

# Transport Assessment

## St Julies Catholic High School

### Proposed Redevelopment of St Julies Catholic High School Speke Road, Woolton, Liverpool

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Classified turning counts

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## 1.0 Introduction

### 1.1 Project Client

Amey has been commissioned by BSF & Capital Development at Liverpool City Council (LCC) to produce a Transport Assessment for the proposed re-development of St Julies Catholic High School on Speke Road in Woolton, Liverpool.

### 1.2 School Background

St Julie's Catholic High School is a Voluntary Aided Roman Catholic secondary school for girls located in Woolton Village, South Liverpool. There is a coeducational Sixth Form and overall approximately 1100 pupils. The origins of the school begin in 1851 when the Sisters of Notre Dame de Namur arrived in Liverpool to help educate families of the poor. The Sisters began delivering education provision from Woolton Hall in the 1940s and St Julie's Catholic High School emerged from a series of mergers with other schools in the 1970s and 1980s.

St Julie's Catholic High School is currently located on Speke Road in Woolton. The current site is confined by Woolton Woods immediately to the west of the school site and green space to the north. There are a cluster of separate buildings that are at least 40 years in age. These are in a generally poor condition, have reached the end of their life and are no longer fit for purpose. St Julie's Catholic High School is to undergo a complete rebuild to create modern, fit-for-purpose education facilities that can effectively deliver the full breadth of the curriculum. The new buildings will be constructed close to the existing school buildings on an expanded site. The new facilities will include performing arts spaces, indoor sports facilities, dining and social spaces, as well as new general and specialist teaching accommodation.

### 1.3 School Hours and Access

The student school day begins at 08:50 and lessons end at 15:15, although after school and enrichment activities take place after 15:15. The school has a predominantly local catchment and the new site is near the centre of the existing catchment for the school. The area has historical significance with Grade I listed sandstone walls to Speke Road and Woolton Street, as well as numerous mature trees to the boundaries.





The current main entrance for vehicles (staff, visitors and service vehicles) is from Speke Road, near to the junction with Woolton Street. The vehicular entrance is effectively single access, as the width is limited by the presence of the sandstone walls and protected mature trees. There is a separate pedestrian access point with stepped access from Woolton Street for students and a second pedestrian access point, also with steps, from Speke Road, to the south of the main vehicular route.

## 2.0 Policy Context

This Transport Assessment has been developed taking into consideration local, regional and national guidance and policies. The following section provides an overview of the key policies.

### 2.1 National Planning Policy Guidance

#### 2.1.1 The Future of Transport – A Network for 2030

The Government White Paper 'The Future of Transport – A Network for 2030', published in July 2004, looks at the strategic development of travel and the transport network over the next thirty years. It builds on and expands the strategic goals outlined in the Ten Year Plan for transport, 'A New Deal for Transport: Better for Everyone', which was published in July 2000.

Whilst setting out a strategy for improving transport infrastructure nationwide, the White Paper acknowledges that continual expansion of major road, rail and air capacity is not the long term solution to managing sustainable transport. To this end, the White Paper particularly focuses on enhancing local travel through;

- Looking at ways to make transport more accessible so people have a real choice about when and how they travel;
- Promoting Travel Plans and personalised journey planning to encourage people to consider alternatives to using their cars; and
- Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car journeys for short travel.

The White Paper notes that travel plans which are produced by employers and aimed at reducing car use for travel to work and travel for business can reduce commuter car driving by between 10% and 30%.

#### 2.1.2 Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen

In January 2011 the Coalition Government published a White Paper and launched a Local Sustainable Transport Fund to contribute towards achieving two objectives; to help create growth in the economy and to tackle climate change by reducing carbon emissions. The White Paper acknowledges that two thirds of all journeys are less than five miles and many of these journeys could easily be cycled, walked or made via public transport.



The concept of enabling choice through the provision of better information and education underpins the Government's approach to sustainable travel. A ladder of interventions shows that there is an incremental approach in terms of interventions that encourage sustainable transport choices. These interventions range from simply providing information to the guiding of choice through changing the default, guiding choice through the use of incentives, guiding choice through the use of disincentives, restricting choice and eliminating choice.

### 2.1.3 The National Planning Policy Framework

In March 2012 the Department for Local Government and Communities published the National Planning Policy Framework (NPPF). This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework for Local Authorities to develop their own Local Plan, which reflects the needs and priorities of their communities. At the heart of national planning policy is a presumption in favour of sustainable development. The framework outlines that developments should be granted approval, without delay, if they are in accordance with the Local Development Plan and that if the Local Development Plan is out of date, silent or absent, permission should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

The NPPF has a specific section on transport, which sets out the principles for promoting sustainable transport. This should be achieved by requiring developments to submit a Transport Statement or Transport Assessment. Decisions and plans should take account of whether the opportunities for sustainable transport modes have been taken up and whether safe and suitable access to the site can be achieved for all. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

## 2.2 Regional and Local Policy Guidance

### 2.2.1 Merseyside's Third Local Transport Plan 2011-12 to 2015-16

The third Local Transport Plan (LTP3) for Merseyside sets out the transport vision and policies for Merseyside, as well as a range of short and medium term investment priorities. The stated vision for the Merseyside Transport Network is:

*"A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice."*



The LTP3 contains a set of priorities for the period to 2014-2015 which include:

- Implementing the Active Travel Strategy to improve and expand facilities for cycling and walking;
- Implementing the Low Emissions Strategy to reduce carbon emissions, improve health and provide a stimulus to the creation of new jobs in support of the low carbon economy; and
- Increasing the promotion of sustainable travel and behaviour change and support the Decade of Health and Wellbeing.

The LTP3 states that 37% of Liverpool's population is overweight with 16% classified as obese with a chronic lack of physical activity. Over three years Travelwise conducted several Personal Travel Planning pilot programmes in Liverpool with a view to increasing rates of sustainable travel. The results showed an 86% increase in walking trips and significant increases in bus and cycle trips. The findings demonstrate the effectiveness of personalised travel plans, particularly when combined with reward schemes.

St Julie's Catholic High School is committed to building on this best practice to integrate the provision of personalised travel planning within their operational policies, wherever possible.

### 2.2.2 Unitary Development Plan and Local Plan

The Local Plan will provide the primary basis for local planning policy for Liverpool until 2028. The Local Plan for Liverpool is currently being consulted upon and is planned to be formally adopted in 2014. Until it is adopted, the existing Unitary Development Plan (UDP), which was adopted in 2002, is the formal planning policy framework for Liverpool and is used by the Local Planning Authority and the Planning Committee as the primary basis for assessing planning applications. Both the UDP and the draft Core Strategy documents relating to the Local Plan emphasise the need for new developments to promote sustainable transport options. This Transport Assessment sets out the transport related aspects of the proposed development, in accordance with these documents.

