>Note the outlined proposals will not fully address sufficiency needs for the period 2018 – 2022 and the council has taken and will continue to take a range of steps to increase provision according to needs.</p> <p>At its meeting on 19th April 2018 the Cabinet, in accordance with the terms of the School Standards and Organisation (Wales) Act, approved a recommendation for the publication of the statutory notices to:</p> <p>a) Increase the capacity of Ty Gwyn to allow for up to 198 places</p> <p>b) Extend the age range of Greenhill from 11-16 to 11-19 and increase the capacity of the school to allow for up to 64 places.</p>	<p>Business Case for ALN Proposal Investment</p> <p>Failure to invest in Cardiff-maintained provision over the next 3-4 years will lead to the Council becoming increasingly reliant on independent special school providers in order to meet the Council’s statutory responsibilities. Over reliance on independent places would have the following implications and risks:</p> <ul style="list-style-type: none"> • Higher revenue costs to the Council • Inability to offer places according to parental preference <p>The cost of independent special school places ranges from £39k to £77k per annum, compared to costs for Cardiff special schools of £14k to £25k per annum. It is rarely in a pupil’s interest to transfer school mid-phase so once placed there is little prospect of pupils returning to maintained provision should places become available in future years. The costs would therefore continue over 7-8 years for placements beginning in Year 7, and potentially longer for primary placements.</p> <p>The majority of Cardiff parents express a preference for places in Cardiff special schools or specialist resource bases for their child. Offering places in independent schools could have negative reputational implications.</p> <p>It should be noted that there is no guarantee the independent sector could offer sufficient special school places to meet Cardiff’s sufficiency needs,</p>

c) Change the type of special educational need Meadowbank School provides for from: 'speech language and communication needs', to: 'speech language and communication needs and complex learning disabilities'

d) Phase out the Specialist Resource Base at Allensbank School, closing the class in July 2020, or when all current pupils have completed their primary placement, if earlier.

e) Open an eight-place early intervention class for children with speech and language needs at Allensbank School, admitting the first cohort in September 2019.

f) Subject to a decision by the Governing Body of St Mary the Virgin Church in Wales (CiW) Primary School, to proceed to statutory notice: approve the inclusion of SRB accommodation in the Band B scheme for a new build St Mary the Virgin School.

g) Open a specialist resource base at Ysgol Pwll Coch, providing up to 10 places initially, but with scope to extend to 20 places in future, as demand grows.

h) Extend the place number of the SRB at Ysgol Glantaf to 30 places. Adapt and improve accommodation to cater for increased numbers.

Copies of the consultation document and the statutory notices can be found at Appendix 1.

The notices were published on the Council website and displayed in the local areas on 2nd May 2018. Additional stakeholders identified in the Welsh Government School Organisation Code as needing to receive either a hard copy of the notice or be emailed a link to the Council website were notified of publication of the notices.

especially for primary aged pupils. Over-reliance on the sector could therefore result in Cardiff being unable to fulfil statutory responsibilities.

Additional Learning Needs and Educational Tribunal (Wales) Act (ALNET)

The Additional Learning Needs and Educational Tribunal (Wales) Act (ALNET) was passed by the Welsh Assembly in December 2017. The legislation will transform the statutory framework for this area of responsibility, and introduce significant changes to how local authorities must work with learners, families and partners to support children and young people with additional learning needs.

ALN Development Plan 2018 – 2022

The ALN Working Group was established in 2016 with representatives from schools, officers, health, children and adult services, parents and Cardiff and the Vale College. The group met throughout the academic year 2016-17, to identify the strategic priorities to improve outcomes for learners with additional learning needs. The working group identified three strategic priorities:

- Priority One: To improve outcomes for learners with additional needs by successfully implementing the ALN and Educational Tribunal Act
- Priority Two: To improve outcomes for learners with additional needs by strengthening our collective capacity to meet all needs
- Priority Three: To improve outcomes for learners with additional needs by ensuring sufficient, high quality additional learning provision

Consultation on Proposals - Summary of overall responses received

The proposals were consulted on from 31 January – 13 March 2018. Details of the consultation and the responses received are set out in the report Improving Provision for Children and Young People with Additional Learning Needs (ALN) 2018-2022

