



Supplementary Planning Document

Ensuring a Choice of Travel



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1 Introduction

The Purpose of the Supplementary Planning Document

1.1 Knowsley Council is committed to developing a borough where the environment is safe, clean and attractive and where opportunity, health and social prosperity is available to all. Improving public transport, cycling and walking facilities will reduce reliance on private cars. This will lead to lower levels of pollution, enhance the local environment, and promote healthier lifestyles. It will also improve road safety and congestion, and improve quality of development through better use of space.

1.2 The Council has published this guidance as a Supplementary Planning Document (SPD) to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan. It will assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.

1.3 The main objective of the SPD is to ensure a good choice of travel modes to all new development.

1.4 This Supplementary Planning Document covers Knowsley Borough. It has, however, been developed in close partnership with the other districts on Merseyside and Merseytravel with the aim of ensuring a relatively consistent approach to securing access to new development by a choice of transport modes, i.e. walking, cycling, public transport as well as by private motor vehicles.

The Status of the Supplementary Planning Document

1.5 This document provides advice which supplements the policies of the Knowsley Replacement Unitary Development Plan (UDP). The UDP is the latest UDP for Knowsley, adopted by the Council in June 2006.

1.6 The Planning and Compulsory Purchase Act 2004 introduced a change to the statutory development plan system requiring that the existing development plans be replaced by a Local Development Framework (LDF).

1.7 The Local Development Framework will include a number of documents of which the Core Strategy will be the main document. Details of the Core Strategy and the other documents in the LDF can be found in the Local Development Scheme on the Council's website.

1.8 Although this Supplementary Planning Document supports UDP policies, this guidance also forms part of the LDF and must be consistent with national as well as the policies set out in the emerging LDF. The Core Strategy will include overarching policies to which this SPD will provide further detail.

1.9 Supplementary Planning Documents support statutory development plans but do not form part of them.

1 Introduction

1.10 After the consultation period ended, the Government revoked all Regional Strategies (RS). While the SPD was in accordance with the North West's RS it was not dependant on it. The revocation of the RS does not affect the policies contained within the SPD.

2 Policy Background

2.1 This Supplementary Planning Document has been guided by planning policy at the national, regional and local level as set out in this section. It seeks to guide developers in understanding how Knowsley MBC interprets this policy for individual development proposals.

National Policy

2.2 National planning policy for transport is set out in Planning Policy Guidance Note 13-Transport (PPG13), published in 2001. The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for the movement of freight. PPG13 sets maximum parking standards but does allow for local planning authorities to set more restrictive standards. This SPD is in conformity with national policy.

Regional Policy

2.3 Regional planning policy was set out in the North West of England Plan Regional Spatial Strategy to 2021 (RSS), published in 2008. This document formed part of the statutory development plan for Knowsley. On 1 April 2010 the Regional Spatial Strategy, together with the Regional Economic Strategy, became the Regional Strategy (RS). The RS, however, was formally revoked on 6 June 2010 and therefore ceased to be part of the development plan on that date.

Sub-regional Policy

Merseyside Local Transport Plan 2006-11

2.4 The SPD supports the aims and objectives of the Merseyside Local Transport Plan 2006 – 2011 (LTP), which seeks to:

- provide the appropriate infrastructure to support social and economic growth and regeneration;
- provide access for all to ensure an inclusive community;
- manage demand to provide an efficient transport network;
- support a healthier community by ensuring transport actively improves health, does not impair quality of life and ensures the safety and security of all users;
- protect and enhance the environment; and
- make best use of existing resources and strive to ensure value for money at all times.

2 Policy Background

Merseyside Bus Strategy

2.5 The Merseyside Bus Strategy March 2006 is an integral part of the Local Transport Plan. The Bus Strategy sets out proposals to maintain and grow the number of bus journeys made over a five year period.



Merseyside Walking Strategy

2.6 The Merseyside Walking Strategy 2002 sets out Merseyside's plans for encouraging walking. The aim of the plan is to make safer and more pleasant surroundings for pedestrians. The Merseyside Walking Strategy is reviewed every five years. Each authority has produced its own action plan. The draft Knowsley Action Plan includes strategies to make walking in Knowsley safer, more pleasant and easier for all.

Merseyside Cycling Strategy

2.7 The intention of the Merseyside Cycling Strategy (2005) is "To promote and increase cycle use throughout Merseyside by highlighting the benefits of cycling as a healthy sustainable mode of transport and through the development of infrastructure which is safe, convenient, efficient and attractive for cyclists."

Liverpool City Region Multi Area Agreement

2.8 The Liverpool City Region Multi Area Agreement covers the boroughs of Halton, Liverpool, St Helens, Sefton and Wirral in addition to the Borough of Knowsley. It sets out how the partners will work together in each of four platforms - Economy, Employment and Skills, Housing and Transport.

2.9 The vision for the transport platform is a fully integrated, sustainable, and safe transport network, which supports economic and social regeneration, ensures good access for all, and which is operated and maintained to the highest standards to protect the environment and ensure good quality of life for all.

2.10 In relation to transport, it sets out three key proposals:

- to improving accessibility to employment and opportunities;
- to improving the capacity and connectivity of the Liverpool City Region network; and
- to reducing emissions and address climate change.

2.11 The SPD supports the aims and objectives of the Liverpool City Region Multi Area Agreement.

Local Policy

Sustainable Community Strategy

2.12 *Knowsley the Borough of Choice Sustainable Community Strategy 2008-2023 (SCS)* identifies seven key drivers for transforming the Borough. These include ensuring that Knowsley is well connected and has safer more cohesive communities. The production of this SPD is a commitment in the SCS.

Unitary Development Plan

2.13 Local planning policy is currently set out in the Knowsley Replacement Unitary Development Plan, adopted by Knowsley Council in June 2006, (UDP). The UDP identifies three strategic objectives relating to transport:

- To accommodate improvements to the transport network which support regeneration.
- To locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car.
- To ensure that the design of new development provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport.

2.14 The UDP contains a range of policies which aim to secure these objectives. In particular policies T1, T5, T6, T7, T8, T9 and T10.

- **Policy T1** aims to promote a transport system which is sustainable, integrated and meets the needs of all, encouraging the enhancement of walking, cycling and public transport facilities.
- **Policy T5** seeks to ensure all major developments are conveniently located for access by public transport.
- **Policy T6** requires all new development to be served by a good choice of travel modes and to have levels of parking which do not exceed maximum standards and which cater for the less mobile.
- **Policy T7** aims to ensure the walking and cycling network is at least preserved and where possible enhanced.
- **Policy T8** requires Transport Assessments to be submitted with major applications and those likely to significantly increase pollution or cause highway capacity issues.
- **Policy T9** requires Travel Plans for major traffic generating developments or those likely to exacerbate existing traffic problems.
- **Policy T10** requires that proposals for new developments and change of use of existing buildings have adequate access for the less mobile and people who have sensory impairments.

2.15 The purpose of this SPD is to supplement the policies of the UDP relating to transport, by adding further detail and explaining how these policies will be interpreted by the Council.

2 Policy Background

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3 How to Use the Supplementary Planning Document

3.1 The transport requirements for new development will vary dependent on its type, size and location. To ascertain the requirements for your development, you should:

- A. Determine the size of your development by referring to Stage A below;
- B. Dependant on development size, identify appropriate requirements by referring to Stage B at 3.3;
- C. Dependant on requirements identified, refer to relevant chapters 4-9.

Stage A - Determine Size of Development

Table 1 Determining Size of Development

Type of Development	Minor	Medium	Large	Major
A1 Food Retail	Under 250m ²	250m ² - 500m ²	500m ² - 800m ²	800m ² +
A1 Non Food Retail	Under 200m ²	200m ² - 800m ²	800m ² - 1,500m ²	1,500m ² +
A2 Financial and Prof. Services	Under 200m ²	200m ² - 1,000m ²	1,000m ² - 2,500m ²	2,500m ² +
A3 Restaurants & Cafés	Under 250m ²		250 m ² - 2,500m ²	2,500m ² +
A4 Drinking Establishments	Under 250m ²		250 m ² - 600m ²	600m ² +
A5 Hot Food Takeaway	Under 250m ²		250 m ² - 500m ²	500m ² +
B1 Business Further education	Under 200m ²	200m ² -1,500m ²	1,500m ² - 2,500m ²	2,500 m ² +
B2 Industrial Uses	Under 500m ²	500m ² - 2,500m ²	2,500m ² - 4,000m ²	4,000m ² +
B8 Storage and Distribution	Under 500m ²	500m ² - 2,000m ²	2,000m ² - 5,000m ²	5,000m ² +
C1 Hotels	Under 30 beds	30 - 75 beds	75 - 100 beds	100 + beds
C2 Residential Institutions (hospitals and nursing homes)		<30 beds	30 - 49 beds	50 or more beds