### 2.2.3 Ensuring a Choice of Travel – Supplementary Planning Document

This Supplementary Planning Document (SPD) was developed in 2009 in partnership with the Merseyside Local Authorities and Merseytravel to provide consistent guidance to Developers on addressing transport and access issues in new developments across the wider Merseyside area. The SPD sets out the following objectives:

- Ensure a reasonable choice of access by all modes of transport to new development;



- Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;
- Improve road safety;
- Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;
- Reduce the level of traffic growth and congestion on the strategic and local road network; and
- Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces, where appropriate.

The proposed development of St Julie's School essentially on the existing site is compatible with relevant policy frameworks and transport policy for Liverpool. Existing and established transport infrastructure is readily available and accessible and enhancements can be made to the provision if necessary.

The SPD also sets out the requirements for the transport related supporting documentation for planning applications, by development type. The development of St Julie's Catholic High School is a *D1 development over 1000m<sup>2</sup>* and requires a Transport Assessment, a Minimum Accessibility Standard Assessment (MASA) and a Travel Plan. Even though the school already operates from this site LCC Highways requested that a full Transport Assessment was undertaken focussing on improving and enhancing facilities where possible to encourage travel by sustainable modes.

#### 2.2.4 Merseyside Active Travel Strategy

Alongside the SPD referred to in section 2.2.3, the Merseyside Local Authorities and Merseytravel worked together to produce the *Merseyside Active Travel Strategy* in 2011. This document sets out how coordinated measures across Merseyside can help deliver agreed targets to increase the number of trips made by walking and cycling. The stated aims of the strategy are:

- Improving the cycling and walking environment by creating a clear route network, infrastructure improvements and facilities that will encourage a greater number of walking and cycling trips;
- To support adults and children to be able to choose cycling and walking by providing enabling interventions and information; and



- Behaviour change marketing of active travel modes to raise awareness of, encourage and sustain walking and cycling so that they become the mode of choice for short distance trips.

St Julie's Catholic High School is committed to actively encouraging walking and cycling as a preferred means of making short distance journeys and have completed a detailed Travel Survey and Travel Plan to identify the potential for achieving modal shift. The principles of the Merseyside Active Travel Strategy will be embodied within the Travel Plan for the School.

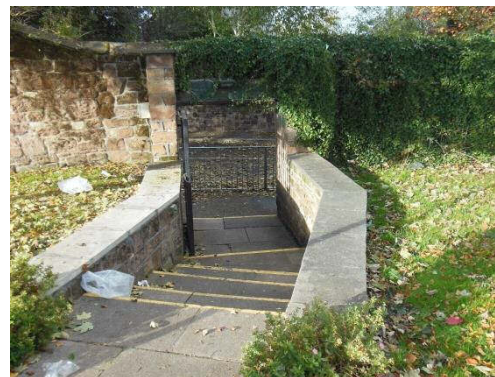


## 3.0 Existing Situation

### 3.1 Site Location and Existing Use

St Julie's Catholic High School is located on Speke Road in Woolton, South Liverpool. It is a voluntary aided Catholic secondary school for girls with approximately 1170 pupils on roll, including a coeducational 6<sup>th</sup> form. The school has been on this site for many years and the buildings do not provide an adequate environment for modern learning.

The current layout of the site, together with the staff parking arrangement is shown on Cass Associates Landscape General Arrangement Drawing 1206/100. There is a single vehicular entrance to the school grounds from Speke Road which provides access for staff, servicing and emergency vehicles. This access route is 3.8 metres wide at its narrowest point. There are two separate pedestrian entrances which are both segregated from the vehicular access, although one of the routes crosses the vehicle access. Both pedestrian access routes are via steps up into the school grounds and they do not meet current accessibility requirements. One access is from Speke Road, south of the vehicular access, and provides direct access to an existing Zebra crossing over Speke Road to the south east of the site. The other is from Woolton Street as it turns from west to north and provides access from the north and west into the school from Woolton village and beyond.



### 3.2 Air Quality and Conservation Status

Local Authorities have been required to monitor ground air pollution for pollutants harmful to human health since 1997. Where contaminants exceed published thresholds, Local Authorities are required to implement mitigation measures to improve air quality and protect the health of their citizens.



Liverpool City Council designated a city wide Air Quality Management Area (AQMA) in 2008, in response to identified exceedances of the nitrogen dioxide (NO<sub>x</sub>) annual mean objective. This designation requires Liverpool City Council to prepare and maintain an Air Quality Action Plan (AQAP). The objectives of the AQMA and the AQAP are to:

- Improve and protect ambient air quality;
- Adopt measures to achieve cleaner air; and
- Establish health based standards for air pollutants known to severely harm human health.

The Local Transport Plan for Merseyside (LTP3) sets out a range of targets and scenarios for reducing harmful emissions and acknowledges that transport is the dominant contributor to air pollution. The LTP3 classifies some of the major road corridors in Liverpool according to the distribution of air pollution.

The LTP3 forecasts changes in harmful emissions on the basis of a Do Minimum scenario and the implementation of the Final Strategy. This modelling shows a 77% reduction in Nitrogen Oxides (NO<sub>x</sub>), a 6% reduction in Particulate Matter (PM<sub>10</sub>) and no change to Carbon Dioxide (CO<sub>2</sub>) emissions between 2008 and 2024 on implementation of the Final Strategy. These changes to emissions take account of increases in car ownership and are mainly affected by advancements to cleaner engine technology.

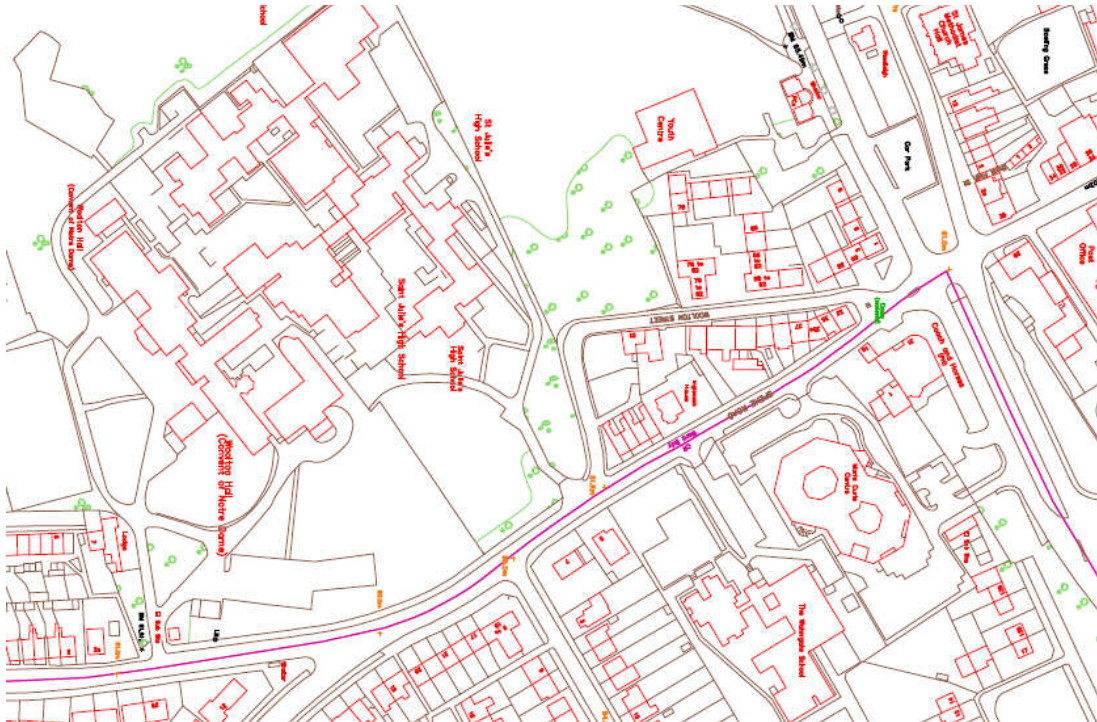
St Julie's Catholic High School is an existing school with a city wide catchment, biased towards south Liverpool. Travel surveys for both students and staff were undertaken in December 2013 and March 2014 respectively. The student survey indicates that 65 already travel to school via sustainable modes. The school's travel plan will be revisited following implementation of the proposed development to further encourage sustainable travel to and from school.

