Liverpool Schools Investment Programme

St. Julie's
Catholic High School

Minimum Accessibility Standard Assessment

FLINDERS CHASE

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		Date:
Assessment Undertaken By:	Ian Yates	05/12/2014
Assessment Checked By	John Morley	16/12/2014
Assessment Approved By:	Ian Yates	18/12/2014

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St. Julie's Catholic High School

Liverpool Schools Investment Programme - St Julie's High School - Minimum Accessibility Standard Assessment

FLINDERS CHASE

Proposed Development Address: St Julie's Catholic High School, Speke Road, Liverpool, L25 7TN	
Minimum Standard Accessibility Assessment Completed By: Flinders Chase Ltd, West Lancashire Investment Centre, Maple View, White Moss Business Park, Skelmersdale, Lancashire WN8 9TG	
Date: 16th December 2014	

Access Diagram	
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 submited your application may not be processed.	Yes / No
Refer to Cass Associates Drawings numbered **1206/100** (Landscape General Arrangement), **1206/103** (Existing Security and Access) and **1206/104** (Proposed Security and Access)	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
	Comments or Action needed to correct any shortfall:	
	The main shortfall in the accessibility on foot criteria relates to the density of the housing in the local area. Since the school is not relocating, this aspect is outwith the development proposals. Some barriers exist at present on footways in the vicinity of the school, but these are streets with historic value, and improvements to them are constrained by their Conservation status. It is proposed to identify (sign) a safe walking/cycling route between the school and Halewood Village to promote walking to/from the school to those students from Halewood, whilst also contributing to a wider city council objective of increasing the leisure walking/cycling network.	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 =		4
	Comments or Action needed to correct any shortfall:		
	On the Liverpool Cycle Map, the area around Woolton Village is lacking in formally identified cycle routes. Some of the carriageways in the immediate vicinity of the school are not considered suitable for young cyclists (High Street, Kings Drive). However, opportunity exists to the east of the school to provide improved connectivity for cycling between the school and the Trans Pennine Trail, (and therefore Halewood Village) along a safer route. It is proposed to implement route signage along this route which can be utilised by those accessing the school from these areas, but will also provide connectivity between Woolton Woods / Village and the wider cycle network.		4

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 =		7
	Comments or Action needed to correct any shortfall:		
	The school is very well served by existing bus services, and the students currently make excellent use of these services, (54% of students using the bus is high compared to other schools in the area). Through the Travel Planning exercise undertaken with the school it is hoped to increase this number. The proposals include a contribution towards the introduction of bus access kerbs at the main bus stop on Speke Road which the school buses use, to help improve access to public transport for all students.		7

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 =	0
	Comments or Action needed to correct any shortfall:	
	The site is constrained by historic walls which limit the possibility of undertaking any significant widening to the existing access road to bring it into line with current design standards. However, minor adjustments are proposed to the very ends of the existing "wing walls" at the existing vehicular gate, to set them back by approximately 0.5m. This will improve forward visibility for exiting traffic, and improve access for servicing vehciles, without compromising the context of the walls in their current setting. Parking provision will remain broadly in line with existing arrangements.	0