3 How to Use the Supplementary Planning Document

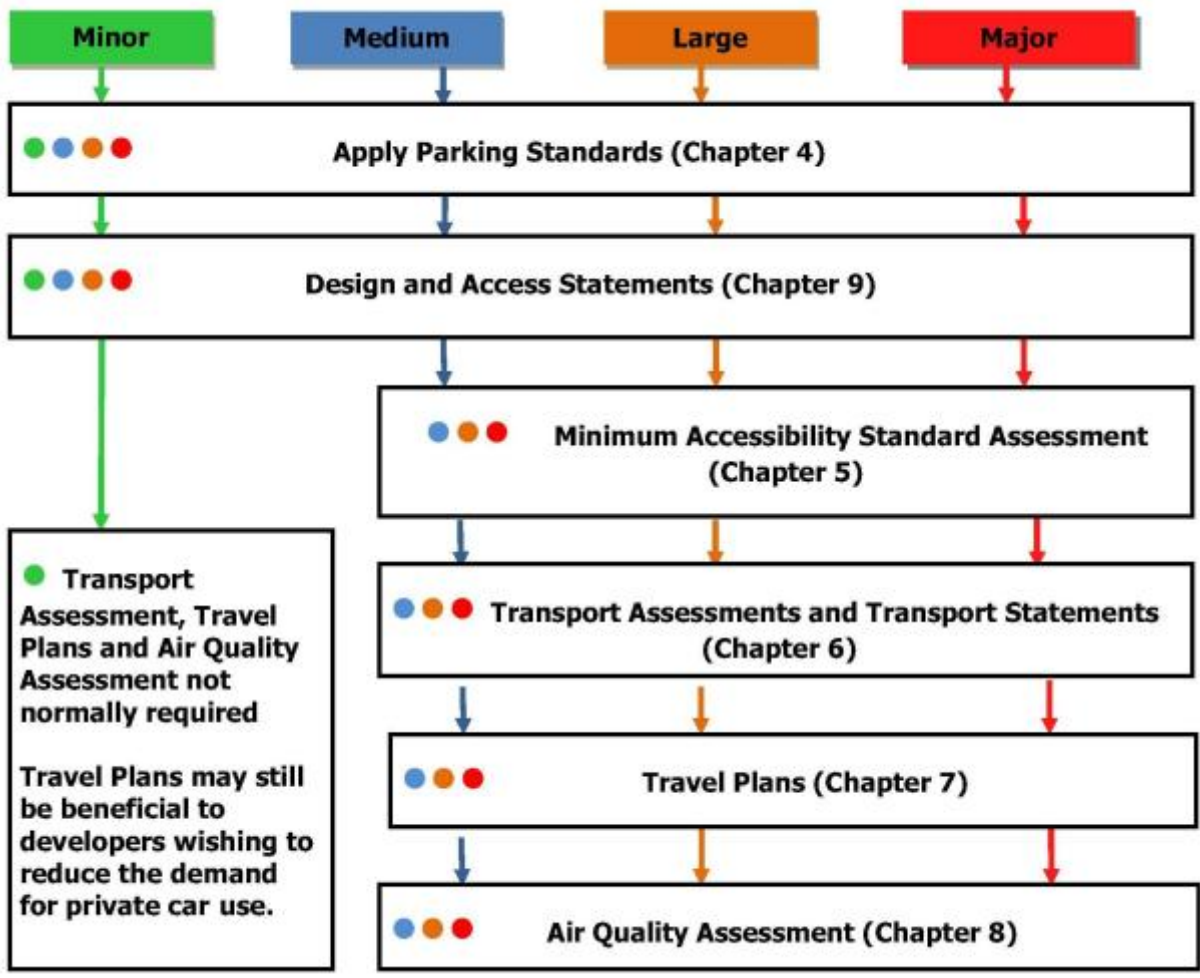
Type of Development	Minor	Medium	Large	Major
C2 Residential institutions (residential education)		<50 students	50 - 149 students	150 or more students
C2 Residential institutions (institutional hostels)		<250 residents	250 - 399 residents	400 or more residents
C3 Dwelling houses	< 10 units	10 - 50 units	50 - 80 units	>80 units
D1 Non-residential institutions	Under 200m ² Under 25 v/h	200m ² - 500m ² 25v/h to 100v/h	500m ² - 1000m ² 100+v/h	
D2 Assembly/ Leisure (not stadia)	Under 200m ²	200m ² - 500m ²	500 - 1500m ²	1,500m ² +
D2 Stadia				1500 + seats
Others	Please discuss with the Council			
<p>Notes:</p> <p>(1) v/h = the number of vehicles entering or leaving the development each hour at its busiest part of the day</p> <p>(2) m² = the gross floor space of the development in square metres</p> <p>(3) The Knowsley Replacement Unitary Development Plan (2006) defines major A1 retail, both food and non-food, as being in excess of 1000m². Department for Transport (DfT) document Guidance for Transport Assessment (2007) defines major A1 food retail as being in excess of 800m² and A1 non-food retail as being in excess of 1500m². This Supplementary Planning Document uses the more recent DfT definition.</p> <p>(4) In the case of extensions, floor space figures relate to the additional floor space including any previous additional floorspace.</p> <p>(5) If a development is on the border between two categories, then it will be assumed to be contained within the larger category.</p>				

Stage B - Identify Planning Requirements

3.2 Having identified which size category your development falls into, the following diagram identifies which chapters of this document are applicable to your development.

How to Use the Supplementary Planning Document 3

Figure 1 Requirements for Development Types



3 How to Use the Supplementary Planning Document

4 Parking

Parking Standards

4.1 The Council's approach to car and cycle parking standards is set out in Policy T6 of the Knowsley Replacement Unitary Development Plan.

Policy T6 - Ensuring Choice of Travel to Serve New Developments (edited)

Proposals for new development should provide or be served by a good choice of modes of travel appropriate to the scale and nature of the development, as follows:

- Cycle parking facilities in accordance with the Council's minimum standards
- Car parking facilities which do not exceed the Council's maximum standards
- Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council's minimum standards
- Safe and convenient vehicular access to and from the highway and within the site

4.2 In accordance with this policy relevant parking standards will therefore be applied to all planning applications for new development.

4.3 The Council's current parking standards are set out in Appendix A. All developers should have regard to these standards. These standards will be used by the Council to assess the adequacy of parking provision within any development proposal.

4.4 The parking standards contained within Appendix A are based, in the most part, on the standards contained in the submitted draft of partial review of the North West of England Plan Regional Spatial Strategy (RSS). On 1 April 2010 the Regional Spatial Strategy, together with the Regional Economic Strategy, became the Regional Strategy (RS). Since the consultation period ended, the Government has formally revoked the RS; the standards in this SPD are not dependant on the RS and are in conformity with national policy.

4.5 For general car parking, the standards define **upper limits** for new developments. These maximum standards for car parking vary according to the location of a site. In more urban areas, sites are generally accessible to a larger proportion of the population on foot, cycle or public transport and therefore less reliance on private cars is encouraged by lower maximum parking standards. In all areas there may be instances where provision should be less than the maximum specified for example where a site is particularly accessible by modes of transport other than the private car, or for example where a car club is proposed.

4.6 Standards for the provision of parking spaces for bicycles, motorcycles HGV and coaches have been developed and are included within the table. Cycle and motor cycle parking standards are expressed as **minimums** to encourage developers to provide for cyclists. Both HGV and coach parking provision should be developed on a case by case basis through discussions with the Council.

4 Parking

4.7 Disabled parking standards have been derived from national Government guidance. Again these are expressed as a **minimum**. When determining the appropriate level of parking for people with disabilities, developers should consider whether the development is likely to have higher levels of use by disabled drivers than average. The disabled spaces should be included as part of the overall parking provision of a development.

4.8 Where parking provision within a development is likely to cause displacement of parking onto other surrounding areas, contributions may be required from developers to implement parking control measures, for example, a Controlled Parking Zone.

4.9 Details of dimensions, layout and location of parking are included in:

- Manual for Streets, DCLG and DfT (2007);
- Sustrans Cycle Parking Design Guidance;
- Motorcycle parking - Traffic Advisory Leaflet 02/02;
- Draft Design Quality in New Developments SPD.

4.10 The Highway Authority will determine the suitability or otherwise of the dimensions, layout and location of parking spaces.

Design Guidance for Parking Areas

4.11 As well as considering the number of parking spaces which should be provided, it is essential to pay attention to the location and design of cycle and car parking facilities to ensure good levels of safety, security, amenity and convenience for all visitors to the site as well as the protection of amenity for surrounding land uses.

4.12 Car and cycle parking should be in an accessible and secure location with natural surveillance, for example, close to the building entrance. Safety and Security can be improved by following the principles of 'Secure by Design'⁽¹⁾.

4.13 Access from the public highway must be safe with good visibility for pedestrians and cyclists as well as vehicles leaving and entering the parking area. Adequate area must be given over to manoeuvring and turning within the site as well as parking. Parking areas should be separated from servicing areas to avoid unnecessary conflicts.

4.14 Consideration should be given to the location of nearby residential areas to avoid unnecessary noise, loss of privacy or nuisance from security lighting for nearby residents.

1 <http://www.securebydesign.com>

4.15 Consideration should also be given to the visual appearance of parking areas, large expanses of hard surfacing should be avoided with parking and circulation spaces divided and softened with good quality tree and shrub planting. Surfacing materials and associated equipment should be of a form and materials which complements and where possible enhances local character.



4.16 Parking areas should be designed so as to ensure all users have safe and convenient access to buildings within the site with consideration being given to access points, sightlines, desire lines, signage, lighting, footways, cycleways and any changes in levels including dropped kerbs. Particular care should be taken to ensure pedestrians and cyclists are given priority over motor vehicles where appropriate.

4.17 Parking areas must be appropriately drained to avoid hazardous surface water run off or flooding. Drainage should normally be via a Sustainable Drainage system (SuDS)⁽²⁾⁽³⁾.

4.18 The wide range of cycle and cycle equipment storage options available should be considered when designing suitable facilities for cyclists. It is important that visitors have a convenient level of facility for a short visit (e.g. cycle stand close to entrance), while employees may require both a more secure option (e.g. cycle shed), plus somewhere to store clothing / equipment (e.g. lockers) and shower / changing facilities.

Car Free Housing

4.19 Car free housing is housing with no on site parking other than for people with disabilities. It can encourage people to pursue car-free lifestyles and, in association with other initiatives, help reduce traffic and pollution. The development of car free housing may be encouraged in highly accessible areas such as in suitable Town Centres.

4.20 Car free housing can only be designated in areas where on-street parking is controlled. If car free housing is approved it is likely that a planning obligation will be required to ensure that future occupants are aware that they are not entitled to on-street parking permits. High levels of access must be maintained to ensure any car free development remains car free. Where it is deemed appropriate, developers may be required to make a contribution to improve the provision of other sustainable transport infrastructure, for example cycle lanes or public transport infrastructure.

Car Clubs

4.21 A car club is a club that provides its members with quick and easy access to a car for short term hire. Car clubs offer a good balance between providing for the occasional use of the car and promoting the use of more sustainable modes of transport. For the individual

2 UDP Policy ENV7 normally requires that a Sustainable Drainage System (SuDS) is incorporated into new development.

3 For details of SuDS design see 'The SuDS Manual' CIRIA document no. C697 available as a free download from www.ciria.org.uk/suds/publications.htm

4 Parking

they offer greater flexibility, convenience and affordability. For developers, they enable higher density residential and commercial development through less on-site parking and can enable development to take place on sites which are not otherwise considered viable due to inadequate space for parking.

4.22 Car clubs should ultimately be self-financing. Developers may however be required to provide a one-off investment to guarantee the club's operation during an agreed set-up period. To facilitate this, schemes can be maintained for the agreed time period via a contractor/car club operator; and/or free trial memberships can be given to residents to encourage them to change their travel behaviour.

4.23 If a Car Club is proposed the developer should provide dedicated Car Club parking spaces distributed across the site (more spaces may be required as the club grows) and the Car Club should be operating as soon as businesses / residents move on site. Refer to www.carplus.org.uk for more advice on Car Clubs.

