

Transport Assessment Guidelines
June 2017
Cambridgeshire County Council

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1. Introduction and Background

- These guidelines have been produced by Cambridgeshire County Council (CCC), in consultation with the city and district councils in Cambridgeshire, to provide guidance to applicants, developers, their agents and local authority officers on when a Transport Assessment (TA) is required and what it should contain. It also gives guidance on what information may be required for smaller applications through a Transport Statement (TS).
- The National Planning Policy Framework (NPPF, March 2012) states that ‘all developments that generate **significant amounts of movement** should be supported by a TS or TA’. For such developments, the NPPF also stipulates the requirement for a Travel Plan (TP)

Overview	
What this guidance does	What it doesn't do
<ul style="list-style-type: none"> ▪ Indicate when a TA or TS is required ▪ Summarise what these documents should include, section by section 	<ul style="list-style-type: none"> ▪ Negate the requirement for pre-app scoping advice ▪ Guidance must be read in conjunction with relevant planning/transport policy documents.

2. Formal Assessment Requirements

Thresholds and Triggers

- For the purposes of this guidance it is considered that any development that produces **approximately 400 person trips per day** will require an assessment although the exact scale of the assessment should be agreed with CCC on a site specific basis.
- It is difficult to quantify in terms of floorspace what size development will generate this number of trips, however, the following table gives an indication of where a formal assessment will generally be required:

Land Use		TS	TA (and TP)
A1	Food retail	250-800 sqm	> 800 sqm
A2	Non-food retail	800-1500 sqm	>1500 sqm
A2	Financial and professional services	1000 – 2500 sqm	>2500 sqm
A3	Restaurants and cafes	300 – 2500 sqm	>2500 sqm
A4	Drinking establishments	300 – 600 sqm	>600 sqm
A5	Hot food takeaways	250 – 500 sqm	>500 sqm
B1	Business	1500 – 2500 sqm	>2500 sqm
B2	General Industrial	2500 – 4000 sqm	>4000 sqm
B8	Storage and Distribution	3000 – 5000 sqm	>5000 sqm
C1	Hotels	75 – 100 Bedrooms	>100 Bedrooms
C2	Residential Institution: hospitals, nursing homes	30 – 50 Beds	>50 Beds
C2	Residential Institution: residential education	50 – 150 Students	>150 Students
C2	Residential Institution: institutional hostel	250 – 400 Residents	>400 Residents
C3	Dwelling houses	50 – 80 Dwellings	>80 Dwellings
D1	Non-residential institutions	500 – 1000 sqm	>1000 sqm
D2	Assembly and Leisure	500 – 1500 sqm	>1500 sqm
Others		To be discussed	

- Other circumstances where a TA may also be required include the following;
 - Any development that is **not in conformity with the adopted development plan.**
 - Any development generating **30 or more two-way vehicle movements in any hour.**
 - Any development generating **100 or more two-way vehicle movements per day.**
 - Any development proposing **100 or more parking spaces.**
 - Any development that is likely to **increase accidents or conflicts among motorised users and non-motorised users, particularly**

vulnerable road users such as children, disabled and elderly people.

- Any development generating **significant freight or HGV movements per day, or significant abnormal loads per year**. To be agreed on a site-by-site basis in consultation with the County Council.
- Any development proposed in a location where the **local transport infrastructure is inadequate** – for example, substandard roads, poor pedestrian/cyclist facilities and inadequate public transport provisions. To be considered on a site by site basis in consultation with the County Council.
- Any development proposed that will **impact on an Air Quality Management Area (AQMA)**.
- These thresholds are for guidance purposes and **should not be read as absolutes**. There are several qualitative factors that need to be taken into account and that are not captured by this document. There will also be site-specific issues that assessments will need to cover. Also, in some Districts, policies may also specify alternative thresholds so applicants should also consider these.

In some circumstances, a TA may be appropriate for a smaller development whilst in others, a TS may be appropriate for a larger development than suggested by the thresholds. Early pre-application discussions with the County Council are therefore strongly recommended.

Transport Impacts: Assessment Years

- A TA/TS should indicate the impact of the proposed development. This of course requires setting out the existing transport situation, how this situation may change in future years, and the future year with the proposed development in place.
- For future years, assessments should consider committed development, committed transport schemes and background growth (see part 4 of the TA content)
- CCC requires the following assessments:
 - Base
 - Future year scenarios **with no development (base + committed development)**
 - Future year scenarios **with development (base + committed development + development)**

Base Year

- **Base Year:** The 'base year' is the **year of the application**. CCC requires observed evidence showing the existing conditions.