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
	At present there are no pedestrian accesses into the school grounds which are fully accessible (for people with specific mobility needs). There are two defined pedestrian entrances, one from Speke Road, and one from Woolton Street - both of which require pedestrians to negotiate steps to ascend to the ground floor level of the school. There is one seperate entrance into the school grounds for vehicles, from Speke Road, which is not well suited to pedestrian use (narrow road, no delineated footway, steep ascent). The existing public footway on Speke Road is at least 2m wide, (2.4m adjacent southbound carriageway). An existing zebra crossing and pedestrian guardrail aid crossing Speke Road close to that pedestrian entrance into the school grounds. Woolton Street is a historic street in the heart of the Woolton Conservation area; it has narrow footways (varying between 0.9m to 1.4 m wide) but carries very little traffic, allowing pedestrians to utilise the carriageway where needed. The proposed development includes for a fully accessible pedestrian entrance into the school grounds from Woolton Street.			No.
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	1
	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 a mix of housing densities. The east of the site the housing is generally 30 to 50 per hectare. To the north, less than 30 per hectare, and the to the west is Woolton Woods and a cluster of housing over 50 houses per hectare. However, 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 a significant number of students living within 800m 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	
	A good balance is struck between all modes of transport, with pedestrians placed at the top of the heirarchy. A fully accessible entrance will be provided from Woolton Street, connecting to the existing access road at 90 dgrees; with a good facility to cross the access road onto a (new) wide footway leading directly to the main school entrance.			
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. 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 barriers.	-2	1
		There are no barriers.	1	
	As previously described, Woolton Street has narrow footways which are sub-standard by today's design codes. However, it is a historic street in the heart of the Conservation Area, offering little opportunity to widen the footways without damaging the historic street context. It is not lacking in dropped kerbs at the appropriate locations, and the junction of Speke Road/Kings Drive/High Street is already provided with controlled pedestrian crossing facilities on all arms, and includes an "all red" pedestrian phase. This junction is the main physical barrier into the local village centre, and to the majority of the bus stops used by the students. Speke Road is subject to a 20mph speed restriction, with speed cushions offering physical encouragement to adhere to this speed, and a zebra crossing placed close to the main pedestrian entrance into the school. The footways on Speke Road are generally of good quality, but are locally constrained at one point close to the junction with High Street, (narrowing to 1.1m in one location as they pass one historic building) with no opportunity for improvement.			1
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 identified cycle (and therefore walking) routes, (Speke Road, Kings Drive, High Street and Woolton Street). But when referring to the Liverpool Cycle Map, the immediate vicinity of Woolton Village lacks any connectivity to the wider cycling/walking network. To help address this, as part of the school redevelopment it is proposed to install leisure route signage between Woolton Woods, (immediately adjacent the school) and the Trans Pennine Trail, at Arncliffe Road, (immediately adjecent to Halewood Village). This route will be used by the students walking/cycling to the school from Halewood Village, and contributes to the wider leisure walking/cycling network.			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 main shortfall in the accessibility on foot criteria relates to the density of the housing in the local area. Since the school is not relocating, this aspect is outwith the development proposals. Some barriers exist at present on footways in the vicinity of the school, but these are streets with historic value, and improvements to them are constrained by their Conservation status. It is proposed to identify (sign) a safe walking/cycling route between the school and Halewood Village to promote walking to/from the school to those students from Halewood, whilst also contributing to a wider city council objective of increasing the leisure walking/cycling network.			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 area around Woolton Village lacks any formally identified cycle routes, (on the Liverpool Cycle Map); and the school is isolated in that respect. The junction of Kings Drive/Speke Road/High Street has Advanced Cycle Stop Lines on all arms of the junction, but is a confusing junction, with wide carriageways, which do not offer a safe environment for the young cyclist, (the accident information referenced in the Transport Assessment indicates one fatal accident involving a cyclist at the junction in the last 5 years). There is little opportunity to further improve the junction for cyclists. Manor Road, at its junction with Speke Road is very wide, and offers little encouragement to the cyclist; but Speke Road is traffic calmed, with a 20mph speed limit in force upon it. The junction with Manor Road does not have a historically poor accident record and it is not therefore considerd necessary to amend the layout.			Yes
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 stand per 4 students, and one parking stand per 5 members of staff. Locker and shower facilities also to be provided. The college will have circa 1150 students and 159 staff members; which would mean a total of 320 cycle parking spaces are required. Recent travel surveys undertaken between December 2013 and March 2014 showed that only 4 staff and 1 student cycle to the school at present, and there is cycle parking provision for 10 cycles at present. It is considered therefore that 320 cycle parking spaces is over-provision. A "monitor and manage" approach to cycle parking provision is therefore proposed; starting with 20 cycle parking spaces, and providing more if 80% usage saturation occurs. The provision will be in 1 location; immediately adjacent the main pedestrian entrance to the school, overlooked by the front office. The parking will be covered from the elements, and will be available for community use out of school hours.			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	1
	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	
	No. See previous answer to this question in the "Access on Foot" section.			
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	1
		No	0	
	Access into the site for cyclists will be available through two entrances, either via Speke Road, on the main vehicular access route, or via Woolton Street, where cyclists will be able to use the accessible pedestrian entrance, (note; this will require cyclists to dismount before using the accessible footpath). Both accesses link directly with the cycle parking facilities, within 100m.			
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	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 High Street, Speke Road, Kings Drive and Woolton Street as cycle routes. These are not identified on the Liverpool Cycle Map. However, the development proposals include for the introduction of leisure route signage between Woolton Woods and the Trans Pennine Trail, (passing the school entrances) which will therefore link the school to the wider cycle network, and allow for the promotion of sustainable modes of travel between Halewood Village and the school.			
Other	The development includes shower facilities and lockers for cyclists.	Yes	1	1
		No	0	
	Yes. The main development work includes providing showers and lockers for use by those cycling to the college.			
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 =	4
	Comments or Action needed to correct any shortfall:			
	On the Liverpool Cycle Map, the area around Woolton Village is lacking in formally identified cycle routes. Some of the carriageways in the immediate vicinity of the school are not considered suitable for young cyclists (High Street, Kings Drive). However, opportunity exists to the east of the school to provide improved connectivity for cycling between the school and the Trans Pennine Trail, (and therefore Halewood Village) along a safer route. It is proposed to implement route signage along this route which can be utilised by those accessing the school from these areas, but will also provide connectivity between Woolton Woods / Village and the wider cycle network.			4

