

# Liverpool Primary School Investment Plan

## *St Silas Church of England Primary School*

# Minimum Accessibility Standard Assessment



	<i>Date:</i>	
<i>Assessment Undertaken By:</i>	Ian Yates	30/07/2015
<i>Assessment Checked By</i>	Kerrie Norman	31/07/2015
<i>Assessment Approved By:</i>	Ian Yates	03/08/2015

*Document Reference:* 70013/R/004/2-0

**Liverpool Primary School Investment Plan - St Silas School - Minimum Accessibility  
Standard Assessment**



Proposed Development Address: St Silas Church of England Primary School, High Park Street, Toxteth, Liverpool, L8 3TP, Merseyside	
Minimum Standard Accessibility Assessment Completed By: Flinders Chase Ltd, West Lancashire Investment Centre, Maple View, White Moss Business Park, Skelmersdale, Lancashire WN8 9TG	
Date: 30th July 2015	
<b>Access Diagram</b>	
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This diagram can be included within the Design and Access Statement, see Section 2.25). If a diagram has not been submitted your application may not be processed.	Yes / No
Diagrams and Drawings are included with the planning application, specifically within the <i>Transport Statement</i> , and the drawing <i>K2_159_(0-)_A301 (P 02)</i> submitted by the Architect.	Yes

**Summary of Minimum Accessibility Standard Assessment Findings (detailed Assessment on pages 3 to 6)**

Access on Foot - Summary of MASA Findings from Page 3		Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =	4
	Actual Score for this development proposal (Box "B") Total =	3
	<u>Comments or Action needed to correct any shortfall:</u>	
	The site is well located within its catchment, within the Toxteth residential area with the vast majority of pupils at the school living within 1km. The area has housing densities over 50 houses per hectare in the immediate vicinity. The footways in the area are all in excess of 2m and in good condition. Although they benefit from dropped kerbs at pedestrian crossing points, they lack tactile paving generally in the vicinity of the school. The area is the subject of a recently implemented 20mph speed limit which is seen as a safety improvement at the school. It is proposed to further enhance this recent safety initiative by introducing "junction protection" measures, (double yellow lines) at the junction of Teilo Street / High Park Street to assist the School Crossing Patrol in this location. The leisure walking network is relatively close by, but this aspect is not considered as relevant to the function of the school.	3

Access by Cycle - Summary of MASA Findings from Page 4		Points	Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		5
	Actual Score for this development proposal (Box "B") Total =		5
	<u>Comments or Action needed to correct any shortfall:</u>		
	The school benefits from being located directly on National Cycle Route 56 (Admiral Street). It is proposed to install 8 additional cycle parking spaces and 12 new scooter parking spaces, in addition to the 8 existing cycle parking spaces at the school. Although total provision will fall slightly short of the SPD requirements, it will allow for the increase in students, and for growth in the percentage of students cycling to school. Parking provision will be sited in one secure location, (where the existing cycle parking is located), close to the school reception. The existing shower facility at the school is to be retained, for staff use.		5

Access by Public Transport - Summary of MASA Findings from Page 5		Points	Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		6
	Actual Score for this development proposal (Box "B") Total =		3
	<u>Comments or Action needed to correct any shortfall:</u>		
	The modest expansion of the school does not justify investment in the existing bus services, nor the bus stop infrastructure in the area. The site is reasonably well served by public transport, and given the young age of the pupils at the school, (and the fact that only 1% of students currently use public transport) it is not proposed to address the shortfall in this category.		3

Vehicle Access and Parking - Summary of MASA Findings from Page 6		Score
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =	1
	Actual Score for this development proposal (Box "B") Total =	2
	<u>Comments or Action needed to correct any shortfall:</u>	
	The school does not accommodate any on-site car parking at present, and this will not change as a result of the school expansion. Staff that drive to school currently park on High Park Street and Admiral Street. These roads can safely accommodate the current level of car parking without the loss of any residential amenity, and with staffing levels predicted to increase by 9, it is considered that any increase in on-street car parking will not be detrimental.	2

