TRANSPORT AND TRAVEL

SUPPLEMENTARY PLANNING DOCUMENT
JULY 2024

ST HELENS

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1.0 INTRODUCTION

This document is the St Helens Borough Council 'Transport and Travel' Supplementary Planning Document (SPD). It builds upon policies set out in the St Helens Borough Council Local Plan up to 2037 and has been developed to provide consistent guidance to applicants on access and transport requirements for new developments and re-developments. It will be a material consideration in the determination of planning applications. It supersedes the *'Ensuring a Choice of Travel' (2010)* SPD as well as *'Guidance Note for Travel Plans' (2016)* and *'Guidance Notes for the Submission of Transport Assessments' (2016).*

1.0 INTRODUCTION

1.1 Introduction and Overview

This document sets out our approach and expectations for new developments and re-developments, specifically in relation to walking, cycling, wheeling, public transport, ultra-low or zero emission vehicles, parking standards, freight management, air quality, noise and travel plans.

This SPD should be used by developers and their consultants from the earliest stages of the planning process for development. “Development” in this instance refers to any scheme that requires planning permission be that a new development, a redevelopment of an existing building or a change of use. It is the responsibility of the applicant to take into account any costs including their own profit expectations and risks and ensure that proposals for development are policy compliant. Where the principles set out in the SPD impact upon the viability and deliverability of a development, the applicant can argue a case for non-compliance, by preparing a viability appraisal to be shared with the Council. This does not, however, exempt the developer from adopting the process set out in this SPD.

This document will be used by St Helens Borough Council to assess development plans, proposals and requirements, where planning permission is sought. Residents and other interested parties are advised to refer to this document to understand the Council’s expectations for transport and development within the Borough.

1.2 Spatial Context

For context, the metropolitan borough of St Helens is located in the north-west of England and is one of six constituent local government districts of the Liverpool City Region. St Helens borough covers an area of 136 square kilometres and has a population of 183,248 residents (Census 2021).

The following map is an extract from the St Helens Borough Local Plan up to 2037 and shows the key settlement plan within the Borough.

St Helens has a strong identity and cultural history, rooted in our world-famous rugby league team and industrial heritage that includes England’s first canal, the world’s first passenger railway, pharmaceutical, coal and glass industries. The strategic position of St Helens at the heart of the northwest provides an excellent opportunity for investment, whether that be in industry or housing given the strong transport connections in place to and from our borough. In addition, over half of the borough is comprised of green open spaces, with parks, woodlands and waterways making the borough an attractive place to live, visit or work.

1.3 Climate Emergency

In July 2019, St Helens Borough In July 2019, St Helens Borough Council voted unanimously to declare a Climate Emergency in recognition that ‘business as usual’ is not an in relation to the impacts ofclimate change. The Council agreed:

- that climate change presents a threat to our way of life.

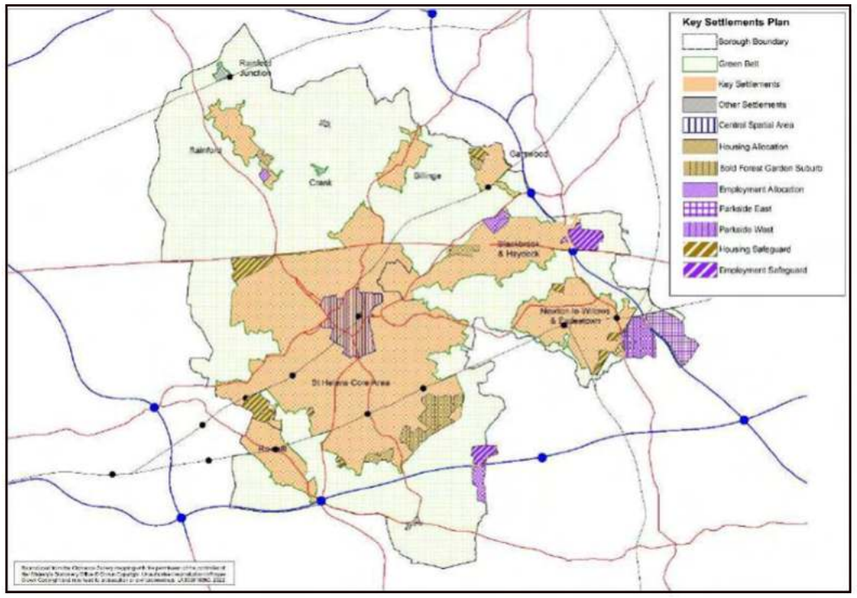

Figure 1: Key Settlements within St Helens Borought
(Source: Page 21, St Helens Borough Local Plan up to 2037, July 2022)

- there is a need to act in-line with worldwide agreements on climate change and the best available evidence, and to work with partners and organisations across the borough to achieve ‘net zero’ by 2040; and
- the Council must play its part by demonstrating leadership on this issue. This includes working with all council partners and ensuring that all existing and new strategies and plans, such as this SPD, are re-aligned to the Climate Emergency.

The St Helens Climate Emergency Response Plan sets out the Council’s ambitious strategy for supporting the borough to achieve the highly challenging target of carbon neutrality (“net zero”) by 2040.

Road emissions comprise over 90% of transport emissions with the majority of road-based emissions arising from private cars (as shown in Figure 2) and improvements in the level of climate change gases that cars emit has been largely offset by an increased number of journeys, higher car ownership and a tendency towards larger vehicles.

Car use in St Helens Borough is high. In 2019, before the COVID-19 pandemic, over 0.875 billion total vehicle miles were travelled in the Borough, of which 0.667 billion miles travelled were by cars and taxis. Whilst vehicle miles did fall during the pandemic, they had been continually increasing from 1993 until 2016, where a light levelling off and continued minor reduction year on

1.0 INTRODUCTION

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1. Road traffic statistics - Local authority: St. Helens (dft.gov.uk)

year began to occur until the extraordinary circumstances of the pandemic created a sharp fall.

Figure 3 shows that vehicle miles started to climb again from 2020 to 2022 and will require monitoring over the next few years to understand behaviours in a post pandemic world.

While the Council has an important role in driving and enabling change, achieving a Net Zero Carbon Borough is not something it can deliver in isolation. Accordingly, the Council will work with partners, developers, businesses, and residents to support the transition to zero emission transport.

The climate emergency (as also reflected in national, regional and local policy) is a major influence on the objectives, standards and guidance contained within this SPD. A significant shift to walking, cycling, wheeling and public transport is required alongside a transition to Zero Emission Vehicles (ZEV), and a reduction in single occupancy car trips (particularly for short trips), to meet net zero goals.

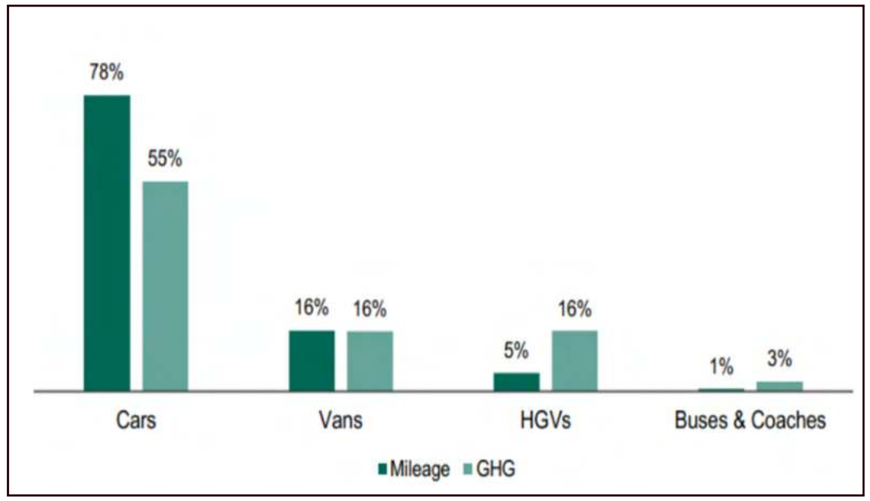

Figure 2: Emissions and Mileage for Cars, Vans, HGVs and Buses[1]
(Source: DfT, Road traffic statistics)

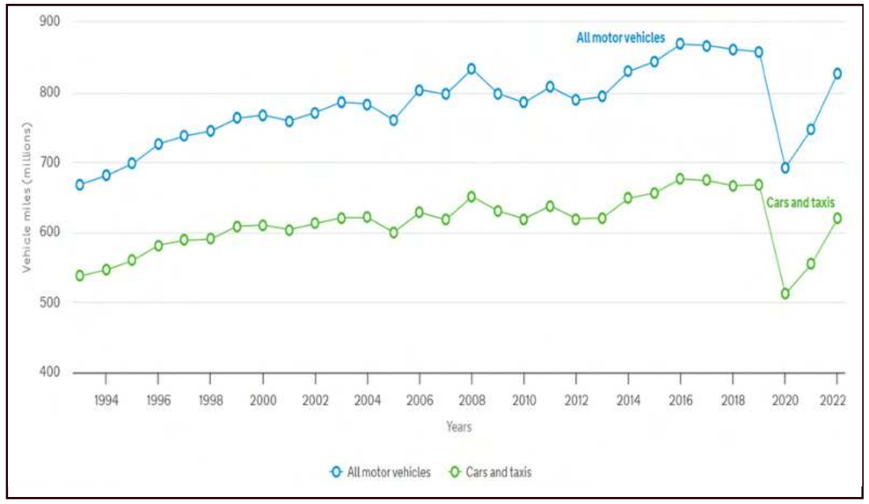

Figure 3: Annual traffic by vehicle type in St Helens (1993 to 2021)[2]
(Source: DfT, Road traffic statistics)

Links

2. Road traffic statistics - Local authority: St. Helens (dft.gov.uk)

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2.0 OUR PREFERRED FUTURE

This Transport and Travel SPD marks a fundamental step change in how planning applications will be assessed in transport terms in the borough, moving from a traditional 'Predict and Provide' transport assessment approach to 'Decide and Provide' (also known as 'Vision and Validate').

2.0 OUR PREFERRED FUTURE

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3. Latest evidence on induced travel demand: an evidence review (publishing.service.gov.uk)

4. Transport decarbonisation plan - GOV.UK (www.gov.uk)

2.1 Predict and Provide

Predict and Provide has been traditionally used as a transport planning and assessment approach for developments wherein traffic generation numbers for a new development are predicted and the road network is then developed to support these predictions. In simple terms it largely supports expansion of road infrastructure to support private vehicle use. Demand Management on the other hand seeks to limit private vehicle use where practical and introduce alternatives (such as active and public transport).

There is considerable evidence[3] that supports the view that a Predict and Provide approach actually reinforces car dependency and can lead to induced demand. This has potential to lead to congestion, the need for more infrastructure investment and expansion, pollution and other negative impacts such as reduced scope for active and public transport.

Figure 4 shows the impact that induced demand can have on demand management measures. The cycle of induced demand surpasses the potential of demand management and use of alternative modes of travel. A car dependent society will not support the Borough of St Helens to achieve its goals on health and wellbeing as well as net zero.

Figure 5 shows the impact of traffic levels on street interactions and how car dominance and heavy traffic leads to communities becoming more socially isolated by reducing the ability to interact with neighbours.

2.2 Decide and Provide - A New Approach

A revised approach to transport planning for development is required as 'Predict and Provide' is not creating the outcomes that wider policy is seeking. Decide and Provide (sometimes referred to as Vision and Validate) is a more applicable approach, as it is people centric and takes a holistic approach prioritising all other possible transport modal options as alternatives to single occupancy private car use where practical, in order to avoid/reduce the evidenced negative impacts this can lead to.

Guidance: Decide and Provide

Decide on a preferred accessibility future (and outcomes) and provide a means to move towards it on a way that accomodates the deep uncertainty ahead.

To paraphrase Decarbonising Transport: A Better, Greener Britain (2021)[4], 'Decide and Provide' moves away from a traditional approach of predicting future demand and then providing road capacity, to instead, setting an outcome that communities/ councils want to achieve and providing transport solutions to deliver those outcomes.

2.3 St Helens Council Vision - Preferred Future

Decide and Provide affords us an opportunity to enact positive change in the development of a Preferred

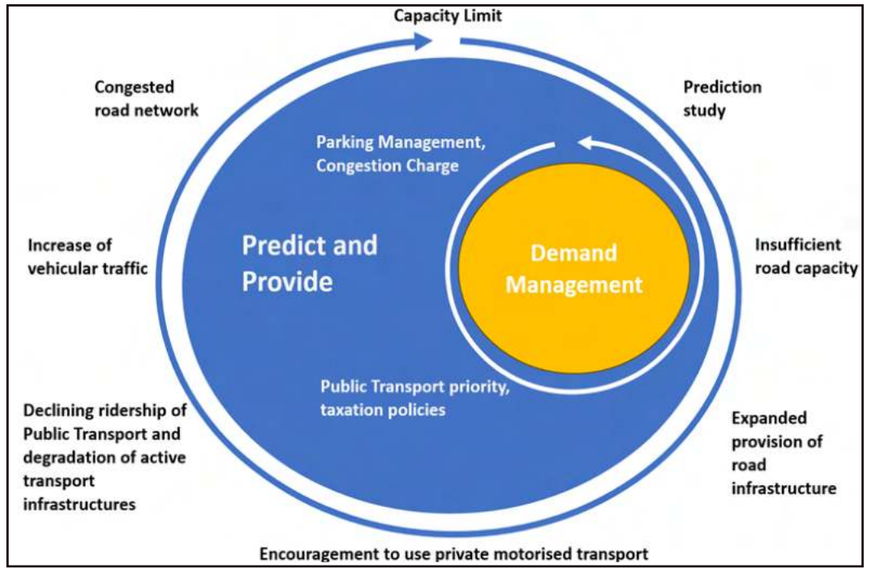

Figure 4: Impact of Induced Demand on Demand Management
(Source: President and Provide TUMI)

2.0 OUR PREFERRED FUTURE

Links

5. St Helens Borough Council: New Residential SPD

Future. To define this future the Council has established a Vision for this SPD and an associated set of objectives to reflect the characteristics of our Preferred Future.

The Vision

Guidance: Decide and Provide

To permit development that enhances its local area and prioritises climate change, health, access to opportunity and tackling social inclusion by enabling sustainable and active mobility solutions as a priority within development.

Development that enhances its local area is dependent on a revised approach relating to the needs of its surrounding locality and contributing to the aesthetic and functional characteristics of the area. Transport planning has a key role to play in terms of supporting the delivery of better environments that prioritise health and well-being through active lifestyles and by facilitating social interaction through good design thereby creating 'place led' development.

To achieve this vision requires adopting an approach in line with national, regional and local policy to ensure that car dependency is not built into design and where provision of alternative modes and services to provide residents, businesses and visitors with mobility options is preferred. The Triple Access System shown in Figure 6 is fundamental to this thinking.

2.4 Objectives

The following objectives are defined on the basis of the aforementioned vision and should be included into the strategic thinking and master-planning of each development site, in accordance with the St Helens Design Guide SPD[5]. These objectives are set to be 'design specific' to ensure that the principles of a vision-led future are embedded into the design process.

1. A well-designed development should be easy to get to and move through, making the most of and enhancing existing or proposed facilities in the area;
2. The streetscape, urban form and function should be designed in an integrated way to ensure that environments prioritise people ahead of car use;
3. Highway design should integrate cars into the public realm without affecting its quality;
4. The Modal Hierarchy should be adhered to, with sustainable travel prioritised to ensure car dependency does not become the norm; and
5. The level of parking proposed (including modes other than private car) should be dependent upon the type of development and location.

2.5 TRICS Decide and Provide Guidance

To assist in delivering a Preferred Future the Council will encourage applications to refer to the following TRICS and TfN guidance for further information:

- TRICS Decide and Provide

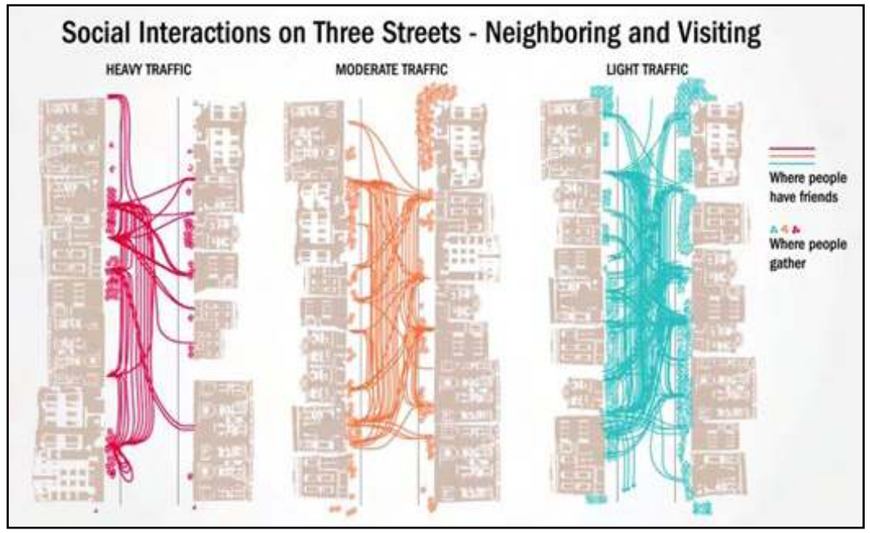

Figure 5: Impact of traffic levels on social interaction
(Source: Creating Liveable City Streets)

Links

6. TRICS® Decide and Provide Guidance

7. Strategic road network and the delivery of sustainable development - GOV.UK (www.gov.uk)

8. Transport for the North: Future Travel Scenarios

9. TRICS Development guidance_web.pdf (Page 8, Para 1.5)

10. TRICS Development guidance_web.pdf (Page 8, Para 1.5)

11. TRICS Development guidance_web.pdf (Page 25, Para 9.1)

2.0 OUR PREFERRED FUTURE

Guidance Note[6]
- DfT Circular 01/2022[7]
- Transport for the North Future Travel Scenarios[8]

In the Transport Assessment process, deciding on a preferred future and providing a development path best suited to achieving it can be represented by setting out a range of the potential trip generation outcomes that could take place within a proposed development in the context of "what sort of place are we creating"[9].

A range of Trip Generation can include consideration of background growth scenarios, as well as the implications of high and low provision of sustainable transport measures. The latter can be determined through scrutinising the TRICS outputs for comparative locations that have differing levels of sustainable transport provision. The sustainable transport provision evidence can be sourced through TRICS evidence of comparative sites[10].

Whether it is a minor planning application e.g. for less than ten residential units; a major planning application for an urban extension; or indeed a strategic new settlement, the visioning process to support high quality place-making is applicable[11].

Guidance: Decide and Provide

The Council will require a Decide and Provide approach to the development and review of development applications, for the purpose of avoiding:

- The potential over-provision of highway capacity which, in turn, can induce motorised traffic (exacerbating efforts to reduce direct CO2, NO2 and PM emissions from the transport sector):
- The potential under-provision of walking and cycling infrastructure or public transport services; and
- The risk of planning and developing underutilised or stranded assets.

Good design therefore should include the following:

- A well-designed development should be easy to get to and move through, making the most of and enhancing existing or proposed facilities in the area;
- The streetscape, urban form and function should be designed in an integrated way to ensure that environments prioritise people ahead of car use;
- Highway design should integrate cars into the public realm without affecting its quality;
- The Modal Hierarchy should be adhered to, with sustainable travel prioritised to ensure car dependency does not become the norm; and
- The level of parking proposed (including modes other than private car) should be dependent upon type of development and location.

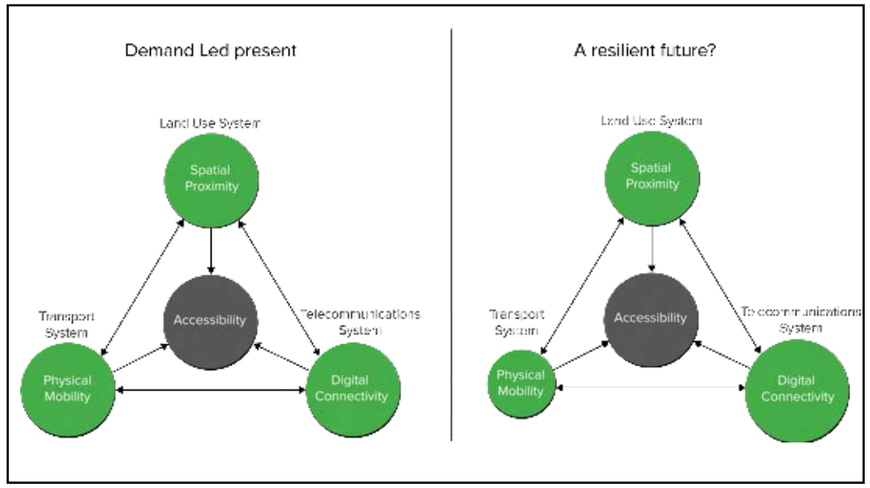

Figure 6: Triple Access System[12]

Links

6. TRICS® Decide and Provide Guidance

7. Strategic road network and the delivery of sustainable development - GOV.UK (www.gov.uk)

8. Transport for the North: Future Travel Scenarios

9. TRICS Development guidance_web.pdf (Page 8, Para 1.5)

10. TRICS Development guidance_web.pdf (Page 8, Para 1.5)

11. TRICS Development guidance_web.pdf (Page 25, Para 9.1)

Links

12. Lyons, G. and Davidson, C. (2016). Guidance for transport planning and policymaking in the face of an uncertain future. Transportation Research Part A: Policy and Practice, 88, 104-116

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3.0 HOW TO USE THE TRANSPORT AND TRAVEL SPD

As the Local Planning Authority, St Helens Borough Council is responsible for determining all planning applications within the Borough. Other council departments and external organisations e.g. statutory consultees, input into the planning process to help shape the final decision on planning applications.

3.0 HOW TO USE THE TRANSPORT AND TRAVEL SPD

Links

13. Your guide to planning & Building Control - St Helens Borough Council

14. Application Form (sthelens.gov.uk)

15. St Helens Council - Planning Payments

16. Your guide to planning and building Control - St Helens Borough Council

3.1 Introduction

To help applicants understand what permissions might be required for a proposed development, the Council has provided a 'Guide to Planning & Building Control'[13]. Where there is any uncertainty for any type of development and in the case of bespoke and/or larger developments in particular, the Council encourages applicants to seek pre-application advice to mitigate any issues prior to a planning application submission. Advice can be obtained from Planning Officers and other specialists e.g. Highways Officers, who can provide guidance regarding transport-related applications.

To take advantage of the Councils pre-application advice service, simply fill out the Pre-Application Form[14] and email it together with your supporting plans, photos, etc. to planning@sthelens.gov.uk, and pay the appropriate fee[15] or post to:

FAO Development Control Manager,
Pre-application advice
Place Services
St Helens Borough Council
PO Box 512
St Helens
WA10 9JX

Before making a request for pre-application advice it is advisable to check in the first instance whether planning permission is actually required[16].

Section 2 of this SPD sets out the Councils preferred vision for Transport and Travel in the Borough. All new developments must be accessible by walking, wheeling, cycling, public transport, powered two-wheeled, private cars and service vehicles. The exact transport requirements for new developments will vary dependant on their type, size and location. This SPD categorises development into Major and Minor development classes (size).

For reference, a brief description of the remaining sections within this Transport and Travel SPD is set out below and a series of appendices are then included to provide further detail and guidance to the core SPD content:

- **Section 4:** Policy and Guidance summarises the wider policy context that have steered the objectives within this SPD as well as reference to guidance documents.
- **Section 5:** Design and Access Statements - provides information on Design and Access Statement requirements.
- **Section 6:** Design Guidance for Active and Sustainable Transport - provides more detail on key principles and design guidance for the delivery of active and sustainable transport infrastructure.
- **Section 7:** Minimum Accessibility Standard Assessment (MASA) - sets out accessibility requirements. Completion of a MASA will help developers assess the accessibility of their development and identify appropriate improvements that may be necessary to ensure full compliance with accessibility requirements.
- **Section 8:** Transport Statements, Transport Assessments and Travel Plans - provides guidance on when a Transport Statement or Transport Assessment and a Travel Plan may be required, and their requirements.
- **Section 9:** Parking Standards - sets out the standards for parking including electric vehicle infrastructure.
- **Section 10:** Freight Management - provides guidance on freight management and HGV plans
- **Section 11:** Planning Conditions and Informatives - provides example planning conditions and informatives that may be applied to planning permission for different types of development.
- **Section 12:** Implementation, Enforcement and Monitoring - sets out how implementation, enforcement and monitoring of developments will be managed.

3.2 Getting Started

Step 1 - Please use **Table 1** (Type of Development (Use Class)) and **Table 2** (Development Size (Major or Minor) included in the following pages to identify which category use class and what development size your proposed development will fall under.

Step 2 - Once the development category (use class) and size (Major or Minor) has been identified, please then use Figure 7 and follow the directions illustrated to the appropriate sections of this SPD in order to fulfil the requirements needed for the development.

Table 1 sets out planning use classes. If you are unsure as to what use class your application falls under, please contact the Council's Development Control Team.

Use Class E includes a broad range of commercial, business and services with permitted development rights in most cases unless a planning restriction applies. Similarly Sui Generis also includes a broad range of development. Given the range of potential uses that are included within each use class and that each sub-type will have quite varied transport and travel demands compared to other sub-types within the same use class, applications may require further discussion with the Planning Service. As stated previously, pre-application discussions are encouraged to assist in defining the scope of any assessment work required.

3.0 HOW TO USE THE TRANSPORT AND TRAVEL SPD

Table 1: Type of Development (Use Class)

Use Class	Type of Development
B	**B2** General Industrial **B8** Storage or distribution
C	**C1** Hotels **C2** Residential institutions **C2A** Secure Residential Institution **C3** Dwellinghouses **C3(a)** use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child. **C3(b)** up to six people living together as a single household and receiving care e.g., supported housing schemes such as those for people with learning disabilities or mental health problems. **C3(c)** allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within the C4 HMO definition, but which fell within the previous C3 use class, to be provided for i.e., a small religious community may fall into this section as could a homeowner who is living with a lodger.
E	**E(a)** Display or retail sale of goods, other than hot food **E(b)** Sale of food and drink for consumption (mostly) on the premises **E(c)** Provision of: **E(c)(i)** Financial services, **E(c)(ii)** Professional services (other than health or medical services), or **E(c)(iii)** Other appropriate services in a commercial, business or service locality **E(d)** Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink) **E(e)** Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner) **E(f)** Creche, day nursery or day centre (not including a residential use) **E(g)** Uses which can be carried out in a residential area without detriment to its amenity: **E(g)(i)** Offices to carry out any operational or administrative functions, **E(g)(ii)** Research and development of products or processes **E(g)(iii)** Industrial processes
F	**F1** Learning and non-residential institutions – Use (not including residential use) defined in 7 parts: **F1(a)** Provision of education **F1(b)** Display of works of art (otherwise than for sale or hire) **F1(c)** Museums **F1(d)** Public libraries or public reading rooms **F1(e)** Public halls or exhibition halls **F1(f)** Public worship or religious instruction (or in connection with such use)
F	**F1(g)** Law courts **F2** Local community – Use as defined in 4 parts: **F2(a)** Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres **F2(b)** Halls or meeting places for the principal use of the local community **F2(c)** Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms) **F2(d)** Indoor or outdoor swimming pools or skating rinks
Sui Generis	- Theatres - Amusement arcades/centres or funfairs - Launderettes - Fuel stations - Hiring, selling and/or displaying motor vehicles - Taxi businesses - Scrap yards, or a yard for the storage/distribution of minerals and/or the breaking of motor vehicles - 'Alkali work' (any work registerable under the Alkali, etc. Works Regulation Act 1906 (as amended)) - Hostels (providing no significant element of care) - Waste disposal installations for the incineration, chemical treatment or landfill of hazardous waste - Retail warehouse - Nightclubs - Casinos - Betting offices/shops - Pay day loan shops - Public houses, wine bars, or drinking establishments - Drinking establishments with expanded food provision - Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises) - Venues for live music performance - Cinemas - Concert halls - Bingo halls - Dance halls

3.0 HOW TO USE THE TRANSPORT AND TRAVEL SPD

3.3 Development Size

Following the determination of the use class for your development please now determine the development class (size) for your application. Table 2 sets out development class definitions in line with NPPF definitions.

Please review your development application against Table 1 and Table 2 to determine the appropriate use class and the development class to apply. Then to determine the transport and access requirements for your development application, please refer to Figure 7 and the relevant sub sections of this SPD identified for different development classes.

* Please see Section 5 for more detail but a Design & Access Statement (DAS) may be required for some minor applications, typically where these fall within a 'designated area' i.e., a conservation area. Also, in some cases major developments may not need to produce a DAS.

** In certain circumstances some minor developments may require production of a Transport Assessment e.g. where the development is likely to lead to the generation of significant amounts of movement.