Specific work has also been undertaken with a variety of stakeholders to inform proposals. Groups include ALN Working Group, Speech and Language reference Group as well as Governing Bodies, Head Teachers, staff,

Following the approval of the St Mary the Virgin CiW Primary School the relevant notice was published on the School website, the Council website and displayed at the school and the local area on 03rd May 2018. Additional stakeholders identified in the Welsh Government School Organisation Code as needing to receive either a hard copy of the notice or be emailed a link to the Council website were notified of publication of the notice.

parents/carers and Specialist Teachers. Furthermore, Cardiff Research Centre undertook a pupil consultation in order to engage children and young people in the process. Further reflecting educations commitments of Partners to the United Nations Convention of the Rights of the Child. All Stakeholder consultation has informed which proposals are progressed and which are not and the process has ensured full representation and opportunity for stakeholders to participate.

Other references:

Speech and Language Reference Group

Welsh in Education Strategic Plan

Welsh Education Forum

ALN Strategy Group

Part 1: Impact on outcomes and due regard to Sustainable Development

Please use the following scale when considering what contribution the activity makes:		
+	Positive	Positive contribution to the outcome
-	Negative	Negative contribution to the outcome
ntrl	Neutral	Neutral contribution to the outcome
Uncertain	Not Sure	Uncertain if any contribution is made to the outcome

	Has the Strategy/Policy/Activity considered how it will impact one or more of Cardiff's 7 Citizen focused Outcomes?	Please Tick				Evidence or suggestion for improvement/mitigation
		+	-	Ntrl	Un-Crtn	
1.1	<p>People in Cardiff are healthy; <i>Consider the potential impact on</i></p> <ul style="list-style-type: none"> <i>the promotion of good health, prevention of damaging behaviour, promote healthy eating/active lifestyles etc,</i> <i>vulnerable citizens and areas of multiple deprivation</i> <i>Addressing instances of inequality in health</i> 	✓ ✓ ✓				<p>The Council acknowledges any concerns raised regarding health provision in the consultation exercise, and is in discussion with the Health Board to address this. The Council will consider funding some developmental work, to enable Cardiff special schools to secure improved access to training and consultative advice from health services.</p> <p>In addition, it is acknowledged that the number of pupils with Additional Learning Needs is increasing in Cardiff and failure to take proposals forward would therefore not be a solution in terms of health provision, for existing or prospective pupils. However, would have an adverse impact on prospective pupils, who would not be able to gain admission to ALN Provision.</p> <p>Furthermore, following the work of the ALN Working Group, the ALN Strategic Group was established To oversee implementation of and promote stakeholder awareness and engagement with the ALN Strategy. This improved level of engagement with Cardiff and Vale University Health Board and Education Officers will ensure better alignment of services moving forward.</p>
1.2	<p>People in Cardiff have a clean, attractive and sustainable environment; <i>Consider the potential impact on</i></p>					<p>Transport Assessments have been completed on each proposal and accessibility of the sites has been assessed. It is evident that the public transport provision is adequate and sites are</p>