Access on Foot		Points	Score	
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footway on both sides of the road)? If no your application must address safe pedestrian access.		Yes / No	
	The school is located within the residential area of Toxteth, approximately 2.5km from Liverpool City Centre. At present there are two pedestrian access points into the school grounds. Both entrance points are located on High Park Street. One entrance is used as the main student access into the school at the start and end of the school day and this access leads directly into the school playground. The second entrance is used by staff and visitors, and by students that need to gain access/egress to the school outside of the start or end of the school day. Both accesses are fully accessible, with no steps to negotiate. The existing footways on High Park Street are 3.5m wide, and all the roads in the immediate vicinity of the school have footways in excess of 2m. Although the footways in the general area do not benefit from tactile paving at junctions, kerbs have been lowered to make it easier for pedestrians to cross the roads with wheelchairs and pushchairs. In general, footways are in good condition and provide a good quality walking environment in all directions to the school. It is proposed to retain the existing pedestrian accesses into the school grounds. A School Crossing Patrol currently operates at the junction of Teilo Street / High Park Street, and ensures the safety of children crossing High Park Street. It is proposed to install additional double yellow lines on the carriageway at the Teilo Street / High Park Street junction, (closest to the school pedestrian entrances) to assist the School Crossing Patrol.		Yes	
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").	Yes	2	2
	Other Development: Is the density of the existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F of "Ensuring a Choice of Travel SPD").	No	0	
	The local area is characterised by terraced housing at a density greater than 50 houses per hectare. However, a cluster of houses to the north west of the site have a density of greater than 30 houses per square hectare, and to the immediate south-east of the school (close to Princes Park) another cluster of has a density of less than 30 houses per hectare. On balance, the housing densities in the area are considered to be above 50 houses per hectare. Furthermore, when studying a plan of where the students live in relation to the school, it is very well placed to serve its entire catchment, with the majority of students living within 1km of the school.			
Internal Layout	Does "circulation" and access inside the site reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1
		No	0	
	The existing pedestrian only entrances into the school site will be maintained for students, staff and visitors, on High Park Street. The school has no on-site car parking, so the pedestrian routes are very safe, and they both provide a direct route into the school buildings. It is not proposed to amend or adjust the existing pedestrian accesses.			
External Layout	Are there barriers between site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Accessibility and Mobility) e.g.	There are barriers.	-2	0
	No dropped kerbs at crossings or desire lines, steep gradients, a lack of formal crossing where there is heavy traffic, security concerns (e.g. lack of lighting).	There are no barriers.	1	
	All roads in the immediate vicinity of the school are the subject of recently implemented 20mph speed limts. The school is located immediately adjacent to High Park Street, which carries the main flow of traffic in the vicinity of the school. Admiral Street also passes the school, and carries the second highest volume of traffic, (although neither High Park Street nor Admiral Street were observed to carry heavy traffic flows). The junction of High Park Street / Admiral Street is equipped with pedestrian refuge islands on all four arms, which ensures that pedestrians crossing the road at this junction are as safe as possible. The footways on all roads in the immedaite vicinity of the school are in excess of 2m wide and are all in reasonable condition. It is noted that none of the footways are currently equipped with tactile paving to aid the partially sighted to cross the road at highway junctions, but they are equipped with lowered kerbs to allow easier crossing of pushchairs and wheelchairs. The area is the subject of long held regeneration plans by Liverpool City Council, and it is considered that the footways may be further improved, (including the installation of tactile paving) as these plans come to fruition. All roads benefit from street lighting at present.			
Other	The development links to identified recreational walking network (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").			Yes / No
	When referring to the "Assessing Walking & Cycling Accessibility" Map in the SPD, the development is located immediately adjacent to National Cycle Route 56 which runs along Admiral Street, and which connecets to the Trans-Peninne Trail Cycle Route. Both these routes are well established walking routes. Princes Park is located approximately 100m from the school and Sefton Park slightly further afield, (800m).			Yes
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =			4
	Actual Score for this development proposal (Box "B") Total =			3
	Comments or Action needed to correct any shortfall:			
	The site is well located within its catchment, within the Toxteth residential area with the vast majority of pupils at the school living within 1km. The area has housing densities over 50 houses per hectare in the immediate vicinity. The footways in the area are all in excess of 2m and in good condition. Although they benefit from dropped kerbs at pedestrian crossing points, they lack tactile paving generally in the vicinity of the school. The area is the subject of a recently implemented 20mph speed limit which is seen as a safety improvement at the school. It is proposed to further enhance this recent safety initiative by introducing "junction protection" measures, (double yellow lines) at the junction of Teilo Street / High Park Street to assist the School Crossing Patrol in this location. The leisure walking network is relatively close by, but this aspect is not considered as relevant to the function of the school.			3