***This section will only apply to new Freight Facilities, or major developments that will attract significant HGV demand where HGV parking or facilities may be required.

Please contact the Council's Development Control Team if you wish to confirm the requirements for your proposed development.

Table 2: Development Size (Major or Minor)

Use Class	Type of Development
Major Development involving any one or more of the following:	(a) the winning and working of minerals or the use of land for mineral-working deposits; (b) waste development; (c) the provision of dwellinghouses where— - (i) the number of dwellinghouses to be provided is 10 or more; or - (ii) the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i); (d) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or (e) development carried out on a site having an area of 1 hectare or more.
Minor Development is any development smaller than the definitions provided above for Major development.	

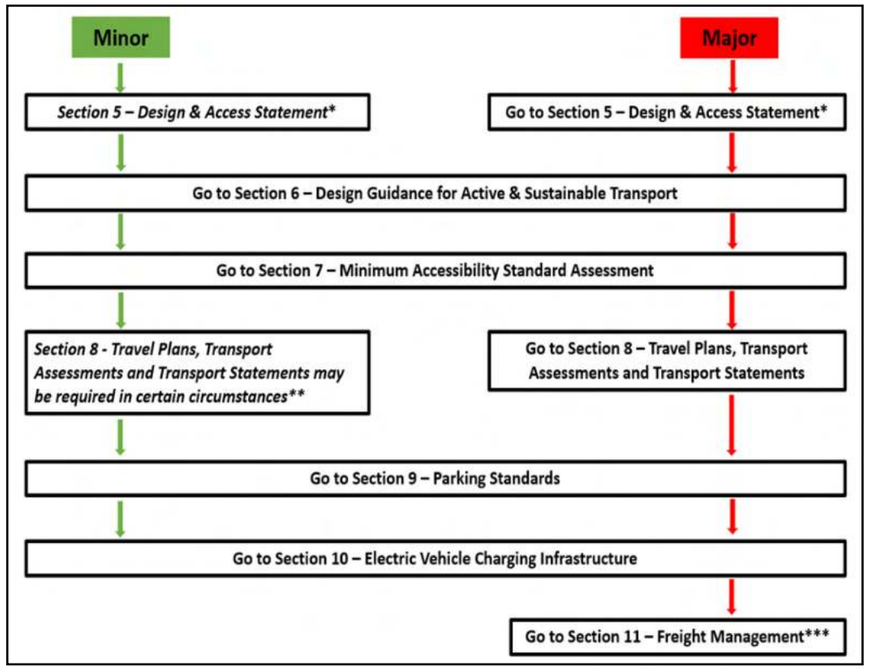

Figure 7: Sections to review based on development size

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4.0 POLICY AND GUIDANCE

This section sets out the wider policy context demonstrating how this SPD and the requirements stated herein are aligned with national, regional, and local policy and technical guidance.

4.0 POLICY AND GUIDANCE

4.1 Introduction

While this SPD is not part of the Development Plan, it does provide additional detail to policies contained within the St Helens Borough Local Plan[17] and, therefore, this SPD becomes a material consideration and is considered when planning applications are determined.

This SPD must therefore be read in conjunction with the St Helens Borough Local Plan (up to 2037), with particular reference to Policy LPA06 Transport and Travel. It shall also be read in conjunction with national and regional guidance, in addition to other relevant local supplementary planning documents and other local technical guidance documents e.g. the St Helens Street Design Guide.

This SPD has been produced in accordance with Regulations 11 to 16 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the National Planning Policy Framework (DLUHC 2023).

This SPD replaces the Ensuring a Choice of Travel SPD (2010) as well as technical guidance provided within Guidance Note for Travel Plans (2016) and Guidance Note for Travel Plans (2016).

It is likely that existing policies and technical guidance referred to in this SPD will continue to evolve and be updated/replaced, and that new policies and guidance notes may emerge following the formal adoption of this SPD. Whilst it is the intention of the Council to regularly review and update our SPDs, for the avoidance of doubt, the latest published policies and guidance should always be referred to.

4.2 Key Policy Priorities

It is important to note that the policy and guidance framework has been significantly updated since the adoption of the prior Ensuring a Choice of Travel SPD in 2010. The reframing of policy and guidance has occurred largely in response to the climate emergency and a recognition that substantial change is required in the built environment to lead to better outcomes for all. On review of the key documents listed further in this section there are common priorities that can be observed. These are summarised as follows:

- A commitment to decarbonise transport.
- Prioritisation of vulnerable road users.
- A need to reduce car dependency, including unnecessary single occupancy private car trips.
- Increase the delivery of active travel (walking, cycling and wheeling).
- Increased commitment to the delivery of public transport.
- A need to provide supportive infrastructure for ZEVs.
- Delivery of inclusive environments and mobility solutions.
- Achieve good street design and place-making, fostering social interaction and support health and well-being.

The Council will assess applications based on these priorities, as expanded upon in Section 2 of this SPD.

4.3 National Policy and Guidance Context

The UK has legally binding targets to achieve net zero by 2050, with an interim target to reduce emissions by 78% by 2035. The majority of transport policy and guidance therefore reflects the need to urgently decarbonise transport.

The National Planning Policy Framework (NPPF) encourages the prioritisation of sustainable transport modes. The relevant policy that guides this SPD is set out in Chapter 9 of the NPPF, "Promoting Sustainable Transport"[18], which states that applications for development should:

a. **give priority first to pedestrian and cycle movements**, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b. address the needs of people with **disabilities and reduced mobility in relation to all modes of transport**;
c. **create places that are safe, secure and attractive** – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d. **allow for the efficient delivery of goods, and access by service and emergency vehicles**; and
e. be designed to **enable charging of plug-in and other ultra-low emission vehicles** in safe, accessible, and convenient locations.

This SPD reinforces 'Promoting Sustainable Transport' and is also in alignment with paragraph 92, Chapter 8 of the NPPF[19], "Promoting Healthy and Safe Communities", details that planning policies and decisions should aim to achieve healthy, inclusive, and safe places which allow for:

a. promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b. are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c. enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for food, allotments and layouts that encourage walking and cycling. example through the provision of safe and accessible green

Links

17. St Helens Borough Local Plan - St Helens Borough Council

Links

18. National Planning Policy Framework (publishing.service.gov.uk)

19. National Planning Policy Framework (publishing.service.gov.uk)

4.0 POLICY AND GUIDANCE

Links

20. Guidance: Travel Plans, Transport Assessments and Statements (www.gov.uk)

21. Guidance: Air quality (www.gov.uk)

22. National Model Design Code - GOV.UK (www.gov.uk)

23. National design guide - GOV.UK (www.gov.uk)

24. The Highway Code - Guidance - GOV.UK (www.gov.uk)

infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

National Planning Practice Guidance (PPG) also provides advice on when Transport Assessments, Transport Statements and Travel Plans are required and what they should contain[20]. This SPD reflects that advice as well as guidance related to Air Quality[21].

Further to NPPF, **the National Model Design Code**[22] (parts 1 and 2) provides detailed guidance on the production of design codes, guides, and policies to promote successful design including establishing a baseline for how the design of new development should enhance the health and wellbeing of local communities and create safe, inclusive, accessible and active environments; as well as the layout of new development, including infrastructure and street pattern.

The National Model Design Code expands on the ten characteristics of good design set out in **the National Design Guide**[23]. The National Design Guide details the government's priorities and provides a common overarching framework for design. One of the ten characteristics is 'Movement', and the National Design Guide emphasises that successful development depends upon a movement network that makes connections to destinations, places, and communities, both within the site and beyond its boundaries. A well-designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility, and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

These recommendations reinforce NPPF Promoting Sustainable Transport aims and are echoed within this SPD. Please also review the St Helens Design Guide SPD for further information.

In addition to overarching national frameworks it is important to note that **The Highway Code**[24] was updated in 2022 to include new rules about vulnerable road users, to improve safety for people walking, cycling and horse-riding. A 'hierarchy of road users' was introduced that prioritises those most at risk on our roads. It is, therefore, important to ensure that well-designed infrastructure with the needs of vulnerable road users at the forefront are brought forward.

In January 2022, **Active Travel England (ATE)**, the executive agency of the Department for Transport was established and is responsible for:

journeys in towns and cities being cycled and walked by 2030.
- Improving the standards of cycling and walking infrastructure in England.
- Contributing to projects that improve both health and air quality[25].

The ATE will be a statutory consultee for developments that meet the following minimum thresholds:

- 150 residential units (dwellings)
- 7,500m2 commercial area; or
- Site area of over 5ha.

ATE will play an important role in development master-planning; therefore, well-considered and designed active travel measures must be developed.

This SPD is also supportive of broader national transport policy strategies including:

- **Decarbonising Transport – A Better, Greener Britain**[26] **(2021)**, which sets out the Government's commitment to decarbonise the entire transport system to achieve net zero.
- **Gear change: a bold vision for cycling and walking**[27] wherein cycling and walking are reframed as transport priorities in line with the road user hierarchy and need to address poor air quality and health.
- **Bus Back Better - A national bus strategy for England**[28] that reconfirms a focus on public transport, placing emphasis on buses being 'both tools of inclusion and the transport of choice'.
- **Future of mobility: urban strategy (the future of towns and cities)**[29], which recognises trends in transport and digitization including work from home opportunity (reducing transport demand), digital transport services (e.g. Mobility as a Service), Connected Autonomous Vehicles, Zero Emission Vehicles, Drones, On-Demand Services (ride-share/ hailing apps), Shared Mobility (car clubs and bikeshare) and Micro-Mobility solutions and services(e.g. e-bikes, e-cargo bikes, etc). Following publication there has been increased interest in and delivery of Mobility hubs[30] wherein shared mobility and other services are clustered together at different scales, location and service provision to offer alternatives to single occupancy private car use.
- **Inclusive mobility: making transport accessible for passengers and pedestrians**[31]**,** which provides best practice for improving access to public transport and creating a barrier-free pedestrian environment. The purpose is to provide good access for people with disabilities and meet the needs of many other people.

Links

25. About us - Active Travel England - GOV.UK (www.gov.uk)

26. Decarbonising Transport – A Better, Greener Britain (publishing.service gov.uk)

27. Gear change: a bold vision for cycling and walking (publishing. service.gov.uk)

28. Bus Back Better: National Bus Strategy for England

29. Future of mobility: urban strategy (publishing.service.gov.uk)

30. Mobility hubs > Overview and benefits (como.org.uk)

31. Inclusive mobility: making transport accessible for passengers and pedestrians - GOV.UK (www.gov.uk)

4.0 POLICY AND GUIDANCE

4.4 National Technical Guidance

National guidance and technical documents have been produced to assist in the delivery of developments in line with national policy, which include:

- **Travel Plans, Transport Assessments and Statements**[32], which provides guidance on when Transport Assessments and Transport Statements are required, and what they should contain (included in this SPD).
- **Manual for Streets - Designing and modifying residential streets**[33], which explains how to design, construct, adopt and maintain new and existing residential streets.
- **Cycle infrastructure design (LTN 1/20)**[34], which places an emphasis on the design of high-quality cycle infrastructure.
- **Design Manual for Roads and Bridges (DMRB**[35], which sets the standards for highways.
- **TRICS**[36] software is used by local authorities is a part of the Transport Assessment process. TRICs provides a comprehensive database of traffic and multi-modal transport surveys, covering a wide range of development types. TRICs has traditionally been used as part of a 'Predict and Provide' approach. New TRICS Decide and Provide Guidance[37] has been introduced advocating a 'Decide and Provide' approach instead, which has been developed in recognition that traditional predict and provide approach has been inadvertently inducing car demand and car dependence. A paradigm shift is required to ensure that active, sustainable, and inclusive transport measures are brought to the forefront for new developments and prioritised accordingly.

4.5 Recommended Reading

In addition to national policy and guidance, several other bodies have produced documents that offer useful and practical guidance. The following is therefore recommended for further reading:

- **Better Planning, Better Transport, Better Places**[38] produced by the Chartered Institute for Highways and Transport (CIHT) with the Transport Planning Society (TPS) and the Royal Town Planning Institute (RTPI). Encourages greater collaboration between planning and transport regulatory and delivery bodies to encourage a much stronger delivery on accessibility and mode share targets to which developers and promoters can respond. This is in response to continued damage to the environment and health caused by car dependency.
- **Building for a Healthy Life - Design Toolkit**[39] developed by NHS England and NHS Improvement, setting priorities for creating healthier communities, including improved walking, cycling and public transport links, with reduced carbon emissions and better air quality.
- **Streets for a Healthy Life**[40] produced by Homes England provides further technical guidance to illustrate and explain what good residential streets look like, and how they function.
- **Net Zero Transport: the role of spatial planning and place-based solutions**[41] a research paper by the RTPI defines the role of spatial planning and place-based solutions to achieve net zero. It includes a Sustainable Accessibility and Mobility (SAM) Framework and guidance on planning for net zero transport.

4.6 Regional Planning

This Transport and Travel SPD resonates with the objectives set out in the Transport for the North (TfN) regional-specific Decarbonisation Transport Plan[42] (2021) and commitment towards zero-carbon transport. The wider action plan within the strategy includes the following pertinent objectives:

- Encouraging modal shift towards more sustainable ways of travelling, such as public transport and active travel; and
- Zero emission vehicles, including cars, HGVs and buses, with a comprehensive network of charging facilities to support their wider use.

4.7 Liverpool City Region Policy

This Transport and Travel SPD is aligned with various current and anticipated Liverpool City Region Combined Authority (LCRCA) transport and growth strategies, including:

- The current LCR Local Transport Plan 3 (as summarised in **Transport Plan for Growth**[43], which combines Merseyside's LTP3 with Halton's LTP3).
- The emerging LCR Local Transport Plan 4 (**LCR Local Transport Plan 4 Early Consultation**[44]) which will replace all LTP3 documents.
- As part of the LCR Devolution Deal with Government, a **Spatial Development Strategy (SDS)**[45] will be created to set out a strategic framework for the development and use of land looking ahead at least 15 years. Although it will only deal with planning matters that are of strategic importance to the LCR, it will form part of the 'Development Plan' and will cover transport infrastructure.
- The **LCR Local Journeys Strategy**[46] sets out to encourage the use of sustainable transport for local journeys where practical. 'Local journeys' are defined as less than 5km. Currently half of trips made in the region that are less than 5km are undertaken by car.
- The **LCR Local Cycling and Walking Infrastructure Plan** (LCR LCWIP[47]) serves as the implementation document for the LCR Local Journeys Strategy and sets out the opportunity to improve highways for active travel strategically across the LCR.
- The **LCR Rights of Way Improvement Plan**[48] that sets out to protect and enhance public rights of way and ensure they are accessible, efficient, safe and reliable, helping to open up a

Links

32. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)

33. Designing and modifying residential streets - GOV.UK (www.gov.uk)

34. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

35. Standards For Highways

36. TRICS® Training & Development Forum

37. TRICS® Decide and Provide Guidance

38. Better Planning, Better Transport, Better Places | CIHT

39. Building for a Healthy Life | Other Manuals and Briefings | Urban Design Group (udg.org.uk)

Links

40. Streets for a Healthy Life - GOV.UK (www.gov.uk)

41. RTPI | Net Zero Transport: the role of spatial planning and place-based solutions

42. Decarbonisation | Transport for the North - Transport for the North

43. Item_5a_Transport_Plan_for_Growth_App1.pdf (liverpoolcityregion-ca.gov.uk)

44. The Liverpool City Region Local Transport Plan | Liverpool City Region Combined Authority (liverpoolcityregion-ca.gov.uk)

45. Liverpool City Region Combined Authority: Spatial Planning

46. Liverpool City Region Combined Authority: Local Journeys Strategy

47. Liverpool City Region Combined Authority: Local Cycling and Walking Infrastructure Plan

48. Liverpool City Region Combined Authority: Rights of Way Improvement Plan

4.0 POLICY AND GUIDANCE

Links

49. The Liverpool City Region Combined Authority | Liverpool City Region Bus Service Improvement Plan

50. Liverpool City Region Combined Authority: Long Term Rail Strategy

51. St Helens Borough Council Local Plan - St Helens Borough Council

52. St Helens Borough Strategy 2021-2030 - St Helens Borough Council

53. St Helens Borough Council - Climate Response Plan

visitors and residents.

- Further to the LCR Transport policies, the LCRCA continues to progress bus reform ambitions with franchising considered to offer the best opportunity for the Combined Authority to deliver on its ambitions for quick and reliable journeys, a comprehensive integrated bus network, simpler ticketing, great value fares and an emission free fleet. Franchising is the region's stated future model for running the bus network and services as announced in October 2023, allowing the LCRCA to specify the bus network, set fares and control fare policy. This is further supported by the **LCR Bus Services Improvement Plan (BSIP)**[49].
- The **LCR Long-term Rail Strategy** [50] sets out a route map for rail infrastructure improvements in the region with ambitions for increased connectivity, capacity and frequencies, together with reduced journey times and simplified ticketing to enable people and freight to move more efficiently.
- The adopted **Liverpool City Region (LCR) Road Safety Strategy** is working to an overall target of 'Vision Zero' which is that by 2040 no one will be killed or seriously injured on roads in the Liverpool City Region. Applicants therefore should take steps to ensure that designs incorporate measures to help deliver this target.

4.8 Local Policy

This SPD is supportive of policies contained within the **St Helens Borough Local Plan**[51] with particular reference to Policy LPA06 Transport and Travel.

This SPD also aligns with the priorities set out in the **St Helens Our Borough Strategy (2021-2030)**[52];

- **PRIORITY ONE: Ensure children and young people have a positive start in life/Promote good health, independence, and care across our communities**. This SPD supports decarbonisation of transport, improving air quality and reducing incidences of poor health linked to poor quality. The SPD also supports safe inclusive active and sustainable travel around the Borough.
- **PRIORITY TWO: Promote good health independence and care across our communities**. This SPD supports walking, cycling, and wheeling as well as a transition to zero emission vehicles thus supporting healthy and active lifestyles, Furthermore, the SPD supports good design, place-making and a reduction of car dominance to foster improved social interaction and well-being.
- **PRIORITY THREE: Create safe and strong communities and neighbourhoods for all**. This SPD places emphasis on good inclusive place-making and design that is conducive to active travel and social interaction helping to design out crime. It aims to ensure that communities and neighbourhoods are safe and attractive for new residents and that services are accessible by active and sustainable transport.

Guidance:
St Helens Borough Local Plan Policy LPA06: Transport and Travel

1. The Council's strategic priorities for the transport network are to facilitate economic growth, enable good levels of accessibility between homes, jobs and services, improve air quality and minimise carbon emissions. To achieve these priorities, it will seek to:

a. Secure the delivery of new or improved road, rail, walking, cycling, and / or bus infrastructure where required;
b. Ensure that new development is sufficiently accessible by road transport, walking, cycling and public transport;
c. Secure improvements to existing motorway capacity and infrastructure with particular priority being given to the M6 Junction 23 and M62 Junction 7;
d. Improve the accessibility to jobs, homes, and services by all modes of transport and protect opportunities to achieve such improvements;
e. Secure the delivery of:
i. a new rail station at Carr Mill;
ii. any necessary improvements to local stations and rail lines;
iii. the proposed Skelmersdale Rail Link; and
iv. any infrastructure required to deliver HS2 or HS3 (Northern Powerhouse Rail); and
f. Protect former railway lines and corridors from development that could hinder their future re-use for sustainable modes of transport.

2. All proposals for new development that would generate significant amounts of transport movement must be supported by a Transport Assessment or Transport Statement, the scope of which must be agreed by the Council.

3. New development will only be permitted if it would:

a. maintain the safe and efficient flow of traffic on the surrounding highway network. Development proposals will not be permitted where vehicle movements would cause severe harm to the highway network;
b. be located and designed to enable a suitable level of access (having regard to the scale and nature of the proposal) to existing and / or proposed public transport services;
c. provide appropriate provision of charging points for electric vehicles;
d. enable good levels of accessibility by walking and cycling between homes, jobs, and services;
e. provide for safe and convenient pedestrian, cycle and vehicular access and movement to, from and within the development;
f. include adequate access arrangements for emergency, service and refuse collection vehicles; and
g. provide sufficient on-site parking for persons of limited mobility, service vehicles, and cycles that must at least meet the Council's minimum standards, and adequate parking for all other vehicles.

4.0 POLICY AND GUIDANCE

Guidance:
St Helens Borough Local Plan Policy LPA06: Transport and Travel

4. To minimise air and noise pollution and carbon emissions, non-residential forms of development that would generate a significant amount of transport movement by employees or visitors must be supported by suitably formulated Travel Plans. Conditions and/or legal agreements will be used to ensure that Travel Plans submitted in such cases are fully implemented and monitored.

5. Development that would generate significant movement of freight must be located where there is a safe, convenient, and environmentally acceptable access route to a suitable part of the Key Route Network. The part of the Network that is marked as 'Key Route Network – non freight' on the Policies Map shall not be regarded as suitable in this context. Access into a new development (of any land use) directly from the Key Route Network will only be allowed if this would not unduly restrict the capacity of the road or cause harm to highway safety, and where no more suitable alternative exists or would be provided by the development.

6. Direct access from new development on to the Strategic Road Network will only be permitted as a last resort, where agreed by National Highways and where the necessary levels of transport accessibility and safety could not be more suitably provided by other means.

7. Where rail facilities are available or would be made so as part of a development generating significant movement of freight, this will be regarded as a benefit.

8. Development proposals must not prevent or jeopardise the implementation of planned transport schemes unless it has been demonstrated to the satisfaction of the Council that:
a. the transport scheme is no longer required;
b. there is a feasible and viable alternative to it; or
c. the benefits of the proposed development would outweigh those of the planned transport scheme. Planned transport schemes include but are not limited to proposals for new or upgraded footpath, cycle path, bridleway, road, rail, bus and / or other public transport facilities that would be on the same site as, adjacent to or be otherwise affected by the development.

9. Further details of the operation of this Policy, for example those related to the Council's vehicle and cycle parking standards, standards for vehicle charging point provision, and to the requirements concerning transport assessments, transport statements and travel plans are set out in this Transport and Travel SPD.

- **PRIORITY FOUR: Support a strong, thriving, inclusive and well-connected economy**. This SPD sets out minimum standards for inclusive accessibility to all transport modes from new development sites.
- **PRIORITY FIVE: Create Green and Vibrant Places that reflect our heritage and culture**. This SPD supports delivery of cycling and walking infrastructure across the borough particularly along green networks.
- **PRIORITY SIX: Be a responsible Council**. This SPD places the health and wellbeing of its residents and visitors at the heart of this SPD encouraging active and healthy lifestyles and inclusivity.

The **Climate Response Plan (Pathway to net zero by 2040)**[53] reaffirms the Council's commitment to the net zero vision and sets out some of the immediate actions the Council are proposing to take. This SPD has a focus on active travel, sustainable and zero emission transport is key to meeting the net zero ambition.

The St Helens **Town Investment Plan** [54] sets out to transform St Helens' cultural and heritage offer through creating an impressive experience for visitors which builds upon the town's key heritage assets. This also includes providing improved key connections and enhanced public realm to encourage people to walk, cycle and use public transport to access the town centre, stay for longer, and help shift the focus back into the high-street as opposed to the out-of-town retail parks on its periphery.

The St Helens **Active Lives Strategy (2022-2027)**[55] sets out a vision to work in partnership to increase levels of physical activity across the whole population of St Helens Borough, whilst maximising opportunities for people experiencing inequality to participate in activities. It is clear that an enhanced transport network supportive of active travel will underpin the ability of residents and visitors to adopt healthier lifestyles.

This Transport and Travel SPD provides a mechanism from which to encourage delivery of infrastructure and positive outcomes identified in several other programmes and strategies such as the **St Helens Local Cycling and Walking Improvement Plan (LCWIP)**[56].

In summary, despite the breadth of national, regional and local policy and technical guidance available on different topics all documents are essentially aligned. The key common objectives throughout all national, regional and local policy are:

- a commitment to decarbonise transport.
- prioritisation of vulnerable road users.
- refocused policy and intervention for cycling, walking and wheeling.
- ensuring delivery of inclusive environments and mobility.
- achieving good street design and place-making, fostering social interaction and well-being.
- increasing the take-up of Zero Emission Vehicles (ZEVs), whilst reducing car dependency and unnecessary car trips.
- improving public transport provision and services.

Links

53. Climate Response Plan - St Helens Climate Change

54. Introduction - St Helens Borough Council

55. Our responsibility for public health - St Helens Borough Council

56. What is the St Helens Borough LCWIP? - St Helens Borough Council

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5.0 DESIGN AND ACCESS STATEMENTS

This section gives details on what a Design and Access Statement (DAS) is, what a DAS should include, and which types of development require the production of a DAS.

5.0 DESIGN AND ACCESS STATEMENTS

5.1 What is a DAS?

Planning legislation requires applicants to produce a DAS for some developments. The DAS should explain the design principles and concepts that have informed the development and the thinking behind a planning application. They should demonstrate how everyone, including disabled people, older people, and very young children, will be able to use the places being created. Such statements should include a written description and justification of the planning application, telling the story of the evolution of the final scheme. Photos, maps, and drawings can further illustrate the points made. A DAS is therefore a separate report which is required as part of the application process for major developments and some smaller applications.

5.2 What types of applications must produce a DAS?

pplication process for major developments and some smaller applications.

Article 8 of the Development Management Procedure Order sets out that the only types of applications for planning permission where the production of a DAS is mandatory will be:

- Major Development (for both 'full' and 'outline' applications).
- The provision of one or more dwelling houses where any part of the development is in a designated area (i.e., conservation area).
- The provision of a building or buildings where the floor space created by the development is 100 square metres or more where any part of the development is in a designated area (i.e., conservation area).
- It is an application for a listed building.

(Note: the phrase 'designated area' is defined as a conservation area or a World Heritage Site).

However there are circumstances when a DAS is **not** a mandatory requirement even for applications for planning permission that fall within any of the above categories, these are:

- to remove or vary a condition.
- to extend the time limit for the implementation of an extant planning permission.
- for engineering or mining operations.
- for a material change in use of the land or buildings.
- For development which is waste development.

Please do contact the Council's Development Control Service if you are unsure as to if you must produce a DAS.

5.3 DAS Minimum Requirements

An application should be accompanied by a DAS that:

- explains the design principles and concepts that have been applied to the development, for example relating to the amount, ayout, scale, landscaping and appearance of the development.
- demonstrates the steps taken to appraise the context of the development and how the design of the development takes that context into account.
- explains how issues regarding access to the development have been considered e.g. the policy adopted relating to access and how relevant local plan policies have been taken into account, whether any consultation has been undertaken, how any issues which might affect access have been addressed, how prospective users will be able to gain access to the development from the existing transport network, reasons for choosing the main points of access to the site and the layout of internal routes, and how features which ensure access will be maintained.

Applications for Listed Building Consent still require a DAS which should explain:

- the design principles and concepts that have been applied to the works.
- the special architectural or historic importance of the building.
- the particular physical features of the building that justify its designation as a listed building.
- the building's setting.
- the policy adopted as to access, including what alternative means of access have been considered, and how the policies relating to access in relevant development documents have been taken into account.
- how specific issues which might affect access to the building have been addressed.

The level of detail in a DAS should be proportionate to the complexity of the application but it does not need to be overly long. Statements should be concise, covering all the design and access issues that are relevant to the development. Importantly, the DAS should help better understand the design and access principles of a development. For most straightforward planning applications, the DAS may only need to be 1 to 2 pages long.

5.4 What is the Access Element of a DAS?

The 'Access' element of the DAS will require several issues to be considered in order to ensure equality of access for all and that all users can move around the site, comfortably, safely, and easily.

The requirement to consider these issues compliments the approach taken in this SPD to ensure a choice of access for users of a site. Crucially, some of the information that is requested with the Design and Access Statement will assist in completing the requirements of this SPD.

It is important for a DAS to be site specific. Consequently, a DAS should be supported with images, statistics (e.g. current, and potential travel demand data), and guidelines to demonstrate that a proposed development is sustainable in terms of transport provision (with a particular focus on walking, cycling and wheeling alongside public transport), including how it connects and integrates with its unique context.

5.0 DESIGN AND ACCESS STATEMENTS

Table 3: DAS Access Requirements

DAS Access Requirement	Recommended content
Access Policies and Consultation	Include relevant Local Plan policies and explain how they have been considered; and include information on consultation carried out with community groups, access groups, etc.
Access to a building	• Explain how surrounding roads, footpaths and sightlines will be linked. Early consideration of lighting location and the levels of lighting, as well as signs and desire lines can help to achieve a high standard of accessibility: • Diagrams showing how people can move to and through the place, including pedestrians, bicycles, people with mobility issues and vehicles (including servicing access if relevant); and • Describe how levels change within public spaces, including pavement and dropped kerbs, bus stops, parking spaces, including blue badge holders, at train stations and parks.
Access within the building itself	• The inside of a building is not normally shown on a planning application but unless the layout inside a building is considered it would be difficult to see where the entrances and fire exists should go: • Include information on the visibility of entrances and access to the building through entrance areas or front doors, as well as access to facilities such as toilets: • Show that disabled people will not be segregated and will be able to move around within a building at all levels and use the same entrances, corridors, and rooms as everyone else without detour; and • Detail how access for the emergency services will be provided.