Future Year Scenarios

- **Development Year:** The 'development year' is the year that the proposed development will be **fully occupied**. CCC requires evidence showing the development year **without development** and **with the development** to understand its proportional impact.
- **Design Year:** When considering the local network, the design year is **5 years post full occupation**, when considering the strategic network, the design year is **10 years post full occupation**. CCC requires evidence showing the design year **without development** and **with the development** to understand its proportional impact.

Outline Applications

- Applicants may wish to submit an outline application with all matters reserved for future consideration, in order to get an 'in principle' decision. **A TA will be needed at the outline stage**, although the difficulty of determining the likely impact is acknowledged, particularly if access is also a reserved matter. In such cases, the TA should be undertaken on the basis of a reasonable assumed amount of development (where there are a range of likely uses for the site the option that results in the highest number of trips should be used to ensure a robust assessment) and access proposals. The outcome of the TA will remain valid so long as the proposed amount of development does not subsequently exceed the levels assessed in the TA and on the basis that background assumptions made remain reasonable.
- As a general rule, **CCC recommends that access is not a reserved matter** but is determined as part of the outline planning application (this makes it easier to assess the development and also ensures that access can be secured to the site that is safe and meets all the necessary standards).
- The planning authority may then limit the development to the amount assessed in the original TA, unless it can be satisfied that a higher density will be acceptable in transport terms. This would require the submission of additional transport information.
- It should be noted that the TA is not the only mechanism used to determine the acceptable amount of development on a particular site. Other design issues may influence this figure and hence the density of development may change at the detailed design stage.

Travel Plans / Residential Travel Plans

- In Cambridgeshire a TP is expected for any planning applications where a TA is required – for residential applications where a TA is required a Residential Travel Plan (RTP) is required. For smaller developments for which a TS is submitted, a lighter touch TP / RTP, or Travel Welcome Pack with supporting statement, is typically required.
- The NPPF defines a TP as ‘a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is regularly reviewed’.
- Note: some of the District councils in Cambridgeshire may have lower thresholds for when a TP is required and therefore applicants should consult the relevant planning documents to ensure compliance.
- The exact level of Travel Plan required should be agreed with CCC on a site by site basis. **A draft Travel Plan should be submitted alongside the TA, in order that it can be taken into account when assessing the transport impact.**
- The final agreement to, the final detail of, and the implementation of the Travel Plan would normally be **secured through either a S106 agreement or via Condition.**

3. Pre-Application Advice / Scoping

- Prospective applicants should obtain pre-application transport advice from the County Council TA and Highways Development Management teams.
- The first stage of the production of a TA should be the scoping of what should be included. This will be guided by the pre-app discussions and should be set out in a **Scoping Note**
- The County Council operates a system of pre-application charging for such advice. Details can be found at the link below:

<https://www.cambridgeshire.gov.uk/business/planning-and-development/developing-new-communities/>

Note: All pre-application advice is provided on a without prejudice basis, based on current information. If new information is released, the County Council's officer comments and requirements may change and this will be confirmed in response to any subsequent planning application, or other, consultation.

4. TA Contents

■ BACKGROUND, DESCRIPTION AND POLICY CONTEXT

1	Background
This section provides high level background to the proposals	
(i)	Basic background to the project
(ii)	The names of all the concerned parties and their consultants ,
(iii)	Any history relating to pre-application advice or the scoping study as well as any relevant planning history (appeals or legal issues)
(iv)	A specific reference to the Planning Application number being considered should be provided where possible, as well as details of all documents submitted as part of the TA including appendices, figures and tables.

2	Description of development
This section provides a clear and comprehensive account of what the applicant is proposing for the site and how this differs from previous uses. The section also describes the proposed access arrangements.	
(i)	Detailed site location plan .
(ii)	Details of existing or extant land use(s) and schedule of floor area(s) .
(iii)	Proposed land use(s) and schedule of proposed floor areas(s) .
(iv)	Description of the proposed use and operation of the development including phasing and timing of key phases, and estimated commencement and completion dates.
(v)	Description of the proposed access arrangements for all modes of transport, and including emergency access (with plans) together with on-site transport measures , including levels of cycle and car parking, and compliance with local standards.