5 Accessibility

Minimum Accessibility Standard Assessment

5.1 Two of the Strategic Objectives of the Knowsley Replacement Unitary Development Plan (UDP) seek to ensure developments are highly accessible. Objective 8 seeks to locate major new development where it is accessible by a choice of walking, cycling and public transport, thereby minimising the need to travel by car and objective 19 seeks to ensure that the design of new development provides a good level of accessibility to the whole community (including the less mobile) making appropriate and safe provision for vehicle parking, walking, cycling and public transport.

5.2 Further to these objectives several UDP policies seek to promote high levels of accessibility for new development as follows:

Policy T1 - An Integrated Transport System (edited)

The Council's priorities for the development of the transport system are set down in the Merseyside Local Transport Plan, which aims to provide a sustainable and integrated transport system. Priority will be given to schemes which provide:

- Enhanced provision of walking and cycling routes
- Enhancements to the rail freight network
- Enhanced provision for bus and rail stations and public transport interchange facilities and development of Quality Bus partnerships and Quality Bus Contracts to aid the enhancement of the principle bus routes
- Enhanced provision of Park and Ride facilities

Policy T6 - Ensuring Choice of Travel to serve new Developments (edited)

Proposals for new development should provide or be served by a good choice of modes of travel appropriate to the scale and nature of the development, as follows:

- Well lit, safe, convenient and clearly sign-posted footways and cycle routes both within the site and linking to the surrounding area and to public transport facilities
- Cycle parking facilities in accordance with the Council's minimum standards
- Car parking facilities which do not exceed the Council's maximum standards
- Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council's minimum standards
- Safe and convenient vehicular access to and from the highway and within the site
- Good provision of public transport to the site. In the case of major developments, and any other developments likely to generate a significant amount of travel demand, the provision of additional public transport facilities such as bus stops, bus layover bays, taxi bays or other facilities may be required within or adjacent to the site.

5 Accessibility

Policy T7- New Development and Walking and Cycling Routes (edited)

New development should preserve and where possible enhance the walking and cycling network.

Policy T10- Access for the Less Mobile (edited)

All proposals will be required to have adequate access for the less mobile or those who have sensory impairment, and shall have adequate adaptability to meet lifetime design standards for homes and inclusive design standards for all other buildings.

5.3 Generally the larger the development, the more accessible it will be expected to be. Developers are encouraged to locate appropriate developments in areas with the best levels of access (e.g. town or district centres). In such locations higher densities of development will, subject to other planning considerations, be encouraged.

5.4 Developments will be expected to promote walking, cycling and public transport. Where sites have poor access by one of these modes, developers may be expected to contribute to the cost of providing necessary improvements for pedestrians, cyclists and public transport users, or for necessary highway improvements.

5.5 In order to assess the accessibility of proposals fairly and consistently the Council, in consultation with other Merseyside authorities has developed a standardised accessibility assessment scoring system.

5.6 For all medium, large and major development proposals the developer will assess the accessibility of sites by completing this assessment scoring system in Appendix B. The assessment scores for a proposed development will be reviewed and compared by the Council to minimum accessibility scores which have been developed with other authorities and partners on Merseyside. If it is considered necessary, the Council will use this comparison as a basis for seeking further modifications to applications or refusing the application. It is recommended that developers use the scoring system to improve the design of their proposed development before a planning application is submitted.



5.7 The Standardised Accessibility Assessment System, including target scores for each type and size of development is set out in Appendix B. For more information on how the Standardised Accessibility Assessment System is applied please contact the Council's Planning and Transportation Division, (contacts Appendix D).

Transport Assessments and Transport Statements 6

6 Transport Assessments and Transport Statements

What is a Transport Assessment?

6.1 Large scale developments can have significant transport implications. A Transport Assessment (TA) is a comprehensive review of all the potential transport impacts that a proposed development or redevelopment may have, together with an agreed plan to reduce any adverse consequences. The submission of TA with planning applications enables these implications to be fully assessed.

6.2 In cases where the Council considers a TA is not necessary it may still request a Transport Statement (TS). A Transport Statement sets out information requested by the Council on specific transport issues.

When is a Transport Assessment or Transport Statement required?

6.3 The Council's approach to Transport Assessments is set out in Policy T8 of the Knowsley Replacement Unitary Development Plan.

Policy T8: Transport Assessments

Development proposals that would prejudice the primary function of any part of the highway network (i.e. the motorway, trunk road, primary and local highway network) by generating a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken.

Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:

- a) Major traffic generating development proposals;
- b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;
- c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;
- d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and
- e) Proposals that would impact on the bus network.

6.4 This guidance defines T8 a) 'major traffic generating developments' to be those of a scale set out in the last column of table 1 of the SPD. **A Transport Assessment should therefore always be submitted with any planning application which falls within the Major category in table 1.**

6 Transport Assessments and Transport Statements

6.5 For medium to large proposals, the Council must decide whether the development is likely to result in the effects identified in UDP Policy T8 b) to e) (reproduced above). In such cases a Transport Assessment or Transport Statement will be required. In deciding whether or not a Transport Assessment or Transport Statement is necessary for medium and large proposals the Council refers to the suggested thresholds set out in 'Guidance on Transport Assessment'⁽⁴⁾ and replicated in Table 2. For developments exceeding the threshold, a Transport Statement or Transport Assessment is likely to be required.

Table 2 Size thresholds over which a Transport Assessment or Transport Statement is likely to be required.

Land use	Use/description of development	Threshold
A1 - Retail Food	Retail sale of food goods to the public- food superstores, supermarkets, convenience food stores.	>250 sq m gross floor area
A1 - Retail Non-food	Retail non food sales, includes sandwich bars where cold food is purchased and consumed elsewhere, internet cafés.	>800 sq m gross floor area
A2 - Financial And Prof Services	E.g. banks, bureaux de change, Non health or medical services, estate agents, employment agencies, betting shops, principally where services are provided to the visiting public.	>1000sqm gross floor area
A3 - Cafés and Restaurants	Uses for the sale of food for consumption on the premises, excludes internet cafés.	>300 sq m gross floor area
A4 - Drinking Places	Use as a public house, wine-bar or other drinking establishment.	>300 sq m gross floor area
A5 - Hot food Takeaway	Use for the sale of hot food for consumption off the premises.	>250 sq m gross floor area
B1 - Business	(a) Offices other than in use within Class A2 (b) research and development laboratories, studios (c) light industry	>1500sqm gross floor area
B2 - General industrial	General industry (non B1)	>2500sqm gross floor area
B8 - Storage / distribution	Storage/distribution centres, wholesale warehouses and repositories	>3000sqm gross floor area

Transport Assessments and Transport Statements 6

Land use	Use/description of development	Threshold
C1 - Hotels	Hotels, boarding houses and guest houses, no significant element of care is provided	>75 bedrooms
C2 - Residential Institutions(hospitals and nursing homes)	Used for the provision of residential accommodation and care to people in need of care.	>30 beds
C2 - Residential institutions (Education)	Boarding schools and training centres.	>50 students
C2 - Residential institutions (hostels)	Homeless shelters, accommodation for people with learning difficulties and people on probation.	>250 residents
C3 - Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household including students, young people and small group homes for disabled people living together.	>50 dwellings
D1 - Non-residential Institutions	Medical and health services – clinics and health centres, crèches, day nurseries, day centres and consulting rooms (not attached to the consultant's or doctor's house), museums, public libraries, art galleries, exhibition halls, non-residential education and training centres, places of worship, religious instruction and church halls.	>500 sq m
D2 - Assembly and leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos. other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms	>500 sq m
Others	e.g. retail warehouse clubs, schools, amusement arcades, laundrettes, petrol filling stations, taxi businesses, car/vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders yards, garden centres, POs, travel and ticket agencies, hairdressers, funeral directors, hire shops, dry cleaners, stadia, etc	Discuss with the Council's Planning and Transportation Division

6.6 These size thresholds are used as a guide only. On occasion, a proposed development may still result in the impacts set out in Policy T8 even though its size is below the above thresholds. Minor developments however will not normally require a Transport Assessment or Transport Statement as they will not usually result in any of the impacts in policy T8.

6 Transport Assessments and Transport Statements

What information is required in Transport Assessments and Transport Statements?

6.7 Generally, Transport Assessments and Transport Statements should examine in detail the demand for travel generated by a development. They should then explain how this can be met in a safe and sustainable way that minimises negative impacts on the surrounding community.

6.8 The information needed within any Transport Assessment or Transport Statement to address these issues will vary dependant on the circumstances of the case. For all developments which will or may require a Transport Assessment or a Transport Statement, developers are encouraged to have early discussions with the Transportation Section of the Council to find out what information it should contain. For development proposals that affect motorways and trunk roads, early consultation is also recommended with the Highways Agency about the content of the Transport Assessment or Transport Statement.

6.9 The content of the Transport Assessment or Transport Statement as agreed with the Council, is likely to include the following:

- An assessment of current local conditions, in particular the capacity of all networks serving the site;
- An assessment of the travel demand generated by the development both in construction and when completed;
- An assessment of how this travel demand can be met in a manner which:
 - ensures access by all modes of transport
 - maximises access to the site by walking, cycling, and public transport;
 - reduces the need to travel by car
 - protects the safety of all road users in the vicinity of the site
 - protects the efficiency of all networks in the vicinity of the site;
 - protects the natural environment, and where possible enhances it
 - makes best possible use of existing transport infrastructure;
 - manages access to the highway network;
 - does not lead to congestion;
 - does not have detrimental effect on air quality; and
 - mitigates residual impacts via for example improvements to public transport, walking and cycling facilities or improvements to existing roads
- A programme of measures to achieve the above.

6.10 More detailed guidance on Transport Assessments can be found in Guidance of Transport Assessment⁽⁵⁾, Circular 02/2007 and Appendix D. Anyone who is required to provide a Transport Assessment or Transport Statement should read this detailed guidance.

5 Guidance of Transport Assessment, Department for Transport, Communities and Local Government, March 2007

7 Travel Plans

What is a Travel Plan?

7.1 A Travel Plan is a plan for managing transport effectively for a specific site. It aims to improve access to the site by many modes of travel, thus improving transport choices for everyone. It is made up of a package of practical measures with the aim of reducing car dependency and encouraging the use of walking, cycling, and public transport. The plan can include improved bicycle facilities, car sharing schemes, support for public transport or changes in parking provision. Travel Plans can be an effective tool for reducing the demand for private car use in all sizes of development.

7.2 The nature and scope of the Travel Plan to be submitted with an application will depend on the type of development in the application. There are two main types of Travel Plan. A Full Travel Plan should be submitted where the end users of the site are known and an Interim Travel Plan should be submitted where end users are not known.