To promote an increase in cycling and walking a DAS should:

- Be supported with images, statistics, and guidelines to demonstrate that a proposed development is sustainable in terms of transport provision and how it connects and integrates within its specific context.
- Clearly demonstrate that the proposed development prioritises walking and cycling, using LTN 1/20[57], Manual for Streets[58] and other forthcoming guidance (as directed by Active Travel England as the national agency) and other guidance as a reference.
- A demonstration of how the proposed development will promote sustainable travel.
- Be indicative of how the proposed development will relate to public transport networks (both local and regional).

Please also refer to the **DfT Inclusive Mobility**[59] report as referenced in Section 4 (Policy and Guidance) of this SPD when preparing a DAS. Good design can contribute to inclusive sustainable modes of travel and enhance the environmental quality of a scheme.

Discussions are welcomed at the earliest stage to consider how the design of your proposed development complements the wider street environment, please also refer to the **St Helens Design Guide SPD**[60], which sets out a series of principles for good design, a process through which this can be achieved, and then sets out ways in which objectives can be applied to specific issues.

Where new development may affect a sensitive area e.g. conservation area or other area of high value in terms of its streetscape / landscape character and visual amenity, a sensitive design approach should include the use of appropriate materials and street furniture that would complement and enhance the local historic character.

The incorporation of Sustainable Drainage Systems (SuDS), in the design of streetscapes, new car parks, etc. should be considered where practical. This can help to prevent localised flooding associated with the urban drainage system and can also have additional benefits with regards to biodiversity, landscape / townscape character and visual amenity and recreation depending on the system installed. Careful design is required to reduce the impact of impermeable surfaces which may cause flash flooding; implementing SuDS could help reduce impacts. Good design, green landscaping and planting can reduce climate change impacts such as flooding, reflection, and urban heat issues.

For further guidance on completing a DAS please see **Design and Access statements: how to write, read and use them (CABE, August 2006)**[61] and the **RIBA guidance** on how to write an effective Design and Access statement noting that a DAS is now only required for applications as described in paragraphs 5.4 to 5.6 of this SPD.

Guidance: Decide and Provide

Please review your application and determine the need to produce a DAS for your development. Please follow the minimum DAS requirements as set out in this section, expanding where necessary.

Links

57. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

58. Designing and modifying residential streets - GOV.UK (www.gov.uk)

59. Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

Links

60. Adopted plans and policies - St Helens Borough Council

61. Design and access statements: how to write, read and use them (designcouncil.org.uk)

62. How to write an effective Design and Access Statement (architecture.com)

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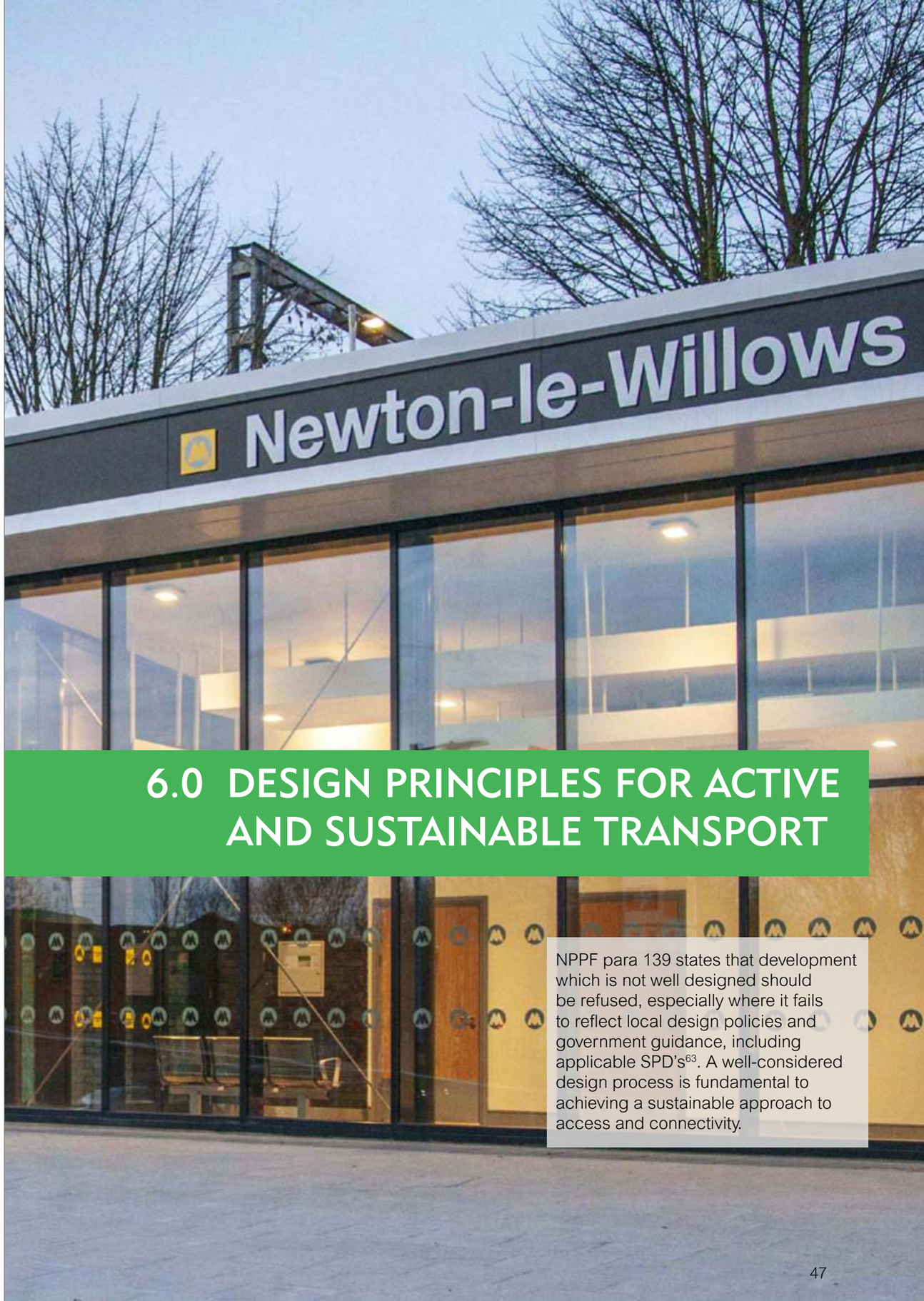

6.0 DESIGN PRINCIPLES FOR ACTIVE AND SUSTAINABLE TRANSPORT

NPPF para 139 states that development which is not well designed should be refused, especially where it fails to reflect local design policies and government guidance, including applicable SPD's[63]. A well-considered design process is fundamental to achieving a sustainable approach to access and connectivity.

6.0 DESIGN PRINCIPLES FOR ACTIVE AND SUSTAINABLE TRANSPORT

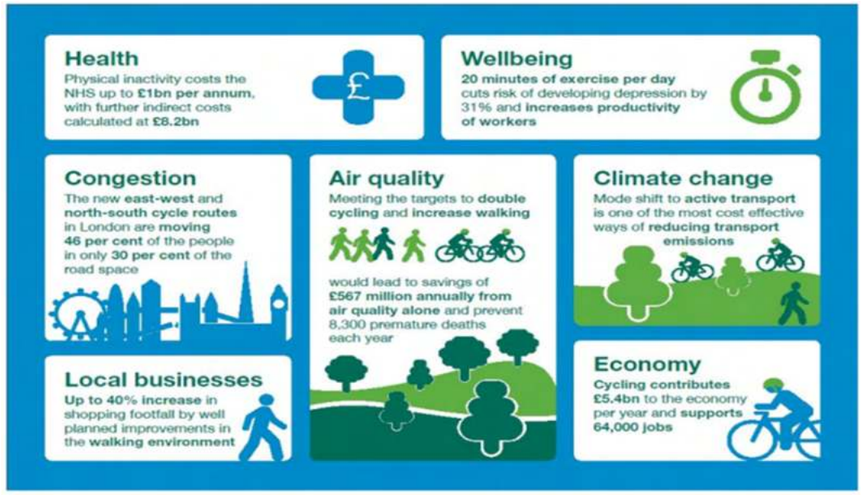

Figure 8: The benefits of cycling and walking investment
(Source: Cycling and walking investment strategy (CWIS))

6.1 Cycling and Walking - Street & Infrastructure Design

There has been an increased focus and awareness of the benefits of cycling and walking and the importance of considering these modes of travel as an integral part of the design process. Section 4 in this document sets out the wider policy context clearly demonstrating the commitment to and importance of prioritising the delivery of walking, cycling, wheeling and public transport. High quality cycling and walking investment not only benefits the road network by reducing congestion but also significantly benefits physical and mental health and well-being of people, opening up travel horizons by bicycle and improving air quality by reducing transport emissions.

It is noted that besides the significant economic and social benefits in encouraging active travel modes, offering alternative modes provides equitable transport provision as a more affordable solution. St Helens is one of the most economically deprived authorities in England, with challenges relating to incidences of poor health, therefore increasing the use of active travel modes is vital to help address determinants of poor health.

As identified in the St Helens **Joint Strategic Needs Assessment**[64], 71.2% of adults in the borough have excess weight (overweight or obesity) equating to more than 100,000 adults within the Borough. According to the **Active Lives Survey**[65], 26% of the adult population in the UK is not active at levels to benefit their health and approximately 29% of adults in St. Helens do not meet physical activity recommendations i.e. doing less than 30 minutes of moderate intensity activity per week. On the other hand, St Helens has the highest proportion of a population with nearby access to woodland in the Northwest of England, providing a unique opportunity to encourage greater levels of walking and cycling through green active corridors.

The Department for Transport released '**Gear Change**'[66] in 2020 as a strategic vision to increase the number of people cycling and walking in the United Kingdom. One of the key themes of the Strategy is the creation of 'Better Streets for Cycling & People' which focusses on a significant increase in the quality and design of cycling infrastructure (see Figure 9).

Whilst these principles are a consideration for **all relevant applications**, they are even more crucial for large-scale, major applications. As set out in the policy and guidance section, Active Travel England brings a new level of scrutiny to major developments over set thresholds, cross-checking that high quality well-considered walking and cycling infrastructure is being developed through planning applications.

Local Transport Note for Cycle Infrastructure Design (LTN 1/20)[67] is strongly advocated by Active Travel England and St Helens Borough Council. LTN 1/20 provides design guidance for cycling infrastructure. There are 5 Core Design Principles which are set out as essential requirements to deliver high quality infrastructure and achieve

Links

63. NPPF para. 134 source: National Planning Policy Framework (publishing.service.gov.uk)

64. Data and statistics - St Helens Borough Council

65. Our responsibility for public health - St Helens Borough Council

66. Gear change: a bold vision for cycling and walking (publishing.service.gov.uk)

67. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

6.0 DESIGN PRINCIPLES FOR ACTIVE AND SUSTAINABLE TRANSPORT

Links

68. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

Figure 9: Gear Change - Cycling and Walking Key Design Principles (Source: Gear Change[67])

more people travelling by cycle and foot. These principles state that walking should be Coherent, Direct, Safe, Comfortable and Attractive; and the guidance indicates that inclusive and accessible design should run through all proposals.

Please do refer to LTN 1/20 as there are further summary principles defined within the document to help achieve the delivery of high-quality infrastructure.

Specific reference should be given to Chapter 14 of LTN1/20, integrating cycling with highway improvements and new developments. Appropriate cycle facilities should be provided within all new and improved highways in accordance with the guidance contained therein, regardless of whether the scheme is on a designated cycle route, unless there are clearly defined and suitable alternatives.

6.2 St Helens Local Cycling and Walking Infrastructure Plan (LCWIP)

The Council has developed a Local Cycling and Walking Infrastructure Plan (LCWIP)[69] that should be read in conjunction with the Liverpool City Region LCWIP. The St Helens LCWIP was developed in line with the following; The St Helens LCWIP follows the core design principles of LTN1/20 and categorises new schemes by the desire lines they satisfy;

- **Regional:** Connections to wider regional locations outside St Helens Borough (i.e., routes planned within the Liverpool City Region LCWIP[70])
- **Primary:** Connections to towns within St Helens Borough (as a result of selected Primary Desire Lines)
- **Secondary:** Connections to main attractors (as a result of selected Secondary Desire Lines)

Applicants should review their proposals to understand how any proposed development may support/interact with the network as identified in the St Helens LCWIP and also the LCR LCWIP.

6.3 Manual for Streets

Manual for Streets - Designing and modifying residential streets (MfS1)[71] was produced in 2007 and provides guidance about the design, construction, adoption and maintenance of new residential streets. It can also be applied when redesigning existing residential streets.

A companion guide **Manual for Streets 2 - Designing and modifying non-trunk roads and busy streets (MfS2)**[72] followed and expanded on the design advice in MfS1 to include how to plan and improve busy urban and rural streets.

MfS was vital in changing the approach towards transport guidance, addressing the importance of 'movement' and also highlighting that transport schemes had to address the 'quality of places'. It is widely used a reference point linking planning and street design.

A third version of Manual for Streets provides more advanced detail on the relationship between streets and the

Links

69. What is the St Helens Borough LCWIP? - St Helens Borough Council

70. Liverpool City Region Combined Authority: LCWIP

71. Designing and modifying residential streets - GOV.UK (www.gov.uk)

72. Designing and modifying non-trunk roads and busy streets - GOV.UK (www.gov.uk)

6.0 DESIGN PRINCIPLES FOR ACTIVE AND SUSTAINABLE TRANSPORT

Links

73. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk) - Figure 1.1 page 8

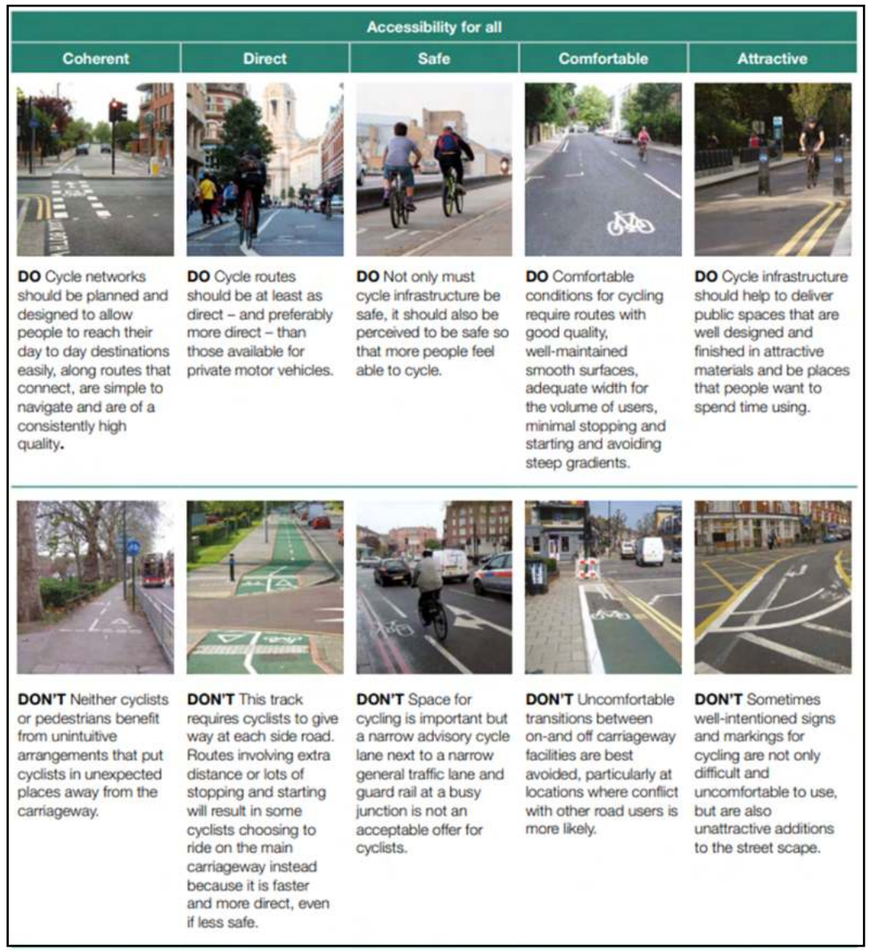

Figure 10: LTN 1/20 Core Design Principles
(Source: DfT, Local Transport Note 1/20[73])

quality of places and their effect upon people's lives and the natural environment. This latest available version of MfS should therefore be referred too.

6.4 Other Useful Guidance

As set out in Section 4 Policy and Guidance there are further practical guides available to help guide development and planning processes such as:

- **Better Planning, Better Transport, Better Places**[74].
- **Building for a Healthy Life - Design Toolkit**[75].
- **Streets for a Healthy Life**[76].
- **Net Zero Transport: the role of spatial planning and place-based solutions**[77]

Numerous other tools are provided to assist local authorities in planning, implementing, and assessing active travel infrastructure. As an executive agency of the Department for Transport, ATE will act as a consultee for sustainable transport infrastructure components of planning applications. The tools which ATE recommend are found at: https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit#tools-and-funding

6.5 High Quality Infrastructure

This Transport and Travel SPD recommends delivery of best practice transport scheme design prioritising the installation of high quality and compliant (LTN 1/20) cycling & walking infrastructure as part of all applicable developments. This is in alignment with the objectives of St. Helens Borough Council, the Liverpool Combined Region (through the LCR LCWIP) and regional and national policy and guidance. Examples include:

- Bus Stop Bypasses.
- Bicycle-Friendly Junctions ('Cyclops' Junctions).
- Modal Filters and Contraflow systems.
- Signalised Pedestrian Crossings/'Toucan Crossings.
- Motorway and A-road crossings considerate of pedestrians, cyclists. and other road users (e.g., equestrian routes).

In addition, wider considerations for design and infrastructure should consider the following non exhaustive list:

- Permeability of site for pedestrians and cyclists
- Highways safety measures / traffic calming / pedestrian and cycle friendly infrastructure
- Site speed limits
- Restrictions on car movements within the site
- Parking restraint or car-free site (with provision for disabled parking.
- Location of parking to minimise intrusion and avoid dominance of the site.
- Areas for social exchange, recreation, seating, play and biodiversity
- Cycle parking for residents and visitors
- Cycle shower / changing facilities in site workplaces (if applicable)
- Requirements for bus routing considered in road design

Links

74. Better Planning, Better Transport, Better Places | CIHT

75. Building for a Healthy Life | Other Manuals and Briefings | Urban Design Group (udg.org.uk)

76. Streets for a Healthy Life - GOV.UK (www.gov.uk)

77. RTPI | Net Zero Transport: the role of spatial planning and place-based solutions

6.0 DESIGN PRINCIPLES FOR ACTIVE AND SUSTAINABLE TRANSPORT

Links

78. Inclusive mobility: making transport accessible for passengers and pedestrians - GOV.UK (www.gov.uk)

- Bus infrastructure – e.g., bus stops, shelters, bus gates and real time information (note – parish council approval required as they will be responsible for maintenance of shelters).
- Adoption of home zone principles or home zone features.

6.6 Inclustivity in Design

It is imperative that designs are fully inclusive and meet the needs of all disabled people who live, work, or visit St Helens and that needs are fully considered from the outset in the design of any development. Developments should adhere to the guidance and principles outlined in **Inclusive mobility: making transport accessible for passengers and pedestrians**[78] which provides best practice for improving access to public transport and creating a barrier-free pedestrian environment.

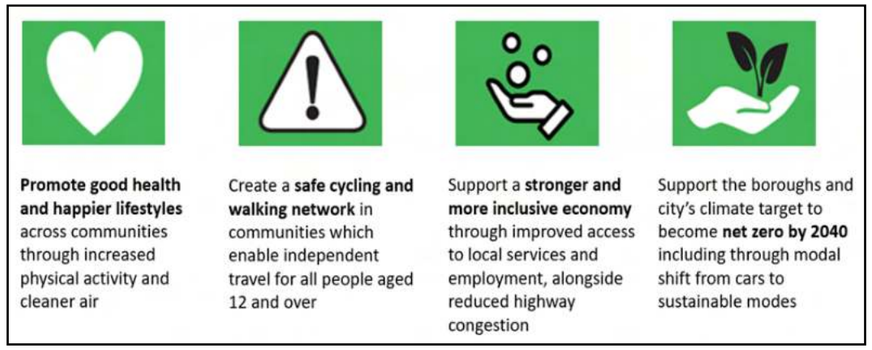

Figure 11: St Helens LCWIP Goals

Guidance:
Street Design for Sustainable and Active Travel

New development will be expected to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians and cyclists by satisfying the following within the design and specified in the accompanying DAS (if applicable):

a. Integrate effectively with existing developments to reduce car use and utilise existing footpath and cycle networks.
b. Provide safe, secure, and convenient routes for cyclists and pedestrians through new developments, including to and through proposed areas of public realm and public open space.
c. Ensure all properties are within 400 metres walking distance of a bus stop and within 800 metres walking distance to a rail station.
d. A requirement (where applicable) for commuted sums for improvements to roads/footpaths (pavements). These can contribute to the implementations of footways; dropped kerbs; improved lighting and signage.
e. For larger schemes, the possibility for new, diverted, or increased frequency bus routes through sites will need to be reviewed and where necessary, additional accessible bus stops shall be required and consequently provided.
f. Provision for secure cycle storage shall be provided as an integral part of new development and be in a convenient place that is well overlooked by residents. There should also be the provision for long stay bicycle parking e.g., at train and bus stations (further details re: cycle parking standards found in Appendix C).
g. The requirement to demonstrate how development has prioritised best practice network infrastructure as per Chapter 5 of Cycle Infrastructure Design (LTN 1-20)
h. To clearly demonstrate the needs of all disabled people are considered in the design of transport and pedestrian infrastructure in accordance with Department for Transport's 'Inclusive Mobility' guide.

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7.0 MINIMUM ACCESSIBILITY STANDARD REQUIREMENTS

A number of factors affect the accessibility of a development. To assess how “accessible” a development is by all modes of transport the Council will use a Minimum Accessibility Standard Assessment (MASA). It is expected that all applicants must complete a MASA (an excel spreadsheet has been provided for convenience). This section includes the accessibility checklist for reference and provides further guidance on expectations for each accessibility area. Please read this section and complete the accompanying MASA spreadsheet or tables in Appendix A, for submission with your application.

7.0 MINIMUM ACCESSIBILITY STANDARD REQUIREMENTS

Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location. This is in adherence with Local Plan Policy LPA06 Transport and Travel, which states that:

New development will only be permitted if it would:

a. *maintain the safe and efficient flow of traffic on the surrounding highway network. Development proposals will not be permitted where vehicle movements would cause severe harm to the highway network;*
b. *be located and designed to enable a suitable level of access (having regard to the scale and nature of the proposal) to existing and / or proposed public transport services;*
c. *provide appropriate provision of charging points for electric vehicles;*
d. *enable good levels of accessibility by walking and cycling between homes, jobs, and services;*
e. *provide for safe and convenient pedestrian, cycle and vehicular access and movement to, from and within the development;*
f. *include adequate access arrangements for emergency, service and refuse collection vehicles; and*
g. *provide sufficient on-site parking for persons of limited mobility, service vehicles, and cycles that must at least meet the Council's minimum standards, and adequate parking for all other vehicles.*

7.1 Who Completes the Assessment

Figure 7 in Section 3 of this SPD indicates that everyone should complete the assessment prior to submitting a planning application.

Completion of the assessment before submitting proposals will ensure that minimum accessibility standards will be met. It will be used (if necessary) as a basis for seeking further modifications to the application and for making recommendations to the local planning authority.

7.2 Principles of Accessibility

A number of factors (both existing, and improvements that can be made) affect the accessibility of a development. These factors make up the accessibility assessment. The development will be expected to meet these factors in the checklist depending on its proposed type, size, and location.

For developments the Council will generally apply the following principles:

- We would encourage developers to locate their developments and/or identify development opportunities in areas with the best levels of access (e.g. town or district centres). In such locations we encourage higher density development, depending on other planning considerations. Developments in these areas will be able to meet more of the factors which affect accessibility, and make the most of the opportunities to prioritise walking, cycling and public transport;
- At sites with poor access, developers will be required to contribute to the cost of providing improvements for pedestrians, cyclists, public transport users, or necessary highway improvements. If this is not provided to an acceptable standard a planning application may be refused on grounds of accessibility; and
- For larger developments more accessibility factors will be expected to be met.

7.3 How to Use the Accessibility Standard Assessment

Four main areas have been identified where the Council would expect developers to comply with set criteria in relation to accessibility. The areas identified are:

- Accessibility for Walking;
- Accessibility for Cycling;
- Accessibility for Public Transport (Rail and Bus separately); and
- Accessibility for Vehicle Access and Parking.

Within this SPD, St Helens Borough Council have opted to use a checklist approach with scoring when assessing the accessibility of the proposed development site. All the accessibility criteria identified play an important role in achieving a fully accessible development. Details on the requirements needed for a development in relation to accessibility are given below.

It is the aim of St Helens Borough Council that all development complies with all the criteria listed. It is accepted that development sites in their current role may not meet all the accessibility criteria set. As part of undertaking the accessibility assessment for the development, consideration must be given to how the development will be made to meet the accessibility criteria. It is intended that the assessment acts as a guide for developers to be able to identify where accessibility improvement will be required from the offset. This process must be viewed as the first stage in working with the Council in making sure that future developments within St Helens are fully accessible for all users.

Links to useful documents to help in this process are set out in Section 4 (Policy and Guidance) of this SPD, and include:

- DfT Manual for Streets[79]
- LTN 1/20 Cycle Infrastructure Design[80]
- DfTs Inclusive Mobility[81]
- St Helens Street Design Guide[82]
- TRICs Decide and Provide[83]

Each accessibility area should be examined for all development. Each 'check' list must be completed as part of the accessibility assessment. Failure to do this and provide sufficient details within the assessment, when required to do may result in holding up the planning process and may result in an application being refused.

It is also required that accessibility mapping be undertaken as part of the accessibility assessment. This should be used to identify the proportions of the population who have access to the development and local services etc within the relevant distance and time frame, per mode.

Links

79. Designing and modifying residential streets - GOV.UK (www.gov.uk)

80. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

81. Inclusive mobility: making transport accessible for passengers and pedestrians - GOV.UK (www.gov.uk)

82. Adopted plans and policies - St Helens Borough Council

83. TRICS® Decide and Provide Guidance

7.0 MINIMUM ACCESSIBILITY STANDARD REQUIREMENTS

7.4 Accessibility for Walking

The accessibility criteria for walking considers five areas:

- Safety;
- Location;
- Internal Layout;
- External Layout; and
- Links to Network

Development that complies with all criteria will be deemed fully accessible for walking by the council. In order to assess your developments accessibility by walking, please first answer the questions as set out in Appendix A. If for any reason the development does not comply with any of the criteria justification as to why not must be given and/or what measures will be put in place to comply with the criteria.

Developers and development teams should think about matters such as walking routes to the nearest public transport access points, be they a local rail station or the nearest appropriate bus stops, for example:

- Are these routes of an adequate nature?
- Do they require enhancements?
- Is there a need for additional road crossing points?
- Is there a need for a new footway?
- Is the lighting in the area appropriate?

At the same time as looking at the walking routes between a potential development and its nearest public transport access points, particularly if one of those access points is a station, consideration should also be given to potential cycle routes.

7.5 Accessibility for Cycling

The accessibility criteria for cycling considers six areas:

- Safety
- Cycle Parking
- Location
- Internal Layout
- External Layout and External Access
- Facilities for Cyclists

Developments, which comply with all criteria, will be deemed fully accessible for cycling by the Council. In order to assess your developments accessibility by cycling please first answer the questions as set out in Appendix A. If for any reason the development does not comply with any of the criteria justification as to why not must be given and/or what measures will be put in place to comply with the criteria.

As part of any cycle audit the development teams should be looking at the cycle routes between the proposed development and the local cycle network as well as cycle parking within the vicinity or within development, as part of their local cycling policies. Cycle access to the rail network should be included in this audit.

7.6 Accessibility for Public Transport

The accessibility criteria for public transport considers three areas:

- Location and Access to Public Transport
- Frequency of Public Transport
- Contribution to service enhancement

All existing public transport routes and service information can be found on the Merseytravel website[84].

In order to assess your developments accessibility by public transport first answer the questions as set out in Appendix A. If for any reason the development does not comply with any of the criteria justification as to why not must be given and/or what measures will be put in place to comply with the criteria.