3	Planning and transport policy context
This section sets out how the proposals relate to national, sub-regional and local transport and planning policy, to identify whether there is a policy/strategic-fit.	
(i)	National planning and transport policy context.
(ii)	Sub-regional planning and transport policy context.
(iii)	Local planning and transport policy context including, but not limited to: <ul style="list-style-type: none"> ■ Local Plans ■ the Local Transport Plan <ul style="list-style-type: none"> ○ Associated plans (where relevant) <ul style="list-style-type: none"> ■ Cambridgeshire Long Term Transport Strategy ■ Transport Strategy for Cambridge and South Cambridgeshire ■ Market Town Transport Strategies

■ **EXISTING NETWORKS AND BASELINE CONDITIONS**

4	Description of existing networks
This section should provide detail of the existing transport networks around the site including road, bus, rail, pedestrian and cycling links	
(i)	Site location plan should show the relationship between the site and road, public transport, pedestrian and cycle networks as appropriate including on key desire lines to/from key destinations/origins with which the development will interact. Any issues related to local cycle and car parking should also be noted and described.
Walking and cycling	
(ii)	Identification of walk and cycle catchments (based on real available routes and not crow-fly distances) and key origins/destinations (e.g. doctors, schools, shops) within these catchments.
(iii)	An assessment of the existing quality, standard and safety of the local pedestrian and cycle network on key desire lines to/from the development to the above origins and destinations.
(iv)	Indicate how the areas within the walk and cycle catchment areas compare to the work origins and destinations of the population of the local census ward.
Public transport	
(v)	Description of existing local public transport services (bus, coach, rail), destinations served and their frequency .
(vi)	Analysis of bus/coach stop locations (and, where relevant, rail stations) accessible to the site including facilities at those bus stops and any existing constraints in terms of walking to these stops.
Road	
(vii)	Identification of the proposed traffic-related study area including any critical junctions on the existing road network that may be affected by traffic generated by the development.
(viii)	Existing traffic flows into, out of, and around the site for the agreed study area should be shown in traffic flow diagrams . All traffic surveys should be: <ul style="list-style-type: none"> ■ Undertaken in normal traffic flow and usage conditions ■ In non-school holiday periods ■ In typical weather conditions ■ Based on data that is no more than three years old.
(ix)	A description of the operation of the local network noting any junctions and links that experience congestion. Where junction modelling is to be undertaken, CCC recommends that junction models are validated against observations to demonstrate their robustness
(x)	The previous 60 months' accident records for the study area together with an analysis of any trends or clusters. This should be obtained from etinfo@cambridgeshire.gov.uk . Note: in instances where applications are undecided for some time and new accident data is available, CCC will request that this data is provided.

5	Baseline conditions
<p>This section should indicate the likely future traffic flows and junction operation without the development for future assessment years. Committed developments / background growth and committed transport schemes should be considered.</p>	
(i)	<p>Identify any committed transport improvements likely to come forward during the analysis period. Noting whether these address any of the constraints identified in 'existing networks' above.</p>
(ii)	<p>Identify any committed developments that will impact on the study area, assumed to be:</p> <ul style="list-style-type: none"> ▪ Sites that have a planning permission ▪ Any unimplemented Local Plan allocations ▪ Sites that are 'live' in planning <p>Consider how to deal with general background traffic growth if appropriate beyond these.</p> <p>Note: This will help to understand cumulative development impacts, which is a key planning consideration. The Local Planning Authority should be contacted to provide an indication of committed developments.</p>
(iii)	<p>Traffic flow diagrams and where appropriate junction modelling for future test years to establish the baseline 'without development' conditions – See (8)</p>

▪ **TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT**

6	Trip and traffic generation
<p>This section should set out the number of trips that the proposed development will result in, broken down by time, type and purpose. The trip generation methodology should be clearly set out within this section.</p>	
(i)	<p>Number of person trips generated (inbound and outbound) by all modes including daily and peak period totals, along with their trip purpose throughout the day where appropriate.</p> <p>Note: The peak periods for analysis should be agreed with CCC officers and may include both network peaks and development peaks where these do not coincide.</p>
(ii)	<p>Number of vehicular trips generated (inbound and outbound) for the agreed peak periods and all-day. Where appropriate these vehicular trips could be sub-divided by type of vehicle.</p>
(iii)	<p>An explanation of the methodologies used to calculate trip generation should be provided with all underpinning evidence provided. Wherever possible first-hand survey work should be carried out with all surveys to be undertaken in neutral months.</p> <p>Note: The TRICS database may be acceptable with appropriate site selection, although other sources or methods can be used if explained and justified using robust evidence. If evidence can be provided from multiple sources to validate the estimates of trip generation this can provide further reassurance on the robustness of the assessment.</p>

