

St Silas Church of England Primary School
Liverpool Primary School Investment Plan

Transport Statement Appendices

August 2015

70013/R/002 - Version 2-0 Appendices

APPENDIX A – TRANSPORT STATEMENT SCOPING NOTE

Project:	St Silas Primary School	Project No:	70013
Title:	Transport Statement Scoping Note	Document Ref:	70013/R/001
Originator:	Ian Yates (Flinders Chase)	Date:	22/06/2015

This Scoping Note is the result of a meeting on 19th June 2015 between LCC Highways Officers, LCC Primary Schools Investment Officers and Flinders Chase (on behalf of Kier Construction) to review the transport aspects of expanding St Silas Primary School. It provides the proposed scope and methodology for the Transport Statement, MASA and Travel Plan to be submitted with the planning application.

Project Background.

St Silas Church of England Primary School is a 1 form of entry voluntary controlled primary school (210 pupil capacity) in an inner city area to the south of Liverpool City Centre. The school also has a 25 place nursery for 2 and 3 year olds. Under the Liverpool Primary School Expansion Programme, it is proposed to increase the capacity of the primary school to accommodate a maximum of 315 students. This would increase its yearly intake of students from 1 form of entry (30 pupils entering Reception each year) to 1.5 forms of entry (45 pupils entering Reception each year). The school is popular and oversubscribed with high demand likely to be sustained over the medium to long term. For entry into Reception in September 2014 the school received 54 applications for 30 places. It is proposed to extend and improve the existing school buildings at their current site on High Park Street in the Toxteth area of Liverpool. The actual building works are very modest, with an existing mobile classroom being replaced with permanent provision, and a small extension to the main building. There is currently no on-site provision for car parking.

Issues to be addressed in the Transport Statement.

- The planning application for the project should be accompanied by a *Transport Statement*, a *Minimum Accessibility Standard* Assessment and an updated *School Travel Plan*. No detailed junction modelling is required to support the application.
- A staff travel survey is required to understand current demand for car parking at the school and to use as base data for the travel plan and future trip generation.
- Student travel surveys are required to understand the extent of dropping off / picking up by car that takes place at present, and to use as base data for the travel plan and future trip generation. A review of the dropping off is needed by inspection/observation on site.
- No staff car parking is currently accommodated on site and this is not proposed to change. It is considered that the majority of car parking takes place on High Park Street at present, close to the main pedestrian entrance into the school. Transport Statement to review and assess how much car parking will be needed in the future and assess on-street parking in

the area around the school to ensure that adequate provision can be made without loss of amenity to the existing residents.

- It was noted that the school is within the “Welsh Streets” housing redevelopment area, but that housing project has stalled and it is not considered necessary to account for the future housing project in the Transport Statement for the school expansion
- It is considered important to review the pedestrian access points into the school, and to address any existing safety issues. A review of the existing school crossing patrols in the area is considered necessary as part of this review.
- Five year accident data is to be reviewed covering the area outlined in Figure 1 below.

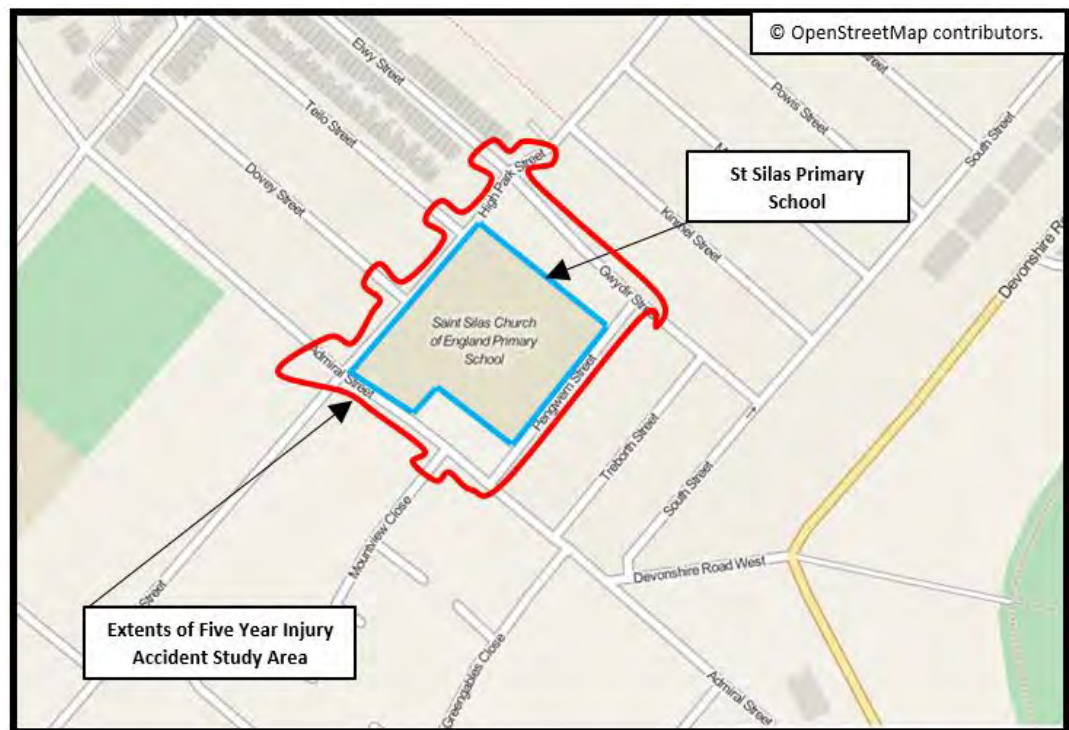


Figure 1: Accident Data Coverage Required.

- Cycle parking provision should be reviewed on site and adequate provision made to accommodate the growth in student and staff numbers. Parking for scooters should be considered also, and included as part of the cycle parking provision.
- Servicing survey – through interview/discussion with site manager, record the current servicing requirements and habits and ensure future servicing can be accommodated, safely.

APPENDIX B – SCHOOL CATCHMENT PLAN



**St Silas pupils
May 2014 Census**

Children's Services, School Organisation Team, 2nd Floor, Millennium House, Victoria Street, Liverpool.
GIS Team: 233 2752



Date:
Ref:

APPENDIX C – SCHOOL STUDENT TRAVEL SURVEY SUMMARY REPORT

St Silas Primary School (Liverpool)

Student Travel Survey Results

July 2015

Version 1-0

Document Control

Project: St Silas Primary School, Liverpool

Document Reference: 70013-R-001

Document Title: Student Travel Survey Results

Client: Kier North West

Version	Date	Status	Written By	Checked By	Approved By
1-0	29/07/2015	Final	I Yates	K Norman	I Yates

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1.0 INTRODUCTION

1.1 *Background*

St Silas Church of England Primary School is a 1 form of entry voluntary controlled primary school (210 pupil capacity) in the Toxteth area to the south of Liverpool City Centre. The school also has a 26 place nursery and a 24 place pre-nursery. Under the Liverpool Primary School Expansion Programme, it is proposed to increase the capacity of the primary school to accommodate a maximum of 315 students of Primary School age, (i.e. in addition to the nursery and pre-nursery pupils). This would increase its yearly intake of students from 1 form of entry (30 pupils entering Reception each year) to 1.5 forms of entry (45 pupils entering Reception each year). The school is popular and oversubscribed with high demand likely to be sustained over the medium to long term. For entry into Reception in September 2014 the school received 54 applications for 30 places. It is proposed to extend and improve the existing school buildings at their current site on High Park Street in the Toxteth area of Liverpool.

An optional breakfast club operates at the school from 07:30 each day and there is an optional enrichment programme with after school activities between 15:15 and 16:15 Monday to Thursday.

A Transport Statement and a new School Travel Plan are being developed and submitted as part of the full planning application for the expansion project. A Travel Plan is a package of measures designed to reduce the number and length of car trips generated by a development. Travel plans can also reduce social and environmental impacts and can help reduce economic costs.

The Travel Plan will analyse the current travel modes of staff and students and set out a strategy for promoting more sustainable modes of travel. The detailed Travel Plan will be required to set targets for achieving a shift in travel to more sustainable modes. The first step in developing the detailed Travel Plan is to collect current data for how staff and students currently travel to the school. This report presents the results of a Travel Survey undertaken by the students of St Silas School in June/July 2015.

1.2 *Survey Methodology*

A Travel Survey was developed and sent to the school on 12 June 2015. The survey took the form of “pro-formas” handed out to staff, who undertook a “hands-up” survey of the students in their class. The survey asked a total of four questions, as set out below;

- 1.) How do you travel to school?
- 2.) If you travel to school by bus, which number bus do you catch?
- 3.) How long does it typically take for you to get from your home to school?