Access by Cycle		Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site, or a road junction within 400m of the site (eg dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.		Yes / No
	The "Assessing Walking and Cycling Accessibility" map in the SPD identifies Admiral Street Street as a cycle route, and this is National Cycle Route 56. It connects the school with Liverpool City Centre, and also to the south of Liverpool, via Princes Park and Sefton Park. The Liverpool Cycle Map does not identify any junctions within 400m of the site as being ones where cyclists must "take care" and an assessment of the injury accidents on the four roads in the immediate vicinity of the school reveals that there have been no accidents involving cyclists. Levels of cycling at the school are currently relatively high, (6% of students and 5% of staff) but this includes those children using scooters. It is hoped to increase this number by installing additional scooter and cycle parking facilities at the school to encourage the immediate catchment to consider scooting or cycling to school.		No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.		Yes / No
	No. "Ensuring a Choice of Travel SPD" requires a development of this nature to provide cycle parking in the order of one parking space per 10 students, and one parking space per 5 members of staff, and for locker and shower facilities to be provided. The school will have circa 315 students (excluding nursery and pre-nuresery pupils) and 49 staff members; which would mean a total of 42 cycle parking spaces are required. A travel survey undertaken in July 2015 showed that only 2 staff, and 6% of students cycle to the school at present. This figure includes those children that ride a "scooter" to the school. There is cycle parking provision for 8 cycles at present in the form of covered, hooped cycle stands, which are located in a secure area of the school grounds and these are proposed to be retained. It is considered appropriate to encourage the use of scooters amongst this age group of schoolchildren. It is therefore proposed to install additional "formal" parking for 12 scooters, and an additional 8 cycle parking spaces at the school. Total provision will therefore be for 16 bicycles and 12 scooters to securely park, (28 parking spaces). The school is equipped with a good quality shower facility for staff to use at present, which will be retained.		No
Location	Housing Development: Is the development within 1 mile of a district or local centre (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").	Yes	2
	Other Development: Is the density of the existing local housing (i.e. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F of "Ensuring a Choice of Travel SPD").	No	0
	Yes. See previous answer to this question in the "Access on Foot" section.		2
Internal Layout	Does "circulation" and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1
		No	0
	Access into the site for cyclists will be through the main pedestrian entrance on High Park Street. Cycle and Scooter parking facilities will be located in one secure location, close to the main school reception.		1
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").		1
	The development is NOT within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F of "Ensuring a Choice of Travel SPD").		-1
	The "Assessing Walking and Cycling Accessibility" map in the SPD identifies Admiral Street as a cycle route, (National Route 56) which is immediately adjacent to the school site.		1
Other	The development includes shower facilities and lockers for cyclists.	Yes	1
		No	0
	Yes, the school is currently equipped with a shower facility which will be retained. Staff will have personal storage areas available for their use.		1
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		5
	Actual Score for this development proposal (Box "B") Total =		5
	Comments or Action needed to correct any shortfall:		
	The school benefits from being located directly on National Cycle Route 56 (Admiral Street). It is proposed to install 8 additional cycle parking spaces and 12 new scooter parking spaces, in addition to the 8 existing cycle parking spaces at the school. Although total provision will fall slightly short of the SPD requirements, it will allow for the increase in students, and for growth in the percentage of students cycling to school. Parking provision will be sited in one secure location, (where the existing cycle parking is located), close to the school reception. The existing shower facility at the school is to be retained, for staff use.		5

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station (see Accessibility Map 2 in Appendix F of "Ensuring a Choice of Travel SPD").?	Yes	2	0
		No	0	
	No. The nearest bus stops are located on Park Road, (475m from the school) and Princes Road, (550m from the school). The nearest rail station is Brunswick Rail Station which is located approximately 1.2km away.			
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. a lack of dropped kerbs, pavements less than 2m wide, a lack or formal crossings where there is heavy traffic, or bus access kerbs.	There are barriers.	0	1
There are no barriers.		1		
No, the footways on High Park Street give direct access to the nearest bus stops on both Princes Road and Park Road. Although the footways are not equipped with tactile paving at pedestrian crossing points, they do benefit from lowered kerbs to aid the passage of wheelchairs and pushchairs, and all footways are over 2m wide. The nearest bus stops on both Park Road and Princes Road are equipped with bus access kerbs, and benefit from formal pedestrian crossing facilities, (pelican crossings) to ensure that pedestrians can safely access bus stops on both sides of the road.				
Frequency	High - four or more bus services or trains per hour		2	2
	Medium - two or three bus services or trains per hour.		1	
	Low - less than two bus services or trains per hour.		0	
	Bus services on Princes Road operate at a frequency of 14 services per hour in each direction. Bus services on Park Road operate at a frequency of 10 services per hour in each direction.			
Other	The proposal contributes to bus priority measures serving the site.		1	0
	No.			
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site.		1	0
	No.			
	The proposal contributes to an existing or new bus service		1	0
	No.			
A Student Travel Survey undertaken in June 2015 indicated that only 1% of students currently travel by public transport to and from the school, which reflects the very local catchment of the school.				
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =			6
	Actual Score for this development proposal (Box "B") Total =			3
	Comments or Action needed to correct any shortfall:			
	The modest expansion of the school does not justify investment in the existing bus services, nor the bus stop infrastructure in the area. The site is reasonably well served by public transport, and given the young age of the pupils at the school, (and the fact that only 1% of students currently use public transport) it is not proposed to address the shortfall in this category.			3