Any major new developments should ensure that its nearest appropriate bus stops are brought up to LCR best practice standards, with good quality shelters and passenger information where appropriate. If a rail station features in the access arrangements for a development, then the development team should consider if there any appropriate enhancements that could be made to the access to the local station, which a developer could and should contribute to.

On larger developments, which may be some distance from the public transport network, the development team should ask themselves if there is a requirement for enhancement or diversion of bus services, or even the provision of a new service to meet the need of the development.

7.7 Accessibility by Vehicle and Parking

If enhancements need to be made to meet or exceed the MASA assessment for a particular mode of transport, then the relevant instruments should be employed to ensure that developers contribute appropriately to enhance or upgrade facilities or service improvements.

If there is a requirement to provide a new piece of highway in or through the development to create good quality public transport access and cycle access to a development the developer can be asked to fund such a provision through a Section 106 or Section 278 process.

Beyond the provision of physical infrastructure for public transport enhancements to developments, if there is a requirement to enhance the bus network to ensure that a new development is adequately served by public transport, an existing bus service can be diverted from its present route, closer to a new development by a number of means. If it is a commercial service, a diversion can be negotiated with the commercial operator, which, if necessary, can be achieved by the payment of a de-minimis sum, under the Transport Act 1985 and the Transport Act 2000. Any such payment can be funded via a Section 106 (Town & Country Planning Act) requirement.

If the service is a Merseytravel supported provision, then a diversion can be achieved via negotiation with Merseytravel, which, once again can be provided through Section 106

Links

84. Merseytravel: Routes & Maps

7.0 MINIMUM ACCESSIBILITY STANDARD REQUIREMENTS

funding from the developer. If the enhancement to the bus network that is required is of a more substantive nature, then an additional vehicle to an existing service or a new service can also be funded by similar arrangements through Section 106 payments.

It is normal practice, in all of the above instances, to seek developer funding for any bus service enhancements for a period of no less than five years, in order to permit a bus service's relationship with the new development to become established.

In order to ensure that the optimum use is made of any funding, the development team may need to define and agree to an appropriate trigger point for the start of new services and or provisions to potential developments. These trigger points should take into consideration such factors as the number of properties completed and occupied in a residential development, the number of employees starting work within a significant employment-related development, or the opening date of a major retail development, as suitable target dates for the commencement of services or the introduction of other provisions.

Whilst all of the above measures in themselves do not represent complex arrangements, if they are deployed in a co-ordinated manner following a methodical assessment of the sustainable access issues for a new development then sustainable access to sites can be significantly enhanced. In undertaking this work, developers and development teams should ensure that access arrangements introduced benefit all members of the community.

Guidance: Accessibility Assessment

All applicants should complete the Minimum Standard Accessibility Assessment (MASA) prior to submitting a planning application. This process must be viewed as the first stage in working with the Council to make sure that future developments within St. Helens are fully accessible for all users. Please note the following;

a. Where possible, developments generating large numbers of movements should be located in areas with high levels of access or close proximity to employment, educational sites, and other public amenities (e.g., town centres). The purpose of this being to allow developments to be accessible by all modes of transport, but to prioritise walking, cycling and public transport.

b. Please review each accessibility mode assessment and confirm if the development complies or not for each accessibility type

c. Where a development does not comply, the applicant should set out the reasons and how an improvement to the development could be made if possible

d. The application will be expected to utilise the guidance detailed in documents such as LTN 1/20 (for walking and cycling) and Manual for Streets where applicable.

e. If suggestions identified in the checklist are not considered achievable by the applicant but deemed achievable by St Helens Council, then these identified accessibility improvements are to be included as a set of planning conditions for planning approval. This may include monetary contributions from applicants / developers where applicable and where it can be shown that it would be of benefit to future residents, staff, or occupiers to provide improvements to existing and / or new infrastructure.

f. If improvements are not considered achievable, then comprehensive and justified reasons will be detailed to be taken into account with all other considerations of the planning application.

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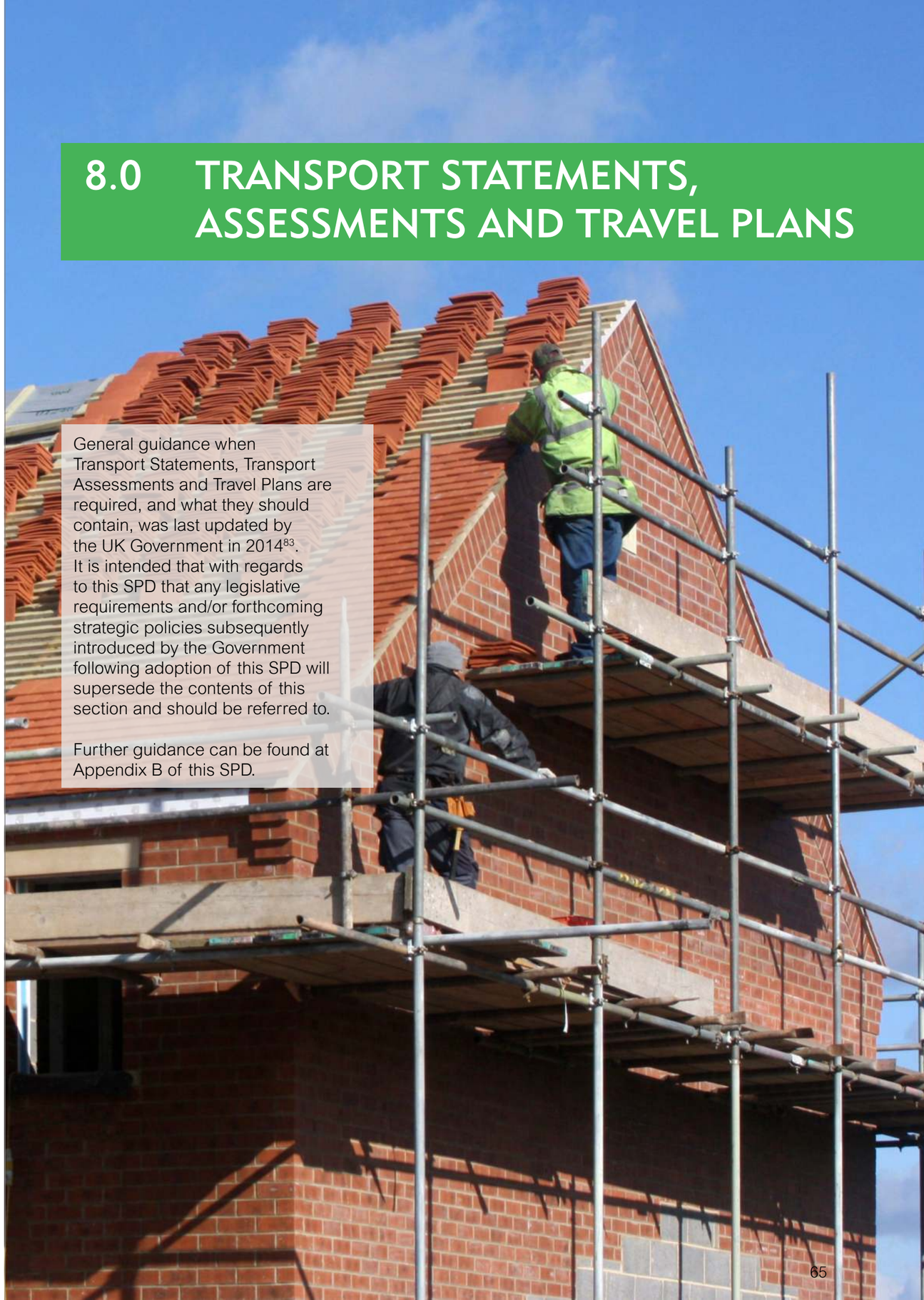
8.0 TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS



General guidance when Transport Statements, Transport Assessments and Travel Plans are required, and what they should contain, was last updated by the UK Government in 2014[83]. It is intended that with regards to this SPD that any legislative requirements and/or forthcoming strategic policies subsequently introduced by the Government following adoption of this SPD will supersede the contents of this section and should be referred to.

Further guidance can be found at Appendix B of this SPD.

8.0 TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

8.1 Transport Statement vs Transport Assessment[85]

Transport Assessments (TA) and Transport Statements (TS) are ways of assessing the potential transport impacts of developments and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans.

TAs are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter touch' evaluation to be used where this would be more proportionate to the potential impact of the development i.e., in the case of developments with anticipated limited transport impacts.

Where the transport impacts of development are not significant, it may be that no TA or TS or Travel Plan is required. Local Planning Authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.

Local Planning Authorities are required at present to make a judgement as to whether a development proposal would generate significant amounts of movement on a case-by-case basis.

The overall objective of the TA and TS should be to identify mitigation measures for any adverse consequences of the proposed development. This can help to inform any Travel Plan developed, along with the agreed infrastructure improvements, including those outlined through S106 (or any equivalent process such as an Infrastructure Levy).

8.2 Travel Plans[86]

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

Whilst all developments requiring a Travel Plan will require a Full Travel Plan at some point there are several types of travel plan which may be more appropriate in the initial stages. The various options are summarised below:

- **Full Travel Plan -** In the case of development proposals where the proposed use and accessibility needs are known a Full Travel Plan will be required. Developments such as schools, residential, single occupier retails units, health centres, restaurants, etc. will all require Full Travel Plans to be prepared and submitted as part of the formal planning application even if that application is in outline form.
- **Interim Travel Plan -** may be acceptable where the exact scale and split of uses cannot be identified at the planning application stage. How the Travel Plan is delivered will be confirmed once the ratio of each use type is known and may form part of a reserved matters application or be subject to a planning condition.
- **Framework Travel Plan -** Where an 'end user' or 'users' are not known a Travel Plan Framework is produced in a format that supports the development of subsequent individual plans for each element of the development. This type of Travel Plan is commonly used for large mixed-use developments where several different uses and occupiers are proposed but may not be known at the time of the planning submission.
- **Area Wide Travel Plan -** is commonly used as part of a development Masterplan and where multiple sites are under consideration; however, once the development proposals are at the stage of formal submission to the Local Planning Authority it is likely that they have been sufficiently progressed to allow a Full, Interim or Framework Travel Plan to have been prepared to accompany the submission.

Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration will be given to Area Wide Travel Plans and measures that form a Travel Demand Management Strategy.

Travel Plans should not merely simply be seen as a means to gain planning permission, but instead a dynamic process for managing access and improving choices that continues for the life of the development, requiring ongoing commitment from developers and occupiers.

When is a TA, TS and Travel Plan required?

In determining whether a **TA or TS** will be needed for a proposed development, the following considerations should be taken into account[87]:

- the Transport Assessment and Statement policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area; and
- whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g., assessing traffic generated at peak times).

Links

85. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)

86. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk) - paragraph 4

Links

87. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk) – paragraph 3

8.0 TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Links

88. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk) - paragraph 13

89. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk) - paragraph 9

90. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)

In determining whether a **Travel Plan** will be needed for a proposed development, the following considerations should be taken into account[88]:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (e.g., minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

Where relevant, applications should be preceded by scoping discussions or a scoping study to enable specific matters related to the development site to be discussed with Highways Officers. It would also be beneficial if the initial TA was submitted at pre-application stage to address any particular issues or concerns to avoid delay in determining the planning application.

It is advisable that pre-application scoping discussions occur where relevant with adjacent highway authorities, National Highways and ATE.

8.3 Contents of a Transport Assessment Guidance

The need for, scale, scope and level of detail required of a TA (or TS) should be established as early in the development process as possible. Reference should be made to **Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)**[89] (paragraphs 14 and 15 in the first instance).

The scope and level of detail in a TA or TS will vary from site to site; however, St Helens Borough Council retain the right to request additional detail, analysis, and assessments were deemed necessary.

All submitted TAs should follow the basic requirements of **Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)**[90] (paragraphs 14 and 15 in the first instance). Documents that comply with this guidance will enable officers to make a speedy response; conversely documents that do not follow this requirement could affect timescales for response and may involve requests for additional information.

The following information provides expanded specific technical content expected for most applications requiring of a TA. Other information will be confirmed during scoping discussions.

Site and locality description

This section should cover the detailed information relating to the site itself. Location and layout plans should also be provided. Typical details would include, but not be limited to, the following:

- The location of the site relative to the wider area and the transport network;
- Details of the permitted and existing use of the site; including details of the existing occupants, operating characteristics (e.g., opening hours, number of staff on site etc.) or whether the site is vacant;
- Details of the land within the applicant's control, particularly in relation to the extent of the highway boundary;
- Operational aspects of the proposed site – hours of operation, uses of individual buildings / site areas, size of development and access proposals; and
- Audit of existing footway, cycleway, greenway, and Public Right of Way standards in the site locality.

8.4 Policy and Guidance Context

This should set out, in summary form the most relevant policies to the site and the proposed use. The policies to be reviewed will vary between applications but, in the first instance should include the National Planning Policy Framework, the Local Transport Plan and the St Helens Local Plan.

With regards to the **National Planning Policy Framework**[91] reference should be made to the entire chapter on Promoting Sustainable Transport. There is a tendency to focus solely on the test for severity (currently NPPF para 115); however, this misses the fact that whereas a scheme could be acceptable in terms of its wider impact, there are potential improvements in terms of layout and amenities to ensure that the proposal can be considered well-designed in accordance with the NPPF.

Furthermore, whereas a proposed layout could be considered appropriate because of the function and size of the site, the specific provisions can still be considered short of what is required to meet the clear policy tests.

In the context of Freight related development, adherence should be made to the Freight Management Section 11 of this SPD.

With regards the St Helens Borough Local Plan up to 2037, reference should be made to policies referring to both transport and the quality of design. Any site-specific policies should also be referenced. The policies should also be considered against the **Infrastructure Delivery Plan**[92], for example where cumulative impact necessitates junction upgrades. **Local Cycling and Walking Infrastructure Plans**[93] and **Rights of Way Improvement Plans**[94] should also be considered.

Specific Liverpool City Region policies e.g. as those referenced within Section 4 (Policy and Guidance) of

Links

91. National Planning Policy Framework - GOV.UK (www.gov.uk)

92. Call for sites (sthelens.gov.uk)

93. What is the St Helens Borough LCWIP? - St Helens Borough Council

94. Public rights of way - St Helens Borough Council

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this SPD should also be understood, referenced and evidence presented as to where the proposals both meet and do not meet the requirements.

The following additional policy and guidance (not exhaustive) should also be followed, understood, and evidenced against:

- Manual for Streets[95]
- National Model Design Code[96]
- Inclusive Mobility[97]
- LTN1/20[98]
- Equality Act 2010[99]
- St Helens Street Design Guide[100]

8.5 Accessibility

The Minimum Accessibility Standard Assessment (MASA) detailed within this SPD should be completed for every application and included within the TA.

Further accessibility analysis and mapping should be completed for Walking, Cycling and Public Transport (and other sustainable modes were deemed necessary).

In order to demonstrate accessibility, the use of digital mapping is required. Strict adherence to overarching guidance in terms of appropriate walking and cycling distances and quality of journey will also be expected.

The accessibility maps produced should form the basis of more detailed analysis for access from the site to key destinations and direct routes to/from the site to these key service areas and public transport facilities should be described.

Accessibility mapping for cycling should be fully cognisant of PRoWs that are designated 'footpath' only and full distinction should be made in the analysis to ensure that 'overestimation' of the cycling accessibility of a site is not made.

Walking

The internal layout must be fully accessible on foot and be designed to encourage walking. The layout should provide direct pedestrian routes following future and existing desire lines, should have natural surveillance, and avoid the need for pedestrians to cross large areas of parking, wide carriageways or areas that are likely to be obstructed. Pedestrian access to the development must be analysed with consideration to the following:

- Identification of key destinations within walking distances, together with the appropriate public transport facilities (i.e., bus stops and railway stations) and the walking routes available to / from them.
- Analysis and comment on the physical elements of identified routes (i.e., available widths, quality of surfaces, provision of convenient and safe pedestrian crossings, provision and quality of lighting, personal safety, and road safety hazards).
- Identification of shortfalls or issues along the routes which may discourage pedestrian movements, and details of required improvements.
- Analysis of points of conflict with vehicular traffic and any severance issues. This should include details of required improvements.

Cycling

The internal layout must be fully accessible for cyclists and be designed to encourage and facilitate cycle usage. Please refer to LTN 1/20 Cycle Infrastructure Design[101] and Manual for Streets[102]. The layout should incorporate direct routes through the site following likely desire lines which link the development to the road network and existing / proposed cycle routes, whilst minimising conflict between cyclists and motorised traffic. Cycle access to the development should be analysed with consideration to the following:

- Identification of the key destinations within the cycling isochrone together with the facilities accessible to them. Analysis of whether the identified routes are adequate to meet the needs of cyclists.
- Identification and comment on the cycle parking provision at key destinations, including cycle parking proposals at the development site.
- Analysis and comment on the physical conditions of key routes e.g., available widths, quality of surfaces, provision of measures to avoid conflict, provision and quality of lighting, and road safety hazards.
- Analysis and comment on the directness, attractiveness, and coherence of cycle routes.
- Identification of shortfalls along the routes and details of required improvements.
- Identification of any cycling improvements identified in support of the development proposals.
- Analysis of points of conflict with motorised traffic and any severance issues, and details of required improvements.

Details of cycle parking provision at both the development site and key destinations should also be included within this section. The majority of developments will be expected to include covered secure cycle parking in prominent visible locations which are convenient for building entrances and the provision of shower/ changing and locker facilities. Further information on cycling such as cycle routes can be found via **Cycling - St Helens Borough Council**[103]**.**

Public Transport

Public transport should be an integral element of any development and it should be demonstrated how the issue of ensuring public transport usage as a realistic alternative to private car trips has been addressed. Dependent on the size of the development, it may be appropriate for the internal layout to be designed to accommodate bus access. Early discussions should take place with the Council to identify the precise requirements. Bus access to the development should be analysed considering the following:

- Identification of the key destinations accessible by bus. This should include analysis of the bus services to these destinations in terms of frequencies and hours of operation.
- Locations of bus stops relative to the site should be identified, particularly those within 400m (walking routes to these should be

Links

95. Designing and modifying residential streets - GOV.UK (www.gov.uk)

96. National Model Design Code - GOV.UK (www.gov.uk)

97. Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

98. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

99. Equality Act 2010 (legislation.gov.uk)

100. Adopted plans and policies - St Helens Borough Council

Links

101. Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

102. Designing and modifying residential streets - GOV.UK (www.gov.uk)

103. Cycling - St Helens Borough Council

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- Assessment of the quality of the waiting facilities and service information available at the bus stops accessible from the site, with reference to the attractiveness to passengers, whether they offer adequate shelter, safety, and facilities available to allow access for all.
- Details of any existing / proposed bus priority measures in the vicinity of the development site or along key routes. Details of any discussions with Merseytravel or the bus operators should be provided within the appendices of the TA.

Rail access to the development should be analysed, with consideration given to the following:

- Access to the station on foot, by bicycle or using public transport. Convenient access by each of these modes should have been addressed in the relevant section of the report.
- Which principal destinations are served from the rail station.
- Details of the service frequencies and hours of operation to the principal destinations.
- Whether the station offers waiting facilities, shelter, safety, and facilities to enable ease of access for all.

8.6 Transport Impact of Development

The extent of the highway network to be considered within the TA should be agreed during scoping discussions with the Council's Highway Development Control Team. This will identify critical links, junctions, and other network features such as structures, crossings and cycle paths.

Baseline

Existing Traffic Network Traffic survey information should be collected provided detailing the existing road conditions over the area where development traffic would impact on the network.

Traffic flow data from previous recognised studies up to three years old can be used subject to any required uplifts or alterations to bring them in line with the application year; however, new surveys are always preferred. Surveys should relate to the vehicle classifications of the COBA Manual[104], and pedestrian surveys may also be required. It should be noted that specific walking and cycling surveys can be requested by Active Travel England.

Surveys should be mindful of the following points:

- Survey dates should be representative of typical conditions.
- Automatic Traffic Count (ATC) surveys near the site access points will assist to confirm if manual survey days are truly representative of overall conditions.
- Surveys should be carried out during the locally recognised neutral months of March to June and September to November (provided adequate lighting is available), although not during local school half-term dates.
- Surveys outside these dates may, in certain circumstances, be considered subject to applying agreed adjustments; this should be confirmed with Officers of the Highway Development Control Team prior to any surveys being commissioned.
- Queue surveys should be undertaken alongside traffic counts, to aid with junction model validation and understand residual network demand in congested locations.
- A data collection specification (scope and timings) should be agreed with the Highway Development Control Team.

The peak hours should be clearly identified from the traffic surveys undertaken and not just assumed to be 08:00-09:00 and 17:00-18:00. Assessment Years and Growth Analysis should be carried out for the identified opening year of the development and for five years from the date of opening, except for assessments that affect the A580, the A570 or the A58 when ten years from the date of opening should be carried out.

Traffic growth figures should be clearly identified using TEMPRO[105] and the latest datasets. Using alternative assumptions within the TEMPRO analysis may be considered in certain circumstances; full details of these alternative assumptions should be provided within the TA.

Where an existing network transport model is to be used, such as the St Helens Town Centre SATURN Model, the Parkside Link Road Traffic Model or the Liverpool City Region Traffic Model, this will be at the discretion and advice of the Highway Development Control Team.

The suitability of any traffic model for the purpose at hand will also be at the discretion of the Highway Development Control Team. Key points from the model such as type and age of origin-destination data will be considered before agreeing applicability for intended use.

Trip Generation

Trip generation should be identified and agreed with the Council's Highway Development Control Team prior to submission of any planning application so as to avoid analysis re-runs of disputed figures. Trip rates should generally be taken from the TRICS database although a first principles approach will be considered in some situations subject to prior agreement with officers from the Highway Development Control Team.

Trip rates within TRICS should be derived paying due cognisance to all relevant TRICS Good Practice guidance[106]. This should now include the 'TRICS Guidance Note on the Practical Implementation of the Decide & Provide Approach'[107], referenced previously in this SPD.

Trip rates should be derived on a full multi-modal basis, noting that provision for users in any subsequent design and assessment should be in accordance with the defined Modal Hierarchy. Use of Census data[108] and the National Travel Survey[109] can be used to help with multi-modal derivation however this should not be at the expense of advice within the TRICS Decide and Provide guidance.

Full details of the methodology and assumptions utilised within any trip generation approach should be included within the TA. It should be recognised that the calculated

Links

104. DMRB Volume 13 Section 1 Economic assessment of road schemes. The COBA manual. Part 3 - The application of COBA, Department for Transport - Publication Index | NBS (thenbs.com)

Links

105. Trip End Model Presentation Program (TEMPro) download - GOV.UK (www.gov.uk)

106. TRICS Good Practice Guide 2021

107. TRICS® Decide and Provide Guidance

108. Census - Office for National Statistics (ons.gov.uk)

109. National Travel Survey - GOV.UK (www.gov.uk)

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Links

110. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)

trip generation of a potential site is not simply a process for impact assessment but is a fundamental of the design process particularly in the context of placemaking.

Net trip generation will take into account trips from the previous or extant use of the site where applicable. If the previous occupant is still operational and the site is available for survey, its generation should be based on this. If the use of the site has declined, evidence must be supplied to back up any adjustments made to the survey data.

It should be noted that where a site has been vacant for over five years, or a long enough period for traffic growth/reduction (of all modes) on the adjacent highway network to equal potential trip generations, any permitted use for the land cannot be considered in the trip generation calculations and the site must be treated as a vacant use, unless there is direct evidence that the fall-back scenario is likely to materialise and can be put into effect without the need for additional planning consent. A fall-back position can only be considered if there is a possibility of it being implemented if the current application is refused.

Committed Development

The committed developments to be included should be agreed with the Highway Development Control Team prior to submission of the TA.

Adherence to **Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk)**[110] (paragraphs 14 and 15 in the first instance) will be required, and specifically where development that is consented or allocated and where there is a reasonable degree of certainty it will proceed within the next 3 years. The Council's Highway Development Control Team will be the arbiter of determining what constitutes a reasonable degree of certainty.

Committed development information will be provided from a variety of sources including prior TAs, Local Plan submission analysis and first principles approaches related to developable land assumptions, etc.

Committed schemes on the supply side, relating to highways, public transport, PRoWs or Travel Demand Management schemes will also be confirmed by the Highway Development Control Team and require appropriate inclusion within the TA.

Traffic Distribution and Assignment

Trip distribution and assignment should be identified and agreed with the Council's Highway Development Control Team prior to submission ofany planning application.

The most appropriate method of distribution and assignment of traffic will depend on the scale, nature, and location of the development but acceptable (subject to Highway Development Control Team approval) methods include isochronic distribution, gravity models, Census Journey to Work data, use of network traffic models and existing turning proportions. The TA should be clear on the understanding and differences between distribution and assignment and explain any differences in methodology.

The methodology used for the basis of distributing and assigning traffic to the network must be fully explained within the TA. If a gravity model has been used, an explanation of the formula used, and assumptions built into the model should be provided.

Committed development data should be assigned in accordance with the method used in the TA prepared for that development, or as agreed separately with the Highway Development Control Team. Clear diagrams showing the turning movements for vehicular trips should be provided.

HGV flows may be shown on the same diagrams or on a duplicate set of diagrams. Alternatively, all flows may be shown as PCUs if capacity analysis is done on this basis. Each diagram must be clearly labelled as to which flows it contains.

In certain instances it will be required that pedestrian and pedal cycle flows are plotted to diagrams and used to support assessments.

Capacity Assessment

The locations to be assessed should have been identified and agreed at the scoping stage. No thresholds for trip increases are specified as part of national guidance and as such the determination on need for assessment will be on the basis of the Council's Highway Development Control Team and Local Highway Authority network understanding.

Full details of all traffic model analysis (irrespective of software) must be provided in the appendices so that all aspects of the modelling can be checked as well as the outputs examined in detail. Junction base traffic analysis should be validated against queue lengths where there is existing congestion, and any formal network models built bespoke for the application will require a Local Model Validation Report. Transport Analysis Guidance (TAG)[111] should be adhered to in these instances.

In order to assist in checking the data, accurate scale plans (1:500, 1:250 or 1:200) must be provided of each junction where the capacity has been analysed and working lines showing the geometric aspects such as flare lengths, entry angles and visibility distances need to be marked.

Junctions assessments must consider pedestrian/cyclist facilities at or adjacent to the junctions within the study area, including pedestrian and cyclist phases, advanced stop lines and pelican / puffin / toucan / sparrow crossings in close proximity. Pedestrian and cyclist data may be requested for input to their respective phases in the modelling. Signal timing data can be obtained from the Local Highway Authority. All assessments will be checked by the Highway Development Control Team.

Additional advice may be sought from the Local Highway Authority when signalised junctions are involved, and this may lead to an increased response time.

It is preferred that the default 10% figure is used for HGV flows within the capacity assessment in order to provide a robust analysis of the HGV impact.

Links

111. Transport analysis guidance - GOV.UK (www.gov.uk)

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Links

112. National Planning Policy Framework - GOV.UK (www.gov.uk)

113. Call for sites (sthelens.gov.uk)

114. What is the St Helens Borough LCWIP? - St Helens Borough Council

115. Public rights of way - St Helens Borough Council

116. DfT - Stats 19 | Road accidents and safety statistics

117. CrashMap - UK Road Safety Map

The TA should include summary tables of the results for RFC (Ratio of Flow to Capacity) or DoS (Degree of Saturation), queue length and average delay per vehicle for each junction arm in each test scenario. Additional metrics will need to be agreed if results are presented from network models such as SATURN or VISSIM. All junctions should be discussed in terms of the impact of the development traffic and the analysis should identify the scale of impact on the performance of the junction and the highway network.

The National Planning Policy Framework[112] considers that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (NPPF para 115).

A 'severe' impact on the highway will be determined by the Highway Development Control Team. Developments that result in a severe impact or unacceptable highway safety impact will require full mitigation by, but not limited to, appropriate highway measures, sustainable transport measures and demand management approaches. Other impacts not classed as 'severe' will still also require mitigation as determined by the Highway Development Control Team. Contributions toward cumulative schemes identified in the **Infrastructure Delivery Plan**[113], **Local Cycling and Walking Infrastructure Plans**[114] and **Rights of Way Improvement Plans**[115].

Applications that do not provide appropriate mitigations will generally be recommended for refusal.

Safety Assessment

Road Traffic Collision Assessment
Analysis of the injury accident record over a three-year or five-year period (dependent upon the Highway Development Control Team a determination of high accident areas) should be provided in the form of a plot on a map showing the locations and severities. This should be accompanied by further details of the collisions including dates, times, road conditions, types of road user and consideration of causation where possible.

A discussion of any identified patterns or concentrations of accidents, particularly involving vulnerable road users should also be provided, highlighting safety issues that need to be addressed or that could be exacerbated by the development proposals. Any junctions, bends or links with an accident rate greater than expected for the road type and traffic flows should be identified.