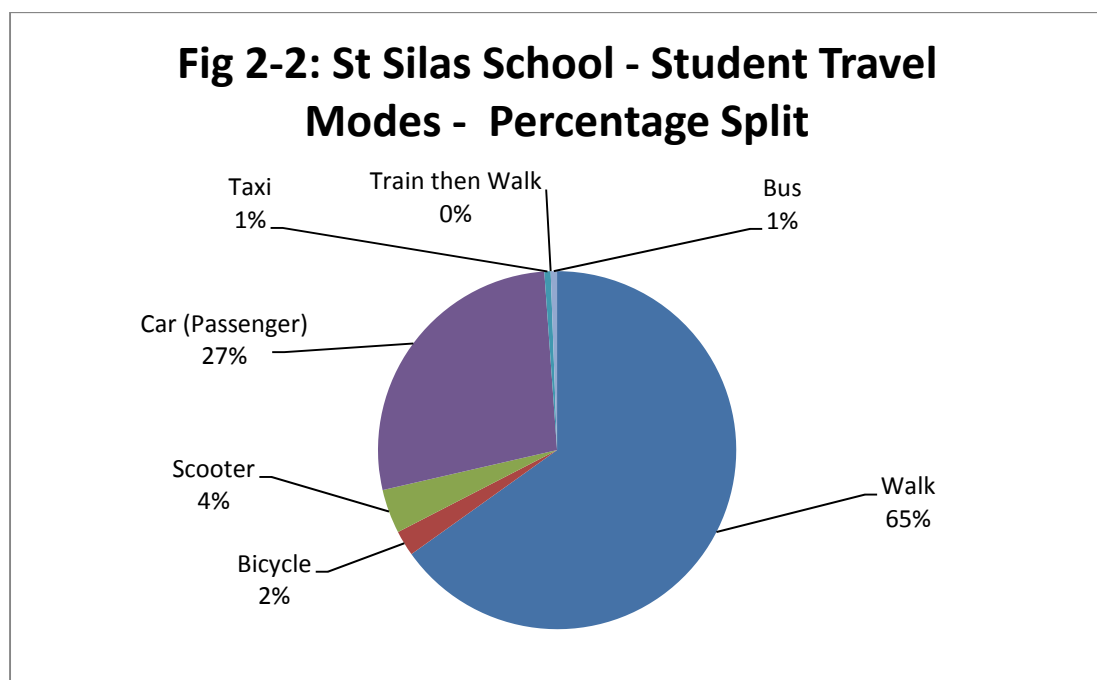
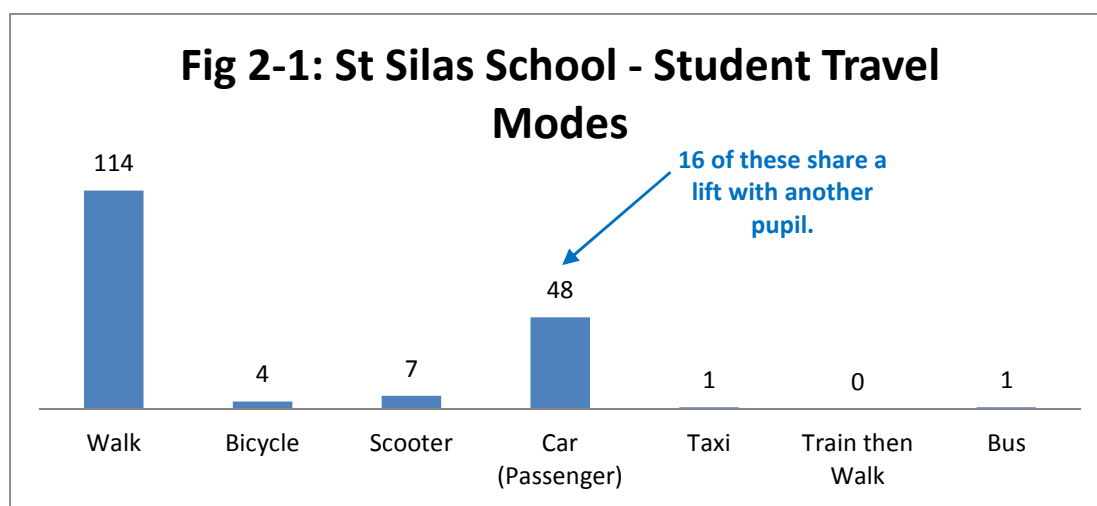
4.) How do you travel home from school at the the end of the day?

The survey forms was returned to Flinders Chase on 5th July 2015 and the results have been analysed to ascertain current travel patterns and trends amongst the existing student cohort. 175 of the 260 pupils at the school completed the survey, which is a 67% response rate. Of the nine year groups at the school, (Pre-Nursery, Nursery, Reception and Years 1 to 6 inclusive) seven year groups returned the survey pro-formas. Although a higher response rate was hoped for, a 67% response rate is considered to present data which will be representative of the whole school student cohort. The data can therefore be used for the purposes of developing a School Travel Plan, and a Transport Statement to support the school expansion plans.

A similar survey was issued to *staff* at the school, to try to establish their current travel habits in the same way as the students. However, the survey was only completed by 10 staff, and there are known to be 40 staff employed at the school. This represents a 25% response rate, and the survey is therefore NOT considered to be accurate enough to use as the basis for any assessments or predictions for travel and trip generations. The data from these surveys has therefore NOT been presented in this report.

2.0 STUDENT TRAVEL MODES TO SCHOOL

The Travel Survey asked a question about the primary travel mode for students travelling to school at the start of the day. The results are shown in Figures 2-1 and 2-2 below and reveal that 65% of students walk to school at present, with 6% riding a scooter or bike, and 27% being dropped off by car. *Of the 27% dropped off by car, 33% of these students indicated that they shared a lift with another pupil at the school.*



The Travel Survey asked a separate question of those pupils that caught the bus to school, to determine which number bus they caught. Only 1 student caught the bus to school, and that student caught two buses; the *number 27* and the *number 10*.

3.0 STUDENT TRAVEL TIMES TO SCHOOL

Students were asked to estimate how long their journey to the school took them. Because of the young age of the pupils, not all were able to answer this question, but 97 students did respond, which gives representative data upon which to base future targets. The results are shown in Figures 3-1 and 3-2 below and reveal that 93% of students have a journey time of less than 15 minutes, and 99% have a journey which takes less than 30 minutes.

Fig 3-1: St Silas School - Student Travel Times

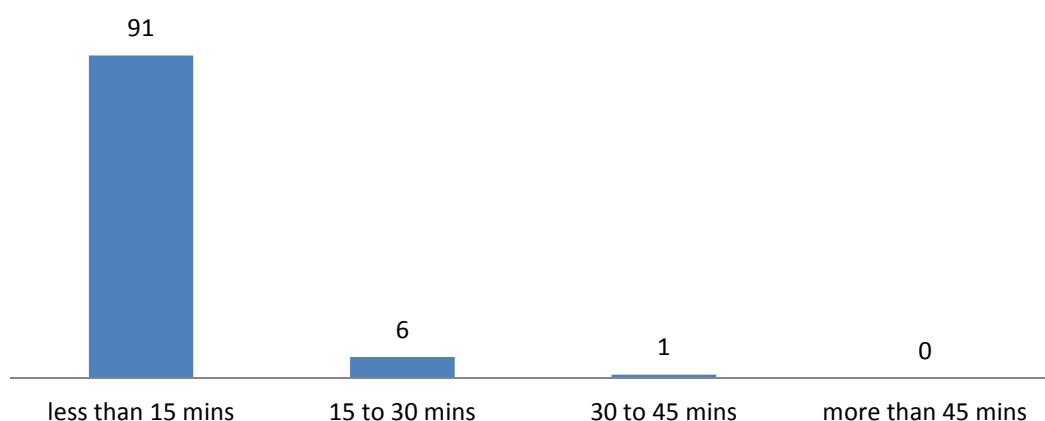
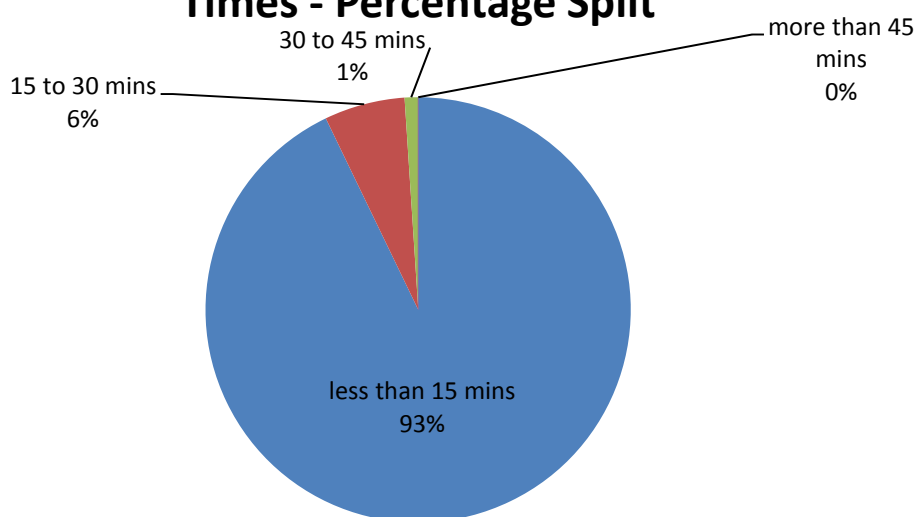


Fig 3-2: St Silas School - Student Travel Times - Percentage Split



4.0 STUDENT TRAVEL MODES FROM SCHOOL

The Travel Survey asked a final question about the primary travel mode for pupils travelling home from school at the end of the day. This would identify if there is any significant shift in travel mode from the beginning to the end of the day. The results are displayed in Figures 4-1 and 4-2 below and the data reveals a slight reduction in the percentage of pupils that walk home at the end of the day, (61%) compared to the percentage that walk to school at the start of the day (65%). This reduction is matched by an increase in the “car passenger” category for the journey home.

