Accessibility Assessment Form

the site with district or Io AccessibilityORNon-resider developmen of existing I within 800m houses per AccessibilityInternal layoutDoes 'circul access insider reflect direct to use peder all, with price pedestrians to cross road routes?External layoutAre there basite and loce	ntial nt: Is the density ocal housing (i.e. n) more than 30 hectare (see y Maps) lation' and de the sites et, safe and easy estrian routes for prity given to s when they have	No	2 0 1 0		Scoring		
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site and loc	ids or cycle						
	alta and local facilities an	Yes	-1				
pedestrian a Examples in dropped ke or on desire gradients; a crossing wh heavy traffic concerns, e		No	1				
	Total Score						
	Minimum score required						

	Access by Cycle)	Points	Score	Justification for Scoring			
Location	Residential Development:	Yes	2		Tor Sconny			
	Is the site within 1500m of a district or local centre (see Accessibility Maps)		0					
	Or							
	Non-residential development: Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)							
Internal layout	a a a a a line i de the eite	Yes	1					
		No	0					
External	Is the development within	Yes	1					
Access	400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route, or develop a route.	No	-1					
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1					
		No	0					
	Total Score							
	Minimum score required							

Access by Public Transport			Points	Score	Justification for Scoring
Location and	Is the site within a 200m	Yes	2		
access to public transport	walk of a bus or tram stop, and/or within 400m of a rail station?	No	0		
	Are there barriers on direct	Yes	0		
	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.	No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2		
	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		
		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		
		No	0		
	The proposal contributes to	Yes	1		
	an existing or new supported bus service	No	0		
	Total Score				
	Minimum score required				

Parking			Points	Score	Justification for Scoring		
Parking	The off-street parking	Yes	1				
	provided is as advised in Section 4 for that development type	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				
		No	0				
	For development in controlled	For development in controlled parking zones:					
	Is the proposal for a car free	Yes	1				
or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures	development?	No	0				
	Does it supports the control	Yes	1				
	parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy	No	0				
	Total Score						
	Minimum score required						
comments or a	action needed to correct any sh	ortrail.					