



Transport Impact Assessment

**Area Schools Review:- Options for the area of Brynford,
Lixwm & Rhosesmor**

Version 1: June 2016

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1. **Introduction**

In June 2015 Cabinet determined that we enter into informal consultation for an area review for the following schools:-

Brynford C.P. School

Lixwm C.P. School

Ysgol Rhos Helyg, Rhosesmor

The area school review will assess the education provision in the area of Brynford, Lixwm and Rhosesmor.

The options for the area are as follows:-

Option 1 : Status Quo

Option 2 : Area School on One Site

Option 3 : Retain Ysgol Rhos Helyg, Rhosesmor and one Area School on one site (either Brynford C.P. or Lixwm C.P. School).

This would mean the following:-

Option 1 : Status Quo – Each school remains as it is, retains its name, category, budget, governors, staff and remains in its community.

Option 2 : Area school on one site – Area school – one site, the school would retain its category but would have a new name, governing body, head and budget and would remain in one of the communities either Brynford, Lixwm or Ysgol Rhos Helyg, Rhosesmor.

Option 3 : Area Schools on two sites – Ysgol Rhos Helyg, Rhosesmor would remain as it is, retain its name, category, budget, governors, staff and would remain in its community. Brynford C.P. and Lixwm C.P. would amalgamate onto one site. The amalgamated school would remain in one of the communities either Brynford or Lixwm.

Key information, including an Options Appraisal, Equality and Welsh Language Impact Assessment, Community Impact Assessments and Building Appraisals, has been undertaken in order to inform this report and is available to view on the following link:-

www.flintshire.gov.uk/schoolmodernisation

1.1 Underpinning Policies

Transport

The Schools Modernisation programme will support the Authority's policy of providing free transport for children of compulsory school age (i.e. 5 -16yrs) as follows:-

- Where a child receiving primary education lives over two miles from the nearest appropriate school;
- Where a child receiving secondary education lives over three miles from the nearest appropriate school. The Local Authority also provides free transport for pupils of statutory school age:
 - Where the route to school is considered to be hazardous by the Local Authority in consultation with the Environment Directorate;
 - Where transport to a named school is identified in a pupil's Statement of Special Educational Needs. This would normally be on medical or educational grounds and would be deemed essential in the context of other criteria identified in this policy;
 - Where a child requires transport on medical grounds and no suitable public transport exists.

A full version of the policy is available on the following website link www.flintshire.gov.uk/schoolmodernisation.

For further information on transport please contact the Transportation Team on 01352 704530 who are responsible for assessing eligibility for transport.

2. Transport Profile

2.1 Flintshire Area Profile

- Flintshire is a strategically important transport hub
- Reliance on cars is high
- Use of public transport for travel to work is low
- More people travel out of the County for work than travel into the area

Table 1: Method of travel to work **(QS701EW)**

	Flintshire Unitary Authority	Wales Country
All Usual Residents Aged 16 to 74	112325	2245166
Work Mainly at or From Home	3234	73140
Underground, Metro, Light Rail, Tram	45	1175
Train	676	27341
Bus, Minibus or Coach	2951	62903
Taxi	343	6523
Motorcycle, Scooter or Moped	533	7694
Driving a Car or Van	53927	918645
Passenger in a Car or Van	4941	92727
Bicycle	1311	19659
On Foot	5676	145135
Other Method of Travel to Work	412	8673
Not in Employment	38276	881551