Road traffic collision data can be obtained from the Local Highway Authority as well as via online sources for DfT Stats19 datasets[116]. The use of online data, such as through CrashMap[117], does not negate the need to collect Council held data as well as any other local reported accident information. This is because there is a recognised difference between Personal Injury Accidents and those of only vehicles damage or where no formal reporting took place.

Mitigation measures will be required for any road safety problems that would arise from the development or that will be worsened by an increase in traffic generated by the development or where vulnerable road users travelling to and from the development may be endangered. This may include desirable and appropriate reductions in traffic speeds.

HGV Impact

When a development requires access for HGVs for the purposing of servicing or operational purposes, in addition to the peak hour capacity assessments, the impact of HGVs related to the development should focus on a technical appraisal of the routes that vehicles will take and the adequacy of the existing highway infrastructure to cater for the heavy, large and slow-moving traffic generated. Consideration should also be given to the condition of the roads and whether their general state is likely to be affected by the passage of increased heavy vehicles.
Reference should again be made to the Freight Management chapter of this SPD.

Parking

St Helen's parking standards are set out in Section 9 of this SPD. Car parking requirements will be subject to the advice and requirements in the specified chapter. Where requested by the Council's Highway Development Control Team the TA must demonstrate that the car parking capacity is in proportion to the parking accumulation predicted by the production and attraction of vehicle trips through the day in order to ensure that developments do not lead to problems of off-site parking.

8.7 TA Summary & Conclusion

The TA should conclude with details of how the impact of the development has addressed the principles identified within National Planning Policy Framework to promote sustainable development. This will be achieved through:

- Reducing the need to travel, especially by car
- Tackling the environmental impact of travel
- Increasing the accessibility of the location
- Other measures which may assist in influencing travel behaviour
- Making best possible use of the existing transport infrastructure
- Managing access to the highway network
- Mitigating the residual impacts of development through demand management, improvements to the public transport network, walking and cycling facilities, minor physical improvements to existing roads, and through the provision of new or expanded roads

8.8 Travel Plan Guidance

A Travel Plan is a plan for managing transport effectively for a specific site, with the aim of improving access to the site by all modes of travel, thus improving choices for everyone.

A Travel Plan is made up of a package of practical measures, a mixture of incentives and dis-incentives, developed with the aim of reducing car dependency and encouraging the use of sustainable modes of

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Links

118. Travel Plans, Transport Assessments and Statements - GOV.UK (www.gov.uk) – Paragraph 9

transport. The plan can include, for example, improved bicycle facilities, car sharing schemes, support for public transport or changes in parking provision.

The LCR Authorities recognise that Travel Plans are an effective and important means of controlling the traffic generation of new developments and establishing long-term sustainable travel patterns. As such, Travel Plans are an important part of the planning system as well as the Local Transport Plan.

When and why is a Travel Plan required?

The National Planning Policy Framework sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan[117].

Before submission of a planning application, developers are encouraged to consult with the Transport Development Control team at an early stage as to whether a Travel Plan is required. The determination of whether a Travel Plan is required rests with the Local Planning Authority on a case-by-case basis.

Early consultation with the Council is strongly recommended as it may influence the design of any final scheme and will ensure you are aware of what is expected in the Travel Plan.

In determining whether a Travel Plan will be needed for a proposed development the local planning authorities should consider the following considerations:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (e.g., minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

With appropriate production and application, Travel Plans can provide a wide variety of benefits for developers, occupiers, and communities. These include:

- Encouraging sustainable travel by lessening vehicular trip generation;
- Reducing carbon emissions and the associated impacts on climate change and health of residents;
- Creating accessible, connected, inclusive communities, thereby helping to improve health, wellbeing, and quality of life;
- Improving road safety; and
- Reducing the need for new development to provide more road capacity.

It is noted that unacceptable development will not solely be permitted because of the existence of a Travel Plan. Nor would the production of a Travel Plan solely be justification for a reduction in parking standards.

Types of Travel Plans

Travel Plans can be prepared for most land uses, including residential, employment, leisure, school and mixed. The specific contents will need to be agreed with the Transport Development Control Team.
There are three main types of Travel Plan, as follows:

- **Full Travel Plan** - Where the proposed use and accessibility needs are known. Will have clear outcomes, appropriate targets, and relevant measures, tailored to the end occupier(s).
  - **Interim Travel Plan** - Prepared as an intermediate plan where the exact scale and split of uses cannot be identified at the application stage, e.g. outline applications for residential or speculative employment developments.

- **Framework Travel Plan** - Sometimes referred to as an 'umbrella' plan, a framework is applicable for mixed-use developments with multiple occupants. It should set out the principles for achieving sustainable access at the site, establishing outcomes, targets and indicators, initial measures, and timescales for their achievement.

- **Travel Plan Statement** - For smaller developments. Focusses on activities to enable and enhance multi-modal access or address specific mitigation measures, whilst being proportionate to the scale of development.

Smaller developments comprising employment, retail, leisure, and services which would generate significant amounts of travel in, or near to, air quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling will require a Travel Plan. This particularly applies to offices, industry, health and education uses.

All new and expanded school facilities require a School Travel Plan. In addition, a School Travel Plan will need to promote safe cycle and walking routes, restrict parking and car access at and around schools, include on site changing and cycle storage facilities and particularly for secondary schools, include priority provision for public transport access.

Dependent on the nature of the development, this will influence the level of detail required in a Framework Travel Plan:

- **New developments** where the end occupier is known. Where the end occupier is known, measures identified within the Travel Plan Framework should be introduced

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from the outset and the Travel Plan Framework should be introduced from the outset and the Travel Plan should subsequently be implemented within the timescale determined, normally within three months of initial occupation of the site following construction.

- **Multi-occupancy of a site.** Single buildings within a development site may not individually require a Travel Plan, but the cumulative impacts may warrant an umbrella or area-wide Travel Plan for the entire site. This should be administered by the developer/site owner. Additional supplementary Travel Plans may be required from each occupier depending on the size and circumstances of the site.

- **Speculative developments.** A detailed Travel Plan cannot be produced for speculative development where the end user is not identified. In such cases, a Framework Travel Plan should be drafted with an undertaking that a final Travel Plan will be submitted once the site is occupied. The developer will be responsible for passing the requirement for a Travel Plan on to the occupier whether the occupier rents, leases or buys all or part of the development. The final implementation of a Travel Plan would then be the responsibility of the occupier.
- **Existing occupier extending on site / constructing new premises in the borough.** Unless they already have an established Travel Plan agreed with the Council prior to submitting the planning application, the organisation requiring the development should produce a Travel Plan. The measures identified within the Travel Plan Framework should be introduced from the outset and the Travel Plan should subsequently be implemented within the timescale determined, either set out within a condition / obligation, or within the Plan itself. Where a site is relocating, and the staff to be relocated are known, it should be possible for a travel survey to be undertaken with staff prior to relocation. This survey should identify how they are planning to travel to the new site and their travel motivations. A full travel plan should then be developed, and initiatives implemented prior to occupation of the site.

- **Residential developments.** The details of a residential Travel Plan will depend on the type, location and scale of the development. It will incorporate a package of measures identified within the Travel Plan Framework, including site layout and design, the provision of sustainable transport information and incentives in the form of a welcome pack. The Travel Plan itself needs to be in place prior to occupation of the dwellings.

- **Mixed use developments**. For developments where use falls into different land use types, discussions should be undertaken with the Transport Development Control Team to agree the best way of approaching the Travel Plan. This will be dependent on the individual circumstances and conditions at the site.

What needs to be included?

When preparing a Travel Plan, applicants must consider the particular needs and desired travel outcomes for the site. Focussing on outcomes means the Travel Plan is performance-led, requiring it to achieve defined objectives through appropriate measures that help deliver the desired outcome over a defined time. This approach provides flexibility in implementation, with actions and measures suited to meet the particular needs of the site or address a specific issue. The focus on outcomes is reinforced through the monitoring and review process in the event that remedial actions are deemed necessary for the Travel Plan to deliver the agreed performance.

For most developments a five-year time frame for the Travel Plan is required. For larger developments and those with multiple phases a longer period may be necessary e.g., for a development taking a number of years to construct and occupy, a five-year period from final occupation would be appropriate. Therefore, the time frame will be defined and agreed for individual developments.

A Travel Plan should include the following elements, proportionate to the type of Travel Plan required:

- Site description, including location, accessibility by all modes, size, and nature of development;
- Survey and baseline modal spilt data;
- Objectives and targets;
- Details of proposed measures, budget, and campaigns within an action plan;
- Management arrangements;
- Marketing and communication strategy,
- Nomination of a Travel Plan co-ordinator,
- Monitoring and review proposals; and
- Costed action plan for implementation.

An effective Travel Plan requires commitment from both the developer / user of the site and the Council. It can bring many benefits, including:

- Cutting carbon emissions and their contribution to climate change
- Reducing pressure on available car parking by encouraging sustainable travel
- Contributing to reducing congestion in the wider area
- Cutting the costs of business travel, fleet operation and logistics
- Freeing up car park space for expansion
- Addressing car park shortages
- Improving access to the site and widening the recruitment area
- Improving staff retention and increasing attractiveness of employers
- Improving staff health and thereby productivity through promoting active travel
- Enhancing the image of the organisation
- Meeting corporate goals (e.g., corporate & social responsibility, carbon footprint, quality assurance and environmental management)
- Increasing safety and creating healthier environments

An annual report regarding progress with the Travel Plan will be required to be submitted to the Local Planning Authority. The nature and scope of the Travel Plan will depend on the type

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of development in the application, in accordance with the following:

An annual report regarding progress with the Travel Plan will be required to be submitted to the Local Planning Authority. The nature and scope of the Travel Plan will depend on the type of development in the application, in accordance with the following:

All Travel Plans will be required to address: Controls on car parking; Nomination of Travel Plan Coordinator; Provision of improved public transport, cycle and pedestrian services and facilities both inside and outside the site; and Promotion of public transport, walking and cycling.

In addition Travel Plans may be asked to consider: Mobility Hubs, car share, bike share, cargo bicycles, greener vehicle fleets, alternative working practises/hours etc.

A checklist to support the production of Travel Plans can be found at Appendix B to ensure that it meets the Councils' expectations. The checklist must be submitted for review alongside the Travel Plan, with comments providing rationale for any aspects not completed, where appropriate.

Targets

The setting of Targets is fundamental to a Travel Plan. Targets need to be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-Bound.

Most targets should be outcome-based and relate to the maximum number of vehicle trips that can be generated by the site, either in totality or as a proportion of all trips (modal share) or a reduction in car use over time against a defined baseline position. Targets such as this will require overlap with the Transport Assessment data and baseline position from survey will require collection within 3-months of first occupation (or to a timeframe deemed appropriate to the Highway Development Control team).

Targets that are not outcome based should also be included even if they relate to non-quantifiable actions, such as the commitment to appoint a Travel Plan Coordinator, deliver Travel Information Packs, or install secure cycle parking.

Setting interim targets can be helpful to help track progress of the Travel Plan, especially where the Travel Plan involves multiple development phases over a longer period of time. Furthermore, Travel Plans can be revised as part of a review process if it is determined that targets have either been too challenging or not ambitious enough.

Measures

Measures will be expected to enable, support and advantage travel by active and sustainable modes. Appendix B presents potential measures which can be used to achieve mode shift, although the choice of specific measures will need to be bespoke for the context and outcomes sought. These measures will need to be complimentary to the development, and realistic in terms of the outcomes that they are hoping to achieve.

Summary Travel Plan Structure

The following represents a guide only to a standard Travel Plan structure:

Introduction
This should provide an overview of the site, development proposals, context and background for the travel plan.

Background
Detail of the development, the intended use, the organisation, number of staff / people etc. This section would link to the details contained within the Transport Assessment.

Policy Context
It is important that the travel plan is developed within the context of both national and local policies and guidance. As such, a review of relevant policies should be provided within the travel plan.

Overview of Site
This should include the travel requirements of the organisation / development, details of the number of trips generated and the site accessibility, as well as any constraints or opportunities. This section would link closely to the Transport Assessment, including any information or data pertaining to the site and the existing or forecast travel patterns.

Aim and Objectives
What the Travel Plan is trying to achieve in broad terms relative to economic, social or environmental factors. They should be specific to the site, but align with the policies, initiatives and targets of the Local Transport Plan and development framework.

Targets
The travel plan should identify appropriate targets against which the effectiveness of the measures / actions will be reviewed and monitored (including short, medium, and long term). Targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound) and should measure the outcomes to be achieved by the Travel Plan (i.e., the difference it has made to the site users travel habits). Targets should be informed by the Transport Assessment and agreed with the Transport Development Control Team.

Initiatives / Actions
A clear description of the initiatives proposed to encourage sustainable travel, reduce car dependence, and achieve the stated targets and objectives should be provided. These should be informed by the results of the site audits, staff surveys (where applicable) and good practice guidelines; further details on the type of measures that could be considered is included in Appendix B.

Action Plan
A strategy for implementation of the Travel Plan outlining what actions will be taken, when they will be delivered and who will be responsible for their delivery. This will include identifying the name and contact details of the Travel Plan Co-ordinator who is responsible for managing, delivering, and promoting the Travel Plan, liaising with the Council and providing monitoring information when agreed. A commitment

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will need to be provided to the implementation of travel plan initiatives and monitoring against targets.

Monitoring
A clear monitoring regime needs to be included and should outline, but not be limited to, the following:

- When monitoring will take place;
- The nature of the internal review process with responsibilities clearly identified;
- The infrastructure (if any) required for monitoring;
- How progress towards achieving targets and milestones will be reported;
- How monitoring will inform future reviews of the Travel Plan;
- A commitment to allow monitoring and partnership working;
- For larger sites, a commitment to assessment conforming to the Standard Assessment Methodology (based on the TRICS system) and provision for the associated costs.
- A contingency strategy should the travel plan not be achieving the desired targets.
- The monitoring regime needs to be agreed with the Council for the purposes of enforcement and to ensure the success of the Travel Plan. Further details of monitoring are included in Appendix B.

Communication Strategy / Promotion
A strategy should be outlined providing information on how the Travel Plan will be communicated and promoted to employees, visitors, residents, and service users. It is vital that successes are communicated to ensure continued by-in is achieved from all service users and support is gained for its ongoing implementation.

Management
Details of how the travel plan will be managed should be outlined within the document. This should outline the role and responsibilities of the Travel Plan Coordinator and other stakeholders involved in implementing the travel plan.

Evaluation/Enforcement
It is important to evaluate a Travel Plan, both during its creation and on a regular basis during its implementation and development to ensure it remains up-to-date and relevant.

Travel Plan Delivery Options

The production of a Travel Plan is the responsibility of the applicant / developer as part of the process for securing planning consent. The implementation of the Travel Plan can be undertaken via two different methods:

Option 1 - The Council has full responsibility for implementation and management of the Travel Plan (with contribution provided by the applicant for this). This is suggested for residential and other development land uses separately, and

Option 2 - The applicant/developer/occupier retains responsibility for funding, managing, and implementing the Travel Plan. This option requires a non-refundable monitoring fee.

For most developments a five-year delivery period for the Travel Plan is required, and fees are set in a manner cognisant of this.

Option 1 puts all risk for delivery of the Travel Plan onto the Council. The contribution would be secured via Section 106 agreement. The proposed fee includes all monitoring requirements. Any physical infrastructure measures agreed through the Travel Planning process (or otherwise) would still be incumbent upon the applicant.

The Council would undertake the following tasks within option 1, as part of the contribution outlined above:

- Appointment of a Travel Plan co-ordinator,
- Provision of incentives, and
- Implementation of measures where needed.

Selection of the Option 1 delivery mechanism does not diminish the developer's responsibility to produce a good quality Travel Plan for agreement through the planning process. The Council reserves the right not to undertake Travel Plan delivery on behalf of the developer/owner.

With Option 2 the developer/applicant retains control of the Travel Plan and each of the three tasks listed above. Furthermore, the developer/applicant will be responsible for production of monitoring reports for the Council to review and the implementation of remedial measures in the event that they are deemed necessary.

In addition to the developer/applicant funding and implementing the Travel Plan, Option 2 requires payment of a non-refundable monitoring fee and a bond. For developments phased beyond a five-year period, further monitoring fees would be required.

The Council's preferred approach at time of writing is Option 2, however through the life of the Local Plan, cause may arise to use Option 1 in certain circumstances.

Costs and Fees

Travel Plans are a management tool that require financial commitment to achieve meaningful success. It is expected that Travel Plans will include a costed action plan, providing an indicative budget associated with delivery of the proposals. Inclusion of a budget provides affirmation that the applicant has considered the financial commitment required to deliver the Travel Plan. These costs will be aligned with the previously mentioned bond, if sought, to provide delivery assurance.

The delivery, monitoring and bond fees can be found at Appendix B and are considered equivalent to measures needed to enable sustainable access to a typical development, over a proposed five-year delivery period. Fees will be linked to the Retail Price Index for the duration of their applicability.

Summary of Travel Plan process

Figure 12 outlines the process for identifying when a Travel Plan is required, content, delivery options and associated costs. As supported by Section 9 of the National Planning Policy Framework (NPPF), this process should be considered from the earliest stages of development proposals to ensure that opportunities to integrate

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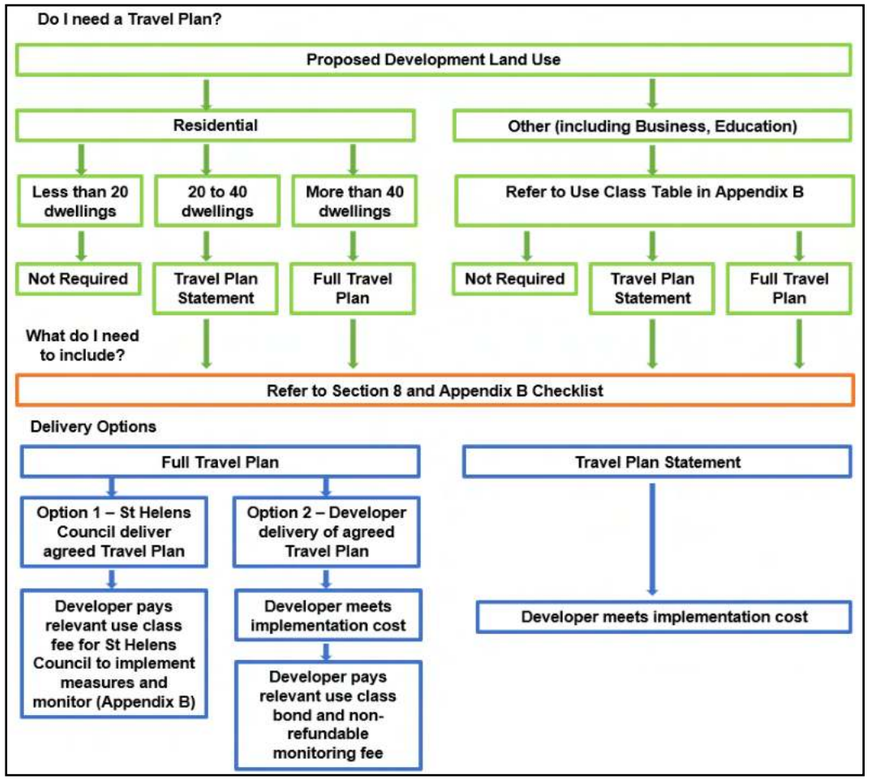

Figure 12: Travel Plan Process

sustainable transport solutions can be maximise.

The Travel Plan should be prepared as a standalone document in accordance with the checklists in Appendix B of this SPD. It may be desirable to identify issues from the Transport Assessment and use these as the focus of the Travel Plan. This should be avoided as the Travel Plan should focus on implementation and action; how issues are to be addressed to enable and enhance multi-modal accessibility.

Planning Approval

The Council will evaluate all planning stage Travel Plan submissions using a checklist of the key elements expected in the Travel Plan and consideration of these elements and the robustness of the arrangements within the Travel Plan for their implementation. This enables a succinct assessment of whether the Travel Plan can be expected to be effective to achieve the specified outcomes.

8.159 Applicants should ensure that the Travel Plan has been produced in accordance with this guidance and a checklist is provided in Appendix B for applicants to complete and submit with their Travel Plan at application. The checklist is intended to aid preparation of the Travel Plan document and reduce the potential for delay caused by incomplete or inadequate proposals. Completion and submission of the checklist is mandatory for all applications but does not guarantee approval of the Travel Plan.

A system called STARS can aid development and monitoring of Travel Plans. It is an online platform used widely across the country, providing a travel planning tool that:

- Aids the creation and development of the Travel Plan; and
- Provides a simple process for monitoring and evaluation.

The use of STARS is free to developers/ occupiers. It simplifies and provides efficiencies through the ability to collect data and information about a site and can be easily access and updated at any time and enables ongoing monitoring, review and improvement for the lifecycle of the Travel Plan.

STARS also offers national accreditation for organisations that demonstrate best practice in the implementation of their Travel Plan. Accreditation allows progression from Bronze through Silver to Gold, with Silver and Gold available for sites that achieve a reduction in single-occupancy car journeys associated with their site.

Information on the STARS approach can be found on the Modeshift website here: https://www.modeshiftstars.org

How Travel Plans are Secured

Travel Plans will be secured through either a planning obligation or planning condition. The appropriate legal mechanism will be considered on a site-by-site basis, with the intention of providing confidence amongst all parties that the Travel Plan will be fulfilled.

In some circumstances a planning condition may be used to secure a

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particular element of the Travel Plan or Travel Plan Statement. For example, conditions may be applicable for individual items such as secure cycle parking at a smaller development site.

Monitoring

Effective monitoring of the targets identified within the Travel Plan is critical to the success of the plan and, irrespective of the means of securing the Travel Plan, the monitoring process must be clearly defined. This will involve independent analysis of the trip rates and modal split targets. This should be conducted on a regular basis for the lifetime of the development and must be funded by the organisation responsible for the Travel Plan.

Larger sites may require a commitment to funding more detailed ongoing assessment conforming to the Standard Assessment Methodology (based on the TRICS system) which will require additional financial commitment. The organisation responsible for the Travel Plan should conduct a review process that includes annual travel surveys and analysis of other data (e.g., cycle locker use, car park use, modal split etc) to ensure that the Travel Plan is being implemented effectively.

An annual progress report should be submitted to the Council for five years from the first occupation of the site. As a minimum, this should contain recent information on travel modal split to and from the site, details of the specific target results, use of measures implemented. The monitoring report should be provided to the Council within 3 months of the survey being undertaken.

Enforcement

The standard wording for conditions is detailed in later in this SPD; however, the Highways Development Control Team reserve the right to alter the wording of any conditions to meet the context of the development and site. Wording for S106 Agreements will depend on the nature of the Travel Plan and the associated targets and measures.

Guidance: Travel Plans, Transport Assessments and Transport Statements

In summary the requirement for a Travel Plan, Transport Assessment or Transport Statement is to be guided by the process outlined in this section of the SPD.

1. A Transport Statement (TS) may be requested for a development where a full TA is not required but additional information is sought in addition to that provided with the accessibility checklist.

2. A Transport Assessment (TA) is a comprehensive review of all the potential transport impacts of a proposed development or redevelopment, with an agreed plan to reduce any adverse consequences. This will include infrastructure improvements and the applicant's travel plan.

3. When produced in conjunction with a TA, Travel Plans are required to set out how the impacts from the development, as noted in the TA, will be managed and mitigated.

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9.0 PARKING STANDARDS

This chapter of the SPD defines St Helens Council's approach and expectations for vehicle and cycle parking at new developments, supporting the St Helens Local Plan to help deliver sustainable development and economic growth by recognising that parking needs and demands vary by location. It is noted from the outset that the effects of parking are often negative, both perceived and observed, and so setting standards provides the Council with the ability to have more flexible control over how parking and its effects are managed.

9.0 PARKING STANDARDS

9.1 Introduction

Appropriate parking standards are an important element of land use policy and ensure that the parking needs of residents, employees, visitors, and businesses are met in a sustainable and efficient manner. Effective parking standards are essential for promoting accessibility, reducing congestion, enhancing public safety, and supporting sustainable modes of transportation. They aim to provide sufficient parking for cyclists, essential motor vehicles and people with disabilities and, where appropriate, encourage less on-site and commuter parking where there are alternative modes of travel, such as public transport, to meet demand.

This chapter provides clear guidelines and parking standards that are to be applied for each type of development, including guidance on the appropriate number of parking spaces, design standards, accessibility requirements and innovative approaches to parking management. These standards are designed to reflect the characteristics and aspirations of St Helens, while also considering broader regional and national policies.

Applications where the number of spaces complies with the parking standards will not automatically be permitted if the accommodation of these spaces creates conflicts with other elements of the Local Plan or statutory responsibilities the Council are responsible for.

This chapter and the associated standards have been developed paying due cognisance to the National Planning Policy Framework, and chapter 9 paragraphs 107 and 108[119] specifically, as reproduced here:

"If setting local parking standards for residential and non-residential development, policies should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

The development of parking standards is also considered in the DfT Transport Decarbonisation Plan as follows:

"Local authorities will have the power and ambition to make bold decisions to influence how people travel and take local action to make the best *use of space to enable active travel, transform local public transport operations, ensure recharging and refuelling infrastructure meets local needs,* ***consider appropriate parking or congestion management policies****, initiate demand responsive travel, as well as promoting and supporting positive behaviour change through communications and education"*[120].

The setting of the parking standards in this document is evidence-led and informed by relevant guidance, national and local policies, local population statistics, 'benchmarking' current St Helens standards against those of other authorities with consideration of accessibility levels (including public transport and active travel), as well as car ownership levels and the type / land use of development proposed.

9.2 Local Evidence and Context

St Helens Climate Declaration

St Helens Council declared a climate emergency in July 2019, recognising the serious impacts and threats posed by the rising global temperatures. The borough produces approximately 1,132,800t of CO_2 per year, with the transport sector being a significant contributor by producing 29% of these. With partner organisations, the Council is aiming to make the borough net zero by 2040.

The principles of the parking standards are aligned with St Helens Council's Climate Action Plan to tackle the climate emergency and to achieve net zero carbon emissions by 2040 through reducing car usage.

St Helens Local Plan

The St Helens Local Plan to 2037 sets a series of policies which directly relate to parking, both in the context of good design and the transport perspective:

LPA06: Transport and Travel

- A commitment to ensuring that new developments provide sufficient on-site parking for persons of limited mobility, service vehicles, and cycles that must at least meet the Council's minimum standards, and adequate parking for all other vehicles, as stated in Point 3, sub-point G.
- Investment in the transport network acts as an enabler for economic growth, improving accessibility to jobs and services, better air quality and minimised carbon emissions. As stated in Point 1.
- Local Plan paragraph 4.24.2 states that promoting sustainable modes of transport also encourages adopting healthier lifestyles.
- Transport is a major contributor towards carbon emissions but there are opportunities to innovate and develop so it plays a role in a low carbon economy, which is why it's important to promote and invest in accessible, sustainable sites (1st, 2nd and 4th objective)

LPC01: Housing Mix

- Proposals for the change of use or sub-division of existing buildings to form flats or Houses in Multiple Occupation (HMOs) will be granted permission provided they comply with parking standards as set out in this document. As stated in LPC01 point 6, sub-point E.

Links

119. National Planning Policy Framework - 9. Promoting sustainable transport - Guidance - GOV.UK (www.gov.uk)

Links

120. Decarbonising Transport – A Better, Greener Britain (publishing.service.gov.uk) – Strategic Priorities, Page 39, Priority 4 Place Based Solutions

9.0 PARKING STANDARDS

LPD01: Ensuring Quality Development

- Local Plan paragraph 8.3.2 states that all new developments, through good architectural design, new development should – without necessarily replicating existing development in the area - optimise the potential of the site in terms of form, height, scale, siting, layout, density, orientation, materials, parking, and open space/green infrastructure.
- Local Plan paragraph 8.3.4 requires that trees and other planting appropriate to the scale of development and space available should be incorporated in order to soften the streetscape and reduce the visual impact of car parking.
- Local Plan paragraph 8.3.7 requires that safety and security can be provided through careful design of buildings and spaces, by promoting 'natural surveillance'. Good use of 'natural surveillance' can improve the layout of an area, reduce perceived and actual crime and opportunities for anti-social behaviour, and create places that are safe, inclusive, accessible, and pleasant to live in and use.

LPD02: Design and Layout of New Housing

- Incorporate waste storage and recycling facilities, public transport infrastructure and car parking for residents and visitors (in line with Policy LPA06), all designed and integrated in a way that will preserve or enhance the street scene and safeguard amenity. As stated in LPD02 point 9.
- Local Plan paragraph 8.6.3 states that to minimise road congestion and consequent reduction in the quality of the environment, sufficient off-street parking and servicing must be provided to meet the needs of new development on site and to avoid any negative impacts on existing roads and residential areas.