7.3 A Full Travel Plan should be based on known travel patterns of users which may require consultation with employees. All Full Travel Plans should include:

- a modal share target;
- controls on car parking;
- nomination of Travel Plan co-ordinator;
- provision of improved public transport such as diverting existing bus services or securing -new services
- provision of cycle and pedestrian services and facilities both in-side and outside the site;
- promotion of public transport, walking and cycling;
- mechanisms for monitoring and reviewing the Travel Plan; and
- may also cover car sharing schemes, alternative working practices / hours and 'greener' vehicle fleets.

7.4 Interim Travel Plans should set out all commitments which are not dependent on input from employees / visitors / end users and which can be implemented prior to development or occupation. Interim Travel Plans may include:

- management of car parking;
- plans for co-ordination of the Travel Plan;
- a timetable for the introduction of the Final Travel Plan or for individual occupiers to develop a Travel Plan; and
- a timetable for Final Travel Plan development / implementation once end users are identified.

7.5 If an application is considered appropriate based on the proposals in a Travel Plan, the measures in that plan will be required to be implemented if planning permission is granted either by condition or legal agreement.

7 Travel Plans

When should a Travel Plan be submitted?

7.6 The Councils approach to Travel Plans is set out in policy T9 of the Knowsley Replacement Unitary Development Plan the text of which is summarised below.

Policy T9 - The following forms of development will require the submission and implementation of a Travel Plan: (edited)

a) Major traffic generating development⁽⁶⁾

b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would generate significant amounts of vehicular traffic in or near Air Quality Management Areas; or exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission.

7.7 A Travel Plan will be required to be submitted for all those developments identified by policy T9. This guidance defines T9 a) 'Major traffic generating development' as that within table 3. **A Travel Plan should always be submitted with any planning application which is at or exceeds the threshold in table 3.**

Table 3 Thresholds for when a Travel Plan will be required

Use	Gross Threshold (m ²)
A1 Food Retail	500
A1 Non-Food Retail	800
A2 Financial and Professional Services	1,000
A3 Restaurants and Cafés	2,500
A4 Drinking Establishments	600
A5 Hot Food Takeaway	500
B1 Business	1,500
B2 General Industrial	2,500
B8 Storage and Distribution	2,000
C1 Hotels	30 bedrooms
C2 Residential Institutions	All

⁶ Although policy T9 excludes housing developments from T9a) as the Department of Transport document 'Guidance for Transport Assessments', March 2007, published after the adoption of the UDP includes residential thresholds for Travel Plans these have been included in table 1 of this SPD.

Use	Gross Threshold (m ²)
C3 Dwelling Houses	50 units
D1 Non-Residential Institutions	500
D2 Assembly & Leisure (except stadia)	500
Stadia	All
Schools/Colleges/Universities	All

7.8 Developments may still need a Travel Plan if they would be likely to increase accidents or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and elderly people.

7.9 Developments smaller than the above thresholds will not normally require a Travel Plan however it is possible in certain instances that even for a minor development a Travel Plan may be required. In other circumstances an applicant may consider that a Travel Plan would help to minimise the environmental impact of a development and in such cases the submission of a Travel Plan will be encouraged.

What should be included in a Travel Plan?

7.10 Developers who are submitting a Travel Plan with an application should refer to the more detailed government guidance set out in 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', Department for Transport, Communities and Local Government, April 2009.

7.11 In addition a Merseyside TravelWise Travel Plan Pack has been produced to assist developers in Merseyside in drawing up Travel Plans. This has been designed to be used together with central guidance and can be accessed at (www.letstravelwise.org).

7.12 Developers considering a Travel Plan may also like to consult with the Council to ensure that they are aware of what is expected in the Travel Plan, particularly as the plan may influence the design of the proposal. In addition assistance and support in preparing a Travel Plan may be available from a Merseyside TravelWise Officer (contacts Appendix D).

7.13 Where a Travel Plan forms an integral part of a planning application and is relied upon in determining that application, the Council will seek to secure the full implementation of the measures set out in the Travel Plan via conditions attached to the planning permission or where a condition cannot be used (for example where it is necessary to secure financial payments for enhanced bus services) via a legal agreement.

7 Travel Plans

8 Air Quality Assessments

8.1 New development can have a significant impact on air quality through traffic generation. Policy ENV1 of the UDP states that development will not be permitted which is likely to cause significant harm to amenity as a result of impact on air quality.

8.2 Where it is anticipated that a development may cause significant harm to air quality the Council will require the developer to submit an Air Quality Assessment with their planning application.

8.3 The following forms of development are likely to give rise to significant traffic related impacts on air quality:

- developments that may result in increased congestion and lower vehicle speeds than is present on the existing local road network;
- development of a scale which requires a Transport Assessment
- development likely to significantly alter the composition of traffic such that adverse air quality impacts may arise;
- developments with more than 300 car parking spaces;
- lorry or coach parks
- proposals for new residential developments or intensification of existing residential use, which would introduce new sensitive receptors into an area of poor air quality.

8.4 If a development proposal falls into one of the above categories then the developer should contact the Council's Environmental Protection Team at the earliest opportunity before submitting a planning application to discuss the possibility of an Air Quality Assessment being required with the application (Contacts Appendix D).

8.5 It should be noted that Air Quality Assessments may also be required to accompany applications which are likely to produce significant air quality impacts other than through traffic generation such as developments requiring an Environmental Impact Assessment.

8.6 Electric vehicle charging infrastructure will be required, at the discretion of the local highway authority, at a level appropriate to the type and scale of the development and in line with any future government guidance.

8 Air Quality Assessments

9 Design and Access Statements

What is a Design and Access Statement?

9.1 Design and Access Statements explain the design principles and concepts that have informed a development and the thinking behind a planning application. This guidance helps developers understand the appropriate information on access to include in their Design and Access Statement and sets out when additional more detailed information on travel issues is required.

When is a Design and Access Statement required?

9.2 Planning legislation requires that applicants produce Design and Access Statements to be submitted with virtually all planning applications for built development. Within Knowsley the only applications for built development not requiring a Design and Access Statement will be applications for extensions and alterations to existing dwellings located outside any conservation area. This Chapter is relevant to all other developments regardless of size.

What is in the Access element of a Statement?

9.3 Applicants are advised to include the following as a minimum in the Access Section of any Design and Access Statement. Applicants who have followed the advice in previous chapters of this SPD should be able to address all of these points.

- An explanation of how relevant development plan policies have been taken into account.
- An explanation of how the site is linked safely to surrounding roads, cycleways and footpaths showing appropriate vehicular and pedestrian sight lines using diagrams where necessary.
- An explanation of how the site links to the public transport network and the pedestrian and cycle network with appropriate illustrative diagrams, (see Appendices 2, 3, 4)
- An explanation of how access arrangements within the site will ensure that all users have safe and convenient access to buildings. Diagrams may be used to show how vehicles, pedestrians and cyclists would move through the site including information on access points, sightlines, desire lines, signage, lighting, footways, cycleways and any changes in levels including dropped kerbs.
- An explanation of how car parking spaces have been designed to ensure maximum standards are not exceeded and that parking has been provided for people with disabilities to meet minimum standards.
- An explanation of how cycle parking is to be laid out to accord with minimum standards and what facilities are to be provided for cyclists such as showers or lockers.
- An explanation of access for emergency services for example referring to circulation around the site and emergency evacuation egress using appropriate diagrams.
- Drainage proposals for parking and circulation areas having regard to the need for SuDS.
- An explanation of how the scheme addresses the need for flexibility to adapt to changing needs.

9 Design and Access Statements

- Reference to any consultation which has been undertaken in relation to issues of access and how the outcome has informed the proposals
- For outline applications the principles which have informed the location of access points should be explained referring to neighbourhood movement patterns and access points to buildings.
- An explanation of materials to be used for surfacing and street furniture and how they complement the local character.

9.4 For further guidance, see “Design and Access Statements – How to write, read and use them” (CABE, August 2006). The Council is preparing an SPD on Design Issues. This should be taken into consideration once adopted.

Implementation, Developer Contributions, and Monitoring 10

10 Implementation, Developer Contributions, and Monitoring

10.1 This section provides information how the Council will Implement and monitor this SPD.

Implementation

10.2 In applying this guidance it is hoped that reliance of private cars is reduced and opportunities for using more sustainable transport choices increased.

Developer Contributions

10.3 The Council is keen to encourage development and regeneration within Knowsley. In some cases, however, development can impose costs or harm on the community and on the environment. Such costs can include the need to provide and maintain transport facilities to meet the needs of new development.

10.4 Policy PA1: Planning Agreements of *Knowsley Replacement Unitary Development Plan* (2006) (UDP) outlines when the Council will enter into legal agreements with developers to mitigate any impacts arising from the development.

10.5 Table 14.1 of the UDP indicates what types of obligations the Council is likely to seek from developers through planning agreements. This includes improvements to public transport infrastructure, highways, cycleways and / or pedestrian routes.

10.6 Where development is not able to meet the minimum criteria for accessibility, as prescribed by the Accessibility Checklist, the Council may either refuse planning permission, impose conditions on the planning permission or seek financial and/or non-financial contributions in order to deal with the specific issues connected with the development. It may also seek contributions more generally to secure sustainable cycling, walking and public transport in the area.

10.7 Developer contributions will be used to achieve the following strategic priorities for transport (please note the list is indicative only and other forms of contribution will be sought in appropriate cases):

- support for key transport infrastructure projects;
- other strategic road improvements where capacity is likely to be exceeded as a result of the proposed development or the cumulative impact of several developments within an area;
- car parking, car storage, car clubs;
- public transport improvements;
- coach parking / Park and Ride facilities;
- provision for pedestrians and cyclists;
- provision or enhancement of greenway links; and
- Air Quality management controls including monitoring.

10.8 The level of financial contribution sought, and scale / proximity of transport improvements required will relate to the scale of the development proposed, and the accessibility improvements identified through the accessibility assessment and / or transport assessment / statement.

10 Implementation, Developer Contributions, and Monitoring

Monitoring

10.9 The effectiveness of the SPD will be monitored through the Council's Annual Monitoring Report (AMR). Indicators and targets within the AMR change over time, however examples of current relevant indicators are:

- Amount of completed development complying with (not exceeding) car-parking standards set out in the local development framework.
- Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre.
- The proportion of developments meeting the requirements of the SPD.