Woolton Village is a designated conservation area and contains many listed buildings. The Woolton Woods area adjoining the current school site is designated as Green Space in the UDP, as is the current school site. The village centre is designated as Retail and other areas are Residential. It is also understood that the sandstone boundary walls to the site on Speke Road are listed structures.

The conservation status of the area and the fact that some structures bounding the site are listed, constrains the proposed development.



### 3.3 Local Highway Network



The school is located on Speke Road. There are two pedestrian entrances, one on Speke Road south of the vehicular entrance and one on Woolton Street to the north and west of Speke Road. Access to the school from the north and east is via Woolton Street (north) or Kings Drive (east) and then via Speke Road southbound. Access from the south is direct via Speke Road northbound or from Hillfoot Avenue, Allerton Road, High Street and Speke Road southbound. Access from the north and west is via Menlove Avenue or Woolton Road and then via Allerton Road, High Street and Speke Road southbound.

#### 3.3.1 Speke Road

Speke Road is a single carriageway road. In the vicinity of the school it forms part of a 20mph zone. It has parking restrictions, double yellow lines, on each side of the carriageway. Immediately south of the school pedestrian gates is a Zebra crossing.



The carriageway is 6.8 metres wide with footways on each side, the east footway is 2.8 metres wide and the west footway is 3.1 metres wide. The road is lit in hours of darkness, although with the overhanging vegetation this can still be relatively dark. Speed cushions assist in keeping traffic speeds low, although the 85<sup>th</sup> percentile speed was recorded as 28mph.

The parking restrictions, double yellow lines continue on both sides of the carriageway to the south of the junction with Manor Road. Hatched markings are provided in the vicinity of this junction to encourage lane discipline and improve safety.

Bus stops and shelters for buses travelling in each direction on Speke Road are provided just south of the junction with Manor Road, but bus stop boarders (high kerbs to enable level boarding of buses) are not yet evident at these stops.



A “safer routes to schools” scheme implemented several years ago provided the 20mph zone and there is a zebra crossing close to the southern pedestrian gate.



### 3.3.2 Woolton Street

Woolton Street is a narrow single carriageway, the width varying between 4.1 and 5.9 metres with the south and west footway typically 1.5 metres wide but varying between 1.4 and 2.0 metres. The north and east footway is very narrow, varying between 0.8 and 1.3 metres wide. School Keep Clear markings are provided on the south side from the junction with Speke Road to a point northwest of the Woolton Street pedestrian entrance. Vehicles were observed to park on the north side and mainly on the west side after the bend. Several vehicles were also observed stopping and waiting on the School Keep Clear markings. During the school drop off and pick up periods Woolton Street appears to operate as an informal one-way system with traffic entering from the south junction with Speke Road and leaving from the north junction just before the traffic signals at High Street.



The road is lit with lanterns on the south and west side but it appears quite dark mainly because of overhanging vegetation. This section of Woolton Street forms part of the Speke Road 20mph zone in the vicinity of the school entrances.

Woolton Street continues to the north past the traffic signalled junction at High Street. On this stretch, the carriageway is 6.5 metres wide with footways of 1.6 to 2.0 metres on the west side and 2.7 metres on the east side, although these widen substantially in front of the shops.

This route is illuminated with street lights, is subject to a 30mph speed limit and parking restrictions, double yellow lines, on each side of the carriageway. There is a bus stop for southbound buses on the approach to the traffic signals at the junction with High Street, outside the Post Office. The footway is wide at this point. A Pelican Crossing is provided to the north, immediately south of the junction with Allerton Road. Woolton Street continues to the north and leads on to Acrefield Road.



### 3.3.3 High Street

High Street is a wide dual carriageway with a wide central reservation. It links Menlove Avenue in the west to Speke Road in the east. Typically this road provides two 3.8 metre traffic lanes (7.6 metre carriageway) westbound. On the south side there is a verge 3.0 metres wide which climbs steeply to an elevated footway, 2.9 metres wide, although this levels towards the junction with Speke Road and the footway becomes wider. The road is subjected to a 30mph speed limit and lit by street lights during the hours of darkness. The eastbound carriageway is 7.4 metres wide and has a footway varying between 1.8 to 2.1 metres wide with no verge.



East of the Tesco's access junction there is also a 1.5 metre wide footway on the central reserve, however, west of this junction there is no footway on the central reserve side of the carriageway except at the junction which provides the entrance to the Tesco store where pedestrian crossing facilities are provided. The footway on the central reserve east of this junction continues to the junction with Speke Road. Street lighting is also provided for this side of the carriageway which is also currently subjected to a 30mph speed limit.

Automatic traffic counting equipment was installed on High Street in July 2014, and this indicates that the 85 percentile speed westbound is 36mph, and 32mph eastbound, in the vicinity of the school.

### 3.3.4 Kings Drive

Immediately east of the junction with Speke Road, Kings Drive has similar characteristics to High Street/ Allerton Road. It continues as a wide dual carriageway with a wide central

reserve, although within 130 metres it returns to a single carriageway with ample space remaining as highway verges for potential future dualling. It is subjected to 30mph speed limit and also lit with street lighting during hours of darkness.

### 3.3.5 Hillfoot Road

Hillfoot Road is a wide dual carriageway with a 1.7 metre footway on the east side. The southbound carriageway is 6.5 metres wide and the central reserve is 8.9 metres wide.