LPD04: Householder Developments

- New developments should not compromise the safety of anyone using the highways, especially due to factors like insufficient off-road parking or poor visibility. As stated in LPD04 point 4.
- Any car parking or other features associated with the development would avoid causing harm in respect of visual appearance and character. As stated in LPD04 point 5.

LPD09: Air Quality

- Local Plan paragraph 8.27.8 states that major developments schemes should demonstrably promote a shift to the use of sustainable modes of transport to minimise the impact of vehicle emissions on air quality. This could be by offering:
  - Electrical Vehicle (EV) charging points at parking spaces
  - Provision of a communal minibus, and car club space
  - Cycle parking and shower facilities for staff

The setting of parking standards for St Helens Borough has been informed by industry best practice whilst ensuring alignment with local policies.

9.3 Spatial Context

The St Helens borough is located between Liverpool and Manchester and enjoys a strategic position at the heart of the North West and Merseyside conurbation.

The urban development of St Helens Borough derives from the industrial revolution; rapid population growth during the 18th and 19th centuries played a role in forming the substantial urban areas in the Borough. St Helens is also home to an extensive rural network, with a number of villages formed to serve agricultural uses.

Despite the decline of traditional industries, St Helens has undergone significant regenerational change, such as railway improvements, the Town Centre College Campus and the Saints Super League Stadium, all of which bring positive socio-economic and environmental benefits.

The Local Plan sets an expectation for development within the borough, which is crystalised within a spatial vision[121]. This overarching spatial vision aims to support sustainable regeneration and growth through the following key strategic aims:

1. Supporting Regeneration and Balanced Growth
2. Ensuring Quality Development
3. Promoting Sustainable Transport
4. Meeting Housing Needs
5. Ensuring a Strong and Sustainable Economy
6. Safeguarding and Enhancing Quality of Life
7. Meeting Resource and Infrastructure Needs

Parking is a fundamental aspect of almost all of the strategic aims noted above, and this parking standards chapter has been produced paying appropriate due cognisance to this vision.

9.4 Public Transport

The National Planning Policy Framework (NPPF) paragraph 111 states that "the availability of and opportunities for public transport" should be considered in the process of setting local parking standards. Below is a description of both the present and future public transport availability and provides context to the standards set.

St Helens borough has several railway stations, each serving different parts of the area. Railway services from St Helens Central Station provide vital local links to locations including Liverpool, Wigan, Preston and Blackpool, as well as providing access to longer distant services to Glasgow.

During peak hours, St Helens Central Station and other stations in the district experience a relatively frequent service, with trains running between two and four times per hour. However, outside of these peak periods, service frequencies become less consistent.

Another prominent station in the district is St. Helens Junction to the south of St Helens. It links St Helens to other urban centres, including Manchester and further services towards Liverpool. It offers an accessible transportation option for both commuters and leisure travellers.

Links

121. St Helens Local Plan to 2037 - Chapter 3, Section 3.1, Spatial Vision

9.0 PARKING STANDARDS

benefits from a relatively frequent train service, however, outside of these peak periods, service frequencies also become less consistent.

St Helens also enjoys a network of smaller stations, such as Lea Green and Thatto Health, which serve specific neighbourhoods within the district. These stations have less frequent services compared to major hubs, but they still contribute to reducing the need for private vehicle usage within their local catchment areas. They provide easy access to employment centres, educational institutions, and leisure destinations. At time of writing, Lea Green station is undergoing upgrade to both the station, associated car parking and the wider environs.

St Helens railway stations connect various parts of the area to nearby cities and regions, providing residents with opportunities for efficient and sustainable travel. By optimising public transport capacity and encouraging mode shift, St Helens can further enhance its commitment to accessible, eco-friendly transportation options whilst contributing to the broader visions and objectives of reducing vehicle usage and promoting sustainable accessibility.

The central bus station in St Helens, sited between Bickerstaffe Street and Corporation Street, is operated by Merseytravel. Buses travel to surrounding villages in the Borough as well as larger neighbouring cities and towns such as Liverpool and Wigan.

The St Helens borough benefits from an extensive network of bus routes that play a pivotal role in the area's transportation infrastructure. The bus routes are integral to achieving the objectives outlined in the National Planning Policy Framework, particularly in terms of public transport availability, reducing private vehicle reliance, and promoting sustainable accessibility.

The routes cover various parts of St Helens, making urban centres more accessible for residents and visitors. This accessibility helps create better places by reducing the need for extensive private vehicle parking in these areas. Urban centres benefit from comprehensive bus services; however, outer villages, parishes and rural areas may experience more limited and infrequent services. It is important to optimise public transport capacity and service frequency to serve all communities within the district effectively.

By investing in improvements, enhancing service frequency and promoting the use of buses as a viable and efficient mode of transport, St Helens will further align with its visions of reducing vehicle usage and creating more sustainable and accessible urban spaces.

9.5 Future Transport Schemes and Policies

Various transport schemes are planned for St Helens and the wider Liveprool City Region over the next coming years.

The Liverpool City Region Combined Authority (LCRCA) outlines a range of transport schemes for St Helens, including the introduction of Green Bus Routes, specficially route 10A, which encompasses the busiest route across the region, travelling between St Helens, Knowsley and Liverpool.

The LCRCA Local Transport Plan (LTP4), St Helens Local Plan and associated Infrastructure Delivery Plan and Local Cycling & Walking Infrastructure Plan (LCWIP) describe key schemes and areas of development in a more local context. A summary of schemes from these documents is provided in Table 4 below.

Table 4: Future Transport Schemes

Mode	LCRCA LTP4	St Helens Local Plan	St Helens Infrastructure Delivery Plan
Air Quality	Action by the Combined Authority (Air Quality Action Plan 2020) including: • Enhance Merseyrail cycle locker scheme • Integrate new and existing cycle hire schemes within smartcard ticketing • Investigate new park and ride sites	LPD09: Air Quality – sub point 2 promoting a shift toward sustainable modes.	IDP Section 3.1 - Transport and accessibility infrastructure can help deliver solutions that address some of the causes of climate change.
Active Travel	St Helens Routes to Regeneration- Improved connectivity between St Helens town centre and Cowley Hill (development) on the Key Route Network	LPA06: Transport and Travel – sub point 1a secure delivery of new or improved walking / cycling infrastructure. -sub point 3d enable good levels of accessibility -sub point 3e safe, convenient pedestrian and cycle access to from and within development -sub point g sufficient parking	Variety of LCWIP schemes, including: • Creation of a pedestrianised route from St Helens Central railway station and the Stadium • A pedestrianised route from Earlestown station to the town centre • A variety of cycle improvements including: - Sutton Leach to Lea Green - Sutton Manor to Peasley Cross - Haydock to Town Centre - Earlestown to Haydock - Clock Face to Omega Business Park (Appendix D LCWIP)

9.0 PARKING STANDARDS

Mode	LCRCA LTP4	St Helens Local Plan	St Helens Infrastructure Delivery Plan
Bus	• St Helens Town Centre Multimodal Interchange - A multimodal transport interchange serving St Helens Town Centre • Green Bus Corridor 10a - The Green Bus Corridor will serve areas of high deprivation in east Liverpool, Knowsley and St Helens, providing reliable links to key centres of opportunity.	LPA06: Transport and Travel – sub point 3b development would only be permitted if it is located and designed to enable a suitable level of access (having regard to the scale and nature of the proposal) to existing and / or proposed public transport services.	IDP Section 3.53 - Bus Services- £25 m of investment in bus services over a five-year period (2019-2024). IDP Section 3.53 - The provision of public transport connections to new developments will be an essential requirement to both manage future traffic growth and achieve sustainability goals. Future bus routes to serve new developments will need to ensure that as part of the bus strategy, 'best value' is demonstrated, in order to minimise costs and subsidies.
Rail		LPA06: Transport and Travel - sub point 1e and f - Secure the delivery of: i) a new rail station at Carr Mill; ii) any necessary improvements to local stations and rail lines; iii) the proposed Skelmersdale Rail Link; and iv) any infrastructure required to deliver HS2 or HS3 (Northern Powerhouse Rail); … and f) Protect former railway lines and corridors from development that could hinder their future re-use for sustainable modes of transport.	IDP Section 3.46 - Rail Services – Electrification of rail lines. IDP Section 3.47 - Parkside Rail Access for Freight- The emerging Local Plan proposes to allocate land to the east of Parkside, Newton-le-Willows to facilitate rail enable development. IDP Section 3.50 - New Railway Station at Carr Mill being considered as a result of the Northern Hub and electrification investment

Air Quality

The Liverpool City Region Air Quality Action Plan[122], "has ambition plans to become net zero carbon a whole decade before national targets and are already making progress through projects that replace polluting buses with greener hydrogen models, through retrofitting homes to make them more energy efficient and encouraging people to ditch their cars in favour of a 600km walking and cycling network we're building."

The Action Plan highlights effective interventions to address traffic-related emissions, these include:

1. Reducing emissions from existing vehicles (e.g. retrofitting).
2. Planning for active travel and public transport use.
3. Promoting low emission vehicles and reducing demand for more polluting forms of transport.
4. Using the planning process to reduce sources and exposure to pollution. (e.g. reducing the need for vehicle use by design and increasing the use of public transport and active travel).

This parking chapter focuses primarily on the fourth intervention.

St Helens currently has 4 Air Quality Management Areas (AQMAs) where levels of nitrogen dioxide exceed the national annual average objective of 40 micrograms per cubic metre (µg/m3). These are:

The M6 AQMA which encompasses a strip either side of the M6 motorway within the unitary boundary of St Helens Borough Council,

- A49 Newton-le-Willows High Street, which extends between the junctions with Ashton Road and Church Street,
- Borough Road, St Helens between the junctions of Westfield Street and Prescot Road, including 5-9 Alexandra Drive and 1-17 Prescot Road, and
- Reflection Court, Linkway West, St Helens.

The Air Quality Annual Status Report 2023[123] identifies that the approach to reduce exhaust emissions from road transport has to be undertaken through a number of mechanisms. This relevance of this is because the majority of Air Quality Management Areas (AQMAs) are designated due to elevated concentrations heavily influenced by transport emissions.

The measures (not exhaustive) listed below were identified in the Air Quality Annual Status Report as being positive examples of action being taken in the context of highway improvement schemes.

- St Helens Southern Gateway - The project includes 6 cycle routes and a 'CYCLOPS' junction – the first in the City Region – to be completed by March 2023. Wider project includes significant upgrades to facilities at Lea Green Station, including better provision for sustainable modes, electric vehicle charging infrastructure, and an improved park & ride facility.
- Active Travel Fund – DfT capital funding opportunity to support uptake of active travel for everyday trips.
- Draft St Helens Electric Vehicle Strategy and Action Plan - a strategy

Links

122. Air Quality | Liverpool City Region Combined Authority (liverpoolcityregion-ca.gov.uk)

123. 2023 Air Quality Annual Status Report (ASR) | St Helens Council

9.0 PARKING STANDARDS

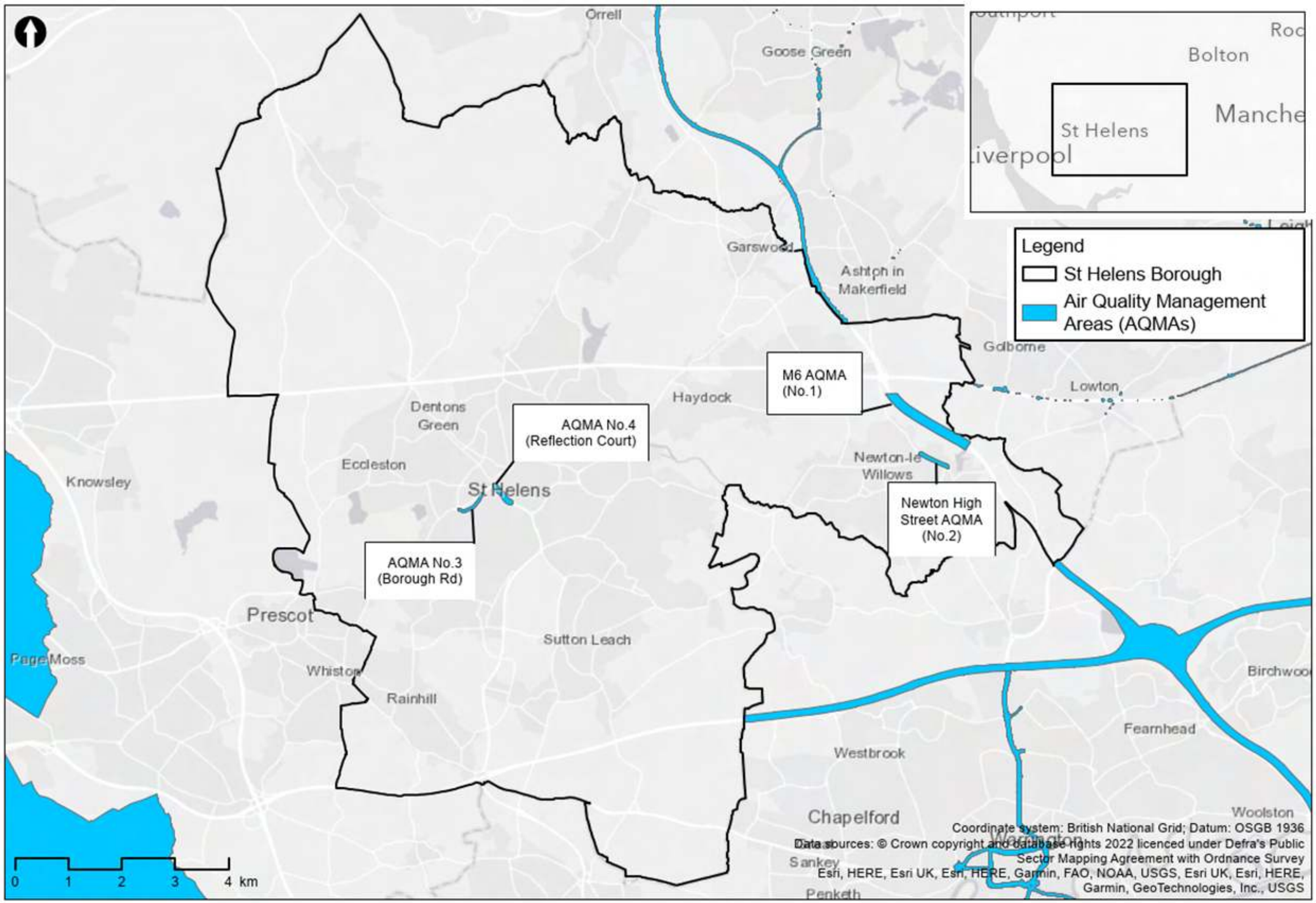

Figure 13: Air Quality Management Areas within the St Helens Borough

9.0 PARKING STANDARDS

- Green Bus Routes - The Green Bus Routes will feature measures to prioritise buses over other road traffic with a combination of priority lanes, traffic signal upgrades, remodelled junctions and upgraded, accessible passenger facilities.
- St Helens Local Walking and Cycling Infrastructure Plan (LCWIP) - The St Helens Borough LCWIP has been developed to support and enhance the Liverpool City Region Combined Authority LCWIP as the latter identifies a network of regional-level active travel routes. The St Helens Borough LCWIP provides a plan of more granular, local links to feed the regional network and to facilitate more everyday trips to school, work and local services. The St Helens Borough LCWIP has identified three "core walking zones" at Earlestown and St Helens town centres and Haydock Industrial Estate.

The measures above are directly applicable to the derivation of land use development related parking standards, and further imply how parking provision has to play a role in relation to achieving air quality targets.

9.6 Vehicle Ownership Levels

2021 Census data has been interrogated in order to gain an understanding of vehicle ownership and use across the borough. The level of vehicle ownership per household is illustrated in Figure 15 for households without a car or van and Figure 14 for households with at least one car or van.

Data relating to the method of travel to work by ward is also illustrated, albeit using Census 2011 data. This is because 2021 travel to work information was heavily impacted by the Coronavirus pandemic.

The 2011 travel to work figures are included at Appendix C of this chapter.

The 2021 travel to work figures are also included at Appendix D of this chapter for comparative purposes.

Vehicle Ownership for House of Multiple Occupation (HMO)

The Local Plan makes specific reference to Houses in Multiple Occupation (HMOs) at paragraph 6.3.14.

The Local Plan is clear that HMOs should avoid harming the character or appearance of the area for example by leading to excessive hard surfacing of garden areas to form car parking. It is also noted that further guidance concerning such proposals will be set out in a future SPD.

At the time of writing, there had been 26 HMO applications in St Helens over the most recent 5-year period to 2023. The majority were approved (14 subject to conditions and 6 granted), with 3 refused, 2 pending and 1 withdrawn.

The type of properties put forward for HMO varies between terraced residential, terraced commercial, corner commercial plots, detached dwell ings, semi-detached dwellings, public houses and health centre Buildings. Each of these property types will have differing existing parking provisions, accessibility levels and other location specific services.

A 2007 study by Department for Communities and Local Government (now Ministry of Housing, Communities & Local Government) into residential car parking found that HMOs did not result in a net increase in parking demand over that of standard family residential properties. On this basis, standards for HMOs (C4 Houses in Multiple Occupation) are advised within this chapter, however further discussion is required with the Transport Development Control team to determine final approach.

Garages

It has been general practice to consider garages as 'half of a parking space', given their varied use, particularly those attached to residential properties.

In the context of the parking standards put forward in this SPD:

- Domestic garages integral or attached to a dwelling will not be counted as a car parking space(s),
- Domestic garages and car ports detached from a dwelling will be counted as a car parking space(s), and
- Detached tandem double garages will be counted as one parking space.

This is supported by DCLG Residential Car Parking Research (2007), where less than one third of respondents said that they parked their cars in their garages.

Research presented with the DfT Manual for Streets notes that in some developments, less than half the garages are used for parking cars, and that many are used primarily as storage or have been converted to living accommodation.

Other Data and Best Practice Guidance

The derivation of parking standards is also cognisant of key pieces of national evidence, research studies and data.

A study commissioned by the Department for Transport (DfT) in 2008 into the Use and Effectiveness of Maximum Parking Standards notes the following:

- That parking is a very important demand management tool;
- Developers see parking as important as they consider that it adds value to their asset; and
- That there is no evidence to suggest that maximum parking standards for non-residential developments have a significant negative impact on economic development within urban and rural areas.

The Chartered Institute of Highways and Transportation (CIHT) Residential Parking Guidance Note produced in 2012 stated that:

"attempts to limit car ownership through limitations on parking provision have often failed where there are no controls in respect of on-street parking… there is clear evidence that limited provision within controlled areas (with less need to travel and

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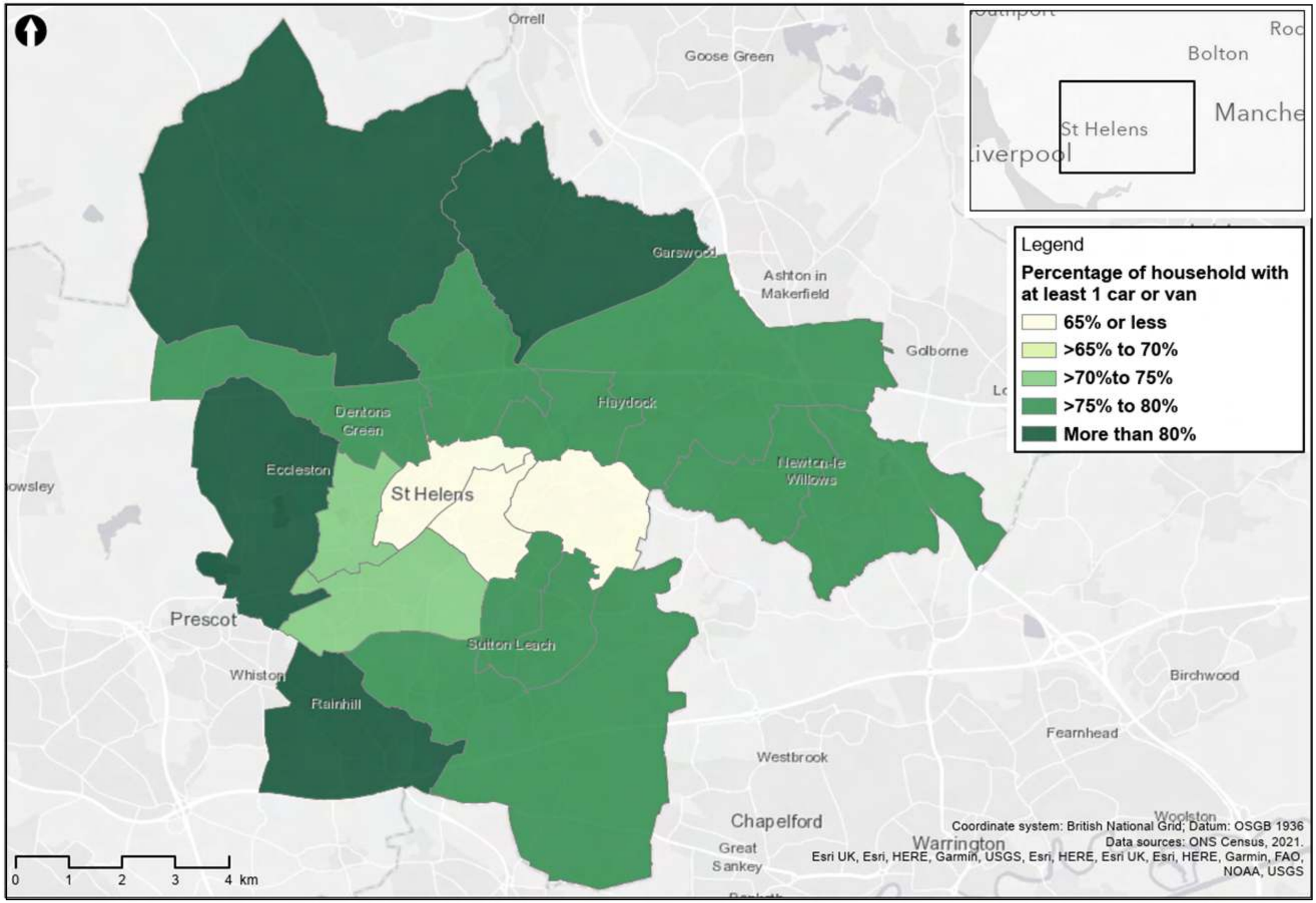

Figure 14: Car ownership per household - % of households with at least one car or van

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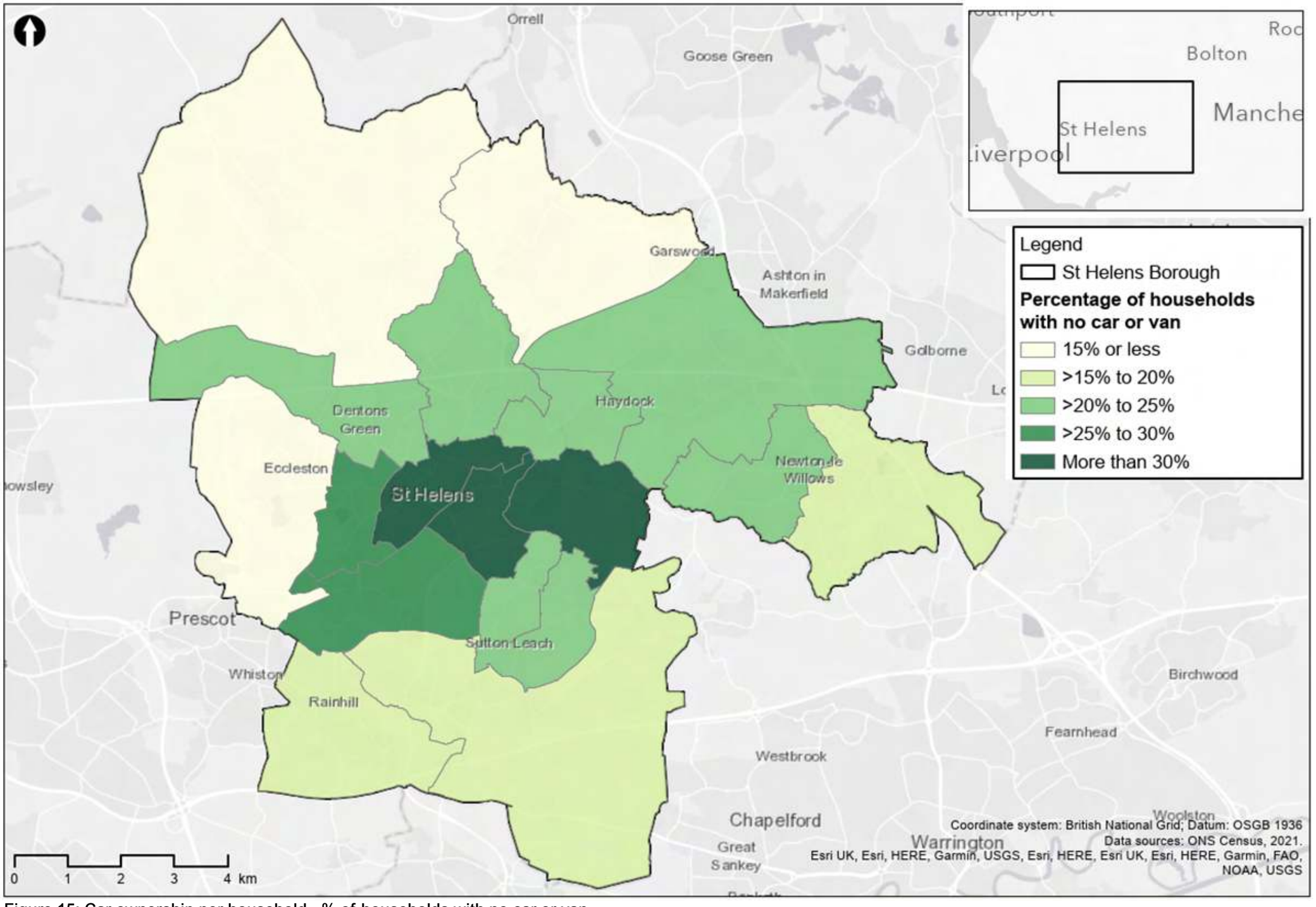

Figure 15: Car ownership per household - % of households with no car or van

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Links

124. DfT Manual for Streets – section 8.3, paragraph 8.3.5

125. Streets-for-a-Healthy-Life.pdf (publishing.service.gov.uk)

greater sustainable travel options) is usually matched by lower ownership".

The DfT Manual for Streets (MfS) is a well-established guide for the determination of street design in the context of new development, and therein it is noted that the availability of car parking is a major determinant of travel mode.

The onus for parking is placed on local planning authorities who will need to consider carefully what is an appropriate level of car parking provision. In particular, under-provision may be unattractive to some potential occupiers and could, over time, result in the conversion of front gardens to parking areas. This can cause significant loss of visual quality and increase rainwater run-off, which works against the need to combat climate change[124].

Further key points from the MfS are as follows:

- Provision below demand can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car,
- Car parking remains a significant issue for residents and house buyers. Many people feel that the design for a new residential development should accommodate typical levels of car ownership and that the level of parking in new developments is often inadequate for residents' and visitors' demands,
- The efficiency of parking varies based on the type proposed,
- There is no single best solution to providing car parking – a combination of on-plot, off-plot and on-street will often be appropriate, and
- Generally, the most appropriate solution will be to design for a level of on-street parking that takes account of the following factors:
  - the overall level of car ownership in the immediate area
  - the amount of off-street parking provided
  - the amount of allocated parking provided
  - the speed and volume of traffic using the street, and
  - the width and geometry of the street and its junctions

The Homes England Streets for a Healthy Life[125] document has been produced to illustrate and explain what good residential streets look like, and how they function. Parking is a key element to the design and operation of a street although it is noted that it is not always a requirement. Frontage car parking can add to the vitality of a street helping to ensure that the local scene doesn't become sterilised with a lack of activity.

Specifically, the following key point is noted in Streets for a Healthy Life:

Reducing car parking should not be used as a way of reducing levels of car use and ownership. Designers should anticipate realistic levels of car parking demand, guarding against displaced and anti-social parking; thinking about the availability and frequency of public transport and opportunities for active travel.

However, car parking provision below normal demand levels can work successfully in sustainable locations when adequate on street parking controls are present.

Vision and Objectives for Parking Standards

The local evidence and context outlined in the previous section demonstrates how St Helens faces a wide range of challenges, for which part of the solutions lie within the positive policies of the Local Plan. Parking is an integral part of the development related policies and also has a bearing on a number of wider issues.

