

TRANSPORT IMPACT ASSESSMENT



**Proposal to Amalgamate
Brynford Community Primary School
and Lixwm Community Primary School
to Create One Area School from 1 September 2019**

Spring 2018



1. Introduction

- 1.1. Flintshire County Council wishes to seek the views of interested parties regarding the proposal to amalgamate Brynford Community Primary School and Lixwm Community Primary School to create one area school from 1 September 2019.
- 1.2. A formal consultation document sets out information which consultees should consider to participate fully in the consultation process. The process follows regulatory guidance as set out in the Welsh Government's School Organisation Code 2013.
- 1.3. Figures, statistics and material referenced in this document are the most accurate available at the time of publication.

2. Purpose of Assessment

- 2.1. This Transport Impact Assessment (TIA) aims to establish the current transport arrangements for pupils attending both Brynford Community Primary School and Lixwm Community Primary School respectively. Current costs to the Local Authority and journey times for pupils have been identified and how they may be impacted if the proposal was implemented.

3. Transport Policy

- 3.1. Flintshire County Council is required to determine whether the provision of transport for pupils of statutory school age is necessary to facilitate the attendance at a designated school of the pupil concerned. If such transport is deemed necessary, then the transport must be provided free of charge.
- 3.2. The Local Authority assesses free transport for children of a compulsory age under a number of different criteria, including:
 - Where a child receiving primary education lives over two miles from the nearest appropriate school; and
 - Where the route to school is considered to be hazardous by the Local Authority.
- 3.3. The full Transport Policy can be found via the following link:

<http://www.flintshire.gov.uk/en/Resident/Schools/School-Transport.aspx>

4. Transport Profile

4.1. Local and National Statistics

- 4.2. Workforce statistics from the most recent Census¹ in 2011 show Flintshire had a working population (people aged between 16 and 74) of 112,325. When compared to the national figure of 2,245,166 this represents 5% of the working population of Wales.

¹ (Office of National Statistics, 2011)

4.3. Over 48% of people elect to drive to work in Flintshire which is slightly above the national average. Table 1 below shows the different methods of travelling to work in Flintshire and how they compare to the overall Wales statistics.

Method of Travel to Work	Flintshire County		Wales	
	Number	Percentage	Number	Percentage
Driving a car or van	53,927	48.01%	918,645	40.92%
Not in employment	38,276	34.08%	881,551	39.26%
On foot	5,676	5.05%	145,135	6.46%
Passenger in a car or van	4,941	4.40%	92,727	4.13%
Work mainly at or from home	3,234	2.88%	73,140	3.26%
Bus, minibus or coach	2,951	2.63%	62,903	2.80%
Bicycle	1,311	1.17%	19,659	0.88%
Train	676	0.60%	27,341	1.22%
Motorcycle, scooter or moped	533	0.47%	7,694	0.34%
Other method of travel to work	412	0.37%	8,673	0.39%
Taxi	343	0.31%	6,523	0.29%
Underground, metro, light rail, tram	45	0.04%	1,175	0.05%
	112,325	100.00%	2,245,166	100.00%

Table 1: Method of Travel to Work Statistics 2011

4.4. Transportation Costs

- 4.5. In January 2018 there were 67 full time pupils registered at Brynford Community Primary School, with 35 of those pupils attending their nearest community school. If all children eligible for free transport to the school applied for the service the total cost to the Local Authority would be £22,800.
- 4.6. However in 2017/18 the total cost to the Local Authority for transporting children to Brynford CP School was £0 this is due to parents/carers not taking up the service.
- 4.7. Of the 48 full time pupils registered at Lixwm Community Primary School in January 2018 there were 24 who were attending their nearest community school. The cost to the Local Authority if all eligible children claimed free transport to Lixwm Community Primary School would be £6,650.
- 4.8. However in 2017/18 the total cost to the Local Authority for transporting children to Lixwm CP School was £0 this is due to parents/carers not taking up the service.
- 4.9. These figures combine to give a total current cost of £29,450 if all eligible children claimed free transport.

4.10. Journey Times

4.11. As part of the duty on the Local Authority to make transport arrangements for children to attend school, arrangements are deemed not to be suitable if:

- They cause unreasonable levels of stress for the child;
- They take an unreasonable amount of time; or
- They are unsafe.

4.12. The Learner Travel (Wales) Measure 2014 sets out school travel policy for Wales. It sets out entitlement to transport for young children, making it free for primary school children if they live two miles or further from the nearest suitable school.

4.13. Neither the Measure nor the Statutory Guidance (Learner Travel Statutory Provision and Operational Guidance 2014) specify a time limit for school journeys. However, local authorities are required to assess the individual needs of learners when considering if a journey time is reasonable. An assessment should take in to account the nature, purpose and circumstances of each journey and should consider the following:

- The learners age
- Whether the learner has any disability or learning difficulties that need to be accounted for
- The locality of the learner's home in relation to available schools in the vicinity.