The northbound carriageway is 6.2 metres wide and there is a verge 4.8 metres wide planted with mature trees west of the carriageway. There is a footway 2.7 metres wide behind the tree lined verge.

The route is illuminated with street lighting but has many overhanging mature trees. The central reserve is protected with bollards along part of the length to prevent illegal parking and turning adjacent to the sports pitches to the west of Hillfoot Road. It is subjected to a 40 mph speed limit.

### 3.3.6 Menlove Avenue

Menlove Avenue is the continuation of and is similar in character to Hillfoot Road. It is also subjected to a 40mph speed limit. The northbound carriageway consists of two traffic lanes, an overall width of 7.6 metres and a nearside verge on the west 4.1 metres wide with a footway 2.2 metres wide behind the verge. Street lighting for both carriageways is via separate lighting columns located on the 8.5 metre wide central reserve. The southbound carriageway is also two lanes, overall width 7.7 metres, with a 4.0 metre wide verge on the east side and a 2.5 metres wide footway behind the verge. Trees of varying sizes and maturity are positioned on both verges and in the central reserve.

### 3.3.7 Woolton Road

Woolton Road is a wide dual carriageway subjected to a 40mph speed limit. It is provided with street lighting from the tree lined wide central reserve. To the south there is a 5.1 metre wide tree lined verge with a 2.5 metre wide footway behind. The westbound carriageway is provided with 2 lanes, overall width 6.2 metres. Typically the central reserve is 18.0 metres wide. The two lane eastbound carriageway is 6.1 metres wide with a 2.6

metre wide footway bounded by a high sandstone wall. Lighting for this carriageway is provided by columns located in the footway.

### 3.4 Site Accessibility

#### 3.4.1 Walking

In January 2013, the home postcodes of pupils are shown indicatively in Appendix B. This also shows that there are approximately 25% within a reasonable two kilometre walking distance to the school. A 20 mph zone was implemented on School Lane and Woolton Street in the immediate vicinity of the school a number of years ago to improve road safety near the school.

Footways are in good condition and are a reasonable width on the majority of walking routes to the school. Signalled pedestrian crossing facilities are provided at the traffic signalled junction of High Street with Speke Road and a Zebra crossing is provided further south on Speke Road very near to the southern pedestrian entrance to the school site.

A MASA statement is provided which examines the accessibility of the school site by various modes and considers the existing walking routes to the school. The steps into school from both pedestrian entrances do not meet current accessibility standards. Street lighting and dropped crossings are provided on most approach routes to the school.

#### 3.4.2 Cycling

Currently cycling is not a predominant mode of travel to and from school. The travel surveys indicated that 1pupils and 4members of staff currently cycle to school although the 20mph zone creates a safer environment for cycling. 70% of school pupils are within a reasonable cycling distance i.e. within a 5km radius from the school. Refer to Appendix B.

#### 3.4.3 Bus

The school is well served by buses. The following bus services are available within comfortable walking distances from the school:

75, 76, 78, 78, 81, 81A, 81B, 89, 166, 173, 181, 188, 266, 288, 881



On the day of the pupil survey, 06 December 2013, route numbers 75, 78, 81, 81A, 89 and 188 carried 82% of those students arriving by public bus. A total of 480 were observed travelling by public bus, 43% of the overall pupil journeys to school, and a further 111 travelling by the school bus services 615, 661 and 666, making a total of 591, 54% of overall pupil journeys to school travelling by bus. Full results of the student travel survey are included in Appendix C. The routes with high usage by students are indicated in table 1 below.

Route Number	No of Pupils using route on day of survey (Dec 2013)
75	66
78	41
81/81A	145
89	108
188	35
<b>School Services</b>	
615	79
661	6
666	26

Table 1 – Student use of buses



Bus stops near to the school, (both the existing and proposed sites) are available on Speke Road, Manor Road, High Street, Kings Drive and Woolton Street. Services available from each of these Roads are indicated in the tables below. From the survey response, pupils also use the following buses albeit in fewer numbers 10, 14, 15, 60, 61, 68, 79, 80/A 82, 86, 113, 174, 182. Areas served by each of these routes are indicated below.

Route Number	Areas Served
10	City centre, Kensington, Old Swan, Page Moss, Prescot, Grange Park, St Helens
14	City Centre, Breck Road, Broadway, Croxteth
15	City Centre, Tuebrook, West Derby, Alder Hey Hospital, Huyton
60	Aigburth Vale, Dingle, Ullet Road, Wavertree, Old Swan, Queens Drive, Breeze Hill, Bootle
61	Aigburth Vale, Allerton, Childwall, Old Swan, West Derby, Broadway, Black Bull, Orrell Park, Bootle
68	Aigburth Vale, Penny Lane, Wavertree, Queens Drive, Old Swan, Walton, Bootle
79	City Centre, Brownlow Hill, Wavertree, Childwall, Belle Vale Shopping Centre (Childwall Valley Road), Netherley Halewood Shopping Centre
80/A	City Centre, Toxteth, Penny Lane, Garston, Speke
82	City Centre, Toxteth, Dingle, Aigburth Vale, Garston
86	City Centre, Penny Lane, Childwall (Hope University), Liverpool South Parkway, Garston, John Lennon Airport
174	Belle Vale, Lee Park, Grange Lane, Childwall



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	Fiveways, Penny Lane, Allerton Library
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Table 2 – Areas served by buses

The following identifies the bus routes, bus frequencies, areas served from the bus stops available in each of the following roads:

#### 3.4.4 Speke Road

Speke Road			
Bus Service	Areas Served	Weekday Frequency (each direction)	
81	Bootle, Queens Drive, Old Swan, Childwall, Hunts Cross, Speke	Every 20 mins	3 per hour
81A	Bootle, Queens Drive, Old Swan, Childwall, Hunts Cross, John Lennon Airport	Every 20 mins	3 per hour
89	St Helens, Prescot, Huyton, Belle Vale, Gateacre, Hunts Cross, John Lennon Airport	Every 20 mins	3 per hour
181	Speke, John Lennon Airport, Hunts Cross, Woolton Road, Broadgreen Hospital, Queens Drive, Bootle	Sundays and Bank Holidays only	
Total			9 per hour

Table 3 – Buses available from Speke Road

#### 3.4.5 Manor Road

Manor Road		
Bus Service	Areas Served	Weekday Frequency (each direction)

76	Liverpool ONE, Liverpool Women's Hospital, Allerton Road, Calderstones Park, Woolton, Hunts Cross, Halewood	Every 30 mins	2 per hour
Total			2 per hour

Table 4 – Buses available from Manor Road

### 3.4.6 High Street

High Street			
Bus Service	Areas Served	Weekday Frequency (each direction)	
76	Liverpool ONE, Liverpool Women's Hospital, Allerton Road, Calderstones Park, Woolton, Hunts Cross, Halewood	Every 30 mins	2 per hour
166	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
188	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
266	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
288	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
Total			6 per hour

