

Minimum Accessibility Standards Assessment

Access on Foot			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 800m of a district or local centre (see Accessibility Maps)	Yes	2	2	470m
	OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	No	0		
Internal Layout	Does ‘circulation’ and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to crossroads or cycle routes?	Yes	1	1	Pedestrian footpaths and crossings are to be part of the entire car park layout. Includes dropped kerbs and tactile paving.
		No	0		
External Layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting.	Yes	-1	1	Several public footpaths lead into the industrial estate and allow pedestrians to walk safely into the Ford Halewood site. There are dropped kerbs and crossings around the ring road. Street lighting line the routes as well.
		No	1		
Total Score				4	
Minimum Score Required				2	
Comments or action needed to correct any shortfall:					

Access by Cycle		Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 1500m of a district or local centre (see Accessibility Maps)	Yes	2	2 470m
	OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	No	0	
Internal Layout	Does 'circulation' and access inside the site reflect direct cycle, with priority given to cyclists where they meet motor vehicles?	Yes	1	1 20mph traffic around the industrial estate ring road. There is a cycle route around the entire industrial estate ring road leading from nearby residential areas directly into the Ford Halewood site.
		No	0	
External Access	Is the development within 400m of an existing or proposed designated cycle route and/or proposes to create a link to a cycle route, or develop a route.	Yes	1	1 Existing public cycle paths lead into the industrial estate from the surrounding residential areas.
		No	-1	
Other	Development includes cycle parking shower facilities and lockers for cyclists.	Yes	1	1 2no. cycle parking shelters within Ford Halewood provide up to 128 cycle parking spaces. There are locker room facilities for all members of staff which include showers and drying rooms for cyclists.
		No	0	
Total Score			5	
Minimum Score Required			3	
Comments or action needed to correct any shortfall:				

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station.	Yes	2	2	There is a bus stop approx. 40m from the car park and another 300m away (within the industrial estate). 0.7 miles away there is a retail park that offers a wider variety of bus routes.
		No	0		
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.	Yes	0	1	The routes to all nearby bus stops have wide footpaths, drop kerbs, pedestrian crossings and are well-lit with streetlights. The speed limit for traffic is 20mph with speed bumps making it safer for pedestrians to walk to and from any bus stops.
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)	2		0	The bus stop within 200m has 2 routes; the 881 and the 3A. Each route only runs once a day in the morning.
	Medium (two or three bus or tram services or trains an hour)	1			
	Low (less than two bus or tram services an hour)	0			
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	The application relates to an extension to an existing car park and so the methods of transport would remain largely the same as the existing use on the site.
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site.	Yes	1	0	
		No	0		
	The proposal contributes to an existing or new supported bus service.	Yes	1	0	
		No	0		
Total Score				3	
Minimum Score Required				5	

Comments or action needed to correct any shortfall:

The proposed development forming part of a wider strategy of facilitating job growth, which will contribute to the existing bus service through increase usage.

Although over 200m away from the Ford factory, there are frequent bus services to the nearby shopping park 'The Speke Centre' which is only approx. 120m from the industrial estate as a whole. This area provides links to several bus routes: 3A, C45, 81, 80, 201, 82, 800 and it is a 14-minute walk from the Ford site to the bus stop.

Parking			Points	Score	Justification for Scoring
Parking	The off-street parking is as advised in Section 4 for that development type	Yes	1	1	Parking is less than maximum level.
		No	0		
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2	2	Parking provisions are less than 75% of amount advises in section 4.
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	0	No. The proposal is for a car park extension.
		No	0		
	Does it support the control or removal of on street parking spaces (incl. provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1	1	The proposed development is the result of job growth at the site and is therefore vitally important to avoid the potential for on-street parking.
		No	0		
Total Score				4	
Minimum Score Required				3	
Comments or action needed to correct any shortfall:					
The proposal also includes an increased provision of disabled spaces on site.					
The proposal will include the installation of more EV chargers at the site along with provisions to install more as the demand increases in the future.					