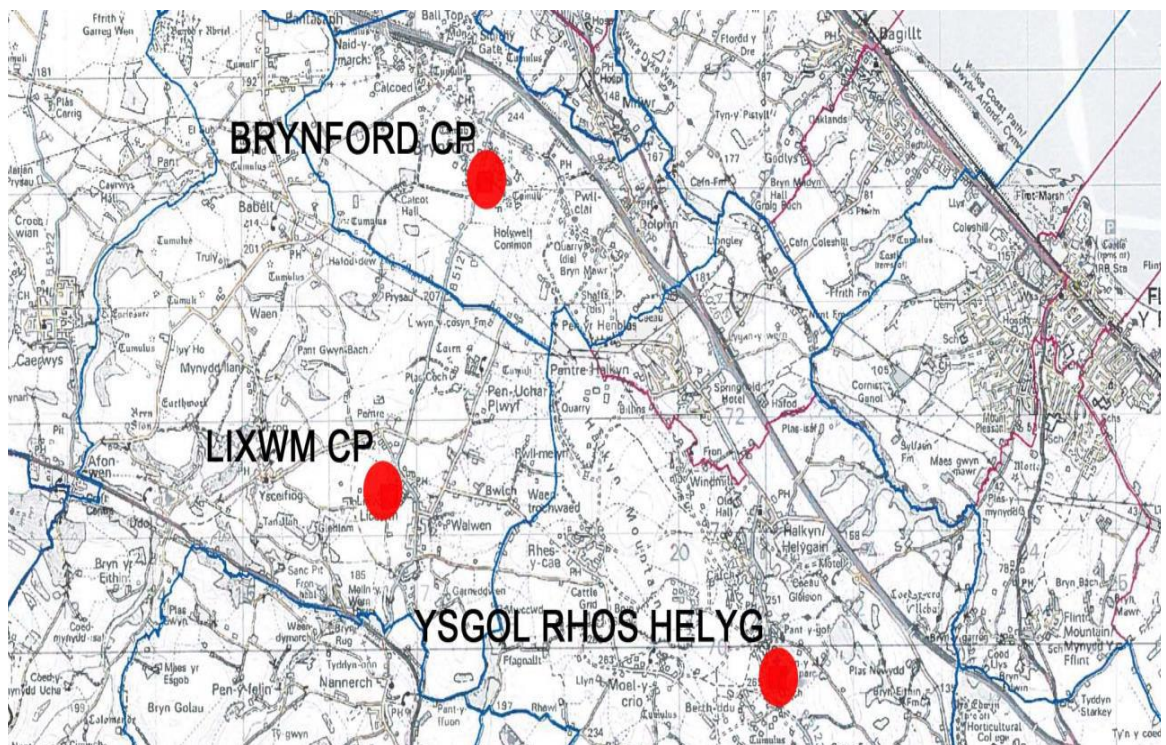
*Method of Travel to Work, 2011 (QS701EW), Mar11
CENSUS Information*

Of Flintshire's working population, 7.8% of the people work mainly at or from home. In comparison to the figures for Wales this figure is quite high; which is in part due to the rural nature of large areas of the county.

Reliance on cars for travelling to work is above the Wales figure. Again, the rural nature of the area and the lack of access to alternative methods of transport is the cause. Public transport accounts for a very low 4.48% of journeys to work across the County.

2.2 Brynford/Lixwm and Rhosesmor Area Profile

Map showing the Area and the locations of the schools in the review.



There are three primary schools covering the area – Brynford C.P. School is in the parish ward of Brynford, Lixwm C.P. School is in the parish ward of Ysceifiog and Ysgol Rhos Helyg, Rhosesmor is in the parish ward of Halkyn and the three wards are categorised by the office of National Statistics as being within a hamlet or isolated settlement in inhabited countryside. All three schools are classed as English Medium Primary Schools.

Based on the Office of National Statistics Census 2011 the combined population for Brynford, Ysceifiog and Halkyn parish wards is 5224.

There are no current housing development planning applications approved for the Brynford, Lixwm and Rhosesmor areas.

3.1 Current Transport Arrangements

There are some transport arrangements currently in place for the area. If every child who is eligible for free transport accesses home to school transport, the approximate costs would be as follows:

School Name	Daily Costs (£) (approx.)	Annual Costs (£) (approx.)
Brynford CP School	175.00	33,250.00
Lixwm CP School	110.00	20,900.00
Ysgol Rhos Helyg	615.00	116,850.00
Total Costs (£) (approx.)	900.00	171,000.00

3.2 Impact on Journey Times

Sections 3 and 4 of the Learner Travel (Wales) Measure 2008 states that transport arrangements are not suitable if 'they take an unreasonable amount of time'.