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 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	2
		No	0	
	The site is within 20m of 4 bus stops on Speke Road, and 2 bus stops at the High Street / Kings Road Junction, with a further 2 stops at this junction within 225m. The nearest Rail Station is located approximately 1.5km away (Hunts Cross).			
	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	
	Yes. The existing footpaths on Woolton Street, and on the Speke Road approach to High Street, are constrained in width. Woolton Street varies between 0.9m and 1.4m, and Speke Road is locally constrained at one point to 1.1m. Woolton Street is a historic road, set within the Conservation Area, and footpath widening would contravene conservation requirements. Speke Road is constrained by existing "historic" buildings. Bus Stops on Speke Road are very well located to be easily accessed via Zebra Crossing. None of the existing bus stops at present utilise bus access kerbs, (to remove the step on/off the bus) but we are currently liaising with Merseytravel regarding their planned improvement programme in this regard, and the project is contributing towards the upgrade of one bus stop on Speke Road, (used by two school buses) to bring it into line with current accessibility requirements.			
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 at all stops on Speke Road, High Street and Kings Drive operate at High Frequency.			
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	1
	The project is contributing towards the upgrade of one bus stop on Speke Road, (used by school buses) to make it fully accessible; subject to conservation issues being overcome.			
	The proposal contributes to an existing or new bus service		1	1
	Three existing school buses currently serve the school. The viability of these services will be maintained through the improvement of the school on its current site.			
	54% of students and 6% of staff currently use buses to access the school, (circa 600 individuals). Three school buses currently serve the school, and these will be maintained. Through the Travel Planning exercise, undertaken alongside the school redevelopment, we hope to increase this number with modal shift occuring away from the private car.			
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 =		7
	Comments or Action needed to correct any shortfall:			
	The school is very well served by existing bus services, and the students currently make excellent use of these services, (54% of students using the bus is high compared to other schools in the area). Through the Travel Planning exercise undertaken with the school it is hoped to increase this number. The proposals include a contribution towards the introduction of bus access kerbs at the main bus stop on Speke Road which the school buses use, to help improve access to public transport for all students.			7

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
	Yes. Although the existing access road/entrance from Speke Road is sub-standard by today's design codes and practice, (at only 3.8m in width, with poor forward visibility) it is functioning safely at present. Only 1 accident resulting a slight injury to one individual, has occurred on Speke Road at the entrance to the school, (one rear end shunt) within the last 5 years. Altough it is not proposed to widen the access road, it is proposed to improve forward visibility for traffic exiting the school, by setting back the sandstone walls at the entrance by upto 0.5m from thier current position. This minor change will have very little visual impact, but will improve sight lines for traffic accessing and egressing the school grounds.				Yes
	Can the site be adequately serviced? If no, you must address service issues.				Yes / No
	Yes, a vehicle tracking exercise has been undertaken which shows that servicing/delivery and refuse collection vehicles can safely access the school grounds, and perform a three point turn in the designated turning head adjacent the kitchen area and bin store. Exiting servicing vehicles will therefore exit the school grounds facing forward, without the need to reverse onto the public highway. Minor relocation of existing wing walls at the school entrance will help to improve the safety of the maneouvre that servicing vehicles make at the entrance.				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
	No, the existing access arrangements are not proposed to be changed. Once within the school grounds, pedestrians are provided adequate footways to the main school entrance.				No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.				Yes / No
	Yes; as well as the main access roads within the school grounds being designed to accommodate emergency service vehicles, a separate "emergency route" has been designed along the southern edge of the school buildings.				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 college 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 are 159 staff at the school, which means a maximum of 80 parking spaces should be made available. However, current parking provision is for 103 spaces, (which includes 4 disabled parking bays).It is known that the school has visitors during the daytime, and that at certain times of the day, all available car parking spaces are utilised. Because the school currently has 103 spaces, it is proposed to provide 101 car parking spaces, with 7 of these identified as disabled parking, and 2 bays for mini-bus use. 14 spaces close to the main entrance will be designated for visitor parking. This approach will ensure minimal impact from parked vehicles on the existing adopted highway.				Yes / 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		0
	No; see note above.				
	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		0
	No, see note above.				
	Is the development in a Controlled Parking Zone?				Yes / No
	No.				No
	If yes, is it a car free development?	Yes/No	1		0
	N/A				
	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		0
	Although the school will not be "car-free"; by reviewing the existing parking arrangements at the school, and providing adequate (similar to existing) on-site provision, any on-street parking which may have taken place as a result of reducing the existing parking provision has been eliminated.				
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 =	0
	Comments or Action needed to correct any shortfall:				
	The site is constrained by historic walls which limit the possibility of undertaking any significant widening to the existing access road to bring it into line with current design standards. However, minor adjustments are proposed to the very ends of the existing "wing walls" at the existing vehicular gate, to set them back by approximately 0.5m. This will improve forward visibility for exiting traffic, and improve access for servicing vehciles, without compromising the context of the walls in their current setting. Parking provision will remain broadly in line with existing arrangements.				0