Fig 4-1: St Silas School - Student Travel Modes

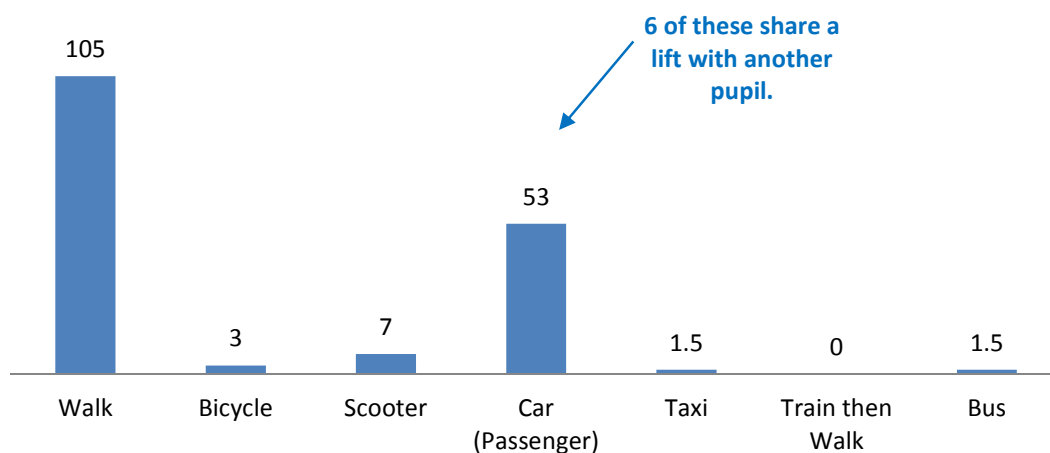
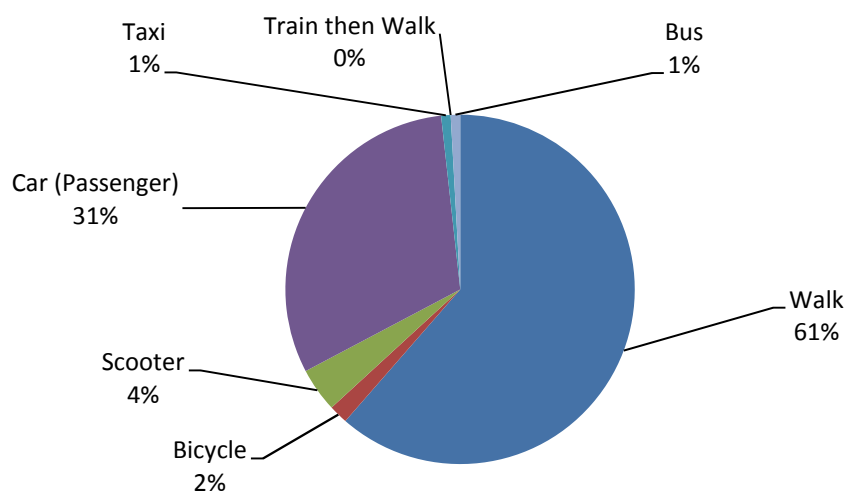


Fig 4-2: St Silas School - Student Travel Modes - Percentage Split



***APPENDIX D – ST CLEOPAS SCHOOL – STAFF & STUDENT TRAVEL
SURVEY RESULTS***

St Cleopas Church of England Primary School

Travel Survey Results

March 2015

Version 1-0

Document Control

Project: St Cleopas Church of England Primary School, Liverpool

Document Reference: 70007-R-002

Document Title: Travel Survey Results

Client: Kier North West

Version	Date	Status	Written By	Checked By	Approved By
1-0	06/03/2015	Final	I Yates	K Norman	I Yates

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1.0 INTRODUCTION

1.1 *Background*

St Cleopas Primary school, in the Dingle area of Liverpool is an existing primary school catering for approximately 210 pupils, plus circa 32 children attending a Nursery at the school. Under the Liverpool Primary School Investment Plan, it is proposed to increase its capacity to accommodate a maximum of 315 students, (excluding Nursery places). This would increase its yearly intake of students from 1 Form of Entry, to 1.5 Forms of Entry, (15 extra pupils each year). The school teaches pupils from reception age; through to year 6. The existing school buildings are adequate for their pupil intake at present, but will need additional accommodation to accept the increase in students from September 2015. It is proposed to extend and improve the existing school buildings at their current site, on Beresford Road, in the Dingle area of Liverpool.

The school is located in an area that is primarily residential in nature, characterised by terraced housing. The school is located approximately 500m from the A561, (Park Road) which carries up to 14,000 vehicles per day. It is considered that the school does not have a significant existing problem with traffic congestion caused by the school drop off / pick up, since it serves a very local catchment, (the vast majority of pupils at the school live within 1km of the school). At present there is only one vehicle entrance into the school grounds, (from Monro Close) and the school has a limited number of vehicle parking spaces for staff, (circa 10 bays). There are three pedestrian entrances into the school grounds, with the main student entrance being from Beresford Street.

The construction of some of the new buildings are required to be complete before the new school year starts in September 2015. A Transport Statement and a new School Travel Plan are being developed and submitted as part of the full planning application for the expansion project. A Travel Plan is a package of measures designed to reduce the number and length of car trips generated by a development. Travel plans can also reduce social and environmental impacts and can help reduce economic costs.

The Travel Plan will analyse the current travel modes of staff and students and set out a strategy for altering travel patterns to more sustainable modes of travel. The detailed Travel Plan will be required to set targets for achieving a shift in travel to more sustainable modes. The first step in developing the detailed Travel Plan is to collect current data for how staff and students currently travel to the school. This report presents the results of a Travel Survey undertaken by the staff and students of St Cleopas Church of England Primary School in February 2015.

1.2 *Survey Methodology*

A Travel Survey was developed and sent to the school on 24th February 2015. The survey took the form of a “Hands Up” survey of the pupils and was administered by all class teachers. Staff surveys were undertaken in a similar manner at staff briefings. The survey asked a total of five questions, as set out below;

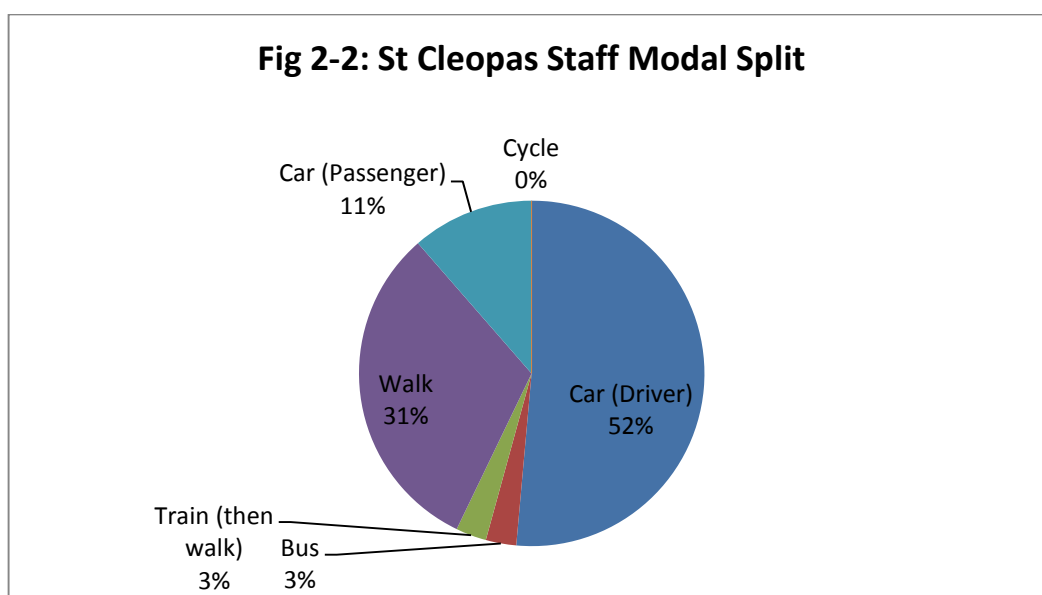
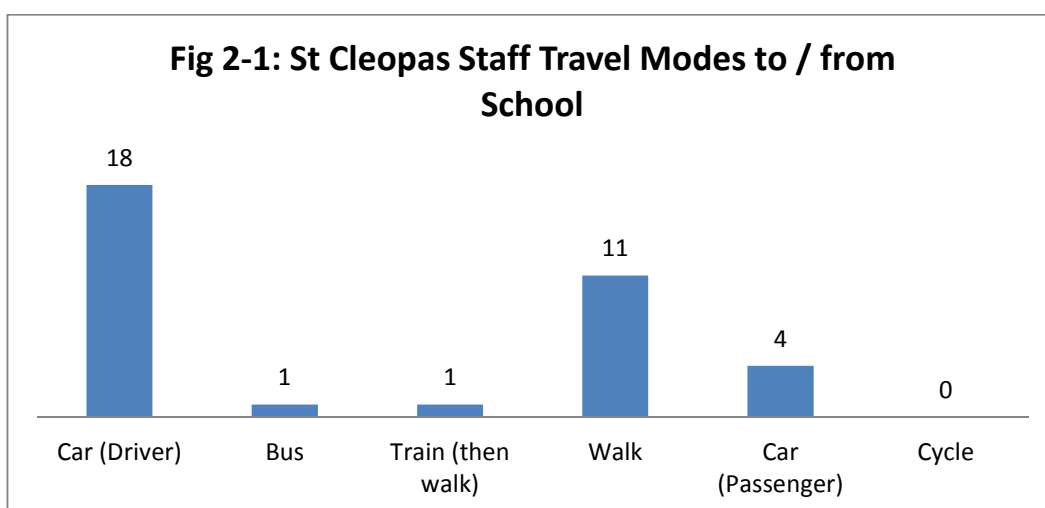
- 1.) How do you travel to school?
- 2.) For those that travel to school by bus, please indicate which number bus you catch to get to school.
- 3.) How long does it typically take for you to get from your home to school?
- 4.) How do you travel home from school?
- 5.) What time do you generally arrive at, and leave school? (staff only question)

The survey forms were returned to Flinders Chase on 26th February 2015 and the results have been analysed to ascertain current travel patterns and trends. The following sections of this report summarise the findings of the Travel Survey and will be used to contribute to the development of the detailed Travel Plan and Transport Statement.

2.0 TRAVEL MODES TO SCHOOL

2.1 Staff

The Travel Survey was completed by 35 staff members, including teaching and support staff. Some staff members do not work full time staff at the school, (circa 5 staff) for example cleaning and catering staff. Not all of the questions asked in the survey were answered, but enough data was gathered to allow a detailed analysis of staff travel to the school, which is the more critical period as it conflicts with the main AM peak hour for commuting traffic. The survey showed that the majority of staff members drive a car to the school; 18 staff, which represents 52% of all staff. A further 11% of staff members (4 staff) travel to the school by car as a passenger. A significant number of staff members walk to school (31% - 11 staff). There are no staff members that currently cycle to school and 2 that travel by bus / train. Figure 2.1 below shows the number of staff by travel mode, and Figure 2-2 the modal split percentages for how staff members travel to school.