Although the measure does not specify a time limit for all journeys, Welsh Ministers consider that normally journey times should be no more than 45 minutes for primary school travel and 60 minutes for secondary travel for a single trip.

To assess impacts of the options on the journey times for pupils, the Council has undertaken an exercise to ascertain the approximate difference in the journey based on:

The options for the area are as follows:-

Option 1 : Status Quo

Option 2 : Area School on One Site

- Distance from Brynford C.P. and Lixwm C.P. to alternative Area school on Ysgol Rhos Helyg, Rhosesmor site.
- Distance from Lixwm C.P. and Ysgol Rhos Helyg, Rhosesmor site to alternative Area school on Brynford C.P. School site.
- Distance from Brynford C.P and Ysgol Rhos Helyg, Rhosesmor site to alternative Area school on Lixwm C.P. School Site.

Option 3 : Retain Ysgol Rhos Helyg, Rhosesmor and one Area School on one site (either Brynford C.P. or Lixwm C.P. School).

- Distance from Lixwm C.P. school site to Brynford C.P. site

Options 2 and 3, there is likely to be an increase in journey times for some pupils, but this would be within the learner travel measure due to the location of the sites.

Brynford to Lixwm = approximately 2.4 miles

Brynford to Rhosesmor = approximately 4.7 miles

Lixwm to Rhosesmor = approximately 5.7 miles

It is also noted that from the information on the current pupil cohorts there is a number of pupils who are located in the area and under parental preference are opting not to attend their nearest available school and who travel to another school in the area. This would potentially mean that depending on the location of the area school/s some pupils may see a decrease in their travel time, this is particularly the case with pupils from the Brynford and Lixwm C.P. Schools.

The estimated numbers of pupils with reduced or increased journey time from home to school based on the options is provided in the table below.

Option	Estimated Number and % of Pupils with a Reduced Home to School Journey Time	Estimated Number and % of Pupils Home to School Journey Time remains the same	Estimated Number and % of Pupils with an Increased Home to School Journey Time
Option 1	No change	No change	No change
Option 2 – Area School on Brynford site	39 (15.73%)	70 (28.23)	135 (54.44%)
Option 2 – Area School on the Rhos Helyg site	13 (5.24%)	127 (51.21%)	108 (43.55%)
Option 3 – Retain Rhos Helyg and Area school on Brynford site	19 (7.66%)	197 (79.44%)	32 (12.9%)

Note: All pupils journey time from home to school is less within the Learner Travel (Wales) Measure 2008 and within the below the recommended journey time of less than 45 minutes

3.3 Impact on Transportation Costs

The exercise in 3.2 shows that the distance between the furthest schools of Lixwm C.P. and Ysgol Rhos Helyg, Rhosesmor would be approximately 5.7 miles.

Therefore, taking into account the evidence in 3.2 and based on the assumption that all pupils currently attending schools within an area will attend the new school/s (excluding pupils receiving transport to meet an additional learning need), it is anticipated that there will be some additional transportation costs to consider.

Potential daily costs for Option 1

If every child who is eligible for free transport accesses home to school transport, the costs for each school would be estimated at:-

£175.00 for Brynford C.P. (£33,250.00 per annum),

£110.00 for Lixwm C.P. (£20,900.00 per annum), and

£615.00 for Ysgol Rhos Helyg (£116,850.00 per annum).

Potential daily costs for Option 2

Should Option 2 be implemented a number of pupils would be entitled to free home to school transport based on the assumption that they transfer to the area school at either Brynford, Lixwm or Ysgol Rhos Helyg site on the basis of the following grounds:-

- That the route to the area school would be considered to be hazardous by the Council due to its rural location with limited walking pathways in and out of the village, and/or
- The home location of the pupil is over two miles from the nearest appropriate school

If every child who is eligible for free transport accesses home to school transport, the costs for the area school/s would be estimated at:-

£640.00 per day (£121,600.00 per annum) if the area school is on the Brynford site, and

£760.00 per day (£144,400.00 per annum) if the area school is on the Ysgol Rhos Helyg, Rhosesmor site.