Table 5 – Buses available from High Street



### 3.4.7 Kings Drive

Kings Drive			
Bus Service	Areas Served	Weekday Frequency (each direction)	
75	Liverpool, Ullet Road, Allerton Road, Hope University, Gateacre, Woolton, Halewood	Every 10 mins	6 per hour
78	Liverpool, Edge Hill, Wavertree, Hope University, Gateacre, Woolton, Halewood	Every 30 mins	2 per hour
166	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
173	Belle Vale, Sefton Park, Allerton, Aigburth, Liverpool	Every 30 mins	2 per hour
188	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
266	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
288	Liverpool South Parkway, Springwood Crematorium, Woolton, Belle Vale, Halewood, Hunts Cross, Garston	Every 60 mins	1 per hour
Total			14 per hour

Table 6 – Buses available from Kings Drive

### 3.4.8 Woolton Street

Woolton Street			
Bus Service	Areas Served	Weekday Frequency (each direction)	
81B	Bootle, Queens Drive, Old Swan, Childwall, Hunts Cross, Speke	Every 20 mins	3 per hour
181	Speke, John Lennon Airport, Hunts Cross, Woolton Road, Broadgreen Hospital, Queens Drive, Bootle	Sundays and Bank Holidays only	
881		1 per day, early morning service	
81A	Bootle, Queens Drive, Old Swan, Childwall, Hunts Cross, John Lennon Airport	Every 20 mins	3 per hour
89	St Helens, Prescot, Huyton, Belle Vale, Gateacre, Hunts Cross, John Lennon Airport	Every 20 mins	3 per hour
75	Liverpool, Ullet Road, Allerton Road, Hope University, Gateacre, Woolton, Halewood	Every 10 mins	6 per hour
78	Liverpool, Edge Hill, Wavertree, Hope University, Gateacre, Woolton, Halewood	Every 30 mins	2 per hour
81	Bootle, Queens Drive, Old Swan, Childwall, Hunts Cross, Speke	Every 20 mins	3 per hour
Total			17 per hour

Table 7 – Buses available from Woolton Street

All of these stops are within short walking distances from the school. Walking distances and estimated walking times to the stops nearest stops in each of the identified roads are tabulated below.

Road	Direction	Distance	Estimated Walk Time
Speke Road	Northbound services	100 metres	1 minute
	Southbound services	150 metres	2 minutes
Manor Road	Northbound services	150 metres	2 minutes
	Southbound services	350 metres	5 minutes
High Street	Eastbound services	250 metres	3 minutes
	Westbound services	500 metres	6 minutes
Kings Drive	Eastbound Services	500 metres	7 minutes
	Westbound services	500 metres	7 minutes
Woolton Street	Northbound services	300 metres	4 minutes
	Southbound services	220 metres	3 minutes

Table 8 –Walking distances to bus stops

The March 2013 Staff Travel Survey recorded that eight staff (6%) travelled to and from school by bus. The school travel plan will aim to encourage more staff members to use this mode.

### 3.4.8 Rail

The nearest railway station to the school is Hunts Cross which is 1.8 kilometres, a 20 minute walk along Speke Road. There are footways on each side of Speke Road from the school to the golf club, and a footway on the west side only for some distance where the road travels through the golf course. A footway on the east side is provided south of the golf club to Hunts Cross Station. South Liverpool Parkway is 2.8 kilometres from the school, just over 30 minutes to walk, or a short bus ride, although bus services, via Woolton Road, are relatively

infrequent, one or two per hour. The travel surveys indicate that only 1 student, and no staff members, currently travel by train.

#### 3.4.9 Private Vehicle Servicing and Parking Strategy

Access to the staff car park is via the vehicular access from Speke Road. Currently there is parking available for approximately 103 staff vehicles, although not all are marked as spaces. These are in several locations around the school site, indicated on Cass Associates Existing Security and Access drawing 1206/103.

The entrance route is a narrow drive, 3.8 metres wide at its narrowest point. This currently operates in an effective manner since the majority of traffic is inbound to the school site in the morning and away from the school in the afternoon. There is just enough space for vehicles to pass at the entrance on to Speke Road, with only minor obstruction on the Speke Road carriageway and also at intervals around the drive.

This is the only vehicular entrance to the school so it also provides access for servicing and for emergency vehicles. Servicing vehicles do not arrive or depart during the school start and finish periods and are low in number so conflicting movements are rare. Delivery bays are indicated, with separate bays for kitchen and general deliveries.

As indicated in the March 2014 Staff survey, 89 staff (68 %) currently drive to school. The Travel Plan will be updated and staff will be encouraged to use sustainable travel modes where possible.

#### 3.4.10 Summary

There has been a school on this site for many years and transport associated with the school functions adequately at present. There are improvements which could be made and indeed some improvements are proposed to complement and enhance the proposed development.

A relatively high proportion (65%) of students travel to school by sustainable modes which reduces the overall burden on the local highway network. This will be further encouraged following implementation of the proposed development.

## 4.0 Development Proposals

### 4.1 Introduction

The proposals for St Julie's Catholic High School allow for the construction of new school buildings whilst maintaining the existing school as an operational facility. It is proposed that this is achieved by utilising the north east corner of the site and approximately 5% of the Woolton Woods Green Space immediately adjacent to the school. It is proposed to maintain the current vehicular access for both the existing site and the proposed development. The contractor will have to give careful consideration to the construction management plan to ensure that site traffic does not affect the safe and effective operation of the existing school and that no site deliveries or other site traffic movements occur during the school start and finish times, to avoid conflict with pupils.

The proposed layout is shown in Cass Associates Drawing Proposed Security and Access 1206/104.

### 4.2 Proposals relating to Pedestrians

It is proposed to maintain the existing pedestrian entrances to the school site. The steps up from Speke Road are kept with the proposed alterations. The footpath from the southern pedestrian entrance on Speke Road follows a similar route to the current path, south of the access road. It then crosses the new access route which provides access to the south of the school buildings and continues round to the new school main entrance to the buildings.

It is proposed to enhance the northern pedestrian entrance by providing a Disability Discrimination (DDA) compliant ramp in addition to the steps. These walking routes cross the existing access road which will now only provide access to the disabled parking area directly in front of the new main school building entrance, and for servicing, emergency and visitors vehicles outside of the school start and finish times. It is proposed to provide 5 disabled parking bays and 8 visitor spaces in this location.

### 4.3 Proposal relating to Cyclists

Cycle stands, initially 10 in number, catering for up to 20 cycles are proposed to be located adjacent to but separate from the visitor parking bays and opposite the disabled parking, near to and overlooked from the school office.



When cycling to and from school by pupils increases such that this capacity for cycle storage is nearing capacity or becomes insufficient it has been agreed that additional covered cycle storage will be provided.