7	Distribution and assignment of trips
<p>This section should set out where trips will travel from and to and via what routes. This should be clearly evidenced and supported by a clear justification for the methodology used.</p>	
(i)	<p>Set out the distribution and assignment of trips to the network for:</p> <ul style="list-style-type: none"> ▪ Walking and cycling trips ▪ Public transport trips to the bus and rail networks ▪ Vehicular trips to the road network
(ii)	<p>For all modes a detailed methodology and justification for the distribution / assignment should be provided. In some instances, Census data may provide a good indication of existing movements in the area.</p> <p>Note: In some circumstances, distribution and assignment may require the use of modelling tools, discussed in Chapter 5 of this guidance.</p>

- FUTURE YEAR ASSESSMENTS

8	Future year assessment
<p>This section should include flow diagrams and junction assessments for relevant parts of the network for the above scenarios.</p>	
(i)	<p>Junction Modelling: Required for junctions within the study area. Note that CCC officers expect all new sites accesses to operate within Theoretical capacity (this is assumed to occur when the ration of flow to capacity (RFC) is less than or equal to 0.85 for uncontrolled junctions and 0.90 for signal controlled junctions.</p> <p>Note: when entering peaks into junction modelling tools, 'Direct' entry should be used rather than 'ODTAB' (which generates an artificial peak)</p> <p>Flow Diagrams: Required for junctions within the study area</p> <ul style="list-style-type: none"> ■ Year of submission (Base Year) <ul style="list-style-type: none"> ○ AM/PM Peak Baseline (without development) ■ Full occupation year (Development Year) <ul style="list-style-type: none"> ○ AM/PM Peak Baseline (Base + committed development) ○ AM/PM Peak with Development (Base + committed development + Development) ■ 5 years post full occupation (Design Year) Note: for strategic road network, the Design Year should be 10 years post full occupation <ul style="list-style-type: none"> ○ AM/PM Peak Baseline (Base + committed development) ○ AM/PM Peak with Development (Base + committed development + Development)

▪ **ALL-MODE GAP ANALYSIS / MITIGATION**

9	Access for pedestrians and cycles
This section should set out how the proposals will overcome identified gaps in the pedestrian and cycle provision.	
(i)	Set out the proposed on-site provision for pedestrians and cyclists and how these will link into the existing network on the surrounding road network.
(ii)	Set out the distribution and assignment of walking and cycling trips to the offsite networks (bearing in the key origins and destinations set out in 'existing conditions' above)
(iii)	Identify those areas / locations on the pedestrian and cycle networks where there are barriers or inadequate provision (this could be based on safety, capacity, and standards) which will be impacted by trips to and from the proposed development.
(iv)	<p>Identify mitigation required to provide a satisfactory level of pedestrian and cyclist provision including:</p> <p>Physical infrastructure proposals:</p> <ul style="list-style-type: none"> ▪ New and extended walkways and cycleways ▪ Enhanced crossing facilities ▪ Widened walkways/cycleways <p>Note: As a rule, pedestrian and cycling improvements should be delivered directly by the developer, and conditioned as such, in accordance with a specification to be approved by CCC.</p>

9	Public transport accessibility
This section should set out how the proposals will facilitate public transport use and how any existing gaps and barriers will be overcome.	
(i)	Provide information on how the development is or can be served by public transport (bus, coach, rail and community transport) based on the likely origins and destinations of trips.
(ii)	Set out any proposed on-site public transport provision including physical facilities such as bus stops together with the proposed routing of any buses proposed to enter the site.
(iii)	<p>Identify mitigation required to provide a satisfactory level of public transport provision including:</p> <p>Physical infrastructure proposals:</p> <ul style="list-style-type: none"> ▪ Bus stop enhancements ▪ Real time passenger information <p>Proposed service enhancements</p> <ul style="list-style-type: none"> ▪ New bus service ▪ Extension of existing service route ▪ Extension of existing service frequency ▪ Extension of existing service hours of operation <p>Note: Any proposals for bus 'pump priming' should be supported by evidence including a service viability assessment, and an indication of the operators commitment/agreement to delivering the necessary improvements.</p>