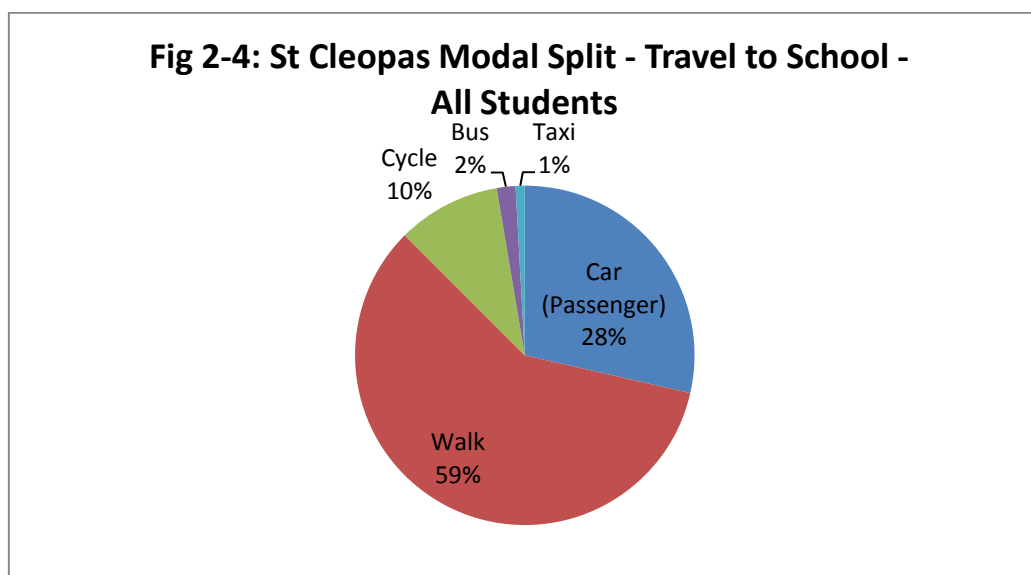
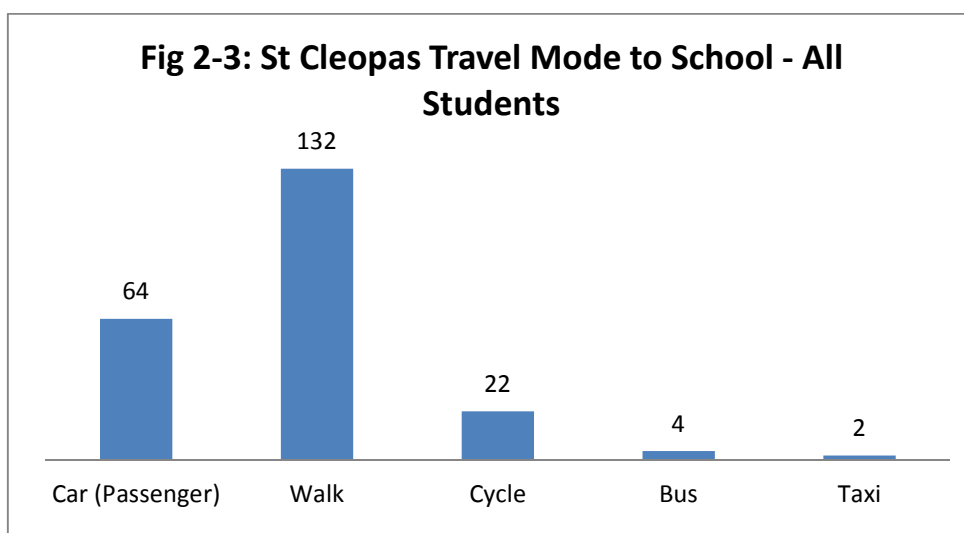
2.2 Students

2.2.1 Whole School Travel Modes

A total of 224 (of 242 actual) pupils from Nursery to Year 6 were included within the Student Travel Survey. The survey was completed within class groups, which enables the figures to be analysed for each year and as a whole school. The survey indicated that the majority of pupils across every year group walk to school, (132 pupils - which represents 59% of the total number of pupils included in the survey). This figure is supplemented by 22 students that cycle to school, (this figure is known to include those that ride a “scooter” to school), which represents 10% of students.

The survey indicated that a total of 64 pupils travel to school as a car passenger, which represents 28% of the total number of pupils included in the survey. The survey also indicated that of the pupils that travel to school by car, 19% of these pupils (12 pupils) travel in a car that contains more than 1 pupil that attends St Cleopas School. 4 pupils travel to school by bus and 2 pupils indicated that they travel to school by taxi.

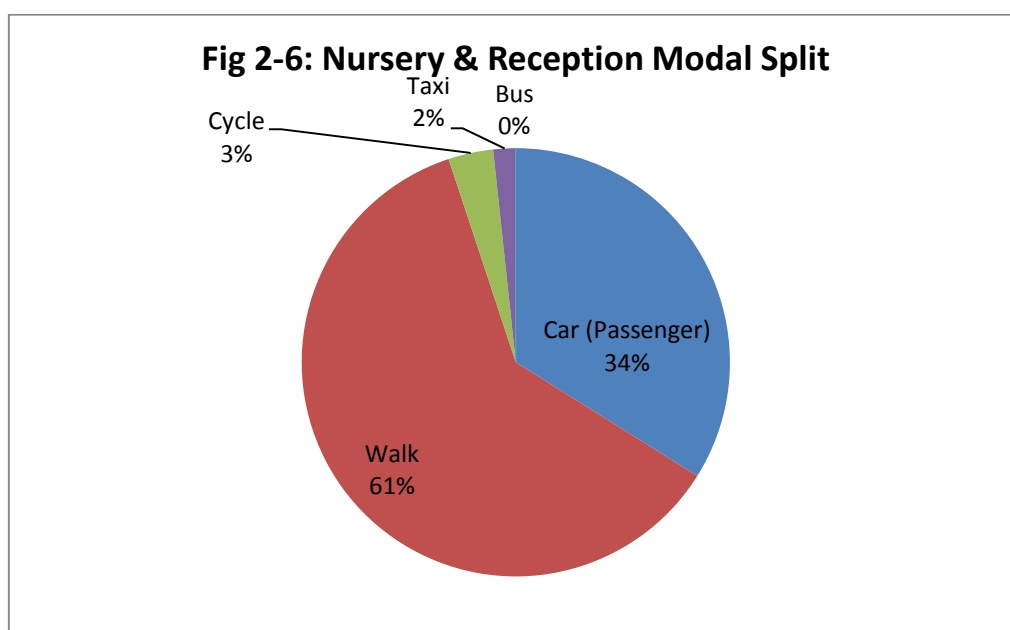
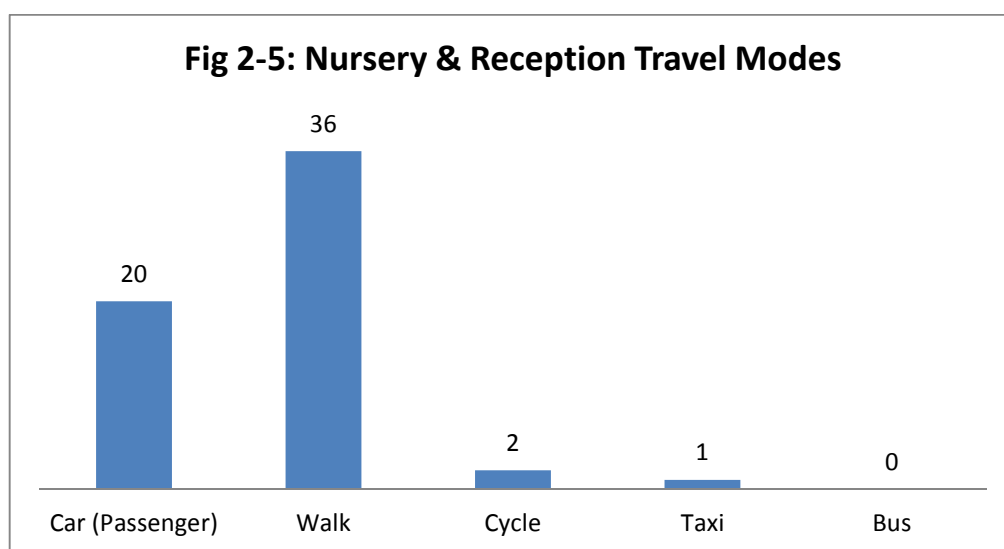
The whole school travel mode results are shown in Figures 2.3 and 2.4 below.