Students cycling to school can enter the school grounds via the main vehicular entrance and proceed round to the cycle parking. Careful consideration will need to be given to the point just past the first visitors' car parking bays where the main vehicle route to the staff car parking goes to the left to access the south of the site, and the route to the cycle parking bears right to the north of the site. At this point there is a conflict between cyclists and vehicles travelling to and from the car park.

It is proposed to sign a cycle/ walking route from Halewood Village which would be signed as a "leisure route" which also links Woolton Woods and Woolton Village with the Loop Line, also providing access to the rail network.

From the school's perspective, the route is a safe walking/cycling route to and from Halewood Village, where a reasonable number of students currently live. This route has been incorporated in the Travel Plan as a safe walking cycling route to the school from Halewood Village. This could reduce the number of vehicle trips to the school by providing a sustainable safe alternative.

#### 4.4 Proposals relating to Bus and Rail Passengers

Generally access to public transport will remain unchanged, however, many existing bus stops in the surrounding area do not provide bus stop boarders and discussions are being held with Merseytravel to see if these can be implemented at the main stops serving the school.

#### 4.5 Access by Private Vehicles, Staff and Visitors

The existing staff car parks are at various locations around the school site as shown on Cass Associates Existing Security and Access Drawing 1206/103

The proposals rationalise this parking whilst some of the current parking areas particularly the areas to the south west and the north west of the site. Further parking is provided around the games courts to the south west of the site. Overall, 80 parking spaces are provided for staff. In addition to these spaces, 5 disabled parking spaces are provided



directly in front of the proposed main school building entrance, which are accessed by turning right in the school grounds and 2 to the rear of the site close to the Sports Hall entrance. 14 visitor spaces are also provided, 6 of which are located immediately after entering the school grounds and a further 8 near to the disabled parking. 2 spaces for minibuses are also provided, making a total of 101 spaces overall. The proposed site layout is shown on Cass Associates Proposed Security and Access drawing 1206/104.

It is also proposed to widen the main vehicular entrance from Speke Road which will improve visibility and facilitate access for construction and servicing vehicles. This will be achieved by reconstructing a short section of both the north and south sandstone wing walls at the entrance and setting them back from their current location by up to 0.5 metres.

#### 4.6 Access by Private Vehicles, Student Drop Off/ Pick Up

A formal drop off and pick up point within the school grounds will not be provided. Indeed parents' vehicles will not be allowed to enter the school site at school start and finish times. It is envisaged therefore that drop-off and pick-up by car will function much as it does currently.

The travel plan will encourage those who travel to and from school by car to be dropped off and picked up some way away from the school grounds to reduce the burden on the road network in the immediate vicinity of the school, in particular Woolton Street and Speke Road. Parents/ carers will be encouraged to use High Street to drop off and pick up pupils. This is only a short walk from the school grounds and there is ample parking available on the westbound carriageway. Some pick-ups were observed to take place from the Woolton Youth Centre car park on High Street.



#### 4.7 Servicing and Emergency Access

Access for servicing and emergency vehicles is also via the sole vehicular access from Speke Road. Swept path analyses have been undertaken for both servicing and emergency vehicles through the school site and are shown on the drawings in Appendix F. The routes and access for servicing vehicles are indicated on these drawings. Emergency access to the main school buildings is feasible. Access for delivery vehicles is also provided with one single location identified for kitchen and general deliveries. An access road is provided to staff parking, and for out of hours use of the sports facilities, to the rear of the school buildings. This road is narrow, but passing places have been designed into the road to ensure two-traffic flow is not hindered. The location of the first visitor bays just inside the school grounds before the junction on the internal route also provide sufficient space for vehicles travelling in to and out of the school to pass comfortably. This, together with the existing passing possible at the entrance to the school sufficiently provides for vehicles to pass without obstructing the highway, Speke Road. The widening of the entrance will make passing here easier and also provide improved turning into and from the school site for servicing vehicles and for emergency access. This will also reduce the likelihood of delays occurring on Speke Road because of traffic waiting to turn into the school entrance.

#### 4.8 MASA

A full MASA statement has been prepared by Flinders Chace Ltd and is included a separate document to this submission. The overall scores from this exercise are included in the table below followed by the mode summaries.

Travel Mode	Minimum Required Score	Current Actual Score
Access on Foot	4	3
Access by Cycle	5	4
Access by Public Transport	6	7
Vehicle Access and Parking	1	0

Table 9 – MASA mode scores

#### 4.8.1 Walking

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.

#### 4.8.2 Cycling

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.

#### 4.8.3 Public Transport

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.

#### 4.8.4 Vehicle Access and Parking

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 vehicles, without compromising the context of the walls in their current setting. Parking provision will remain broadly in line with existing arrangements, although the location of parking areas will be rationalised.

## 5.0 Traffic Assessment Methodology

### 5.1 Introduction

This section explains the methodology used to assess the traffic impact of the proposed development. Since the school development proposals are essentially contained within the existing school site and some adjoining land and entrances/exits for both vehicles and pedestrians remain in the current locations, the overall impact of the development proposals in traffic terms will be neutral. There is scope to enhance the environment for both pedestrians and vehicles at and around the access points to the school.

The focus of the improvements will be to encourage more pupils and staff to travel by sustainable modes where feasible.

### 5.2 Study Area

The following junctions have been assessed for operation under current traffic conditions:

- 1 Woolton Road/ Menlove Avenue/ Allerton Road/ Hillfoot Avenue
- 2 Allerton Road/ Tesco Access (Woolton Village)/ High Street
- 3 High Street/ Quarry Street South
- 4 Church Road/ High Street
- 5 High Street/ Woolton Road/ Kings Drive/ Speke Road

### 5.3 Existing Traffic – Data Collection

Classified turning traffic counts were obtained at the following locations between 08:00 to 10:00 and 14:30 to 16:30:

The following counts were taken on 02 July 2014:

- Allerton Road/ Hillfoot Road
- High Street/ Allerton Road/ Tesco Access

The following counts were taken on 03 July 2014:



- High Street/ Church Road South
- High Street/ Queens Road South
- High Street/ Speke Road

Three automatic traffic counters were also positioned for the week from 30 June 2014 to 07 July 2014 at the following locations:

- High Street, for eastbound traffic, west of Church Road South
- High Street, for westbound traffic, west of Speke Road
- Speke Road, for northbound and southbound traffic, south of Woolton Street

Traffic counts were undertaken at five junctions in the first week in July 2014 and automatic traffic counters positioned for the same week on each carriageway of high street eastbound and westbound, and on Speke Road. Each of these five junctions was modelled and results analysed for the existing traffic conditions and also with five years traffic growth added to 2019, for school morning and afternoon peak periods. Traffic counts are presented as Appendix A to this report and the junction modelling summary results are included in Appendix G.