Vehicle Access and Parking		Points	Score
Vehicle Access and circulation.	Is there safe access to and from the road? If no, you must address safety issues.		Yes / No
	The school does not currently benefit from on-site car parking facilities and it is not proposed to implement any as part of this modest school expansion project. The majority of staff that drive to the school, park safely on High Park Street. Access into the school from High Park Street is safe and direct.		Yes
	Can the site be adequately serviced? If no, you must address service issues.		Yes / No
	Yes. Servicing currently takes place from the kerbside of Pengwern Street and it is proposed to continue this servicing arrangement. Kitchen deliveries and refuse collections are made through the same gated access into the school grounds, which lead directly to the refuse store and kitchen. This servicing arrangement does not adversely affect any residential properties on Pengwern Street, and is a very safe and effective arrangement.		Yes
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes / No
	Parents dropping off / picking up pupils by car do so on High Park Street and have been observed to park dangerously at the junction of Teilo Street / High Park Street. It is therefore proposed to introduce "junction protection measures", (double yellow lines) at this junction.		No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes / No
	Yes; Pengwern Street provides quick and easy access for emergency vehicles to access the school grounds at present, and this arrangement will be retained in the future.		Yes
	For developments which generate significant freight movements, is the site easily accessed from the road or rail freight route networks, (i.e. minimising the impact on local roads and neighbourhoods). See Accessibility Map 3 in Appendix F of "Ensuring a Choice of Travel SPD"? If no, please provide an explanation.		Yes / No
This aspect is not relevant to the school as they will not be generating significant volumes of freight traffic. Servicing of the school will stay at the same level as is currently in operation.			N/A
Parking	Is the off street parking provided more than advised in Section 4 of "Ensuring a Choice of Travel SPD" for that development type? If yes, parking provision must be reassessed.		Yes / No
	The "Ensuring a Choice of Travel" SPD requires a maximum of 1 space for every 2 staff members, (class D1 development). There will be a maximum of 49 staff at the school by 2022, (increasing from 40 at present) which means a maximum of 24 parking spaces could be made available on site. The school does not currently accommodate any on-site car parking and it is not proposed to introduce any on-site car parking as a result of this modest school expansion project. Those staff that do drive to the school, currently park mostly on High Park Street, with some parking considered to be taking place on Admiral Street. These roads can safely accommodate the current levels of car parking that take place without adversely affecting residential amenity, and they can also handle any modest increase in parking that will take place as a result of the school expanding. Refer to Transport Statement for more details.		No
	Is the off street parking as advised in Section 4 of "Ensuring a Choice of Travel SPD" for that development type?	Yes/No	1
	No, the parking is below the maximum allowed		1
	Is the off street parking less than 75% of the amount advised in Section 4 of "Ensuring a Choice of Travel SPD" for that development type? Or does it share parking provision with another development.	Yes/No	1
	Yes, no off-street parking is being provided.		1
	Is the development in a Controlled Parking Zone?		Yes / No
	No.		No
	If yes, is it a car free development?	Yes/No	1
	N/A		0
	If yes, does it support the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs).	Yes/No	1
	N/A - the development is not within a Controlled Parking Zone.		0
Summary	Minimum required score for a development of this nature (taken from Table 3.1 of "Ensuring a Choice of Travel SPD" (Box "A") Total =		1
	Actual Score for this development proposal (Box "B") Total =		2
	Comments or Action needed to correct any shortfall:		
	The school does not accommodate any on-site car parking at present, and this will not change as a result of the school expansion. Staff that drive to school currently park on High Park Street and Admiral Street. These roads can safely accommodate the current level of car parking without the loss of any residential amenity, and with staffing levels predicted to increase by 9, it is considered that any increase in on-street car parking will not be detrimental.		2