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	Has the Strategy/Policy/Activity considered how it will impact one or more of Cardiff's 7 Citizen focused Outcomes?	Please Tick				Evidence or suggestion for improvement/mitigation
		+	-	Ntrl	Un-Crtn	
	<ul style="list-style-type: none"> the causes and consequences of Climate Change and creating a carbon lite city encouraging walking, cycling, and use of public transport and improving access to countryside and open space reducing environmental pollution (land, air, noise and water) reducing consumption and encouraging waste reduction, reuse, recycling and recovery encouraging biodiversity 	✓ ✓ ✓ ✓ ✓				<p>considered to be in sustainable locations as they are near bus stops and railway stations within comfortable walking and cycling distances and the environment is also conducive to walking and cycling. It is the view of the Transport Assessments overall that, in highway and transportation terms, the proposals will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers.</p> <p>However, it is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the site. Therefore, walking, cycle routes, bus services or rail services may not be suitable due to either distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.</p>
1.3	<p>People in Cardiff are safe and feel safe; Consider the potential impact on</p> <ul style="list-style-type: none"> reducing crime, fear of crime and increasing safety of individuals addressing anti-social behaviour protecting vulnerable adults and children in Cardiff from harm or abuse 	✓ ✓ ✓				<p>Greenhill Special School has designation for those Pupils with Emotional Health and Wellbeing needs.</p> <p>Data for Cardiff shows that the majority of Greenhill pupils struggle to make a successful transition to education, employment or training at the end of Year 11, despite significant support for transition. 2015-17 data shows that 50% or more of Greenhill leavers were not in education employment or training on 31st October. Pupils whilst at Greenhill and on leaving Greenhill are more likely to be engaged with Youth Offending Services and as such this proposal looks to reduce NEETs by extending provision to pupils after 16 years.</p> <p>A post-16 class will provide a 'bridging year' for Greenhill pupils</p>
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	Has the Strategy/Policy/Activity considered how it will impact one or more of Cardiff's 7 Citizen focused Outcomes?	Please Tick				Evidence or suggestion for improvement/mitigation
		+	-	Ntrl	Un-Crtn	
						<p>not yet ready for transition to college or employment at the end of Year 11. Pupils will be supported to make a successful transition to college, training or employment by the end of Year 12.</p> <p>This is proposed as an interim step towards the development of a more comprehensive post-16 department as part of the Band B scheme to establish a larger secondary school for young people with emotional health and wellbeing needs.</p>
1.4	<p>Cardiff has a thriving and prosperous economy; <i>Consider the potential impact on</i></p> <ul style="list-style-type: none"> <i>economic competitiveness (enterprise activity, social enterprises, average earnings, improve productivity)</i> <i>Assisting those Not in Education, Employment or Training</i> <i>attracting and retaining workers (new employment and training opportunities, increase the value of employment,)</i> <i>promoting local procurement opportunities or enhancing the capacity of local companies to compete</i> 	✓		✓ ✓ ✓		As above.
1.5	<p>People in Cardiff achieve their full potential; <i>Consider the potential impact on</i></p> <ul style="list-style-type: none"> <i>promoting and improving access to life-long learning in Cardiff</i> <i>raising levels of skills and qualifications</i> <i>giving children the best start</i> <i>improving the understanding of sustainability</i> <i>addressing child poverty (financial poverty, access poverty, participation poverty)</i> <i>the United Nations Convention on the Rights of a Child and Principles for Older persons</i> 	✓ ✓		✓ ✓ ✓		<p>The purpose of the ALN proposals are to increase provision for those with ALN, therefore improving their life chances and opportunities via Early Intervention Provision, increased Specialist Resource Base provision, increased Special School Provision and increased Post 16 Provision. Furthermore, Welsh Medium ALN provision is being increased in response to need and anticipated needs as outlined in the Welsh in Education Strategic Plan and by the Welsh Education Forum.</p> <p>A United Nations Convention on the Rights of a Child (UNRC) Assessment has been undertaken and the proposals meet all, bar x8 of the UNRC Articles ensuring that the proposals address the majority of rights children and young people have in order to be safe, healthy and happy.</p>
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	Has the Strategy/Policy/Activity considered how it will impact one or more of Cardiff's 7 Citizen focused Outcomes?	Please Tick				Evidence or suggestion for improvement/mitigation
		+	-	Ntrl	Un-Crtn	
1.6	<p>Cardiff is a Great Place to Live, Work and Play <i>Consider the potential impact on</i></p> <ul style="list-style-type: none"> <i>promoting the cultural diversity of Cardiff</i> <i>encouraging participation and access for all to physical activity, leisure & culture</i> <i>play opportunities for Children and Young People</i> <i>protecting and enhancing the landscape and historic heritage of Cardiff</i> <i>promoting the City's international links</i> 			✓ ✓ ✓ ✓ ✓		Not applicable to the proposals
1.7	<p>Cardiff is a fair, just and inclusive society. <i>Consider the potential impact on</i></p> <ul style="list-style-type: none"> <i>the elimination of discrimination, harassment or victimisation for equality groups</i> <i>has the community or stakeholders been engaged in developing the strategy/policy/activity?</i> <i>how will citizen participation be encouraged (encouraging actions that consider different forms of consultation, through more in depth engagement to full participation in service development and delivery)?</i> 	✓ ✓		✓		<p>Specific work has been undertaken with a variety of stakeholders to inform the proposals put forward to increase ALN provision. Groups include ALN Working Group, Speech and Language reference Group as well as Governing Bodies, Head Teachers, staff, parents/carers and Specialist Teachers. Furthermore, Cardiff Research Centre undertook a pupil consultation in order to engage children and young people in the process. Further reflecting education's commitments of Partners to the United Nations Convention of the Rights of the Child.</p> <p>All Stakeholder consultation has informed which proposals are progressed and which are not and the process has ensured full representation and opportunity for stakeholders to participate.</p>
	<p>Will this Policy/Strategy/Project have a differential impact on any of the following:</p>					<p><i>Please give details/consequences of the differential impact (positive and negative), and what action(s) can you take to address any negative implications?</i></p>
	<ul style="list-style-type: none"> Age (including children and young people aged 0-25 and older people over 65 in line with the United Nations Conventions) 	✓				<p><i>The proposals put forward increase ALN Provision for children and young people throughout Cardiff in response to needs identified via the ALN Working Group.</i></p>
	<ul style="list-style-type: none"> Disability 	✓				<p>The proposals will have a positive impact on specific groups which have been identified as requiring additional support.</p>
	<ul style="list-style-type: none"> Gender Reassignment 	✓				