## 5.4 Junction Modelling

### 5.4.1 Menlove Avenue/ Woolton Road

This traffic signalled junction was modelled in linsig from the existing counts in 2014 and with growth added to 2019 for school morning and afternoon peak periods, 0800 to 0900 and 1500 to 1600 respectively. For the 2014 flows, the junction operates with a practical reserve capacity (PRC) of 11.5% in the morning peak and with a PRC of 34.8% in the afternoon peak. In 2019, with growth added, the PRCs fall to 4.7% in the morning and 30.6% in the afternoon peaks. Whilst there is a low reserve capacity at this junction in the morning peak period this junction operates with acceptable queuing and delay so therefore is considered acceptable. In general the operation of this junction is not directly affected by the proposed development. Traffic flows to and from the school are unchanged by the proposed development.



#### 5.4.2 Allerton Road/ High Street Tesco Access

Again this traffic signalled junction was modelled in linsig. All the modelling results indicate ample reserve capacity is available at this junction. In 2014 the junction operates with a PRC of 205.1% in the morning peak period and a PRC of 147.1% in the afternoon peak. When the growth to 2019 is added, this junction still operates with a PRC of 195.5% in the morning peak and with a PRC of 139.5% in the afternoon peak. This junction therefore has ample spare capacity to accommodate any future traffic growth.

#### 5.4.3 High Street/ Quarry Street

This junction was modelled using the Junctions 8 software, PICADY which models priority junctions. The modelling results for 2014 show that this junction operates with a minimum PRC of 40% in the morning peak and with a minimum PRC of 52% in the afternoon peak. In 2019 these reduce slightly to a minimum PRC of 26% in the morning peak and 50% in the afternoon peak. These results indicate that there is plenty of spare capacity at this junction to accommodate future traffic growth.

#### 5.4.4 High Street/ Church Road

This junction was also modelled using the Junctions 8 software PICADY. The modelling results for 2014 show that this junction operates with a minimum PRC of 82% in the morning peak and with a minimum PRC of 74% in the afternoon peak. These are not affected substantially when the growth to 2019 is included. The model results for 2019 show that the junction still operates with a minimum PRC of 82% in the morning peak and with a minimum PRC of 73% in the afternoon peak. This indicates that this junction also has plenty of spare capacity to accommodate future traffic growth.

#### 5.4.5 High Street/ Woolton Street/ Kings Drive

This traffic signalled junction was modelled using linsig with the pedestrian stage demanded each cycle and a cycle time of 120 seconds. The results of the linsig modelling indicate that in 2014 the junction is slightly overcapacity in both the morning and afternoon peak periods. The junction operates with a PRC of -11.9% in the morning peak and -12.3% in the afternoon peak. In 2019 with the growth added these figures reduce to -15.8% PRC in the morning peak and -15.9% PRC in the afternoon peak.



Closer examination of the model outputs show that the Kings Drive approach suffers the highest degrees of saturation in the morning peak period with saturation flows of just over 100% on the 2014 flows. In 2009 this is anticipated to increase to approximately 104% on this approach with mean maximum queues of up to 30 cars and delays of around 3 minutes on this approach which is similar to that currently experienced.



In the afternoon peak period, 2014 flows, Kings Drive experiences saturation levels of around 88% but the saturation on High Street is 101% with mean maximum queue of 25 cars experiencing delays of approximately 2.5 minutes. In 2019 the afternoon saturation levels on High Street increase to 104% and with mean maximum queues increasing to 30 cars and delays increasing to approximately 3 minutes. The saturation on High Street goes up to 91% but mean maximum queues here are 16 cars and delays of approximately 1.5 minutes would be experienced.

Although the traffic model and site observations show that this junction is currently operating at and at times slightly above capacity, the inclusion of an “all red” to traffic pedestrian stage contributes to the delays to traffic at this site. However, the inclusion of the pedestrian stage is considered essential for pedestrian safety and it is not proposed to make any immediate changes to this junction. It is feasible however that changing the pedestrian signals to nearside signals together with modern detectors could improve capacity at this junction. The reconstruction of the school will have not adversely impact on the operation of this traffic signalled junction.



## 5.5 Summary

Overall the proposed development is not expected to have an effect on the surrounding highway network. It is recognised that the school currently operates from this site and that trips associated with pupils and staff travelling to school by various modes are already present on the highway network. It should be noted that the traffic counts were obtained late in the summer term. It is recognised that during this period not all pupils may be in school. It was the period after the A – Level examinations and not all 6<sup>th</sup> form students were likely to be in school. This would have the effect that at other times of the school year the traffic demand through the highway network surrounding the school is likely to be slightly higher.

The results of the junction modelling indicate that the majority of junctions modelled have ample spare capacity and can easily cope with small increases in traffic volumes. However, the junction of Menlove Avenue/ Woolton Road had only a small amount of reserve capacity available in the 2019 morning peak period, 4.7% PRC and the junction of High Street/ Woolton Street/ Kings Drive operates over capacity in both peak periods.

At Menlove Avenue/ Woolton Road, any additional traffic due to sixth formers not being at school when the traffic counts were taken will be low since this traffic will have disbursed through the network. Therefore the modelling results for this junction are representative of conditions throughout the school year.

In relation to High Street/ Woolton Street/ Kings Drive, this junction will experience a slightly higher demand at other periods during the school year so the issues identified above will be slightly understated.

There are no material reasons as why the proposed development should not be granted planning consent on highways or transportation grounds.

## 6.0 Road Traffic Collision Analysis

### 6.1 Introduction

A Transport Assessment requires that the road traffic collision history for the site is analysed to ensure that the proposals address any existing safety issues that may have an impact on the proposals. The study should identify any obvious existing locations where a high incidence of road traffic accidents is occurring, and any particular concerns in respect of the more vulnerable road users, (pedestrians, cyclists and motorcyclists).

### 6.2 Analysis of Road Traffic Collisions

Road traffic collision data was obtained from LCC for the three year period from January 2009 to December 2013 for the area covering the junction of Allerton Road with Menlove Avenue, through High Street to the junction with Kings Drive and along Speke Road to the junction with School Lane. A plan of the area indicating the location of the collisions is included as Appendix H to this report.

Overall there were 25 recorded collisions during this period, one resulted in a fatality, three resulted in serious injuries and 21 resulted in slight injuries. The following statements can be made:

1. One of the road traffic accidents resulted in a fatality;
2. 3 of the collisions resulted in serious injuries (12%) and 21 resulted in slight injuries (81%);
3. 5 of the collisions involved pedestrians (20%), two involved child pedestrians (8%) resulting in serious injuries;
4. 20 of the collisions were vehicle collisions (80%);
5. 6 of the collisions occurred during school start and finish times (24%); and
6. 19 of the collisions occurred outside of school start and finish times (76%).

The collisions break down into seven clusters, primarily at junctions. The clusters have been identified with references A to G, A being Menlove Avenue / Allerton Road, B being High Street / Quarry Street South, C being High Street / Church Road South, D being Kings Drive / Speke Road, E being Speke Road / Watergate Lane, F being Speke Road/ Manor Road and G being Woolton Street. Collisions at each cluster are tabulated in table 10, below.