Parking Standards A

A Parking Standards

Appendix A Parking Standards

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
			All areas are Gross Floor Area unless otherwise stated			Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
A1	Shops	Food Retail	1 space per 16 sq.m.	1 space per 15 sq.m.	1 space per 14 sq.m.	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sq.m. (minimum of 2 spaces)	1 space per 350 sq.m. (minimum of 2 spaces)	-	-	For individual developments, the standards should apply as a maximum unless the applicant has demonstrated (where appropriate through a Transport Assessment) that a higher level of parking is needed. In such cases the applicant must show the measures they are taking (for instance in the design, location and implementation of the scheme) to minimise the need for parking.
		Non-food Retail	1 space per 22 sq.m.	1 space per 21 sq.m.	1 space per 20 sq.m.	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sq.m. (minimum of 2 spaces)	1 space per 500 sq.m. (minimum of 2 spaces)	-	-	Includes hairdressers, undertakers, travel agents, post offices, pet shops, etc (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits.

Parking Standards A

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
						Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
			All areas are Gross Floor Area unless otherwise stated					All areas are Gross Floor Area unless otherwise stated				
		Retail warehouses	1 space per 60 sq.m.	1 space per 45 sq.m.	1 space per 40 sq.m.	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sq.m. (minimum of 2 spaces)	1 space per 500 sq.m. (minimum of 2 spaces)	-	-	
A2	Financial and Professional Services	Banks / Building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 35 sq.m.	1 space per 32 sq.m.	1 space per 30 sq.m.	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sq.m. (minimum of 2 spaces)	1 space per 500 sq.m. (minimum of 2 spaces)	-	-	
A3	Restaurants and Cafés	Restaurants, Cafés/Snack Bars, fast food & drive through	1 space per 8 sq.m. of public floor area	1 space per 6 sq.m. of public floor area	1 space per 5 sq.m. of public floor area	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sq.m. (minimum of 2 spaces)	1 space per 125 sq.m. (minimum of 2 spaces)	Negotiated on a case by case basis	Negotiated on a case by case basis	
A4	Drinking Establishments	Public Houses/Wine Bars/Other Drinking Establishments	1 space per 8 sq.m. of public floor area	1 space per 6 sq.m. of public floor area	1 space per 5 sq.m. of public floor area	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sq.m. (minimum of 2 spaces)	1 space per 125 sq.m. (minimum of 2 spaces)	Negotiated on a case by case basis	Negotiated on a case by case basis	

A Parking Standards

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
			All areas are Gross Floor Area unless otherwise stated			Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
B1	Business	Office, Business Parks, Research and Development	1 space per 40 sq.m.	1 space per 32 sq.m.	1 space per 30 sq.m.	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sq.m. (minimum of 2 spaces)	1 space per 750 sq.m. (minimum of 2 spaces)	-	-	Provision at business parks may enable some sharing of spaces between development plots; this should be taken into account within proposals.
		Call Centres	1 space per 40 sq.m. (starting point for discussions)	1 space per 32 sq.m. (starting point for discussions)	1 space per 30 sq.m. (starting point for discussions)	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sq.m. (minimum of 2 spaces)	1 space per 750 sq.m. (minimum of 2 spaces)	-	-	Use as a starting point with each application judged on its own merits. A less strict standard may often be appropriate but local authorities must be mindful of change of use issues.

Parking Standards A

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
						Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
B2	General Industry	General Industry	1 space per 60 sq.m.	1 space per 48 sq.m.	1 space per 45 sq.m.	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 450 sq.m. (minimum of 2 spaces)	1 space per 1000 sq.m. (minimum of 2 spaces)	-	-	Includes general industry in residential areas.
			All areas are Gross Floor Area unless otherwise stated									
B8	Storage and distribution	Storage and distribution	1 space per 100 sq.m.	1 space per 100 sq.m.	1 space per 100 sq.m.	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 850 sq.m. (minimum of 2 spaces)	1 space per 2000 sq.m. (minimum of 2 spaces)	-	-	
			All areas are Gross Floor Area unless otherwise stated									

A Parking Standards

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
						Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
C1	Hotels	Hotels, boarding and guesthouses	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Negotiated on a case by case basis	1 (hotels only)	The inclusion of ancillary uses such as conference centres and publicly available leisure centres should initially be treated as additional to the general hotel use. However, assessments should be made of potential efficiencies in parking provision, making allowances, for example, for conference delegates staying in the hotel.
						All areas are Gross Floor Area unless otherwise stated	All areas are Gross Floor Area unless otherwise stated	All areas are Gross Floor Area unless otherwise stated	All areas are Gross Floor Area unless otherwise stated	All areas are Gross Floor Area unless otherwise stated	All areas are Gross Floor Area unless otherwise stated	
C2	Residential Institutions	Residential care homes / Nursing Homes	1 space per 4 beds	1 space per 5 beds	1 space per 5 beds	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 40 beds (minimum of 2)	1 space per 100 beds (minimum of 2)	-	-	These standards should cater for all users of the development, not just residents
			1 space per 2 beds	1 space per 3 beds	1 space per 3 beds	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 20 beds (minimum of 2)	1 space per 50 beds (minimum of 2)	-	-	

Parking Standards A

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
			All areas are Gross Floor Area unless otherwise stated	All areas are Gross Floor Area unless otherwise stated	Up to 200 bays (Minimum)	Over 200 bays (Minimum)						
C3	Dwelling houses	Bed-rooms per dwelling	0.5 to 1 spaces	1 spaces	1 spaces	Negotiated on a case by case basis	Negotiated on a case by case basis	1 (allocated) 1 (communal)	-	-	-	Cycle parking need not be provided if garages are available.
			1.5 spaces	2 spaces	2 spaces			2 (allocated) 1 (communal)	-	-	-	
			2 spaces	3 spaces	3 spaces			4 (allocated) 2 (communal)	-	-	-	
			2 spaces	3 spaces	3 spaces				-	-	-	
D1	Non-residential institutions	Clinics and health centres (excludes hospitals)	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	1 space per 2 staff plus 4 per consulting room	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	2 spaces per consulting room (minimum)	1 space per 2 consulting rooms (minimum)	-	-	
			1 space per member of staff	1 space per member of staff	1 space per member of staff	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 4 staff and 1 per 200 sq.m. for visitors (minimum of 2 spaces)	1 space per 10 staff (minimum of 2 spaces)	Negotiated on a case by case basis	Negotiated on a case by case basis	Drop-off spaces to be determined on a case by case basis. Day care centres may require spaces for attendees (1 space per 4 attendees).

A Parking Standards

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
						Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
			All areas are Gross Floor Area unless otherwise stated									
		Schools (Primary and Secondary)	1 space per classroom	2 spaces per classroom	2 spaces per classroom	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 3 students.	1 space per 10 staff	Negotiated on a case by case basis (based on demand for school buses)	1	a) Classrooms include any teaching space within a school including such things as gyms, science rooms, drama studies, etc; b) These standards are the starting point but account should be taken of variations between primary and secondary schools and those with Sixth Forms c) Account must also be taken of previous provision at any schools that may be replaced by the new facilities d) Drop-off spaces to be determined on a case by case basis.
		Art galleries, museums, libraries	1 space per 40 sq.m.	1 space per 25 sq.m.	1 space per 20 sq.m.	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 200sqm, (minimum of 2 spaces)	1 per 500sqm, (minimum of 2 spaces)	Negotiated on a case by case basis	1	

Parking Standards A

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
						Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
			All areas are Gross Floor Area unless otherwise stated									
		Halls and places of worship	1 space per 10 sq.m.	1 space per 6 sq.m.	1 space per 5 sq.m.	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 50sqm, (minimum of 2 spaces)	1 per 125sqm, (minimum of 2 spaces)	-	-	
		Higher and Further Education	1 space per 2 staff	1 space per 2 staff +1 space per 10 students	1 space per 2 staff +1 space per 15 students	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 3 students	1 space per 12 staff plus 1 space per 10 students	Negotiated on a case by case basis	1	
D2	Assembly and leisure	Cinemas, bingo and casinos, conference centres, music and concert halls	1 space per 10 seats	1 space per 6 seats	1 space per 5 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case by case basis	1	
		General leisure: Dance halls (but not night clubs), swimming baths, skating rinks and gymnasiums	1 space per 25 sq.m.	1 space per 23 sq.m.	1 space per 22 sq.m.	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case by case basis	1	

A Parking Standards

Class	Broad Land Use	Specific Land Use	Town Centre (Maximum)	District and Local Centre (Maximum)	Other Areas (Maximum)	Disabled Parking		Bicycles (Minimum)	Motorcycles (Minimum)	Coaches Parking (Minimum)	Coaches Drop Off (Minimum)	Comments
						Up to 200 bays (Minimum)	Over 200 bays (Minimum)					
-	Miscellaneous / Sui Generis (Examples)	Theatres	1 space per 10 seats	1 space per 6 seats	1 space per 5 seats	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case by case basis	1	
			1 space per 60 sq.m. internal showroom	1 space per 52 sq.m. internal showroom	1 space per 50 sq.m. internal showroom	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 5 staff	Minimum of two spaces	-	-	Excludes operational spaces such as MOT spaces, external sales areas and storage.
			1 space per pump	1 space per pump	1 space per pump	1 space minimum	-	1 per 5 staff	Minimum of two spaces	-	-	Ancillary retail units should be assessed separately.

Note: if coach drop-off spaces are provided off the public highway, they may be used as coach parking spaces

Accessibility Assessment System B

B Accessibility Assessment System

Appendix B Accessibility Assessment System

Minimum Accessibility Scores

This table sets out the required minimum accessibility scores. To see if a development meets these minimum scores, the “Accessibility Assessment Form” should be used.

Table B.1

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
A1 Retail D2 Assembly & Leisure	Town Centre	Major & Large	2	5	5	3
		Medium	2	3	3	2
	Other Urban	Major & Large	4	5	6	2
		Medium	4	3	4	1
	Rural	Major & Large	2	3	4	1
		Medium	2	2	0	1
A3 Restaurants & Cafés	Town Centre	All	1	4	4	3
A4 Drinking Establishments	Other Urban	All	4	5	4	1
A5 Hot Food Takeaway	Rural	All	2	3	4	1
A2 Financial and Professional Services B1 Business	Town Centre	Major & Large	2	5	5	3
		Medium	2	4	5	2
	Other Urban	Major & Large	4	5	6	1 or 3 ⁽²⁾
		Medium	4	4	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	3	4	1
B2 Industrial Uses	Town Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1

Accessibility Assessment System B

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
	Other Urban	Major & Large	2	3	5	1 or 3 ⁽²⁾
		Medium	2	2	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	2	4	1
B8 Storage and distribution	Town Centre	Major & Large	n/a	n/a	n/a	n/a
		Medium	2	4	4	1
	Other Urban	Major & Large	2	3	5	1 or 3 ⁽²⁾
		Medium	2	2	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	2	4	1
C1 Hotels	Town Centre	Major & Large	2	5	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	4	1
	Rural	Major & Large	2	3	5	1
		Medium	2	2	4	1
C3 Dwelling Houses (For flats with no 'internal circulation' issues, e.g. no car park, reduce walking and cycling minimum by 1.)	Town Centre	Major & Large	4	4	5	3
		Medium	2	3	5	3
	Other Urban	Major & Large	4	5	5	1
		Medium	4	3	5	1
	Rural	Major & Large	2	2	6	1
		Medium	2	2	5	1

B Accessibility Assessment System

Development Type	Location (see key below)	Development Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
C2 and D1 Residential and non-residential institutions (medical centres, museums and galleries, public halls and meeting places)	Town Centre	All	2	5	5	3
	Other Urban	All	4	5	6	1
	Rural	All	2	3	5	1

Notes:

(1) Town Centres are as shown on the UDP/LDF proposals map, other urban areas urban areas are those not in the Town Centres. Rural areas are the remaining areas.

