

TRANSPORT IMPACT ASSESSMENT



Proposal for the re-designation of Lixwm Community Primary School to a Voluntary Aided Church in Wales School



September 2019

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A. OUTLINE OF ASSESSMENT

1. Introduction

- 1.1. Flintshire County Council wishes to seek the views of interested parties regarding the proposal to re-designate Lixwm Community Primary School to a Voluntary Aided Church in Wales School from 1 September 2020.
- 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 2018.
- 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 Lixwm Community Primary School. Current costs to the Local Authority and journey times for pupils have been identified and how they may be impacted if the proposal was to be implemented.

B. TRANSPORT PROFILE

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:
- 3.3. Where a child receiving primary education lives over two miles from the nearest appropriate school; and
- 3.4. Where the route to school is considered to be hazardous by the Local Authority.
- 3.5. The full Transport Policy can be found via the following link:

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

4. Local and National Statistics

- 4.1. 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.
- 4.2. Over 48% of people elect to drive to work in Flintshire which is slightly above the national average.
- 4.3. 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

5. Transportation Costs

- 5.1. In July 2019 there were 48 full time pupils registered at Lixwm Community Primary School, of which 45.83% 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 £5,700 per annum.
- 5.2. However in 2018/19 the total cost to the Local Authority for transporting children to Lixwm CP School was £0.00 due to parents/carers not taking up the service.

¹ (Office of National Statistics, 2011)

6. Journey Times

- 6.1. 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.
- 6.2. 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.
- 6.3. 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.

C. POTENTIAL IMPACTS

- 6.4. If the current Proposal is agreed and implemented Lixwm Community Primary School will close on 31 August 2020. The new Lixwm Voluntary Aided Church in Wales Primary School will open on 1 September 2020.
- 6.5. 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 could transfer to should their current school change its designation. When calculating potential impacts it is assumed that all children currently attending Lixwm CP School will continue to attend the re-designated school on the same site.

7. Impact on Transportation Costs

- 7.1. Should the proposal be implemented there would be no significant change to the current transportation costs.
- 7.2. The proposal could see an increase in transportation costs if parents/carers choose to send their child/children to the nearest alternative community school.

- 7.3. Should all pupils currently attending Lixwm CP School move to their next nearest community primary school (Brynford CP School) then there could be a significant increase in pupils claiming free transport. As a result transportation costs could increase to £20,900 per annum.

8. Impact on Journey Times

- 8.1. As it has been assumed that all current pupils will attend the new school on the same current site then there should be no impact on journey times.
- 8.2. If all pupils moved to their next nearest community primary school then 24 pupils would see their journey's increase whilst 11 pupils would see a decrease in their journey times.

9. Safe Routes in the Community

- 9.1. Lixwm Community Primary Schools has 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.

D. CONCLUSION

- 9.2. Should the proposal be implemented, it is likely that pupils would continue to attend a re-designated school on the current Lixwm CP School site. As a result any change to transportation costs and journeys would be negligible if at all.
- 9.3. However, should all parents/carers of children attending Lixwm CP School wish to continue to access a non-faith based education then this could increase transportation costs and both increase and decrease journey times.