2.2.2 Nursery and Reception Travel Modes

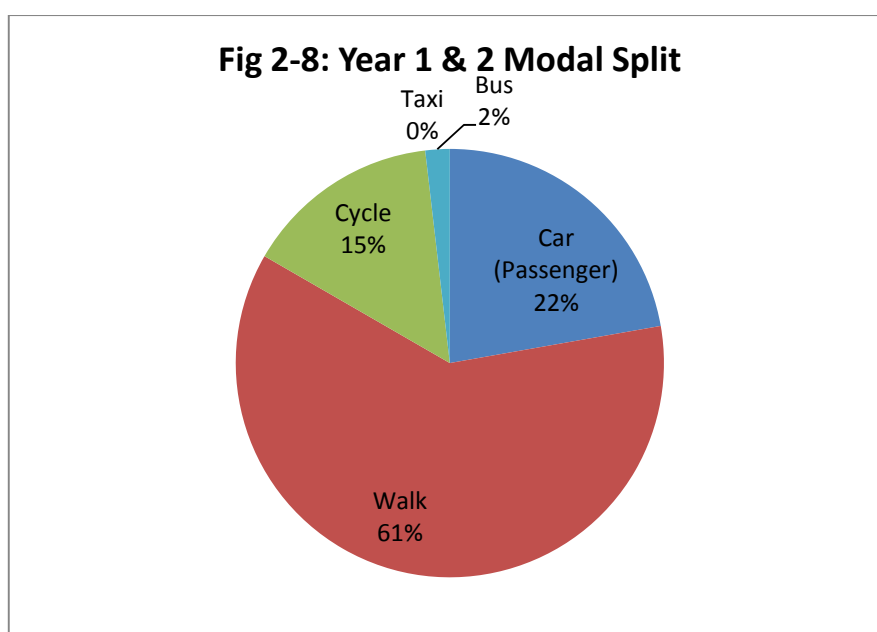
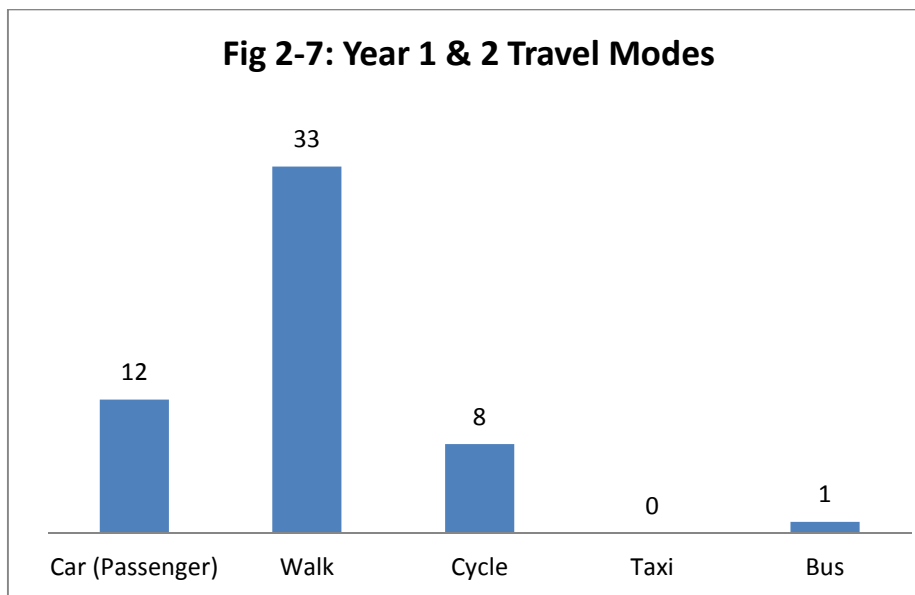
A total of 16 Reception pupils (59% of that year group) indicated that they travel to school by car, which is the highest number for any year group at the school. This result is not particularly surprising, given that these are the youngest pupils spending all day at the school with most aged 4 to 6 years old. Only 4 Nursery pupils travelled to school by car, which is not surprising given that these pupils only spend half a day at the school, and are drawn from a very local catchment. The vast majority of Nursery pupils were walked to school by parents. Across both year groups, 36 pupils walked to school, representing 61% of pupils; whilst 34% of pupils were dropped off by car.

A summary of the travel modes to school for Nursery and Reception pupils is shown in Figures 2-5 and 2-6 below.



2.2.3 Year 1 and Year 2 Travel Modes

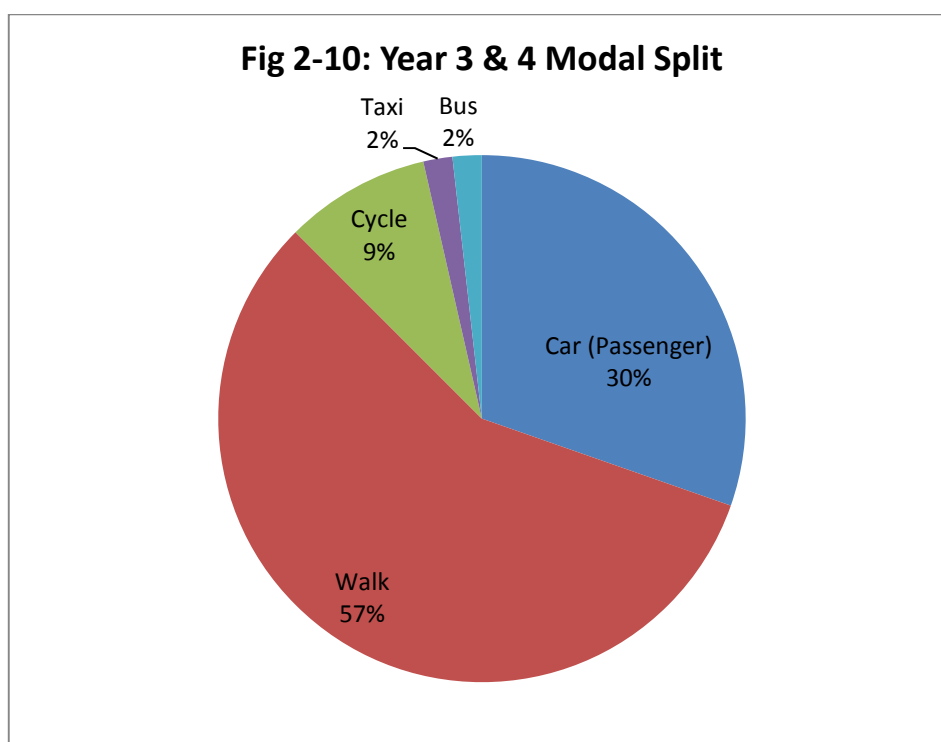
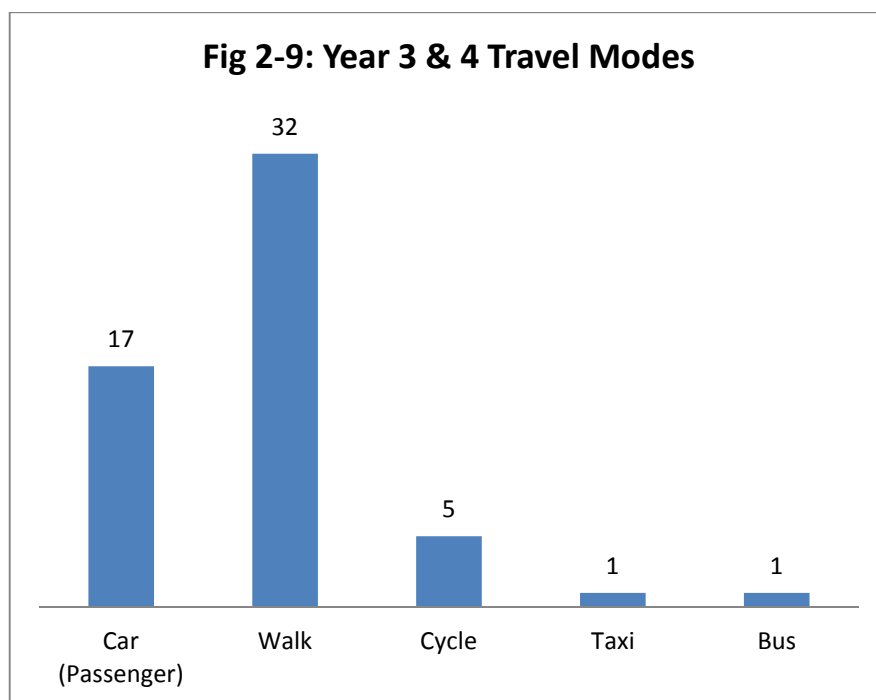
The results of the travel survey indicate that the majority of Year 1 and Year 2 pupils walked to school, (61%) with a noticeable number of these year groups choosing to ride their cycle / scooter to school, (15%). Only 12 Year 1 and Year 2 pupils indicated that they travel to school by car, which represents 22% of these year groups. Only 1 pupil in these year groups currently travels by bus. A summary of the travel modes to school for Year 2 and Year 3 pupils is shown in Figures 2-7 and 2-8 below.



2.2.4 Year 3 and Year 4 Travel Modes

The results of the Travel Survey indicate that a similar proportion of Year 3 and Year 4 pupils walk and cycle to school, when compared to the survey results for the Year 1 and Year 2 pupils, (57% walk and 9% cycle/scooter). A total of 17 Year 3 and Year 4 pupils (30%) travel to school by car with only 1 pupil travelling by bus and 1 by taxi.