(2) In locations outside of the town centres, if reduced parking standards can not be applied with on-street parking controls (score 3), then the maximum parking level may be sought (score 1)

Accessibility Assessment Form

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	
		No	0	
	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)			

Accessibility Assessment System B

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		
		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		
		No	1		
		Total Score			
		Minimum score required			
Comments or action needed to correct any shortfall					

B Accessibility Assessment System

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		
		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		
		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		
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1		
		No	0		
			Total Score		
			Minimum score required		
Comments or action needed to correct any shortfall					

Accessibility Assessment System B

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	
		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	
		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 an existing or new supported bus service	Yes	1	
		No	0	
	Total Score			
	Minimum score required			
Comments or action needed to correct any shortfall				

B Accessibility Assessment System

Parking		Points	Score	Justification for Scoring	
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1		
		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 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				
Minimum score required					
Comments or action needed to correct any shortfall.					

Accessibility Assessment System B

Example of Accessibility Assessment Form for "Large" Development in "Other Urban" Location
- Residential Development (C3 dwelling houses)

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) 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)	Yes	2	2	620m
		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	2m footways. Dropped kerbs and tactile paving. Traffic calming.
		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	New signalled junction with pedestrian facilities to be provided. 2m wide lit footways with dropped kerbs and tactile paving.
		No	1		
Total Score			4		
Minimum score required			4		
Comments or action needed to correct any shortfall					

B Accessibility Assessment System

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	620 m
		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	1	20 mph traffic calmed carriageways 5.5m wide minimum
		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	480m to nearest off carriageway cycle route.
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	All dwellings have garages for cycle parking.
		No	0		
		Total Score		3	
		Minimum score required		5	
Comments or action needed to correct any shortfall					
Provide a new cycle route from the site to the existing cycle route 480m away.					

Accessibility Assessment System B

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	50m from bus stop. 290m from rail station.
		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	0	No bus access kerbs or shelters. Dropped kerbs and tactile paving. 2m wide footways.
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	1	3 bus services per hour Monday to Saturday daytime including peaks to Liverpool, Huyton, Kirkby, and Prescot.
	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	1	Contribution to new bus service for five years.
		No	0		
		Total Score		4	
		Minimum score required		5	
Comments or action needed to correct any shortfall					
Provide bus access, kerbs, and shelters to bus stops closest to the site adjacent to the site entrance.					

B Accessibility Assessment System

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	Parking provision to maximum limit.
		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	
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	0	
		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	0	
No		0			
Total Score			1		
Minimum score required			1		

Comments or action needed to correct any shortfall.

Accessibility Assessment System B

Example of Accessibility Assessment Form for "Large" Development in "Other Urban" Location - Non -Residential Development (B1 business)

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) 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)	Yes	2	2	Mostly 30 - 50 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	0	1.5m wide footways with dropped kerbs, no tactiles and unlit.
		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	No dropped kerbs on desire lines. 2m wide footways. Footpath unlit and not overlooked towards the bus stop.
		No	1		
Total Score			1		
Minimum score required			4		
Comments or action needed to correct any shortfall					
Appropriate width footways to be provided throughout the site with street lighting and tactile paving adjacent to dropped kerbs.					

B Accessibility Assessment System

Include dropped kerbs and tactile paving on desire lines in vicinity of junctions close to site. Footpath towards the bus stop is unlit and not overlooked so include street lighting and CCTV.

Accessibility Assessment System B

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	Mostly 30-50 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	Unlit highway. 6m wide carriageways.
		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	Shared use 3m wide footway / cycleway adjacent to site
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Long stay covered secure cycle parking, lockers, showers, and changing facilities. Short stay cycle stands.
		No	0		
Total Score				4	
Minimum score required				5	
Comments or action needed to correct any shortfall					
Provide street lighting to car park and access road.					

B Accessibility Assessment System

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	150m from bus stop. 850m from rail station.
		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	0	No pedestrian crossing on main route at rail station. Bus access kerbs, seats, timetables, and shelters at bus stops adjacent to site.
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	1	2 train services per hour Monday to Friday peak hours to Huyton and Liverpool
	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	1	Existing bus services serve key residential areas within 2 miles of the site.
		No	0		
Total Score			4		
Minimum score required			6		
Comments or action needed to correct any shortfall					

Accessibility Assessment System B

Provide signalised pedestrian crossing in vicinity of rail station.

Consider contribution to new bus service.

Provide subsidised public transport season ticket loans for staff.

Contribution to Council bus priority scheme adjacent to site.

B Accessibility Assessment System

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	Parking 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 shared with adjacent development.
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	0	
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	0		
	No	0			
Total Score			3		
Minimum score required			1		

Comments or action needed to correct any shortfall.

The suitability of the parking provision is described and justified within the Transport Assessment supporting the application which includes details of the control / management of parking demand and full calculations on anticipated parking demand throughout daily operating hours.