**Menlove Avenue / Allerton Road** 10 collisions, all resulting in slight injuries and none involving pedestrians.

**High Street / Quarry Street South** two collisions, both resulting in slight injuries and none involving pedestrians.

**High Street / Church Road South** one collision resulting in slight injuries involving an adult pedestrian.

**Kings Drive / Speke Road** six collisions, one resulting in a fatality, one resulting in serious injuries and the remainder resulting in slight injuries. The serious injury was a child pedestrian.

**Speke Road / Watergate Lane** two collisions, both resulting in slight injuries, one involving a pedestrian.

**Speke Road/ Manor Road** one collision resulting in serious injuries to an adult pedestrian.

**Woolton Street** two collisions, one resulting in serious injury and the other resulting in slight injury to an adult pedestrian.

Ref	Severity	Day	Date	Time	Location	Pedestrian	Ped Age	Comments
23	Slight	Monday	04 May 2009	01:00	A	N		
7	Slight	Friday	02 Apr 2010	13:25	A	N		
9	Slight	Thursday	15 Apr 2010	10:10	A	N		
17	Slight	Sunday	10 Oct 2010	17:40	A	N		
22	Slight	Thursday	25 Nov 2010	07:30	A	N		
21	Slight	Wednesday	23 Nov 2011	12:00	A	N		
5	Slight	Thursday	29 Mar 2012	14:10	A	N		
8	Slight	Monday	02 Apr 2012	16:05	A	N		
14	Slight	Wednesday	27 Jun 2012	16:15	A	N		
18	Slight	Monday	19 Nov 2012	17:40	A	N		
24	Slight	Friday	31 Jul 2009	18:45	B	N		
3	Slight	Friday	18 Mar 2011	15:10	B	N		
13	Slight	Friday	01 Apr 2011	23:14	C	Y	32	
2	Fatal	Wednesday	16 Sep 2009	22:15	D	N		
15	Slight	Thursday	22 Jul 2010	14:45	D	N		



4	Slight	Wednesday	23 Mar 2011	08:35	D	N		
10	Serious	Wednesday	11 May 2011	12:50	D	Y	7	Ped ran into road
19	Slight	Monday	03 Dec 2012	09:20	D	N		
1	Slight	Thursday	10 Jan 2013	16:30	D	N		
16	Slight	Monday	19 Sep 2011	15:50	E	N		
11	Slight	Friday	25 May 2012	07:55	E	Y	17	
6	Serious	Tuesday	27 Mar 2012	12:30	F	Y	30	
25	Slight	Friday	08 May 2009	08:29	G	N		
12	Slight	Friday	14 May 2010	15:18	G	Y	38	
20	Serious	Sunday	14 Nov 2010	11:08	G	N		

Table 10 – Collision data analysis

This shows that there are few collisions during the school start finish times which could be associated to the existing school arrivals and departures. The proposed development of the school will improve the access to the site and is therefore not anticipated that it would adversely affect safety in the vicinity of the school site. Indeed, some measures will be put in place to enhance safety, particularly that of pedestrians.

### 6.3 Comparison to National Averages

Making this comparison should be treated with caution since it is unlikely that all of these figures will be statistically significant because of the small number of collisions recoded locally. The Reported Road Casualties in Great Britain: Main Results for the year ending December 2013 by the DfT reports on personal injury accidents on public roads in Great Britain and the following statistics are provided:

- There were 183,670 reported casualties in the year to December 2013;
- 9% of accidents caused serious injury or were fatal and 91% of accidents caused slight injury;
- 13% of all casualties involved pedestrians; and
- 11% of all casualties involved cyclists and 10% of all casualties involved motorcyclists.

The local data compares favourably with national data except that overall there are a higher percentage of pedestrian collisions than experienced nationally. There have been a couple of pedestrian accidents one at Speke Road junction with Kings Drive and High Street and two

accidents at the zebra crossing in the last 5 years; both rear end shunts. There was a fatal accident involving a young cyclist at the Speke Road / High Street / King's Drive junction.

Both of the accidents at the junction appear to be related to poor road safety skills on the part of the two children involved. The 7 year old boy ran across the road without waiting for the pedestrian crossing signal. The cyclist transferred from footway to carriageway at a pedestrian crossing, into the path of a moving car.

The junction of Speke Road / High Street / King's Drive has an "all red" pedestrian phase, and has Advanced Cycle Stop Lines on all arms of the junction. The "all red" to traffic phase puts the junction over-capacity (in terms of traffic flow) now, which is justified on safety grounds.

At the Zebra Crossing, which is in a 20mph zone, one of the accident resulted in a 17 year old girl, (possibly a student at St Julies) being slightly injured by one of the cars as she used the zebra crossing. In a separate incident, a pedestrian was seriously injured immediately to the south of the zebra crossing by being clipped by the wing mirror of a van, (it looks like he crossed Speke Road in the wrong location and was stuck on the narrow strip of footpath between the pedestrian guardrail and the carriageway). There has also been a rear end shunt at the school access; one vehicle turning into the school hit from behind by another.



No recorded collisions causing injury have occurred at the Zebra crossing since 2012, however the visibility of the Zebra Crossing and the school entrance from south is not ideal and it is suggested that the carriageway markings are renewed and a Zebra Crossing Ahead sign located on an existing pole in advance of the crossing.



The Speke Road carriageway has speed cushions to reinforce the 20mph Zone and encourage slower traffic speeds past the Zebra Crossing and the school entrance.



## 7.0 Conclusions and Mitigation

### 7.1 Conclusions

This Transport Assessment has examined transport related issues associated with the proposed re-development of St Julies Catholic High School. During the planning and construction of the new buildings opportunities will be taken to address existing deficiencies in the transport related infrastructure. For example, the provision of a DDA compliant pedestrian access to the school site, contribution to the provision of an accessible bus stop (a bus stop Boarder) at the main stop for school bus services, northbound on Speke Road and improvement to the main school vehicular entrance.

This assessment has established that there are no material reasons why planning approval should not be granted on the grounds of highways or transportation.

### 7.2 Proposed Mitigation

It is proposed to widen the vehicular entrance to better accommodate service vehicles, construction traffic, and to improve forward visibility for turning traffic. 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 vehicles, without compromising the context of the walls in their current setting. Parking provision will remain broadly in line with existing arrangements.

To improve walking and cycling facilities in the area, it is proposed to implement route signage between the school and the Trans Pennine Trail, (and therefore Halewood Village) along a safe route which can be utilised by those accessing the school from these areas and will also provide connectivity between Woolton Woods / Village and the wider cycle network.

It is also proposed to implement additional road signage, and road markings on the approach to the Zebra Crossing on Speke Road from the south to enhance the safety of this crossing facility.