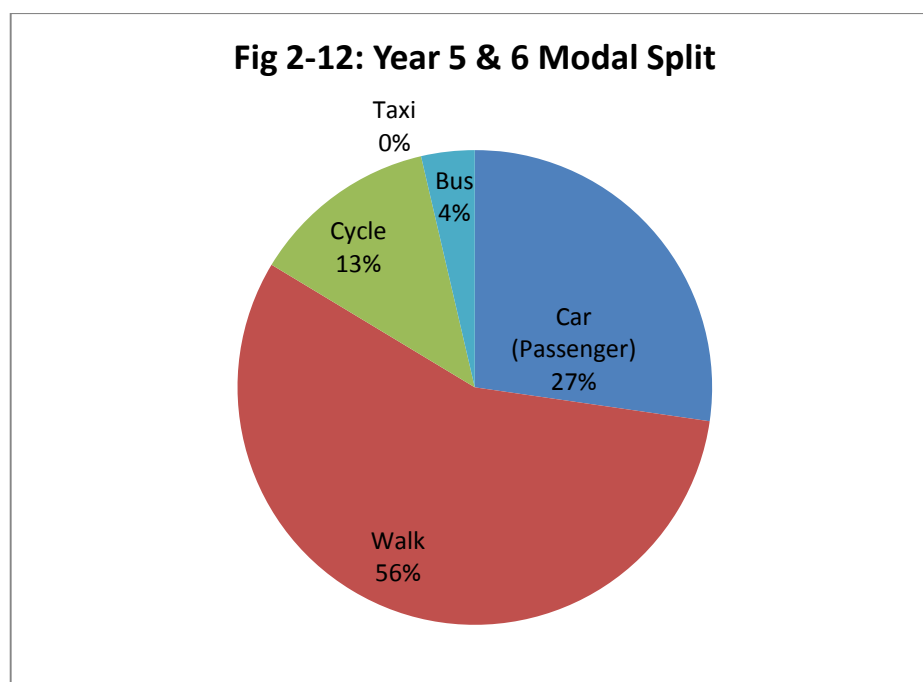
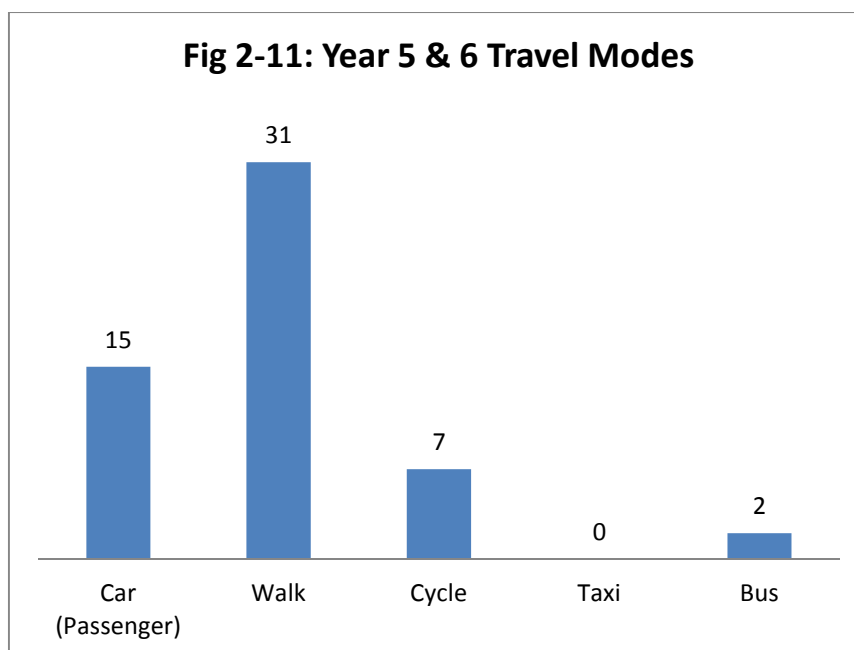
A summary of the travel modes to school for Year 4 and Year 5 pupils is shown in Figures 2-9 and 2-10 below.



2.2.5 Year 5 and Year 6 Travel Modes

The results for Year 5 and Year 6 pupils showed that these year groups were just as likely to travel to school by walking or cycling as the younger year groups. A total of 31 pupils (56%) walk to school and 7 pupils (13%) cycle to school. 15 pupils arrive by car, (27%) and only 2 pupils (4%) travel by bus.

A summary of the travel modes to school for Year 6 pupils is shown in Figures 2-11 and 2-12 below.



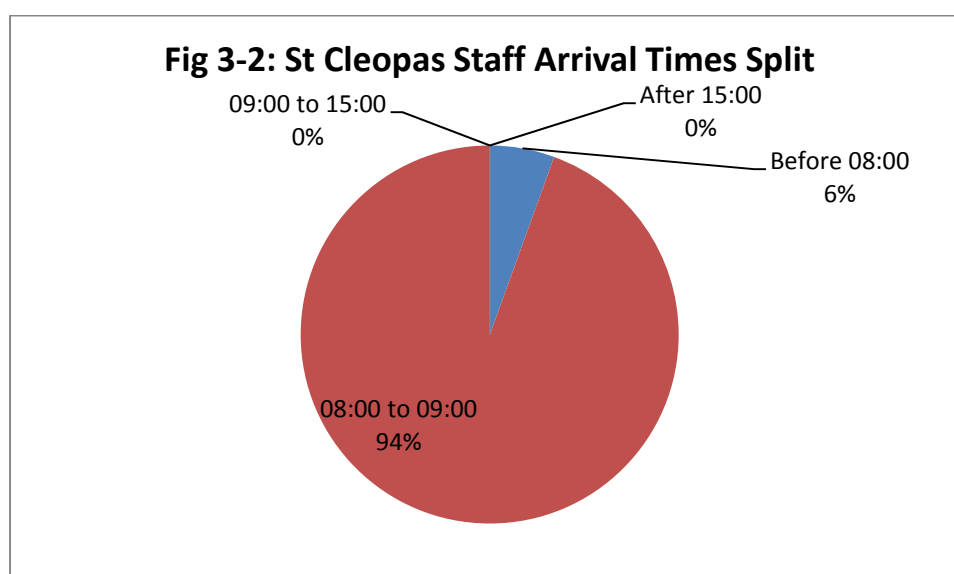
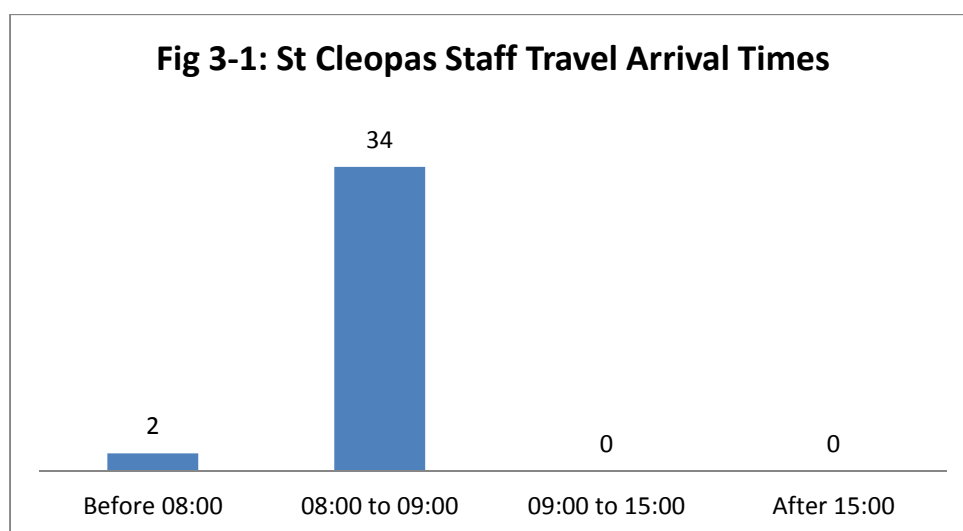
3.0 TRAVEL TIMES TO SCHOOL

3.1 Staff Travel Times / Arrival & Departures Times

The Travel Survey asked specific questions about the amount of time it takes each staff member to travel from their home to school, and what time they generally arrive at the school in the morning, and leave to travel home in the afternoon. This information can provide an indication of the potential to encourage a shift from high emissions modes of transport (i.e. cars) to more sustainable modes of travel.

Staff did not complete the question relating to travel times, nor the question relating to what time staff leave the school to travel home in the afternoon.

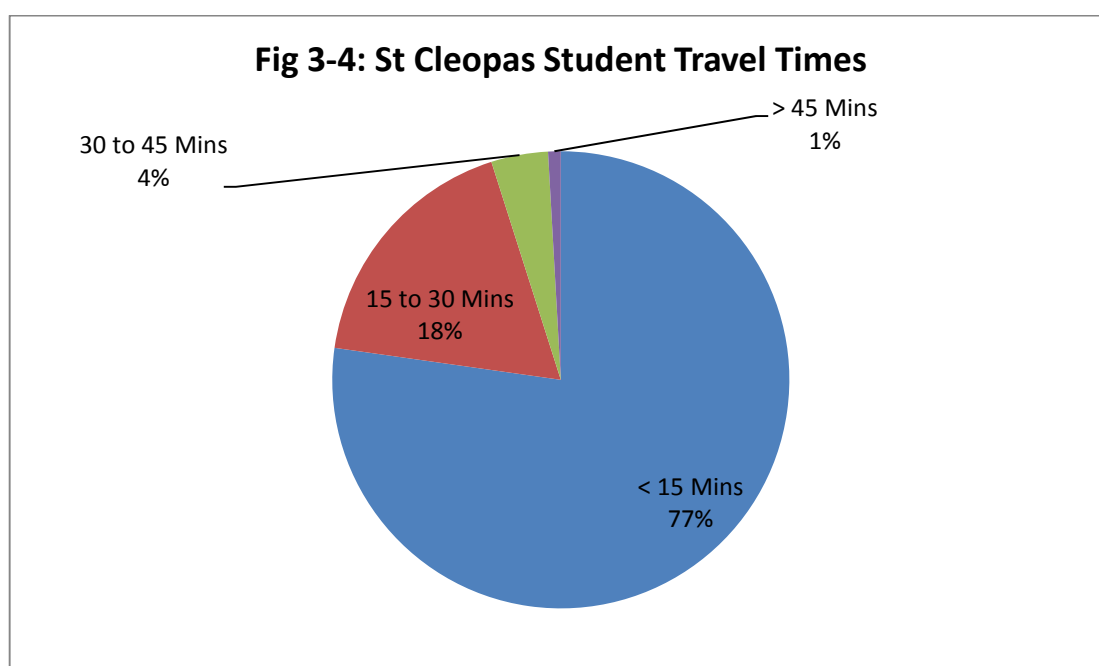
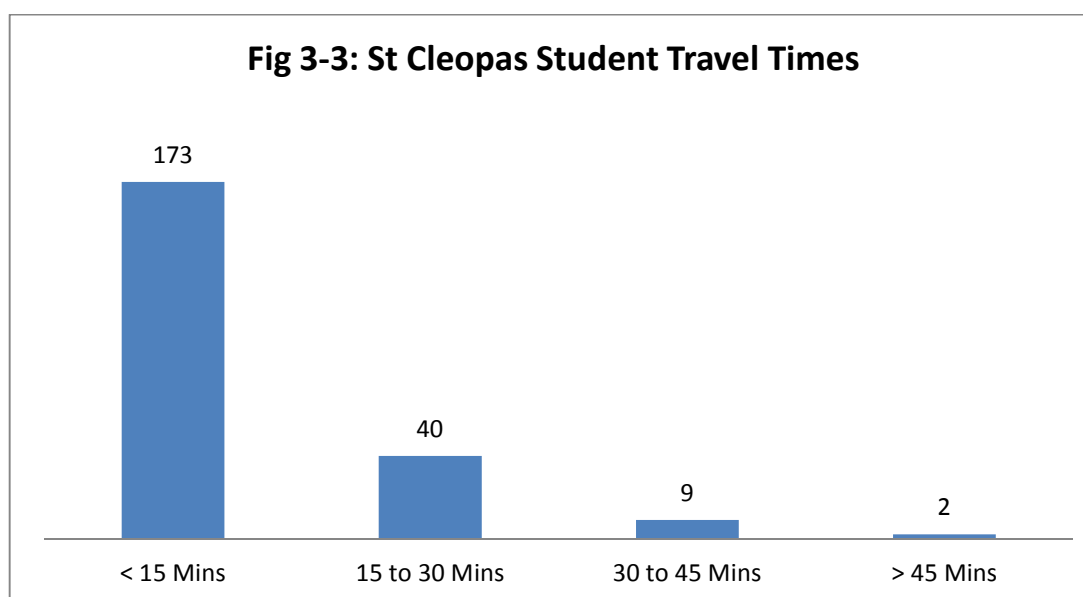
They did provide a response to the question regarding what time they arrive at the school in the morning. The survey results indicate that the majority of staff members arrive at the school between 8am and 9am, with only 2 staff members arriving before 8am. Figures 3-1 and 3-2 below show the arrival times in actual numbers, and as a percentage of staff.