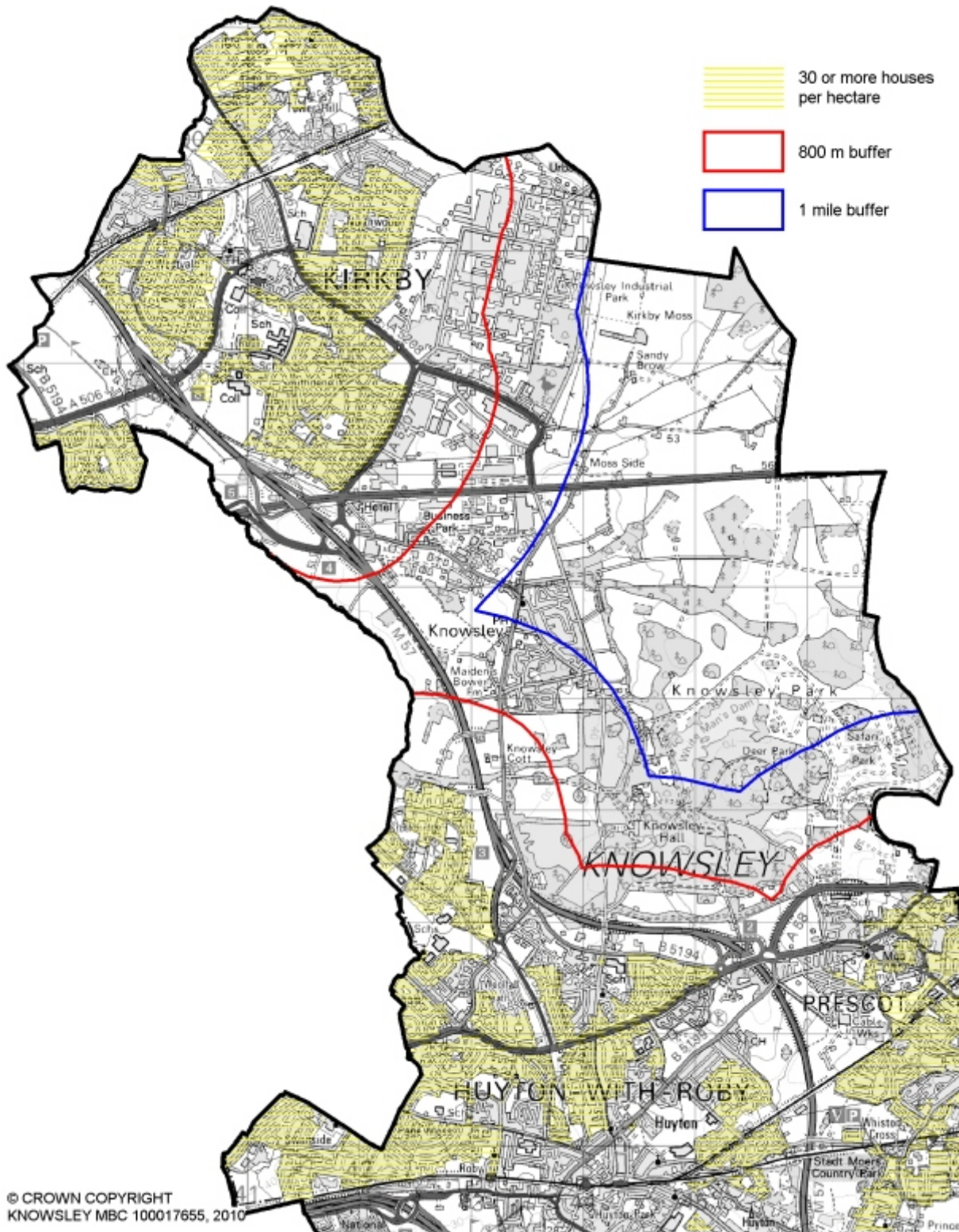
Accessibility Maps C

C Accessibility Maps

Appendix C Accessibility Maps

Accessibility Map1 - Housing Density - Knowsley north

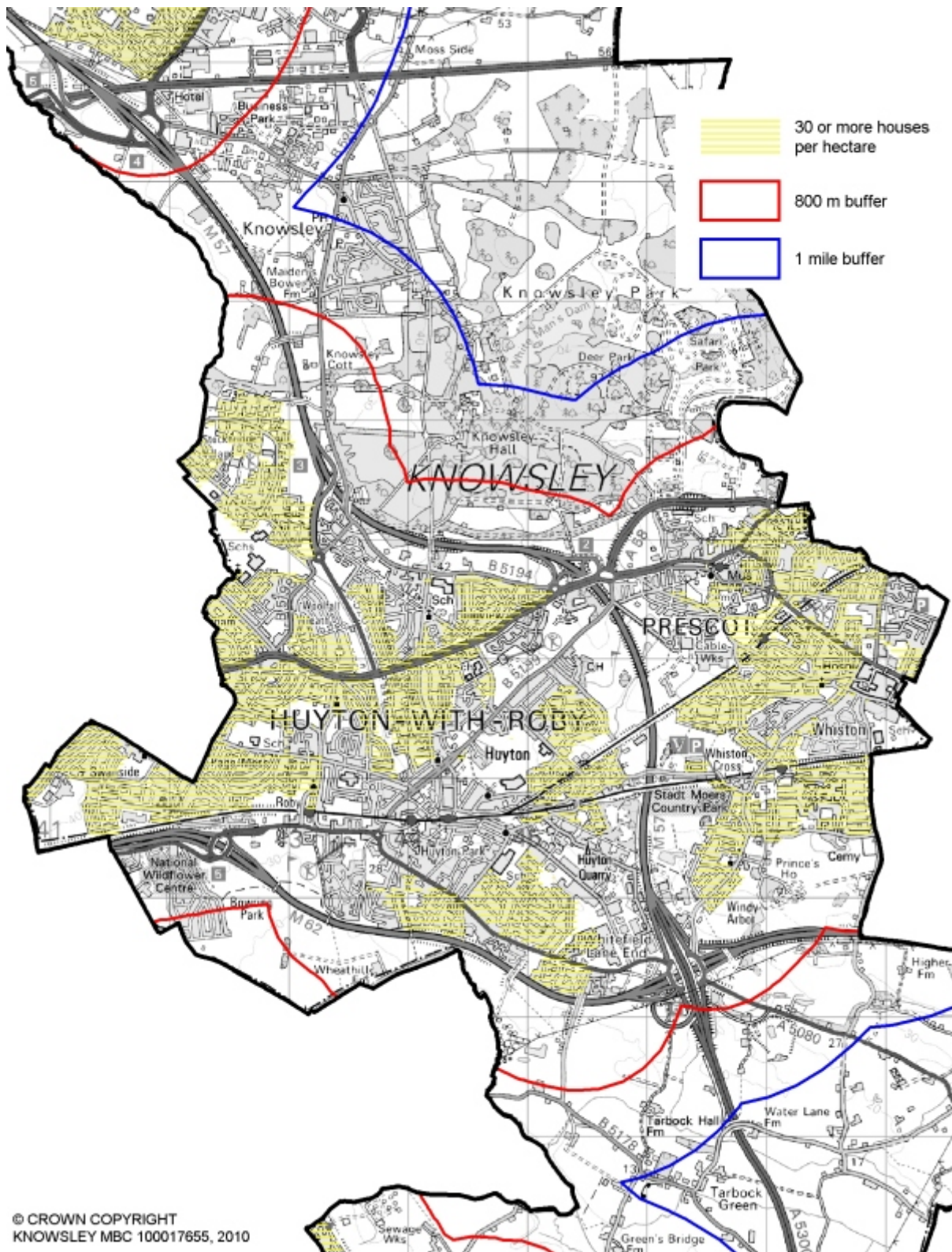
For use in completion of Accessibility Assessment Form in Appendix 2 (for non housing developments only). Please see Council website for most up to date map.



Accessibility Maps C

Accessibility Map 2 - Housing Density - Knowsley middle

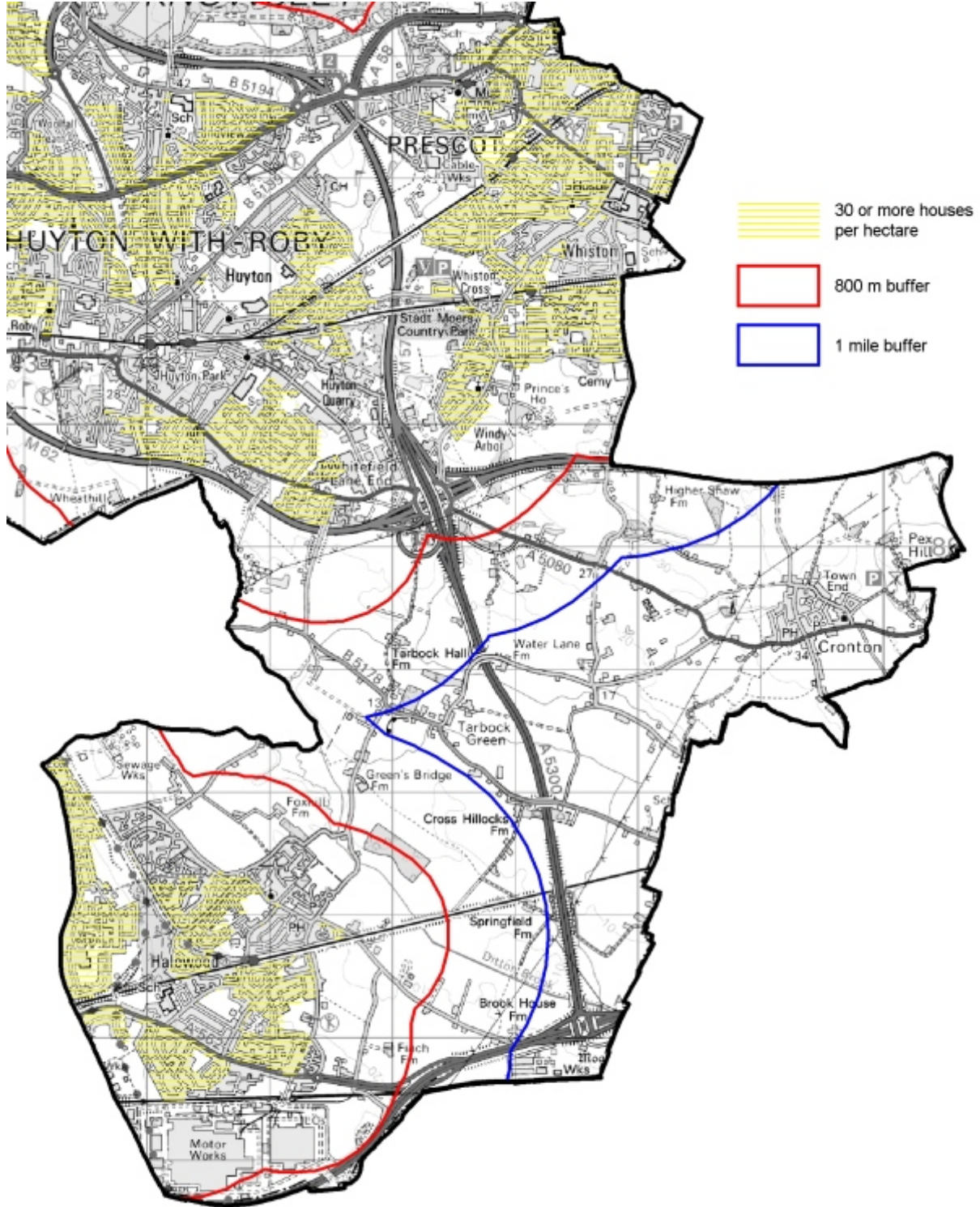
For use in completion of Accessibility Assessment Form in Appendix 2 (for non housing developments only). Please see Council website for most up to date map.



C Accessibility Maps

Accessibility Map 3 - Housing Density - Knowsley south

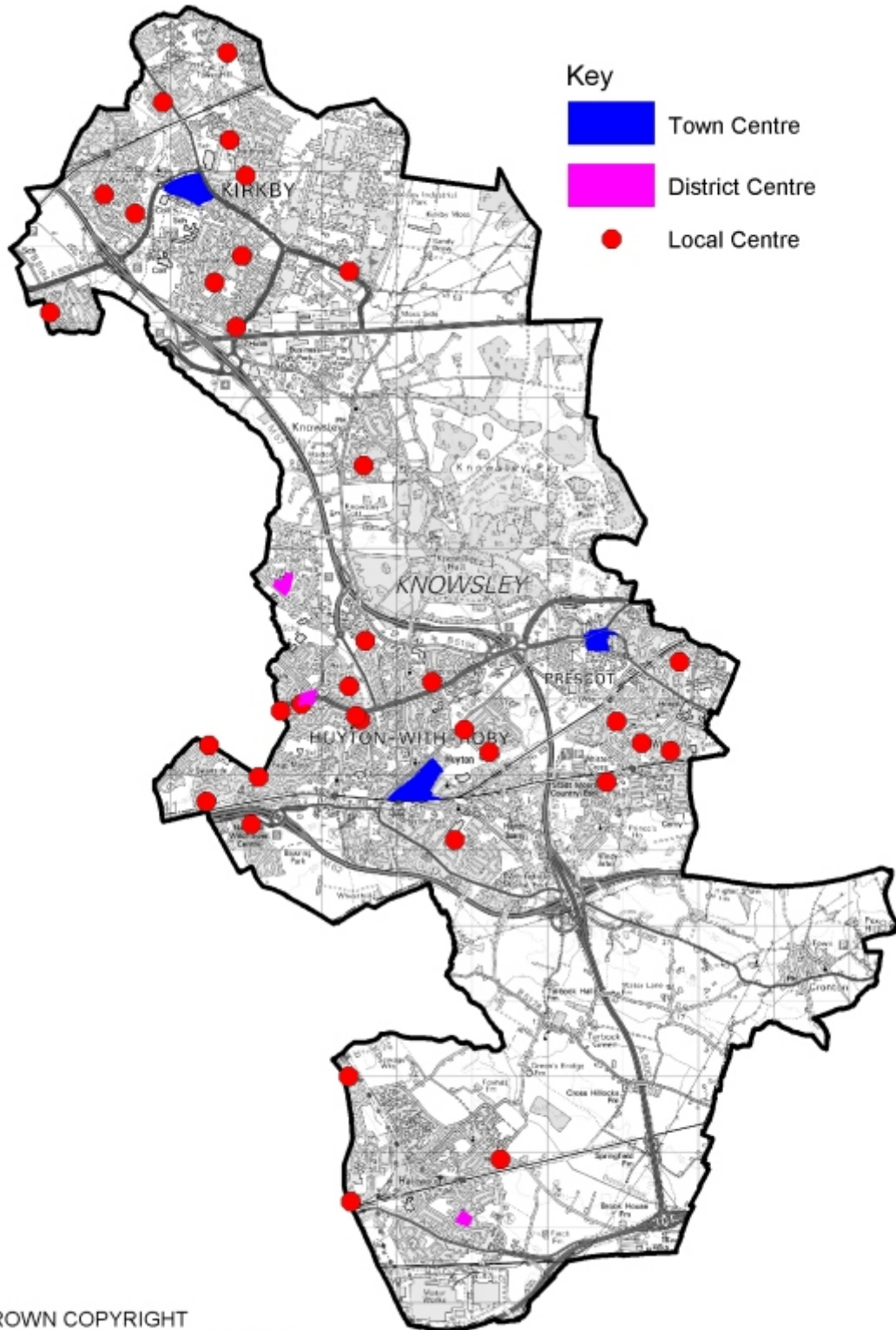
For use in completion of Accessibility Assessment Form in Appendix 2 (for non housing developments only). Please see Council website for most up to date map.