10	Site access and local road network
This section should assess the ability of the highway network to accommodate the proposed development and set out the mitigation that is proposed to overcome identified barriers.	
(i)	<p>Analysis of access junction(s) design using appropriate software such as PICADY, ARCADY, LINSIG and TRANSYT or, if relevant, microsimulation packages.</p> <p>Reminder: CCC officers expect all new sites accesses to operate within design capacity (this is assumed to occur when the ration of flow to capacity (RFC) is less than or equal to 0.85 for uncontrolled junctions and 0.90 for signal controlled junctions).</p>
(ii)	<p>Capacity analyses of all off-site junctions within the agreed study area should be undertaken using recognised modelling software and capacity standards.</p> <p>A comparison should be undertaken between how the junctions/links operate currently, under baseline conditions with committed developments (see 4), and with development (see 8), to understand the cumulative impact of growth and development on the operation of the highway network.</p>
(iii)	<p>Detailed SATURN or microsimulation modelling may be required to assess the impact of traffic generated by the site on the surrounding highway network. This may require comprehensive work over a wider area and is dependent on the scale of the proposed development (see Chapter 5)</p>
(iv)	<p>Where a development-related impact is identified, mitigation measures should be proposed that seek to ensure that the impact of development is not severe.</p> <p>Physical infrastructure proposals:</p> <ul style="list-style-type: none"> ▪ Highway / junction improvements ▪ Traffic calming ▪ Note: Mitigation proposals will require CCC approval and require a safety audit <p>Other</p> <ul style="list-style-type: none"> ▪ Measures to improve conditions for non-car modes

11	Access for all
This section should set out how the proposals will facilitate movement for all, overcoming any barriers for the mobility impaired.	
(i)	<p>Where appropriate, if there are any particular issues related to the mobility impaired, these should be identified.</p>
(ii)	<p>Propose appropriate measures to address any barriers and constraints together with proposed trigger points for implementation.</p>

- **MITIGATION SUMMARY**

12	Proposed mitigation
This section should clearly set out the mitigation package proposed, to subsequently be secured through planning conditions and Section 106.	
(i)	<p>The TA should clearly summarise the proposed package of mitigation measures. This section should include:</p> <ul style="list-style-type: none"> ■ Detail of the proposed mitigation ■ Evidence of the effect of the mitigation ■ Confirmation that the mitigation is deliverable ■ Trigger point at which the mitigation will be provided <p>Measures will normally be secured through a Planning Obligation and/or Planning Condition. Applicants should note that, under most circumstances, works in the public highway will be undertaken by the applicant through the s278 agreements for the site.</p>

5. The Planning Process

- To secure consent for a development, the developer must gain planning approval from the Local Planning Authority (LPA) – the relevant District/City Council. As set out earlier, for many planning applications a TA/TS is required.
- The LPA case officer can recommend to refuse planning permission if the development, and indeed its transport impacts are considered to be contrary to the London Plan or otherwise contrary to good strategic planning.
- The County Council is the Local Transport Authority, and is a statutory consultee as part of the planning application process. The County Council will review the TS/TA within the consultation period, consulting internal departments (highways, public transport, cycling, strategy etc.) and make an initial recommendation to the LPA case officer dealing with the application. CCC's recommendation will consider:
 - Does the TA meet all of our requirements, as summarised in this note?
 - Is the methodology sound? And the content comprehensive?
 - Do the transport networks have capacity, quality, connectivity and safety to accommodate the development?
 - Is the proposed mitigation comprehensive and effective?
 - Are transport impacts severe?
- Pre application advice is required, to agree the scope and methodology in advance. If CCC comments can be taken into account before the application is submitted, this can speed up the process later on (see Chapter 3)

- If the TA/TS has deficits, CCC may request additional information, and may place a holding objection, until sufficient evidence is provided that we are satisfied with the TA/TS.
- Once CCC is satisfied with the evidence presented, we will issue a final letter to the case officer setting out our recommendation, and a summary of any mitigation that should be secured, either by condition / Section 278 or Section 106.