3.2 Student Travel Times

The Travel Survey asked students how long their journey to school took; the survey had an excellent response, (including Nursery School pupils – it is assumed that parents dropping children off were asked to respond). The results indicate that most pupils have a very short journey time to school with 77% of pupils indicating a journey time of less than 15 minutes. A further 18% of pupils indicated a journey time of 15 to 30 minutes. 11 pupils (5%) indicated a journey time in excess of 30 minutes. An analysis of the pupil postcodes for the school confirms that the school has a very local catchment with most pupils living within 1 kilometre of the school site.

Figures 3-3 and 3-4 below illustrate the overall journey time splits and the journey time bands for all pupils at the school.



4.0 TRAVEL MODES FROM SCHOOL

The Travel Survey asked a final question about the primary travel mode for staff and pupils traveling home at the end of the day. This would identify if there is any significant shift in travel mode from the beginning to the end of the day.

4.1 Staff

The staff survey had a very poor response and did not present data which could be statistically analysed. However, the data relating to travel mode “to” the school can be said to be representative of how staff travel home at the end, (single day modal shift for staff working at schools is very uncommon) - refer to section 2.1 of this report.

4.2 Students

Nursery and Reception pupils did not answer this question, but all other year groups did. If it is assumed that the Nursery and Reception classes use the same mode of transport to travel home from the school, as they used to travel to the school, the survey results for the whole school can be analysed. The difference between how students travel to school, and how they travel home does not differ significantly in any category or the students travel mode home. A small shift is seen by some students that cycle to school in the morning, but travel home by car in the afternoon, (it is assumed these pupils use a scooter to travel to the school, and this is carried home with them in the car in the afternoon). see Figures 4-1 and 4-2 below:

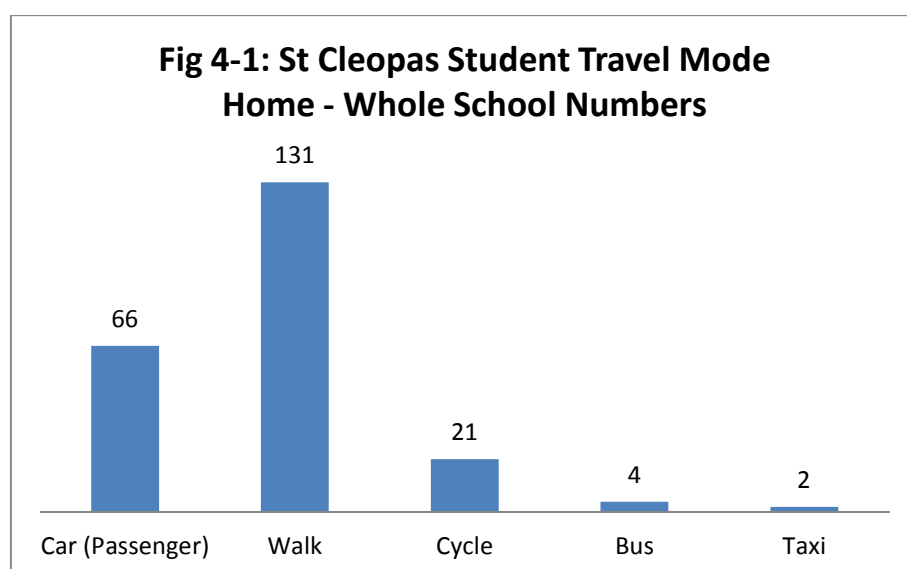
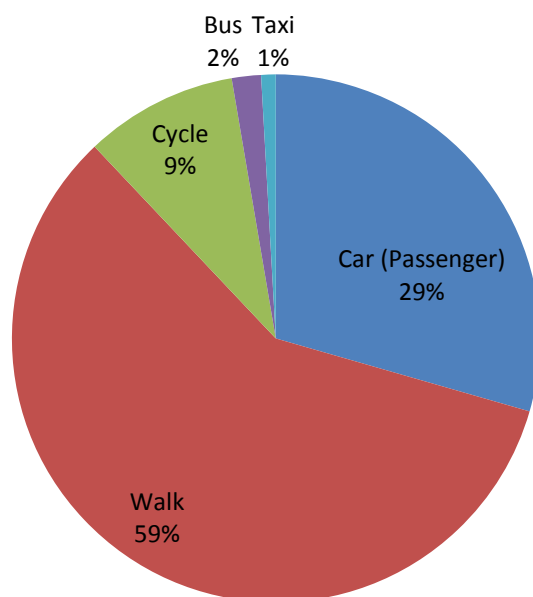
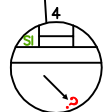
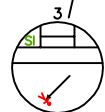
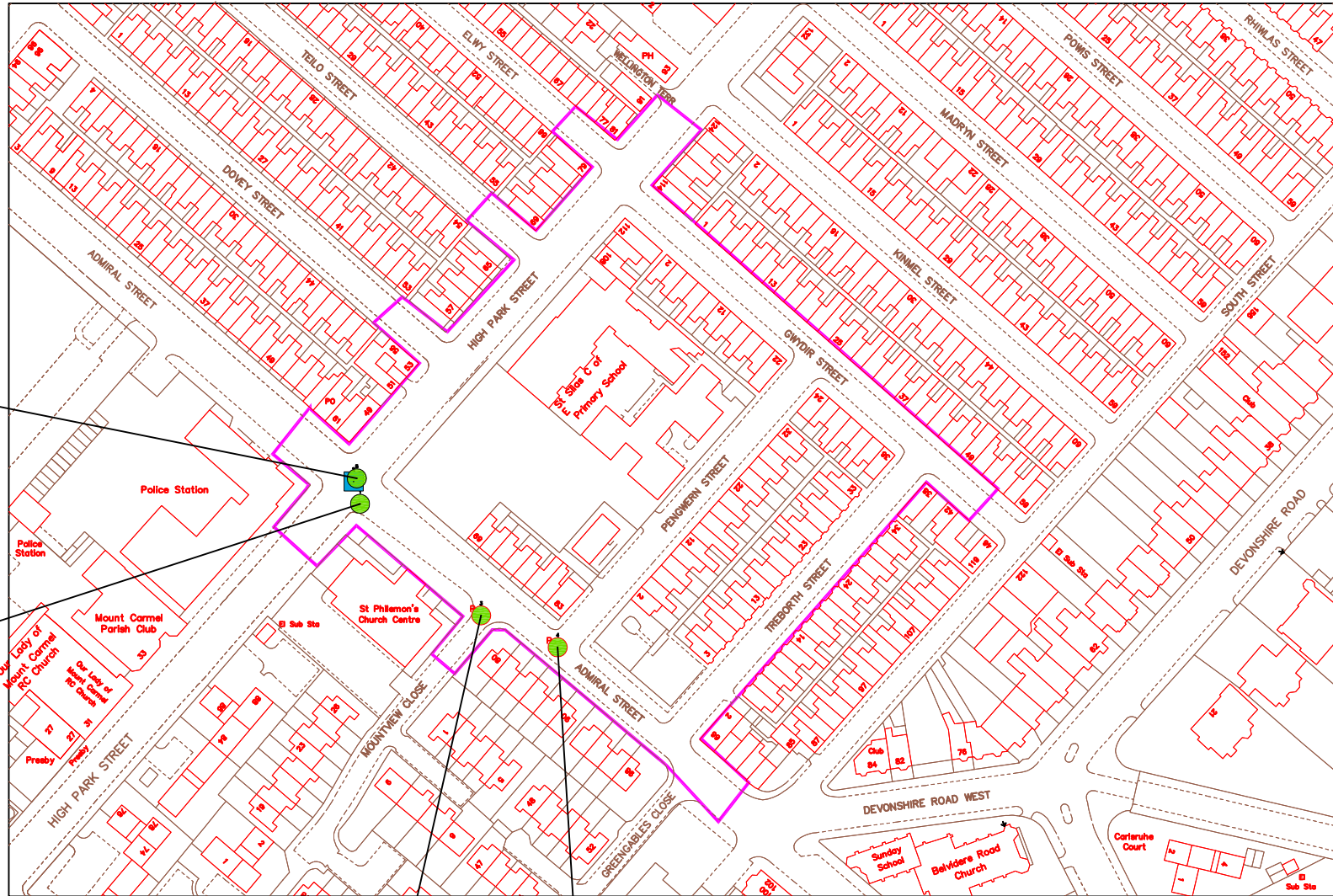
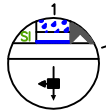
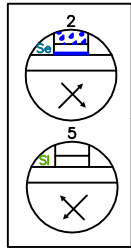
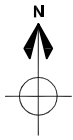


Figure 4-2: St Cleopas Student Travel Mode Home - Whole School Split



APPENDIX E – FIVE YEAR ROAD TRAFFIC COLLISION DATA



**The City of Liverpool**

Liverpool City Council
Highways & Transportation Services
4th Floor, Casard Building,
Water Street, Liverpool L3 1DS

Drawing Status	Other Ref. A4
CONFIDENTIAL	Scale 1:2000

Title

St Silas School
Collision data for 2010-2014

Survey	Drawn by	Designed	Checked	Approved
01	02	03	04	05
Date	27.07.2015			

Drawing Number

RS/REQ/CDR/2015/13

Rev.