Accessibility Maps C

Accessibility Map 4 - Town and District and Local Centres

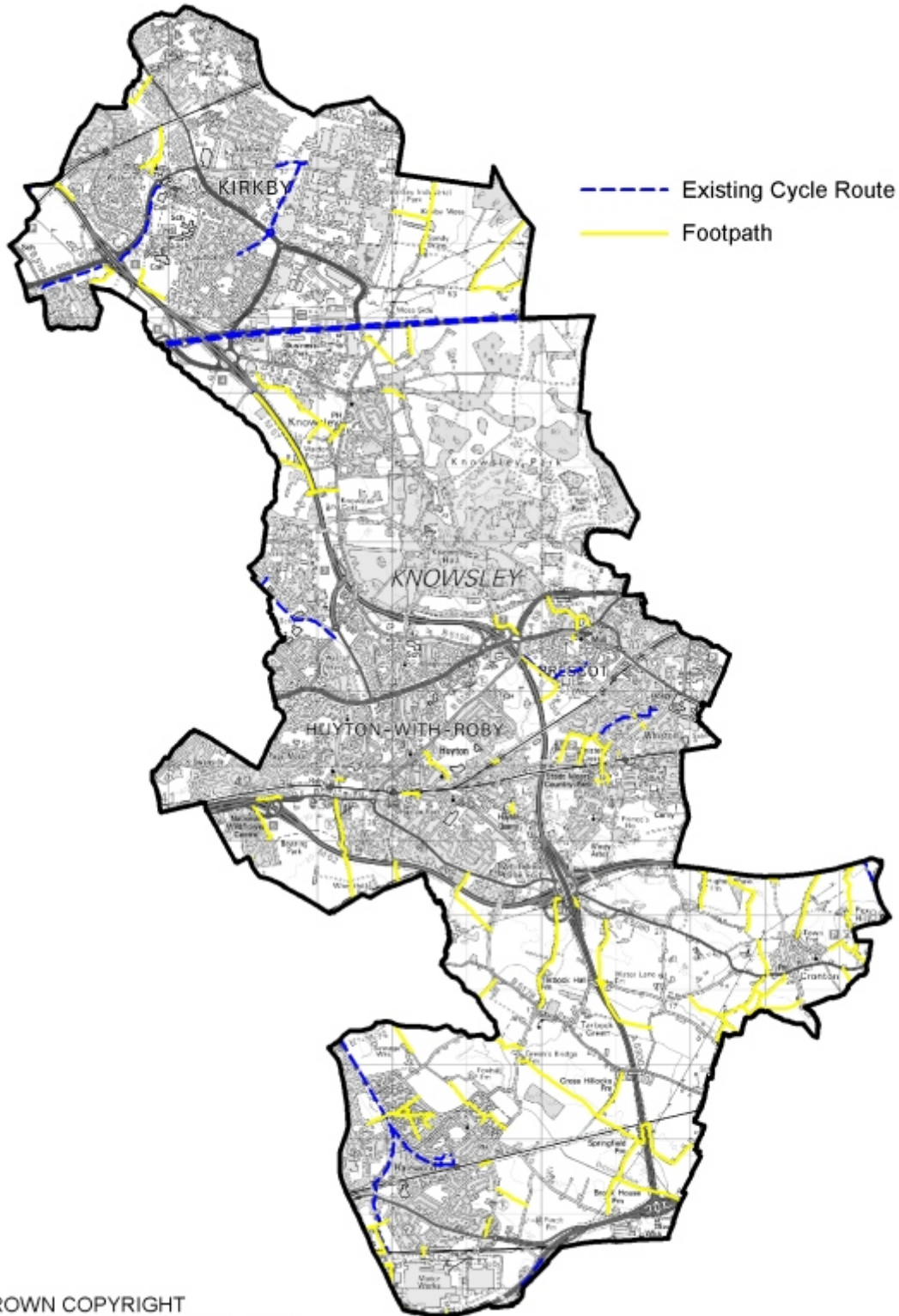
For use in completion of Accessibility Assessment Form in Appendix 2 (for housing developments only). Please see Council website for most up to date map.



C Accessibility Maps

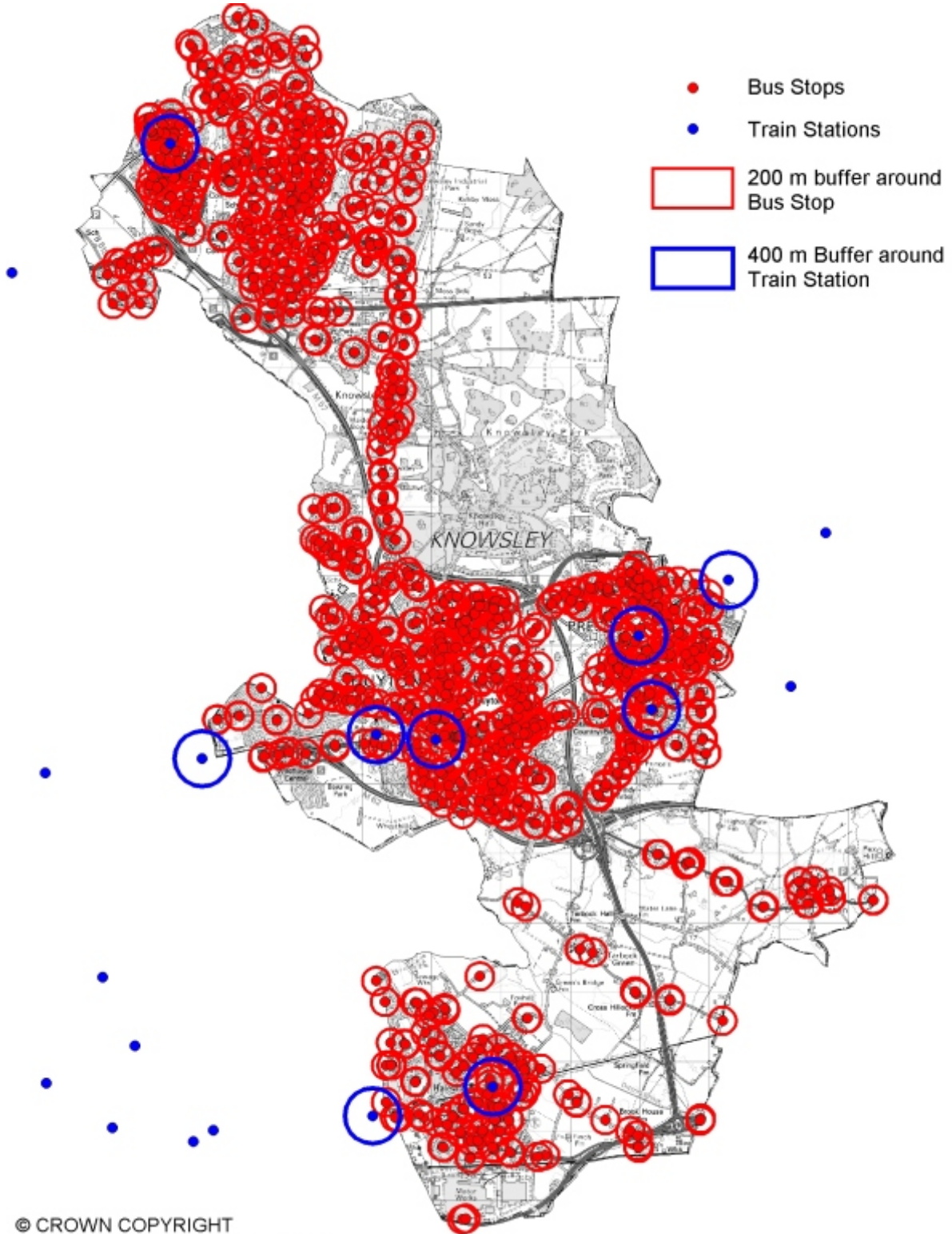
Accessibility Map 5 - Recreational Footpaths and Cycle Routes

For use in completion of Accessibility Assessment Form in Appendix 2 (Access by Cycle).
Please see Council website for most up to date map.



Accessibility Map - Bus and Train Stops

For use in completion of Accessibility Assessment Form in Appendix 2 (Access by Public Transport). Please see Council website for most up to date map.



C Accessibility Maps

Contacts and Bibliography D

D Contacts and Bibliography

Appendix D Contacts and Bibliography

Planning and Transportation Division,
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Environment Protection Team,
KMBC,
Kirkby Municipal Buildings,
Cherryfield Drive,
Kirkby,
Knowsley.

Merseytravel Planning & Travel Wise,
24 Hatton Garden,
Liverpool, L3 2AN.
www.letstravelwise.org

Commission for Architecture and the Built Environment (CABE)
www.cabe.org.uk/publications.aspx

The following have been used to develop this SPD all of which are available from www.communities.gov.uk):

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Guidance 13: Transport

Planning Policy Statement 3: Housing

Planning Policy Statement 6: Planning for Town Centres

Planning Policy Statement 25: Development and Risk

Better Places to Live by Design: A Companion Guide to PPG3

Contacts and Bibliography D

In addition the following guidance has been used and may be useful:

North West of England Plan Regional Spatial Strategy to 2021 (RSS),
2008 http://www.4nw.org.uk/site/?page_id=470

Guidance on Transport Assessment: <http://www.dft.gov.uk>

Guidance for Travel Plans: <http://www.dft.gov.uk>

Smarter Choices: <http://www.dft.gov.uk>

Using the Planning Process to Secure Travel Plans-Best Practice for Local Authorities,
Developers, and Occupiers: <http://www.dft.gov.uk>

Manual for Streets: <http://www.dft.gov.uk>

Natural England, Biodiversity by Design: A Guide for sustainable communities:
<http://www.naturalengland.org.uk/>

Institute of Lighting Engineers <http://www.ile.org.uk>

Motorcycle parking - Traffic Advisory Leaflet 02/02
<http://www.dft.gov.uk/pgr/roads/tpm/tal/parkingmatters/motorcycleparking>

D Contacts and Bibliography

For more information log on to
www.knowsley.gov.uk/LDF

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