4.14. In order to assess potential impacts on journey times for pupils the distance between Brynford Community Primary School and Lixwm Community Primary School has been calculated as 1.96 miles.

5. Potential Impacts

5.1. If the current Proposal is agreed and implemented Brynford Community Primary School and Lixwm Community Primary School will close on 31 August 2019. The new amalgamated area school would open on 1 September 2019 initially on a split site arrangement on the current Brynford Community Primary School and Lixwm Community School sites (Phase 1) until capital investment is in place to develop a new area school (Phase 2).

5.2. Given the Local Authority has a legal duty to take account of 'parental preference' for school admissions (<http://www.flintshire.gov.uk/en/Resident/Schools/School-Admissions.aspx>) it is difficult to predict which school a child would transfer to should their current school be closed. When calculating potential impacts it is assumed that all children will move to the new area school.

5.3. Impact on Transportation Costs

5.4. Should the proposal be implemented it is anticipated that during Phase 1 there would be no significant change to the current transportation costs. Although children would be attending a new area school they would still be travelling to their current school site and therefore it is predicted that those currently claiming free transport would continue to do so.

- 5.5. Phase 2 of the proposal could see an increase in transportation costs if parents/carers choose to send their child/children to the new area school. Following the removal of Lixwm Community Primary School, if all children currently attending Brynford Community Primary School, who would be eligible for free transport to the school, applied for the service the potential transportation costs could rise to £25,650.
- 5.6. The greater impact would be for the children currently attending Lixwm Community Primary School. If the school was removed from the system, the number of children who would be eligible for free transport to the new area school on the Brynford site would increase and result in potential costs of £26,600 if all pupils eligible take up the offer for free transport.
- 5.7. Potential transportation costs could therefore rise to £52,250, should Phase 2 of the proposal be implemented.

SCENARIO	POTENTIAL COSTS
Retaining the Status Quo (Two Independent Schools)	£29,450
Proposed Phase 1 (One Area School on Two Sites)	£29,450
Proposed Phase 2 (One Area School on One Site)	£52,250

5.8. Impact on Journey Times

- 5.9. Of the 67 pupils attending Brynford CP School in January 2018, less than 10² would have an increased distance to their nearest school if Lixwm CP School was removed. Journey times for these pupils would not change as their next nearest school would be Brynford CP School.
- 5.10. Of the 48 pupils attending Lixwm CP School in January 2018, 24 would have an increased distance to their nearest school if Lixwm CP School was removed. Journey times for these pupils will increase as a result.
- 5.11. Less than 10 of the 48 pupils however would have a decrease in their journey times as although they attend Lixwm CP School their nearest school is Brynford CP School.
- 5.12. Of those pupils who will have an increased distance to their nearest school, none will see an increase more than 2 miles.

5.13. Safe Routes in the Community

Both Brynford and Lixwm Community Primary Schools have previously benefited from a Safer Routes in the Community scheme, funded by Welsh Government, to improve accessibility through the installation of footpath links and street lighting.

² Precise figures have not been cited to protect the identity of individual children and families

5.14. Impact Summary

SCENARIO	POTENTIAL IMPACT ON		
	Transportation Costs	Journey Times	Safe Routes
Retaining the Status Quo (Two Independent Schools)	No Change	No Change	No Change
Proposed Phase 1 (One Area School on Two Sites)	No Change	No Change	No Change
Proposed Phase 2 (One Area School on One Site)	Increased	Increased	No Change

Table 2: Potential Impacts Summary

6. Conclusion

- 6.1. By maintaining the status quo, children would continue to attend their existing school and as a result there would be no impact on current transportation costs nor on current journey times.
- 6.2. Implementing the proposal would impact on transport arrangements but not until Phase 2 is realised. It is anticipated that both transportation costs and journey times would remain the same during Phase 1 as although a new area school would be created, children would not be required to relocate from their current site of study because both the Brynford and Lixwm sites would still be in use.
- 6.3. Consolidating the new area school on to the Brynford site under Phase 2 would mean that some children would see their journey time to school increase. Some children however would have a reduction in their journey time because although they attend Lixwm Community Primary School they actually live closer to the Brynford site.
- 6.4. Should the proposal be implemented, if every child who was eligible to receive free transport to the new area school accessed the service, transportation costs could rise to £52,250. The actual figure would be determined by the number of applications, the areas from where requests are made from, the size of vehicles required and costs agreed during the tendering process and contract negotiations.
- 6.5. It should be noted however that although there is potential to do so transportation costs are not anticipated to rise significantly due to the number of children currently accessing the service.