The key challenges and factors influencing the borough and the demands for parking (and its associated standards) are the climate emergency[126], the accessibility of a site, car ownership levels, car usage and the development of quality places to live and work[127]. To meet the policies of the Local Plan this chapter seeks to contribute as well as provide other benefits for the Borough through the following objectives:

- Assisting with a reduction in vehicle usage:
  - achieved by reducing the convenience of private vehicles in comparison with active travel (i.e. walking and cycling) or public transport, whilst not compromising mobility for disabled people who rely on their car
- Creating better places, with less emphasis given over to the parking of private vehicles:
  - with less emphasis given over to the parking of private vehicles on street and roads. This will support the provision of better landscaping, social spaces and sustainable transport infrastructure. This can be achieved with good design principles, enabling a reduction in the proportion of space allocated to cars and parking
- Avoiding haphazard, informal or inconsiderate parking behaviours:
  - informal or inconsiderate parking behaviours and its associated effects (for example, parking on footways as a result of excess demand for on-street parking supply)
- Promoting the sustainable accessibility of development sites:
  - by raising awareness of the potential improvements to sustainable travel modes that can lead to an increase in walking, cycling and public transport use

A balance must be struck between providing sufficient parking where car travel is essential for day-to-day accessibility needs and reducing private car reliance by ensuring that reliance is not 'built into' the development proposals.

Provision should be made for sufficient on-site parking for persons of limited mobility, service vehicles, and cycles that must at least meet the Council's minimum standards, and adequate parking for all other vehicles[128].

Links

126. Home - St Helens Climate Change

127. St Helens Local Plan to 2037 – Policy LPD01: Ensuring Quality Development and LPD02: Design and Layout of New Housing

128. St Helens Local Plan to 2037 – Policy LPA06: Transport and Travel

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Links

129. Supplementary Planning Document - Ensuring a Choice of Travel (sthelens.gov.uk)

Guidance

Parking should contribute to creating better places and support the Councils climate emergency declaration and net zero 2040 targets and commitments by enabling low carbon mobility, supporting improved health and wellbeing, supporting reductions to the impact of vehicle usage and storage on our built and natural environment.

To achieve the above points and additional wider benefits, the following vision has been set for the parking standards.

Our Approach to Parking Standards

In the first instance all parking considerations should be discussed with the Transport Development Control team and the Local Planning and Highway Authorities. Based on the policy requirements and wider evidence base noted previously, St Helens Council recognise that the amount of parking that needs to be provided:

- shouldn't be fixed,
- should acknowledge variation in accessibility levels and travel patterns across the different areas of the borough,
- should recognise differences in different vehicle types (including cycles), and
- should align with placemaking aspirations.

Benchmarking Parking Standards

The current St Helens Parking Standards, found at Appendix C of the 2010 Ensuring a Choice of Travel SPD[129] have been used as a start point for comparison against a series of other parking standards from unitary, local and combined authorities within England. The existing parking standards are maximum and differentiate between the town centre and all other locations.

A benchmarking exercise using obtained parking standards from authorities across England has been undertaken to understand the level of variance across the different land uses.

This process has resulted in creation of start point maximum standard for each land use, separately for defined zones.

Zonal Approach

A zonal approach to parking standards has been incorporated into the standards to aid with meeting each of the four points above. These zones have been derived based on the local evidence and context outlined in section 2 of this parking standards chapter.

Parking is defined based on the differing needs of both Origins and Destinations. Origins relate to residential land uses where the maximum standards have been set to support low car requirements where the prevailing current or future conditions exist to do so, such as accessibility levels and Residential Parking Zones.

Destinations relate to non-residential land uses, where the levels are also set to maximum standards to promote sustainable transport and avoid encouraging unnecessary car usage.

In both the context of origin and destination parking standards, start point maximum standards by zone are identified.

Accessibility Assessment

The final step in our approach to deriving parking standards is use of the Minimum Accessibility Standard Assessment (MASA), which was part of the prior 2010 Ensuring a Choice of Travel SPD used by St Helens. The MASA has been updated to account for differences between bus and rail travel in the Public Transport section, and the scoring of the assessment has been adjusted such that it can be used to help define the accessibility level of the site.

The level of reduction applicable to the site is calculated from the MASA, which is undertaken on a Triple Access Levels (TAL) basis. The Triple Access System is referenced in Chapter 2 of this SPD, in the context of 'Our Preferred Future'. A score relevant to each of the following three elements is produced, and this determines the % reduction that is appropriate.

- Active Travel accessibility,
- Bus accessibility,
- Rail accessibility, and separately considered is
- Digital connectivity.

Parking Standard Zones

The amount of parking to be provided is determined based on parking standard zones. These zones are defined on the basis of population statistics, car ownership levels, travel to work statistics and known public transport provision.

Population densities are shown overleaf in Figure 16, and other information is detailed in the previous sections of this chapter.

The four zones which cover the entire St Helens area are:

- Zone A: Town Centre and Central Spatial Area
- Zone B: Key Towns and Settlements
- Zone C: Villages and Parishes
- Zone D: Rural

These parking standard zones are shown in Figure 17 overleaf.

The parking zones broadly comprise the following distinguishing characteristics:

- Zone A: Town Centre and Central Spatial Area
  St Helens Central Spatial Area includes the Town Centre and its surrounding hinterland; consisting of residential, retail and leisure uses. The zone follows and promotes the road-user hierarchy set out by The Liverpool City Region under the Transport Plan for Growth in order to reduce carbon emissions, increase road safety and promote active travel. Within St Helens Town Centre, there are planned proposals to create pedestrianised routes from the central railway station, the Stadium and through the town centre to St Helens College whilst also reducing traffic circulation and movement. There is a reasonable amount of on-street and off-street parking available,

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130. Cycle Infrastructure Design (publishing.service.gov.uk)

close to the main amenities in the town centre.

- Zone B: Key Towns and Settlements
  Newton-le Willows, Earlestown, Rainford and Haydock are the key towns and settlements situated in St Helens, all of which have developed with local facilities typically within walking and commutable distance via public transport and their local railway stations. There are also proposals under St Helens' LCWIP scheme to increase pedestrian routes in both Earlestown and Haydock.

- Zone C: Villages and Parishes
  St Helens consists of many villages and parishes, with the key locations being Clock Face, Bold, Billinge and Windle. These areas offer some local facilities, with a few bus services operating every 30 minutes to an hour between larger towns. Footways and footpaths are likely to be within the extent of individual towns/villages. Pedestrian/cycle routes to adjacent areas are likely to be sub-standard or not suitable for all users.

- Zone D: Rural
  Over half of the St Helens Borough is rural in nature despite its urban character. The borough benefits from large areas of open countryside and green spaces, accessible to residents for both agricultural and recreational purposes. There are also designated spaces for nature conservation and flood risk management, providing security and opportunities for mitigation and adaptation against the impacts of climate change.

When considering development directly adjacent to any particular zone, the start assumption should be that development be considered a logical extension to that zone. However, this is not considered a stringent rule and discussion should take place with the Transport Development Control team to agree the start point zone for any development.

Residential parking primarily represents the start / beginning of a trip. As such, the start point standards are 'maximum' to allow for low car development and better control of any over-provision and risks of under-provision.

Parking for employment, retail and leisure land uses, primarily represents the end point of a trip. As with the residential standards, the start point is 'maximum' to promote sustainable travel choices and limit unnecessary car usage. Destination cycle parking requirements are minimum in nature and derived to support an increased uptake of cycling. All cycle parking should be safe, secure, pleasant, sufficient and convenient and follow the requirements of Local Transport Note 1/20[130], except if agreed with the Transport Development Control team.

When determining parking standards, developers must refer to the zone map to determine the zone applicable to the site and apply the relevant parking standards as provided in this SPD. Where development sites traverse more than one parking zone, St Helens Council will expect the parking standards to be derived based on the Zone with the lowest parking standard requirement (i.e. Zone A is lowest, Zone D is highest).

The application of zonal standards is the starting point in setting a parking level for a site, and individual site context and accessibility will need to be evaluated to account for variations within zones. In some situations, conditions will influence the level of local accessibility which justifies a variation from the maximum parking standards (an increase or decrease). In these cases, the Accessibility Assessment, as detailed in Chapter 7 of this SPD, should be applied. The results of the assessment will inform where significant reductions from the maximum parking standards are appropriate. The Accessibility Assessment can also be used as evidence to demonstrate where it is appropriate for parking to be provided above maximum standards, although this would only be permitted by exception.

9.7 Other Parking Needs

Shared mobility and associated services

Shared mobility is increasingly important when considering transport policy and it is considered to comprise transportation services and resources that are shared among users. This includes elements of public transport, e-bike or scooter hire, vehicle-based modes (carsharing or car club, especially electric car clubs), and commuter-based modes or ridesharing.

For town centre locations, parking for electric bicycles, e-scooters and car club spaces must be considered where necessary, and at suitable locations which complement the public realm (as decided at the discretion of the Council's Highways service). Proposals such as these should be accompanied by sufficient evidence to demonstrate that a lower provision of car parking will not result in significant Highway issues (see Triple Access Levels below), or alternatively affect pedestrian needs in any way whatsoever (with e-scooter requiring designated parking by law dependent upon future legislation).

Whilst single occupancy private car trips may be justifiable for some trips there are a wide range of potential modal options and services that could be introduced within new developments to help provide suitable alternatives to private car use.

Mobility Hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all. There is further scope to include other services are a clustering of different transport options and services together and can be delivered at different scales. They aim to deliver integrated, quality services that consider the needs of those who live nearby as well as those who travel through them.

Mobility Hubs would be welcomed by the Council for residential, leisure and employment related developments. They should be considered in conjunction with the Travel Plan guidance section within this SPD. Car club schemes can reduce demand for car parking in residential development by reducing car ownership. They can also provide opportunities to employers in terms

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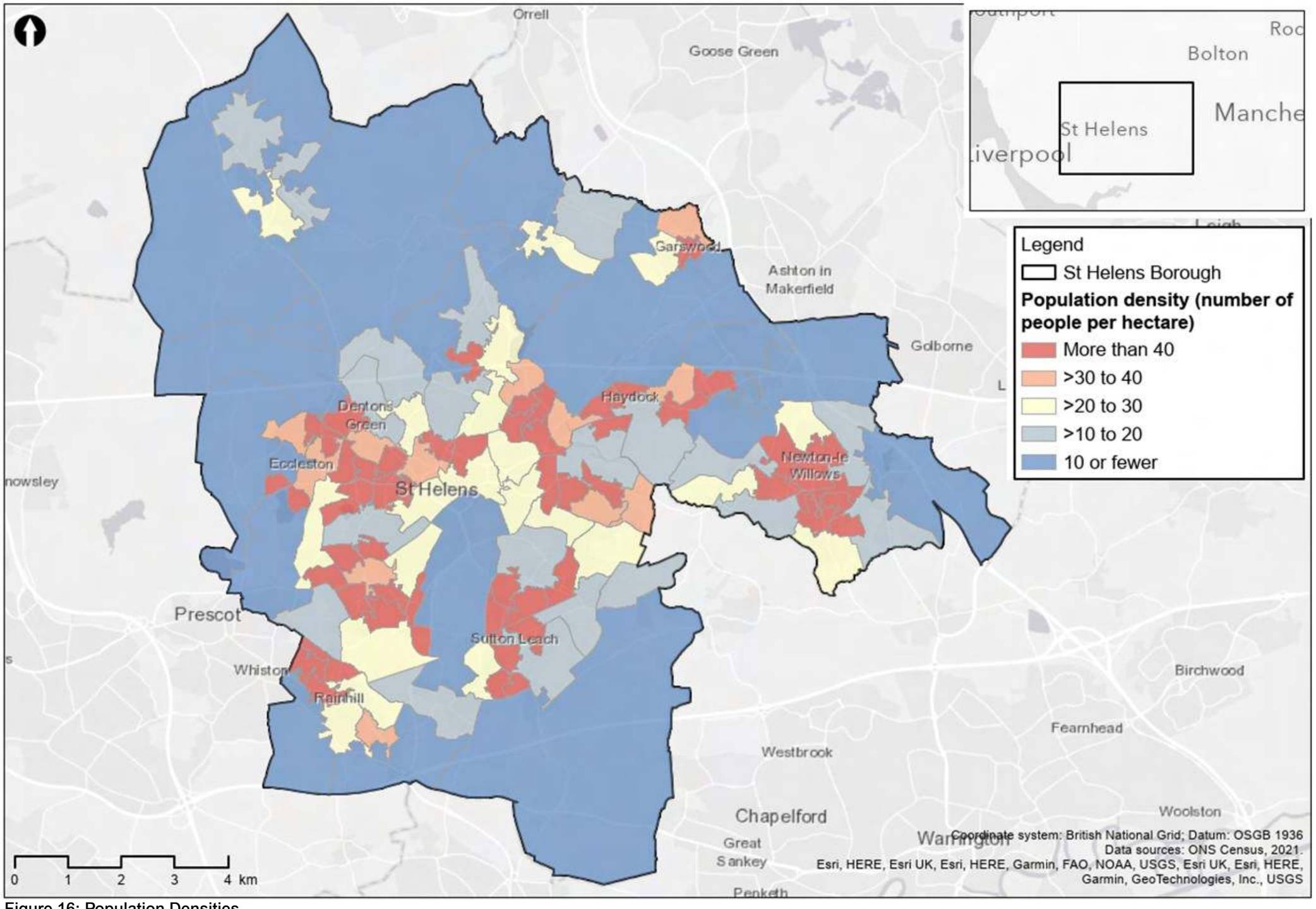

Figure 16: Population Densities

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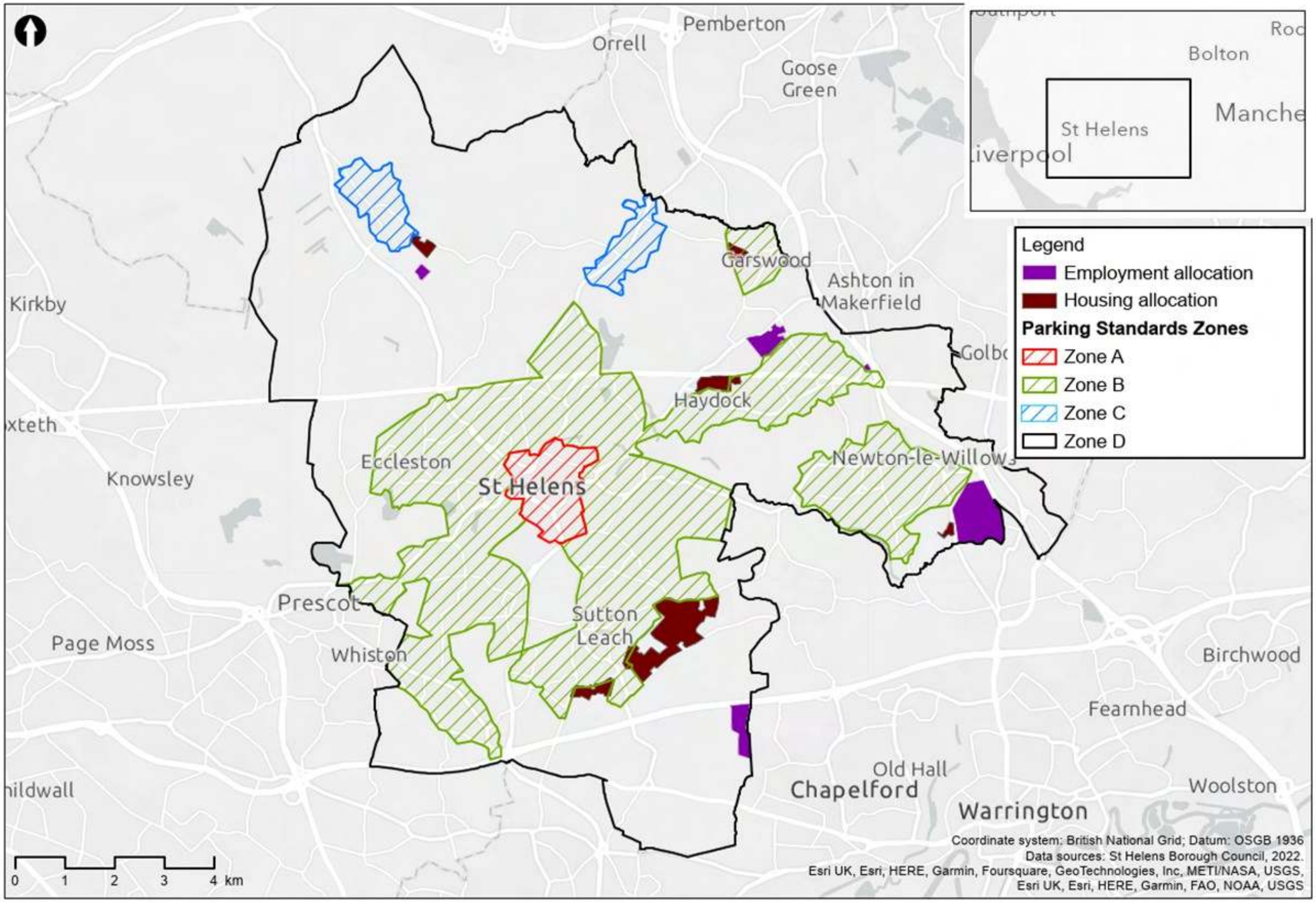

Figure 17: Defined Zones for Parking Standards

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131. ComoUK has worked with stakeholders to create the UK's only accreditation standard for designing and assessing mobility hubs.

of business travel, particularly in comparison with pool or lease cars, amongst other benefits. A 2016 study by CoMoUK[131] concluded that "car clubs are helping to fulfil local authority policies on congestion/traffic, air quality and carbon reduction by reducing car dependence and car ownership", with the Annual Survey Car Club 2017/18 stating car ownership amongst new members falling after joining, with longer term members continuing to own fewer cars.

Blue Badge Parking Standards

The level of blue-badge parking to be provided at each development is typically calculated as a percentage of the total vehicle parking standards, with a minimum of one space across all developments and across all zones.

There will be some land use development sites where a bespoke approach will be needed to meet specific needs, based on different user groups. In such instances, the provided standards should be considered a guide towards determining site-specific requirements and it is expected that the mobility needs will be considered and supported by the proposed development.

Motorcycle and Powered Two-Wheel Parking Standards

The level of motorcycle/powered two-wheel (PTW) parking to be provided at each development is calculated either as a percentage of the total vehiclearking standards or as a bespoke space/GFA provision.

Electric Vehicle/Ultra-Low Emission Vehicle Parking Standards

The requirements for the provision of EVs and other ULEVs, including the recommended level of parking standards for different types of development, have been outlined later in this chapter.

Other Vehicles

For other types of vehicles, no specific parking standards are set. The level of parking for coaches, buses, mini-buses, Heavy Goods Vehicles or any other type of vehicle associated with accessing a development should be provided commensurate with the forecasted level of demand, with due consideration for adopted transport policy framework. Evidence to support the proposed level of parking should be included in any associated application documents such as a Transport Assessment, Transport Statement or Travel Plan.

Where developments are anticipated to generate bus, coach or minibus movements, appropriate provisions including pick-up/drop off facilities and arrangements allowing passengers to safely board and alight should be provided along with suitable turning areas if applicable, avoiding unnecessary reversing manoeuvres.

Residents Parking Zones

Residents Parking Zones are a form of Controlled Parking Zone incorporating specific restrictions or regulations introduced to address observed parking issues. The zones represent an area of streets, where car parking is controlled throughout the day for the benefit of residents whose properties have no off-street parking such as a driveway.

Applications for permits to park in these zones, be that as a visitor or resident, need to be made to the traffic team at St Helens Council[132].

Penalty charge notices are applicable for failure to adhere to the restrictions.

New Resident Parking Zones will be considered in the context of new development, where need is identified and where planning obligations can be used to support implementation.

School Streets

Schools are often the cause of short but intensive periods of pick up and drop off journeys involving the use of private cars. This creates conflict with local residents and a potentially unsafe environment for other road users as a result of the competing motorised traffic demands.

Inappropriate parking is often a by-product of the limited space and further exacerbates the concerns noted in the previous paragraph. Measures to ensure safety around school and nursery sites will be a key requirement for planning application submissions in terms of providing "safe and suitable access" as outlined in the NPPF.

Measures should prevent pick up and drop off at the school entrances / gates, as well as prioritising and encouraging sustainable and active travel options for these journeys.

Loading and Servicing

Full consideration should be made at development sites for associated operational vehicle requirements including emergency vehicle access, servicing, maintenance, loading and deliveries. Insufficient provision for operational vehicles can have significant adverse effects on safety and congestion at the site and on surrounding roads.

Operational vehicle bays should be provided on site to cater for the maximum number of vehicles anticipated on site at any one time, whilst respecting the user hierarchy, being sympathetic to the site design and providing clear signage. Although, the aim should be to minimise the number of vehicles on site at any one time, and therefore the number of bays required. Specific requirements are necessary for HGVs, see Freight Management Chapter within this SPD.

The operational requirements will be unique for each site, and as such parking provision should be considered on a case-by-case basis. It should be aimed at minimising the impact of any operational activity on the site and surrounding areas.

Links

132. Who can apply for a resident's permit? - St Helens Borough Council

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9.8 Land Use Parking Standards

The parking standards proposed in this SPD are an update to those previously used in the 2010 Ensuring a Choice of Travel SPD. The prior standards were a series of land use specific maximum standards (and minimum for cycles), which is replicated in this updated SPD.

Early discussion with Transport Development Control team is recommended irrespective of the detail included within this section.

For commercial, retail, leisure and combined housing developments, car parking should include appropriate provision for people with mobility difficulties. Disabled parking facilities are minimum standards. The actual number of disabled spaces may need to be greater at facilities that specialise in accommodating groups of disabled people.

For all development types, car parking standards are a maximum but may be reduced according to Accessibility Assessment.

All cycle parking is minimum standard and increases in the provision will be encouraged to support uptake. A proportion of cycle parking should be for non-standard cycles (~5%) and spare capacity should always be provided to cater for growth and turnover, as well as abandoned cycles.

In the case of a mixed-use development, the standards should be applied to each land use. Dual use of parking spaces will be encouraged where practical. The same principle will be applied where there are premises containing a number of related uses, such as a hotel containing a public restaurant.

In accordance with National and Local Policies and regulations, parking standards for St Helens should apply to all development including new buildings and changes of use. With regards to other development, e.g. house extensions, the standards should align with the circumstances for each development. With a balanced approached, the standards are intended to allow for the provision of a suitable number of off-street parking spaces, whilst not being harmful to the character of the developments or the public realm through motorists finding it necessary to park on the street/kerb. The design of off-street parking should adhere to the requirements of the St Helens Street Design Guide and other guidance documents listed at the end of this chapter, as agreed with the Transport Development Control team.

Table 5: B2 General Industrial

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 150sqm	3 spaces or 6% of total capacity, whichever is greater	Long stay - 1 space per 300sqm Short stay - 1 space per 500sqm	1 space per 1500sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 100sqm			
Zone C: Villages and Parishes	1 space per 60sqm			
Zone D: Rural	1 space per 48sqm			

Previous St Helens parking guidance indicated a range of between 1 space per 48 sqm to 1 space per 60 sqm. This lower value is included within Zone D and is then reduced via a phased change to provide 1 space per 100sqm in the town centre, which is in line with benchmarked town centre examples elsewhere.

Blue badge, bicycles and motorcycles are in line with previous guidance.

Specific and/or niche development types such as chemical and hazardous waste facilities will require additional bespoke considerations to be agreed with the Transport Development Control team.

Suitable access, internal movement and parking for heavy vehicles needs to be provided, with reference made to the Freight Management Chapter of this SPD. Access requirements for light and heavy vehicles should not be at the expense of that required for pedestrians and cyclists.

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Table 6: B8 Storage and Distribution

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 500sqm	3 spaces or 6% of total capacity, whichever is greater	Long stay - 1 secure space per 300sqm Short stay - 1 space per 500sqm	1 space per 1500sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 250sqm			
Zone C: Villages and Parishes	1 space per 100sqm			
Zone D: Rural				

1 space per 100sqm is the previous guidance this is reflected in the Zone C and Zone D. More stringent requirements have been provided for Zone A and B in line with benchmark locations. Blue badge, bicycles and motorcycles are in line with previous guidance.

Suitable access, internal movement and parking for heavy vehicles needs to be provided, with reference made to the Freight Management Chapter of this SPD. Access requirements for light and heavy vehicles should not be at the expense of that required for pedestrians and cyclists.

Table 7: C1 Hotels

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 5 bedrooms*	3 spaces or 6 of total capacity, whichever is greater	Staff - 1 secure space and locker per 10 bedrooms	1 space per 26 guest rooms (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 3 bedrooms			
Zone C: Villages and Parishes	1 space per 1 bedroom			
Zone D: Rural	1 space per 1 bedroom			

*This is considered by exception and a start point provision of zero spaces is expected

Previous guidance indicated 1 space per bedroom this is reflected for zone C and D. Closer to the town centre more stringent maximums have been applied in line with benchmarked examples. Blue badge, bicycles and motorcycles in line with previous guidance.

Access arrangements for Taxis and Coaches need specific considerations:

- Taxi pick-up/set down bay adequate for 2 required above 2500sqm, with additional space requiring justification as part of the associated Transport Assessment,
- Coaches: Below 2500sqm requires 1 coach space per 30 beds. Above 2500sqm requires specific consideration within the associated Transport Assessment, for pick-up, set down and wait provision.
- Hotels that contain conference and leisure facilities require additional separate consideration within the Transport Assessment.

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Table 8: C2 Hospitals

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 4 members of staff & 1 space per 3 visitors	6% of capacity or 3 spaces, whichever is greater	Long stay: 1 space per 4 members of staff Short stay: 1 space per 10 beds	2% of vehicle parking spaces
Zone B: Key Towns & Other Settlements	1 space per 4 members of staff & 1 space per 3 visitors			
Zone C: Villages and Parishes	1 space per 2 members of staff & 1 space per 4 visitors			
Zone D: Rural	1 space per 2 members of staff & 1 space per 4 visitors			

Review of benchmarked examples indicates a range of spaces between 1 space per 2-4 members of staff and 1 space per 2-3 visitors.

Emergency vehicle access needs should be provided as a matter of priority.

Pick-up and drop-off provision for patients/visitors requires additional consideration.

Table 9: C2 Residential/Boarding Schools

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 2 members of staff & 1 space per 5 beds	6% or 3 spaces whichever is greater	1 secure covered staff space and locker per 5 staff members present at the busiest time, plus 1 space per 2 students. 1 Visitor cycle stand per 20 residents	1 space per 100 beds (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements				
Zone C: Villages and Parishes	1 space per 2 members of staff & 1 space per 4 beds			
Zone D: Rural				

Standards are in line with previous St Helens guidance.

Pick-up and drop-off arrangements require specific considerations and design thought.

Taxi pick-up/set down bay adequate for 2 required in specific cases subject to discussions with the Transport Development Control team. Additional space requires justification as part of the associated Transport Assessment.

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Table 10: C2 Student Accomodation

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of the number of beds or 3 spaces, whichever is greater	Staff – 1 secure space and locker per 4 members of staff Residents – 1 secure space and locker per resident	0 spaces
Zone B: Key Towns & Other Settlements				
Zone C: Villages and Parishes	1 space per 3 beds			1 space per 20 residents
Zone D: Rural				

Standards in line with benchmarked relevant examples and prior St Helens guidance.

It is considered unlikely that student accommodation would be provided in zones C and D and would likely not be considered appropriately sustainable development in the context of NPPF.

Pick-up and drop-off facilities may need specific consideration and discussion with the Transport Development Control team for some accommodation locations.

Table 11: C2 Convalescent, Residential Car and Nursing Home

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 3 members of staff & 0 spaces for residents or 1 space per 10 beds in specific circumstances*	3 spaces or 6% of total capacity, whichever is greater	1 secure covered staff space and locker per 5 staff members present at the busiest time, plus 1 visitor cycle stand per 20 residents	2% of vehicle parking spaces
Zone B: Key Towns & Other Settlements	1 space per 2 members of staff & 1 space per 5 beds			
Zone C: Villages and Parishes	1 space per 2 members of staff & 1 space per 4 beds			
Zone D: Rural				

Standards in line with previous guidance for St Helens for Residential Care Homes and Nursing Homes.

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Table 12: C3 Dwelling Houses

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0.5 spaces per dwelling	6% of capacity or 3 spaces, whichever is greater. Further considerations to be negotiated on a case-by-case basis	2 per dwelling (allocated) 1 additional space required for each bed above 3	None
Zone B: Key Towns & Other Settlements	1 space per one bed dwelling 1.25 spaces per two bed dwelling 1.5 space per three bed dwelling			
Zone C: Villages and Parishes	1 space per 1 bed dwelling 2 spaces per two & three bed dwellings 3 spaces per four-bed dwelling and greater			
Zone D: Rural				

Zone C and D in line with previous St Helens guidance. Zone A and B based on benchmarking exercise.

Blue Badge, bicycles and Motorcycles based on previous guidance. In the cases of new residential properties with driveways and frontage parking, it is expected that these spaces will be side of property, so as to maximise frontage landscaping and reduce building to building frontage distances along the street.

