

Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 800m of a district or local centre (see Accessibility Maps) OR Non-residential development: Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	0	Site is within 1-mile buffer of existing local housing with more than 30 houses per hectare.
		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 cross roads or cycle routes?	Yes	1	1	Pedestrian footways are proposed on all internal carriage-ways providing a walking route and pedestrian crossing point from the internal business park road network to the car park / main entrance to development.
		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	There is the presence of street lighting on the surrounding roads. The footways on Acornfield Road are of high quality. Dropped kerbs/tactile paving is provided at key junctions i.e. Acornfield Road / Kirkby Bank Road junction.
		No	1		
	Total Score			2	
	Minimum score required			2	

Comments or action needed to correct any shortfall

No action is needed to be taken as the site has good access on foot.

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) Or <u>Non-residential development</u> : Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Site is within 1-mile buffer of existing local housing with more than 30 houses per hectare.
		No	0		
Internal layout	Does 'circulation' and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes 1		0	A direct cycle route is provided to the development using the internal private road.
		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	Site is 1km from nearest existing designated cycle route.
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	14 cycle parking spaces are provided. Lockers and
		No	0		

					shower facilities are provided as shown on the Masterplan.	
	Total Score				2	
	Minimum score required				2	
Comments or action needed to correct any shortfall						
No action is needed to be taken as the site has good access by cycle.						

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	'Ashcroft Road' bus stop is located 150m south of site.
		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	There is the presence of bus stop infrastructure (flag and pole) and pedestrians are not required to cross the road to reach the bus stop.
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	1	Three buses per hour (average). Rising to 6+ per hour in morning / evening peak periods.
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	
		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	4	
	Minimum score required	4	

Comments or action needed to correct any shortfall

No action is needed to be taken as the site has good access by public transport.

Parking		Points	Score	Justification for Scoring	
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	86 spaces provided, halfway between B1c/B2 and B8 requirements (eventual mix of uses not known)
		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	0	Number of spaces provided justified based on mode share and number of trips forecasted. This has been agreed with the highway authority
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	-	
		No	0		
	Does it supports 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	1	-	
		No	0		
	Total Score		1		
	Minimum score required		1		

Comments or action needed to correct any shortfall.

No action is needed to be taken as the site has good access by public transport.

Number of spaces provided justified based on mode share and number of trips forecasted. This has been agreed with the highway authority.