	Has the Strategy/Policy/Activity considered how it will impact one or more of Cardiff's 7 Citizen focused Outcomes?	Please Tick				Evidence or suggestion for improvement/mitigation
		+	-	Ntrl	Un-Crtn	
	<ul style="list-style-type: none"> • Marriage & Civil Partnership • Pregnancy & Maternity • Race • Religion/Belief • Sex • Sexual Orientation • Welsh Language 	✓				Consideration has been given to ALN identified in Welsh Medium and provision will be increased accordingly.
		✓				
		✓				
		✓				
		✓				
		✓				
		✓				
			Yes	No		An EQIA is used to establish whether there are any adverse impacts on groups. As proposals put forward are increasing ALN provision for children and young people and there is no change to service or budget cut it has been concluded that an EQIA is not required.
	Is a full Equality Impact Assessment required?		✓			
	Is a full Child Rights Impact Assessment required?			✓		
1.8	The Council delivers positive outcomes for the city and its citizens through strong partnerships <i>Consider the potential impact on</i> <ul style="list-style-type: none"> • <i>strengthening partnerships with business & voluntary sectors</i> • <i>the collaboration agenda and the potential for shared services, cross-boundary working and efficiency savings</i> 					Not applicable

SUMMARY OF APPRAISAL (highlight positive and negative effects of the policy / plan / project being assessed, demonstrating how it contributes to the economic, social and environmental sustainability of the city):

There has been a significant growth in the numbers of young people with Additional Learning Needs (ALN) since 2012, as reflected in the growing need for special school and specialist resource base places over the last five years. This trend is expected to continue for the next 5-10 years.

While the 21st Century Schools Band B Programme will provide opportunities to address special school sufficiency issues from 2021 or 2022, there will be a need to take steps to extend provision to meet demand in the intervening period, 2018-22.

Failure to invest in Cardiff-maintained provision over the next 3-4 years will lead to the Council becoming increasingly reliant on independent special school providers in order to meet the Council's statutory responsibilities.

Over reliance on independent places would have the following implications and risks: higher revenue costs to the Council inability to offer places according to parental preference

The cost of independent special school places ranges from £39K to £77k per annum, compared to costs for Cardiff special schools of £14k to £25k per annum. It is rarely in a pupil's interest to transfer school mid-phase so once placed there is little prospect of pupils returning to maintained provision should places become available in future years. The costs would therefore continue over 7-8 years for placements beginning in Year 7, and potentially longer for primary placements.

The majority of Cardiff parents express a preference for places in Cardiff special schools or specialist resource bases for their child. Offering places in independent schools could have negative reputational implications. It should be noted that there is no guarantee the independent sector could offer sufficient special school places to meet Cardiff's sufficiency needs, especially for primary aged pupils. Over-reliance on the sector could therefore result in Cardiff being unable to fulfil statutory responsibilities.