A

St Silas School Data 2010-2014

No	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
1	E08000012		Slight	Tuesday	04/11/2014	20:20	336094/388275					
Location: 3360940388275 1st Rd: U 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
MPH	Single c'way	X-Rds Give	Dark/lights lit		Rain	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Going ahead	N S	On main	Junt appr	No	None		None	Male	N/R
2	Car	No	Start	E W	On main	Junt appr	No	None		None	Male	N/R
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School	Pupil	
1	2	Passenger	Female	13	Slight	Rear	Not ped	Not ped	Not ped	Other		

User Information:

2	E08000012			Serious	Friday	24/01/2014	15:50	336092/388282				
Location: Unclassified Road ADMIRAL STREET, at its Junction with Unclassified Road HIGH PARK STREET, LIVERPOOL, MERSEYSIDE 1st Rd: U 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human		- Phy Fac	Special	Hazard
MPH	Single c'way	X-Rds	Give	Daylight		Rain	Wet	None		None	None	None
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Going ahead	SW	NE On main	Mid junction	No	None		None	Male	-ve
2	Taxi	No	Going ahead	NW	SE On main	Mid junction	No	None		None	Male	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement		Ped location	School Pupil	
1	2	Passenger	Male	61	Serious	Rear	Not ped	Not ped		Not ped	Other	

User Information:

3	E08000012			Slight	Thursday	17/06/2010	07:20	336132/388240				
Location: U Mountview Close at Junction with U Admiral Street, Liverpool, L06345/L08055 1st Rd: U 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl		Lighting	Weather		Rd Surf	PedX - Human		- Phy Fac	Special	Hazard
MPH	Single c'way	T/Stag	Give	Daylight	Fine		Dry	None		None	None	None
Veh	Vehicle type	Towing Manoeuvre		Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Going ahead	NE SW On main		Junt cleared	No	None		None	Female	N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement		Ped location	School Pupil	
1	1	Pedestrian	Male	29	Slight	No	Stand	Stationary		c'way not	Other	

User Information:

4	E08000012	Slight	Wednesday 03/09/2014	08:30	336156/388230							
Location: Unclassified Road ADMIRAL STREET, at its Junction with Unclassified Road PENGWERN STREET, LIVERPOOL, MERSEYSIDE 1st Rd: U 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
MPH	Single c'way	T/Stag Give	Daylight	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	
1	Car	No	Going ahead	NW	SE On main	Junt appr	No	None		None	Male	
Age B/T												
-ve												
Cas No Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Pedestrian	Female	65	Slight	No	Unknown	Unknown	In c'way	Other		

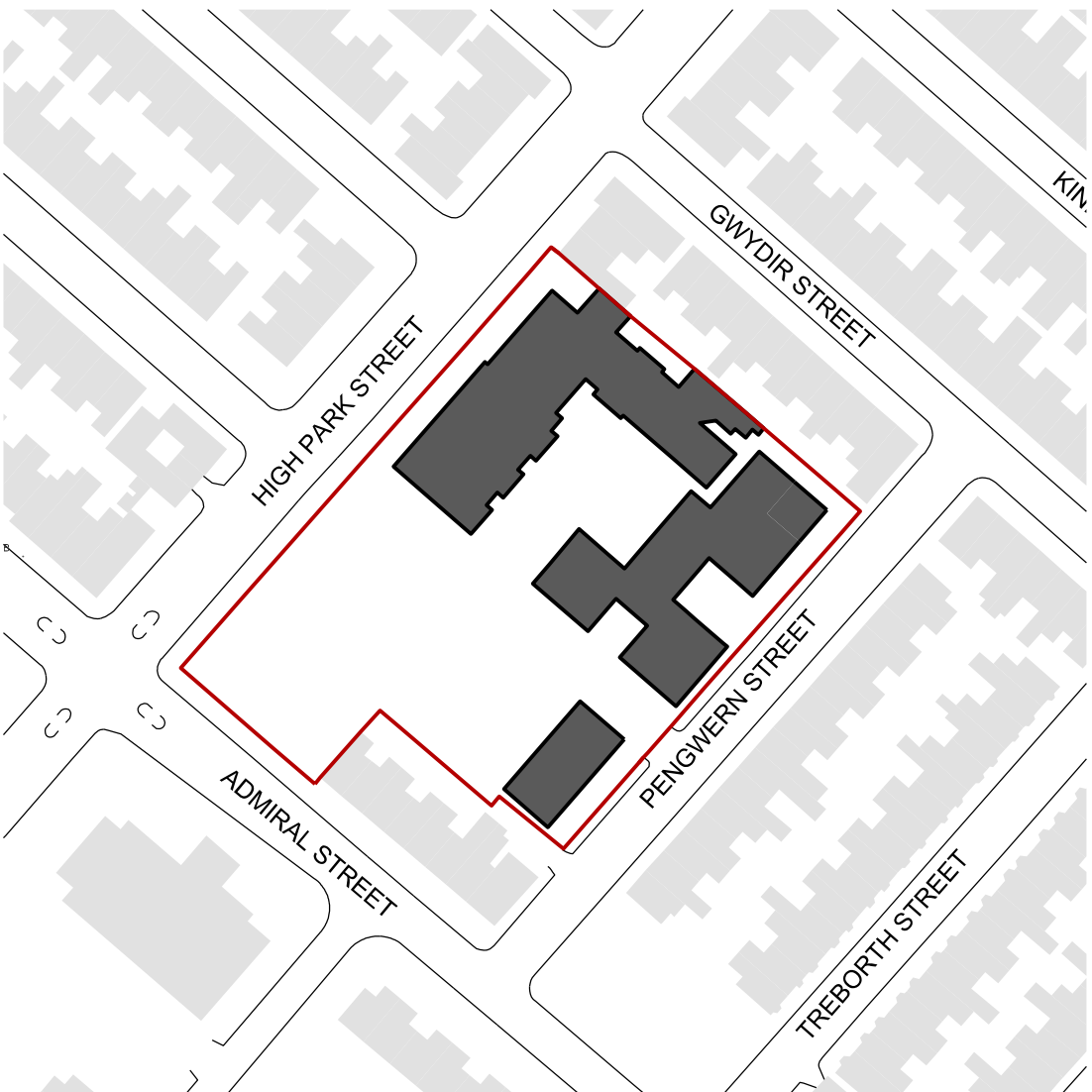
User Information:

St Silas School Data 2010-2014

No	Area L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
5	E08000012		Slight	Wednesday	19/09/2012	16:10	336093/388283					
Location: U Admiral Street At Junction With U High Park Street, Liverpool, Merseyside, L08055/L08443 1st Rd: U 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
MPH	Single c'way	X-Rds Give	Daylight		Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Going ahead	SE	NW On main	Mid junction	No	None		Sign	Male	N/C
2	Car	No	Going ahead	NE	SW On main	Mid junction	No	None		None	Male	N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	39	Slight	No	Not ped	Not ped	Not ped	Other		

User Information:

APPENDIX F – DRAWING K2-159-A301 (P 02)
Proposed Site Plan



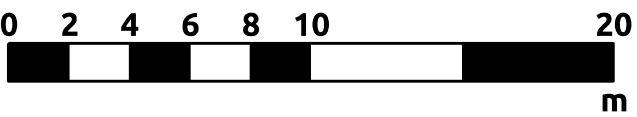
Proposed Location Key Plan

Proposed Site Plan Key

- Site Boundary - 9257m²
- Soft Play Space
- Trees
- Emergency/Service Access
- School Buildings
- Hard Play Space
- Planters
- Pedestrian Access

- 1 Existing and Proposed School Buildings (Footprint Area)
 - 1a. Existing Juniors Building - 704m²
 - 1b. Proposed Junior Building Extension - 52m²
 - 1c. Existing Infant Building- 988m²
 - 1d. Proposed Year 6 Building - 193m²
- 2 Existing Hard Play Space
- 3 Existing and Proposed Cycle and Scooter Storage
 - 3a. Existing Cycle Storage (8 spaces)
 - 3b. Proposed Cycle Storage (8 spaces)
 - 3c. Proposed Scooter Storage (12 spaces)
- 4 Existing Storage Containers
- 5 Existing Bin Store
- 6 Proposed Retaining Wall
- 7 Outdoor Classroom Space

1:250



Revision	Description	By	Date
P01	Initial Issue	CD	05/08/15
P02	Proposed Cycle and Scooter storage locations updated.	CD	13/08/15

Revision	Description	By	Date

Notes:
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Drawn	JS
Date	July 2015
Checked	CD
Date	July 2015
Scale	1:250 @ A1
Status	Planning

Project	St Silas C of E Primary School
	High Park Street
	Liverpool, L8 3TR
Drg Title	Proposed Site Plan
Drg No.	K2_159_(0-)_A301
Rev	P02