6. Contacts

- To discuss the requirements of a TA in more detail, please contact one of the following in the first instance:
 - **General queries and initial advice:**
 - David Allatt, Transport Assessment Manager
(01223) 699923
David.Allatt@cambridgeshire.gov.uk
 - **Sites in Huntingdonshire, East Cambridgeshire and Fenland:**
 - Andrew Connolly, Principal Transport Officer
(01223) 699873
Andrew.Connolly@cambridgeshire.gov.uk
 - **Sites in Cambridge or South Cambridgeshire:**
 - Emily Butler, Principal Transport Officer
(01223) 703810
Emily.Butler@cambridgeshire.gov.uk

Appendix A

Key information by land use

A1 A3	Food retail Restaurants and cafes	Gross Floor Area (m ²) Staff numbers Customer Numbers Hours of operation Peak arrival times Peak departure times Car and Cycle Parking provision Delivery and Servicing requirements/details
A2 A4 A5	Non-food retail Drinking establishments Hot food takeaways	Gross Floor Area (m ²) Staff numbers Visitor Numbers Hours of operation Peak arrival times Peak departure times Car and Cycle Parking provision Delivery and Servicing requirements / details
B1 B2 B8	Business General Industrial Storage and Distribution	Gross Floor Area (m ²) Land use type Staff numbers Customer numbers Hours of operation Shift / Occupation times Peak arrival times Peak departure times Car and Cycle Parking provision Delivery and Servicing requirements/details
C1	Hotels	Gross Floor Area (m ²) Number of rooms Additional facilities e.g. conference Staff numbers Guest numbers Visitor numbers Any postcode / catchment information on the above Peak arrival times Peak departure times Car and Cycle Parking provision Delivery and Servicing requirements / details
C3	Dwelling houses	Total number of units, type (ie flats, terraced, detached housing), and bedrooms per unit. Number of units which are affordable housing Peak arrival times Peak departure times Car and Cycle Parking provision
D1	Non-residential institutions	Gross Floor Area Academic (m ²) Gross Floor Area Student Accommodation (m ²) Additional facilities, for example conference Student numbers Staff numbers Visitor numbers All of the above separated where appropriate by department Catchment area and postcode origin data Peak arrival times Peak departure times

		Car and Cycle Parking provision Delivery and Servicing requirements / details
D2	Assembly and Leisure	Gross Floor Area (m ²) Staff numbers Patient Numbers Visitor numbers All of the above separated where appropriate by department Visiting times Hours of operation by department Any postcode / catchment information Peak arrival times Peak departure times Car and Cycle Parking provision Delivery and Servicing requirements / details
	Others	To be discussed

Appendix B

Key baseline information by mode

Walking	<p>Pedestrian routes to the site & existing level of permeability including details and maps, wayfinding and signage</p> <p>Walking times and distances in addition to location of public transport nodes relative to the site</p> <p>Pedestrian facilities audit – footway condition and level of quality (re: carrying capacity), condition and location of street furniture, street lighting, visibility and sightlines, crossings, dropped kerbs and tactile paving</p> <p>Pedestrian surveys and flows</p> <p>Streetscape or public realm areas close by in relation to site</p> <p>Assessment of accessibility of existing infrastructure for all including people with disabilities, to include crossing facilities and access to buildings</p>
Cycling	<p>Location & capacity of existing on-site cycle parking</p> <p>Existence and capacity of cycle parking facilities at public transport nodes including distances</p> <p>Cycle routes in vicinity correctly mapped and with general destinations and directions</p> <p>Cycle Flows</p> <p>Location of other cycle facilities such as toucans and Advanced Stop Lines in relation to site</p>
Bus Services	<p>Bus Routes in vicinity and frequency</p> <p>Location and condition of bus stops, shelters, nearby crossings, cycle parking & walk distances</p> <p>Planned service alterations / improvements</p>
Rail Services	<p>Station locations & walk distances including times and facilities provided such as cycle parking</p> <p>Facilities for disabled people</p> <p>Routes serving station</p> <p>Service frequencies</p> <p>Station facilities</p> <p>Planned service alterations / improvements</p>
Vehicle Traffic	<p>Existing Access Arrangements</p> <p>Accidents Data (including safety aspects)</p> <p>Road Speed</p> <p>Existing Road Layout</p> <p>Traffic Surveys</p>