Transport costs for Lixwm CP School have not been calculated as the Lixwm site is not suitable as an area school.

Potential daily costs for Option 3

Should Option 3 be implemented a number of pupils would be entitled to free home to school transport based on the assumption that they transfer to the area school on either Brynford or Lixwm site on the basis of the following grounds:-

- That the route to the area school would be considered to be hazardous by the Council due to its rural location with limited walking pathways in and out of the village, and/or
- The home location of the pupil is over two miles from the nearest appropriate school

If every child who is eligible for free transport accesses home to school transport, the costs for each school would be estimated at:-

£805.00 per day (£152,950.00 per annum) if Ysgol Rhos Helyg, Rhosemor is retained and the area school is on the Brynford site.

Transport costs for Lixwm CP School have not been calculated as the Lixwm site is not suitable as an area school.

Summary of Estimated Transport Costs

	Estimated Transport Costs (day costs)
Option 1	£900.00
Option 2 (Area school on the Brynford site)	£640.00
Option 2 (Area school on the Rhos Helyg site)	£760.00
Option 3 (Retain Ysgol Rhos Helyg, Rhosesmor and One Area School on One site)	£805.00

3.4 Safe Routes in the Community

Both Brynford C.P. and Lixwm C.P. have received a scheme to provide additional safer routes in the communities.

Ysgol Rhos Helyg, Rhosesmor has not received a safe routes to school scheme, although a scheme was proposed but unfortunately there were feasibility issues.

4. Local Authority Options for Structural Change

Transport Impact Assessment

Area	Schools	Option 1 Status Quo	Option 2 Area school on one site	Option 3 Retain Ysgol Rhos Helyg, Rhousesmor and one area school on one site (either Brynford or Lixwm)
Brynford, Lixwm and Rhousesmor	Brynford C.P. School Lixwm C.P. School Ysgol Rhos Helyg, Rhousesmor	Each school remains as it is, retains its name, category, budget, governors, staff and remains in the community	Area school on one site, the school would retain its category but would have a new name, governing body, head and budget and would remain in one of the communities by either extension or a new build on an existing site	Ysgol Rhos Helyg, Rhousesmor would remain as it is, retains its name, category, budget, governors, staff and would remain in its community. Brynford C.P and Lixwm C.P would amalgamate onto one site. The amalgamated school would retain its category but would have a new name, governing body, head and budget and would remain in one of the communities by either an extension or new build on either Brynford or Lixwm site.

5 = Strongly Agree/Improvement

4 = Agree/Some Improvement

3 = Neither Agree nor Disagree/No change

2 = Disagree/Slightly worse

1 = Strongly Disagree/Worse

Measure	Option 1 Status Quo	Option 2 Area School on one Site	Option 3 Retain Ysgol Rhos Helyg, Rhosesmor and one area school on one site (either Brynford or Lixwm)
Impact on journey times	3	2	2
Impact on transportation costs	3	4	4
Safe routes in the Community	3	3	3
Average Score	3	3	3

5. Conclusions and Recommendations

On the basis of the overall Transport Impact Assessment, the findings are that Option 1 would provide no change to the current arrangements or journey times.

In the case of Option 2 – Area School on one site and Option 3 – Retain Ysgol Rhos Helyg, Rhosesmor and one area school on one site (either Brynford or Lixwm), there is likely to be an increase in journey times for some pupils. For some pupils there is likely to be a decrease in journey times. The home to school journey times are within the recommended Learner Travel (Wales) Measure 2008 of a journey time of less than 45 minutes.

A number of pupils may be eligible for free Home to School transport based on Flintshire County Council's Transport Policy. Taking this into account, it is anticipated that there may be additional costs in transporting pupils should Options 2 and 3 be progressed. For option 1 (status quo) if every child who is eligible for free transport accesses home to school transport, the transport costs would be higher than that of option 2 and 3.

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