The schemes proposed will not fully address sufficiency needs for the period 2018-22. The Council has taken, and will continue to take, a range of steps to increase provision within existing accommodation and designated numbers wherever possible. Such actions do not require formal consultation unless they require a 'regulated alteration'. It is also anticipated that further schemes will need to be developed and proposed in 2019, to open additional specialist resource bases at both primary and secondary phase.

WHAT ACTIONS HAVE BEEN IDENTIFIED OR CHANGES BEEN MADE TO THE POLICY / PLAN / PROJECT AS A RESULT OF THIS APPRAISAL:

A full EIQA may be required in order to suggest more detailed suggestions or actions on the paper.

Part 2: Strategic Environmental Assessment (SEA)

		Yes	No
2.1	Does the plan or programme set the framework for future development consent?		✓
2.2	Is the plan or programme likely to have significant, positive or negative, environmental effects?		✓

Is a Full Strategic Environmental Assessment Screening Needed?		Yes	No
<ul style="list-style-type: none"> ▪ If Yes has been ticked to both questions 2.1 and 2.2 above then the answer is Yes ▪ If a full SEA screening is required then please contact the Sustainable Development Unit to arrange (details below) 			✓

If you have any doubt about your answers to the above questions, then please consult the Sustainable Development Unit for advice on (029) 2087 3228 or email: sustainabledevelopment@cardiff.gov.uk

Part 3: Habitat Regulation Assessment (HRA)

		Yes	No	Unsure
3.1	Will the plan, project or programme results in an activity which is known to affect a European site, such as the Severn Estuary or the Cardiff Beech Woods?		✓	
3.2	Will the plan, project or programme which steers development towards an area that includes a European site, such as the Severn Estuary or the Cardiff Beech Woods or may indirectly affect a European site?		✓	
3.3	Is a full HRA needed?		✓	

Details of the strategy will be sent to the County Ecologist on completion of the process to determine if a Habitat Regulation Assessment is needed. For further information, please phone (029) 2087 3215 or email: biodiversity@cardiff.gov.uk

Part 4: Welsh Language (Wales) Measure 2011

		Yes	No	Unsure
4.1	Have you considered how the policy could be formulated so that the policy decision would have positive effects, or increased positive effects on opportunities for persons to use the Welsh language?	✓		
4.2	Does the policy ensure that the Welsh language is treated no less favourably than the English language?	✓		

If you have any doubt about your answers to the above questions, then please consult the Bilingual Cardiff team for advice on (029) 2087 2527 or email: Bilingualcardiff@cardiff.gov.uk

Appendix 1 – Statutory Requirements

It is possible that the Statutory Screening Tool will identify the need to undertake specific statutory assessments:

- **Equality Impact Assessment:** *This assessment is required by the Equality Act 2010 and Welsh Government’s Equality Regulations 2011.*
- **Wellbeing of Future Generations (Wales) Act:** *The Act requires sustainable development to be a central organising principle for the organisation. This means that there is a duty to consider sustainable development in strategic decision making processes.*
- **Welsh Government Statutory Guidance - Shared Purpose Shared Delivery:** *The Welsh Government requires local authorities to produce a single integrated plan to meet statutory requirements under a range of legislation. The City of Cardiff Council must therefore demonstrate its contribution towards Cardiff’s own integrated plan: “What Matters”.*
- **United Nations Convention on the Rights of the Child:** *The Children Act 2004 guidance for Wales requires local authorities and their partners to have regard to the United Nations Convention on the Rights of a Child.*
- **United Nations Principles for Older Persons:** *The principles require a consideration of independence, participation, care, self-fulfillment and dignity.*
- **Welsh Language (Wales) Measure 2011:** *The Measure sets out official status for the Welsh language, a Welsh language Commissioner, and the freedom to speak Welsh.*
- **Health Impact Assessment:** *(HIA) considers policies, programmes or projects for their potential effects on the health of a population.*
- **Habitats Regulations Assessment:** *The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007 provides a requirement to undertake Habitats Regulations Assessment (HRA) of land use plans.*
- **Strategic Environmental Assessment:** *A Strategic Environmental Assessment (SEA) is an European Directive for plans, programmes and policies with land use implications and significant environmental effects.*