Garages will not be considered full spaces unless in accordance with the criteria outlined earlier in this chapter.

Table 13: C3 Dwelling Flats and Apartments

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0.5 spaces per dwelling	6% of the number of beds or 3 spaces, whichever is greater Further considerations to be negotiated on a case-by-case basis	2 secure spaces per flat	None
Zone B: Key Towns & Other Settlements	1 space per dwelling & 0.25 per dwelling allowance for visitor spaces			
Zone C: Villages and Parishes	1.5 spaces per dwelling		1 secure space per flat	
Zone D: Rural				

Zone C and D in line with previous St Helens guidance. Zone A and B based on benchmarking exercise.

Blue Badge, bicycles and Motorcycles based on previous St Helens guidance.

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C4 Houses in Multiple Occupation (HMO)

Additional study work is proposed to define HMO parking requirements. Paragraph 6.3.14 of the Local Plan states:

"The sub-division of existing dwellings into flats or to form Houses in Multiple Occupation can make an important contribution to meeting specific needs, for example for single persons or couples. However, it is important that such proposals should be consistent with the latest evidence of housing needs in the area and avoid causing an unacceptable loss of family housing. It is also important that they avoid harming the character or appearance of the area for example by leading to excessive hard surfacing of garden areas to form car parking. Such proposals should also be suitably designed to provide acceptable living conditions for their occupants, for example in terms of outlook and daylight/sunlight and avoid harming the living conditions of neighbouring occupiers. Further guidance concerning such proposals will be set out in a future SPD".

At this stage, it is expected that future work into HMOs will consider the following (not exhaustive) points in relation to parking:

- Car ownership amongst HMO households,
- Average number of bedrooms per HMO,
- Location of HMOs, and
- Whether the property is an existing HMO or conversion to create one, and the type of property that it is created from.

In advance of a future SPD in relation to HMOs, it is considered prudent to consider parking in the context of C2 Residential Institutions, although agreement with the Transport Development Control Team is required.

Table 14: E(a) Display or retail sale of goods, other than hot food & F2(a) Non-Food Retail

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces up to a maximum 1 space per 100sqm	6% of capacity or 3 spaces, whichever is greater	Staff: 1 secure covered space per 150sqm (minimum of 2 spaces) Customer: 1 secure covered space per 150sqm (minimum of 2 spaces)	2% of vehicle parking spaces
Zone B: Key Towns & Other Settlements	1 space per 50sqm			
Zone C: Villages and Parishes	1 space per 25sqm			
Zone D: Rural	1 space per 20sqm			

Zones C and D are in line previous St Helens guidance. The remaining zones based on benchmarking exercise.

Blue badge, bicycles and motorcycles based on previous St Helens guidance. Smaller food and non-food facilities >500sqm may require less parking due to servicing local needs.

Consideration of servicing vehicle needs will be on a case-by-case basis. For units greater than 1000sqm the Transport Development Control team may request one servicing bay. Reference should be made to the design requirements within this chapter for appropriate sizing.

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Table 15: E(a) Food Retail

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of capacity or 3 spaces, whichever is greater	1 secure covered space per 150sqm (minimum of 2 spaces) Customer: 1 secure covered space per 150sqm (minimum of 2 spaces)	2% of vehcile parking spaces
Zone B: Key Towns & Other Settlements	1 space per 20sqm			
Zone C: Villages and Parishes	1 space per 15sqm			
Zone D: Rural	1 space per 10sqm			

Suitable arrangements should be provided for the access and parking of vehicles for the delivery of goods.

Blue badge, bicycles and motorcycles based on previous St Helens guidance.

Consideration of servicing vehicle needs will be on a case-by-case basis. For units greater than 1000sqm the Transport Development Control team may request one servicing bay. Reference should be made to the design requirements within this chapter for appropriate sizing.

Table 16: E(b) Cafes and Restaurants

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces up to a maximum 1 space per 100sqm public floor area	6% of capacity or 3 spaces, whichever is greater	Staff: 1 secure covered space and locker per 100sqm Customer: 1 space per 100sqm	1 space per 350sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 50 sqm public floor area			
Zone C: Villages and Parishes	1 space per 15 sqm public floor area			
Zone D: Rural	1 space per 5 sqm public floor area			

Zones C and D in line previous St Helens guidance. The remaining zones based on benchmarking exercise.

Blue badge and motorcycles based on previous guidance.

Cycle parking based on benchmarking examples.

Suitable arrangements should be provided for the access and parking of vehicles for the delivery of goods.

Consideration of servicing vehicle needs will be on a case-by-case basis. For units greater than 1,000sqm the Transport Development Control team may request one servicing bay. Reference should be made to the design requirements within this chapter for appropriate sizing.

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Table 17: E(c) Financial and Professional Services

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 100sqm	6% of capacity or 3 spaces, whichever is greater	Staff: 1 secure staff space and locker per 50sqm Visitors: 1 secure staff space and locker per 500sqm	1 space per 500 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 50sqm			
Zone C: Villages and Parishes	1 space per 35sqm		Staff: 1 secure staff space and locker per 100sqm Visitor: 1 secure staff space and locker per 500sqm	
Zone D: Rural	1 space per 32sqm			

In line with previous St Helens guidance for zones C and B, with Zones A and D benchmarked with other locations.

Blue badge, bicycles and motorcycles based on previous St Helens guidance, with minor updates.

Table 18: E(d) Indoor Sport and Fitness

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of capacity or 3 spaces, whichever is greater	10 spaces plus 10% of vehicle spaces	2% of vehicle parking spaces
Zone B: Key Towns & Other Settlements	1 space per 25sqm			
Zone C: Villages and Parishes	1 space per 23sqm			
Zone D: Rural	1 space per 20sqm			

Table 19: E(e) Medical and Health Services

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of capacity or 3 spaces, whichever is greater	1 secure covered space & locker per 4 members of staff	1 space per 2 consulting rooms (minimum)
Zone B: Key Towns & Other Settlements	1 space per 2 staff + 3 per consulting room			
Zone C: Villages and Parishes	1 space per 2 staff + 4 per consulting room			
Zone D: Rural				

Standards in line with prior St Helens guidance and benchmarking exercise.

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Table 20: E(f) Nursery, Creche, and Day Centres

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 2 members of staff	6% of capacity or 3 spaces, whichever is greater	1 secure covered space & locker per 4 members of staff Minimum 2 visitor spaces required	1 space per 10 staff (2 minimum)
Zone B: Key Towns & Other Settlements	1 space per 1.5 members of staff			
Zone C: Villages and Parishes	1 space per 1 member of staff			
Zone D: Rural				

Table 21: E(g) (i) Offices, Light Industrial, Research & Development, Labratory, Studios

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 100sqm	6% of capacity or 3 spaces, whichever is greater	Staff: 1 space per 100 sqm (minimum of 2 spaces) Visitors: 1 space per 500 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 70sqm			
Zone C: Villages and Parishes	1 space per 50sqm			
Zone D: Rural	1 space per 40sqm			

Standards in line with prior St Helens guidance and benchmarking exercise.

Table 22: E(g) (ii) Offices, Light Industrial, Research & Development, Labratory, Studios

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 35sqm	6% of capacity or 3 spaces, whichever is greater	Staff: 1 space per 100 sqm (minimum of 2 spaces) Visitors: 1 space per 500 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements				
Zone C: Villages and Parishes	1 space per 25sqm			
Zone D: Rural				

Table 23: E(g) (iii) Offices, Light Industrial, Research & Development, Labratory, Studios

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 500sqm	6% of capacity or 3 spaces, whichever is greater	Staff: 1 space per 100 sqm (minimum of 2 spaces) Visitors: 1 space per 500 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 250sqm			
Zone C: Villages and Parishes	1 space per 100sqm			
Zone D: Rural	1 space per 50sqm			

Standards in line with prior St Helens guidance and benchmarking exercise.

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Table 24: F1(a) Primary and Secondary Schools

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0.5 spaces per classroom	6% of capacity or 3 spaces, whichever is greater	Staff: 1 space per 100 sqm (minimum of 2 spaces) Visitors: 1 space per 500 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per classroom			
Zone C: Villages and Parishes	2 spaces per classroom			
Zone D: Rural				

Table 25: F1(a) Higher / Further Education

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	1 space per 4 staff	6% of capacity or 3 spaces, whichever is greater	Staff: 1 space per 100 sqm (minimum of 2 spaces) Visitors: 1 space per 500 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 2 staff			
Zone C: Villages and Parishes	1 space per 2 staff + 1 per 15 students			
Zone D: Rural				

Standards in line with prior St Helens guidance and benchmarking exercise.

Standards in line with prior St Helens guidance and benchmarking exercise.

F1(a) Special Educational Needs (SEN) Schools

As above for higher / further education, also including:

- Facilities provided for pick up and drop off of pupils on the basis that SEN Schools are likely to have higher proportions of pupils requiring pick up and drop off compared to other types of education buildings.
- A blue badge parking space is required for each disabled member of staff plus 2 spaces or 5% of total on-site capacity, whichever is greater.

Table 26: F1(bce) Art Gallery, Museums, Exhibition Halls

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces or 1 space per 100sqm where agreed with Transport Development Control team	6% of capacity or 3 spaces, whichever is greater	Staff: 1 space per 100 sqm (minimum of 2 spaces) Visitors: 1 space per 300 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements				
Zone C: Villages and Parishes	1 space per 50sqm			
Zone D: Rural	1 space per 30sqm			

Standards in line with prior St Helens guidance and benchmarking exercise.

F1(d) Library

Same as F1(bce) above, however cycle parking requirements should be increased to:

- 1 space per 75sqm for staff, and
- 1 space per 100sqm for visitors.

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Table 27: F1(f) Public Worship

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of capacity or 3 spaces, whichever is greater	1 space per 200 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 20sqm			
Zone C: Villages and Parishes	1 space per 10sqm			
Zone D: Rural				

Table 28: F1(g) Law Courts

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces (limited provision for specifci needs to be discussed with Transport Development Control Team)	6% of capacity or 3 spaces, whichever is greater	1 space per 200sqm (minimum of 2 spaces)	1 space per 750sqm (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 20sqm			
Zone C: Villages and Parishes	1 space per 10sqm			
Zone D: Rural				

Standards in line with prior St Helens guidance and benchmarking exercise.

Table 29: F2(b) Halls or Meeting Places

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of capacity or 3 spaces, whichever is greater	1 secure covered space per 4 members of staff Additional cycle stands at 1 space per 40sqm open to the public or 1 per 60 seats (minimum of 5)	1 space per 200 seats (minimum of 2 spaces)
Zone B: Key Towns & Other Settlements	1 space per 20 seats			
Zone C: Villages and Parishes	1 space per 10 seats			
Zone D: Rural				

Table 30: F2(c) Outdoor Sport/Recreation

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of capacity or 3 spaces, whichever is greater	10 spaces + 10% of vehicle spaces	Up to 2% of car provision
Zone B: Key Towns & Other Settlements	1 space per 5 users based on maximum capacity of facility			
Zone C: Villages and Parishes	1 space per 2 users based on maximum capacity of facility			
Zone D: Rural				

Standards in line with prior St Helens guidance and benchmarking exercise.

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Links

133. St Helens Borough Council: Draft Electric Vehicle Charging Infrastructure Strategy 2023 - 2027

Table 31: F2(d) Swimming Pools and Ice Skating Rinks

Zone	Vehicles	Blue Badge Parking	Bicycles	Motorcycles
Zone A: Town Centre & Central Spatial Area	0 spaces	6% of capacity or 3 spaces, whichever is greater	1 secure covered space per 4 members of staff Additional cycle stands at 1 space per 40sqm open to the public or 1 per 60 seats (minimum of 5)	1 space per 200 seats (minimum of 2 spaces) Or 1 space per 750sqm
Zone B: Key Towns & Other Settlements	1 space per 30sqm			
Zone C: Villages and Parishes	1 space per 25sqm			
Zone D: Rural				

Standards in line with prior St Helens guidance and benchmarking exercise.

Electric Vehicles

This section provides clarity on provision of spaces for electric vehicles. It should be read in conjunction with the Council's Electric Vehicle (EV) Charging Strategy[133] (draft for consultation at time of production).

As set out in earlier sections within this SPD the UK Government must meet legally binding targets on climate change and locally St Helens Borough Council and all organisations within the borough must work together to ensure we can collectively realise our ambition to be net zero across the borough by 2040.

The UK Government has brought forward a ban on sales of new petrol and diesel cars and vans by 2030 and hybrid cars and vans by 2035. Building Regulations have also been updated to specify requirements around EVCI installation and came into force in June 2022, the updates state that;

- every new home, including those created from a change of use, with associated parking, must have an EV chargepoint
- Residential buildings undergoing a major renovation which will have more than 10 parking spaces must have at least one EV chargepoint per dwelling with associated parking, along with cable routes in all spaces without chargepoints.
- All new non-residential buildings with more than 10 parking spaces must have a minimum of one chargepoint and cable routes for one in five (20%) of the total number of spaces.
- All non-residential buildings undergoing a major renovation that will have more than 10 parking spaces must have a minimum of one chargepoint, along with cable routes for one in five spaces.

It should be noted that there is a current review into an exemption for developers to install active charging points within covered car parks (only cable routes are required). This is currently under review so could change (please do check for latest

The electric vehicle smart charge points regulations sets out minimum smart functionality requirements for private EVCI installed (i.e. such as EVCI installed for private households wherein the infrastructure must comply with the operational requirements set out).

All new developments and significant renovations[134] have been required to have EV charging points from June 2022, with the UK Government working with the Institution of Engineering & Technology to produce an authoritative guide for local authorities on developing EV infrastructure in their areas[135]. Specific technical guidance regarding the installation and charge point requirements are detailed in Part S of the building regulations (Feb 2022)[136].

EV Charging Points (EVCP) do not typically require planning permission for the installation of wall mounted electrical outlets or upstander mounted electrical charging outlets if the area of installation is lawfully used for off-street parking[137]. All applications are to be dealt with on a case-by-case basis, with conservation and listed-building applications recommended to seek planning permission due to their sensitivity.

The approach towards EVCP may be revised periodically in the future subject to new evidence and any subsequent review of the Air Quality and Emissions Good Practice Guidance. It is intended that the Air Quality and Emissions Good Practice Guidance will reflect the continuing evolution of local and national electric vehicle charge point understanding.

St Helens Council will however consider alternative solutions for commercial, retail and industrial development, should the applicant submit an Electric Vehicle Charge Point Strategy for the agreement of the Local Planning Authority.

A minimum 7 kW active and passive provision for both residential and non-residential buildings is required. Some early home installations are 3.6 kW chargepoint, however, today the majority of the installations are 7 kW and expected increases in battery sizes and technology developments could make charge points less than 7 kW obsolete for future car models.

At time of writing, St Helens Council is consulting on an EV strategy based around the following twelve core policies, which together outline the council's future role in supporting the delivery of EV charging infrastructure. These are supported by an extensive evidence base including an extensive policy review, technological background review, data on existing electric vehicle uptake, data on current charge point supply across the borough, and anticipated future charge point demand.

1. **Decarbonising transport hierarchy**
   Supporting the roll-out of EV charging infrastructure as part of the development of an inclusive transport system. Electric vehicle infrastructure should support wider measures to increase use of walking, cycling and public transport

2. **Council led delivery of charging infrastructure**
   Where new charging infrastructure is to be installed by the council

Links

134. Regulations: electric vehicle smart charge points - GOV.UK (www.gov.uk)

135. Electric vehicle charging infrastructure: help for local authorities - GOV.UK (www.gov.uk)

136. Infrastructure for charging electric vehicles: Approved Document S - GOV.UK (www.gov.uk)

137. Electric vehicle charging points - Electrics - Planning Portal

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itself, we will prioritise town centre locations, key amenities and residential areas with limited off-street car parking.

3. **Approach to on-street residential charging**
   The council will follow a hierarchy of solutions for on-street residential charging, prioritising the use of off-street charging hubs within a five-minute walking distance. Where this is not feasible, other low impact solutions will be considered.

4. **Staff visitor and fleet charging**
   The council also wants to invest in charging infrastructure for staff and visitors to our offices where necessary and will continue to implement staff policies to support sustainable travel choices.

5. **Complementary strategies and policies**
   The Council will incorporate policies that support this strategy into complementary strategies where relevant, including future revisions of council-published standards and guidance, including the Local Plan, and development management standards.

6. **EV charging in new development sites**
   The Council will ensure all relevant development proposals deliver charging infrastructure to national minimum standards from June 2023, including where the council is the developer.

7. **Working with partner organisations**
   The Council will explore opportunities to encourage and support organisations, businesses, and other third-party car park operators to deploy charging infrastructure, where feasible and appropriate.

8. **Monitoring**
   The Council will systematically monitor the usage and tariffs of charge points and requests for new charging infrastructure across the borough to coordinate and inform where future installations should be.

9. **Procurement**
   The Council will undertake systematic market engagement to determine the best procurement option for charge point installation, with a view to adopting a coordinated approach across a full array of charging types, including public, fleet and workplace charging needs.

10. **Energy, generation and storage**
    The Council will seek to increase the emissions reductions benefits of electric vehicles by encouraging the use of renewable energy generation, off-peak usage policies (a mandatory functional requirement with option for manual override in private charger installations) and battery storage infrastructure, where appropriate.

11. **Working with our Distribution Network Operator**
    The Council will work in partnership with Scottish Power Energy Networks (SPEN) the electricity Distribution Network Operator for our borough to address key points of weakness holding back the delivery of key infrastructure promoted by the council and its partners.

11. **Installing the right specification**
    The Council will only support or procure installation of charging infrastructure where sites are well chosen, well-lit, safe & secure, physically accessible for disabled people with limited mobility, with appropriate bay markings where necessary, and do not cause any obstructions to others. Charging infrastructure should not introduce additional car parking where parking spaces are not currently provided or allowed and should avoid the creation of additional unnecessary street clutter.

In accordance with the above, the following provisions should be included.

- **Active provision:** is the implementation of connected "ready to use" infrastructure.
  - Offers positive encouragement for the uptake of EVs,
  - Demonstrates availability for charging, and
  - Demonstrates positive thinking of developers and authorities in delivering climate conscious infrastructure.
- **Passive provision:** is the implementation of underlying infrastructure.
  - Should include additional capacity in the connection and distribution system to the local Distribution Network Operator, and
  - All civil works should meet current industry regulations and standards to minimise future works when extending the provision.

Passive provision provides future-proofing for the future uptake of EVs, and above levels that are currently forecast. Whilst initial capital costs are increased, the cost and disruption of retrospective action to install chargers later is significantly less.

Electric vehicle spaces should be provided as follows, based on the overarching standards shown in Tables 32 and 33.

The standards ensure that every dwelling that has access to a parking space, also has access to a 7Kw EV charge point, but without requiring onerous levels of charging to be provided. Dwellings with one or more allocated/on-plot parking will have access to one EV charge point.

Where parking is unallocated/shared amongst multiple dwellings, each parking space must be fitted with an EV charge point to ensure that each dwelling has full charging access. It is considered reasonable to expect residents of the same dwelling to share access to an EV charge point between them, but not reasonable to expect the same of residents of flats and HMOs, for example.

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Table 32: Residential Electric Vehicle Standards

Residential schemes	Number of dwellings	Number of parking spaces	Active EV charging requirement	Passive EV charging requirement
Residential buildings	Single dwelling	1 space	1 space	N/A
		>1 space	1 space	All spaces
	Multiple dwelling	1 space	1 space	N/A
		>1 space	All spaces	N/A

Table 33: Non-Residential Electric Vehicle Parking

Non-residential schemes	Number of parking spaces	Active EV charging requirement	Passive EV charging requirement
Non residential buildings	1 space	1 space	N/A
	>1 space	2 in 10 spaces	All remaining

Disabled space provision must meet the same ratios of active and passive charging provision are per the requirements set out in the two tables above.

The Accessibility Assessment in the following section of this chapter is not considered directly applicable to ULEV parking provisions. i.e. there is no scope to provide less ULEV-compliant spaces in association with accessibility levels.

Accessibility Assessment

To provide strengthened adherence to the requirements of NPPF Chapter 9 paragraph 111, an Accessibility Assessment approach is included after the start point maximum standards. This assessment helps to support the noted variation in accessibility levels, providing greater flexibility to parking appropriate to the local context and aligns with a placemaking approach specific to each location.

Any increase from maximum standards will require significant evidence (deemed satisfactory to the Transport Development Control team) as well as demonstrating that all reasonable sustainable travel, active travel and digital connectivity alternatives have been exhausted. The Council may encourage lower levels of vehicular parking where:

- The development is in a strong Triple Access Location;
- Initiatives to reduce traffic are planned for or are being introduced in the area;
- There is adequate off-street parking within easy reach and visible from the development or potential for shared use of spaces (for example, in mixed use developments); and
- On-street parking may need to be controlled if lower levels of parking or car free housing are provided.

The Triple Access Location system is referred to in Chapter 2 'Our Preferred Future' of this SPD.

A Triple Access system is ultimately an Accessibility Assessment approach and has been developed to feed into the process of determining parking provision for new development. Future sustainable urban accessibility can be achieved through the application of a Triple Access approach, consisting of the transport system (physical mobility), the land-use system (spatial proximity) and the telecommunications system (digital connectivity).

As such, Triple Access Levels (TALs) reflect the accessibility level of a site based on the three following factors:

1. digital connectivity
2. access to local amenities by active modes, and
3. public transport service levels

The following methodology should be applied to any proposed development in order to consider whether the maximum parking standards should be applied, or reduced, based on Accessibility Levels.

The Minimum Accessibility Standard Assessment (MASA) outlined in Chapter 7 of this SPD should be completed. This consists of questions associated with the following:

- 6 questions of walk accessibility
- 7 questions of cycle accessibility
- 8 questions of bus accessibility, and
- 7 questions of rail accessibility

The aforementioned questions should be supported by Accessibility mapping as also described in this SPD. At the discretion of the Transport Development Control team, an analysis of Public Transport Accessibility Levels may be requested.

The MASA covers the second and third pillars of TAL. However, the first pillar (digital connectivity) is not directly covered. Applicants should confirm the mobile communications standard (4th or 5th generation vs fibre-optic or copper cable provision) and broadband coverage level of the development site. Areas of high and reliable digital connectivity will be afforded additional consideration in terms of parking standard reductions. The general trend with digital access is that it is better for areas with high car ownership, so it is considered linked more to prosperity than accessibility.

Table 34: Digital Connectivity Accessibility Assessment Score Summary

	Digital Connectivity
	Digital
Scores	/2
Combined Digital Assessibility Score (%)	%

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Table 35: Accessibility Assessment Score Summary

	Active Travel		Public Transport	
	Walking	**Cycling**	**Bus**	**Rail**
Scores	/6	/7	/8	/7
Sum all scores	/13		/15	
Combined Accessibility	%		%	

Each 'yes' answer in the aforementioned MASA of chapter 7 equates to a single point, and the above approach includes 28 questions, which have been related to five Accessibility Level score bands, as below. A higher score band will receive a larger reduction factor, while a lower score band will have a smaller reduction factor. The accessibility score should be calculated as follows:

Active Travel (walking and cycling assessments) and Public Transport (bus and rail assessments) collated and converted into a percentage score.

Using the scores identified from the above Table 35, the next step is to identify the potential appropriate parking reduction based on the accessibility scores, using the accessibility matrix overleaf.

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<table>
<tr><td colspan="2" rowspan="2"></td><td colspan="4">Active Travel Accessibility Score</td></tr>
<tr><td>0-25%</td><td>25-50%</td><td>50-75%</td><td>75-100%</td></tr>
<tr><td rowspan="4">Public Transport</td><td>0-25%</td><td colspan="2" rowspan="2">No discount from standards permitted</td><td>No discount from standards permitted</td><td>Up to 10% reduction</td></tr>
<tr><td>25-50%</td><td>Up to 20% reduction</td><td>Up to 30% reduction</td></tr>
<tr><td>50-75%</td><td>No discount from standards permitted</td><td>Up to 15% reduction</td><td>Up to 25% reduction</td><td>Up to 35% reduction</td></tr>
<tr><td>75-100%</td><td>Up to 10% reduction</td><td>Up to 20% reduction</td><td>Up to 35% reduction</td><td>Up to 100% reduction - Scope for a car free development.</td></tr>
</table>

Figure 18: Accessibility Access Levels for Parking Spaces Reduction

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Links

138. TRA004_St_Helens_Sustainable_Transport_Impact_Assessment_Report_2019.pdf (sthelens.gov.uk) – Chapter 5 paragraph 5.1.2

Mitigation measures associated with walk, cycle and public transport (where applicable and appropriate) will be considered and potentially requested by the Transport Development Control team in conjunction with the Minimum Accessibility Assessment, the analysis of the Transport Assessment/ Statement.

It should also be noted that locations with the lower scores will generally not have been proposed for development within the Local Plan and would likely not be considered as a sustainable location for development. Site allocations within the St Helens Local Plan have undergone a Sustainable Transport Impact Assessment (STIA) process and are considered to have an appropriate sustainability basis to achieve release from the greenbelt and/or allocation, but further enhancements are required to secure planning consent. This is emphasised by the following statement within the STIA.

It is anticipated that the Site Accessibility Criteria will form a key part of any further assessment of the sites; while this is not the only way of assessing the sustainable credentials of a site, and achieving 'Excellent' ratings should not be a substitute for more detailed assessment where appropriate, it is envisaged that, where possible, development sites will take the necessary practicable steps to achieve the highest possible Accessibility Matrix rating in each category[138].

Any reductions made as part of this Accessibility Assessment process should be rounded down to the nearest whole.

Determination of final Accessibility band will be at the discretion of the Transport Development Control team, and all analysis should be shared with the team to initiate further discussion regarding the parking provision for a proposed site.

Following initial discussion with the Transport Development Control team and the Planning Authority, the Accessibility Assessment represents the second step for determination of parking levels. It is expected that this will be accepted as the appropriate level of parking for most sites, but there may be local situations where more detailed analysis is required, such as:

- parking stress surveys
- parking beat surveys
- parking condition surveys
- parking compliance surveys
- parking capacity surveys, and
- parking accumulation assessments

Car Parking Design Requirements

In the first instance, reference should be made to the St Helens Street Design Guide for specific design details of vehicular and cycle parking.

Additional guidance for design, principles and place led layout is provided below:

- **Manual for Streets (2007) / Manual for Streets 2 (2010)**
  How to design, construct, adopt and maintain new and existing residential streets. Extended to cover both urban and rural situations.
- **Better Planning, Better Transport, Better Places (2019)**
  Sets out how the transport planning process can support the delivery and scale of economic and housing growth required by the government while delivering more sustainable transport and planning outcomes for people and places.
- **LTN 1/20: Cycle Infrastructure Design (2020)**
  Contains guidance for Local Authorities, developers and highway engineers for designing high-quality cycle infrastructure. LTN 1/20 is promoted as a basis for Local Authorities to set own standards and therefore is a key consideration for this SPD.
- **The Building Regulations: Infrastructure for the charging of electric vehicles (2021)**
  Applicable for new residential and non-residential buildings and those undergoing renovation.
- **St Helens Design (New Residential) SPD**
  Sets out the design principles and outcomes needed to create and enhance high quality places to live, work and play within St Helens.
- **National Design Guide**
  The National Design Guide addresses the question of how we recognise well designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics.
- **National Model Design Code**
  To provide detailed guidance on the production of design codes, guides and policies to promote successful design.
- **DfT Inclusive Mobility**
  This guidance describes features that need to be considered in the provision of an inclusive environment and issues related to disabling barriers, the use of technology, maintenance, awareness of the needs of disabled people, and engagement.
- **Homes England: Streets for a Healthy Life (2022)**
  Prepared to illustrate and explain what good residential streets look like, and how they function, including the role that parking plays in that.
- **Car Park Design (June 2023)**
  The Institution of Structural Engineers' guidance relevant to all car park structures and intended to be applicable to large car parks and those accessible by the public. Although not intended for at grade car parks some of the guidance is expected to be relevant.
- **PAS 1899:2022 Electric Vehicles – Accessible Charging – Specification (October 2022)**
  A publicly available specification (PAS) sponsored by the Motability charity and the Office for Zero Emission Vehicles (OZEV) published under licence from The British Standards Institution; (not to be regarded as a British Standard (BS) as it would be withdrawn if superseded by a BS.) It sets out the minimum specifications for accessible public chargepoints and provides best practice guidance specifically for chargepoints adjacent to accessible parking bays.
- **BS 8300-1:2018 Design of an accessible and inclusive built environment Part 1: External Environment — Code of practice**
  Provides guidance on access to, location of and geometry for accessible off-street car parking

9.0 PARKING STANDARDS

Links

139. (RAC Foundation "Standing Still" July 2021 69684 RACF – Standing Still_AW.3.pdf (racfoundation.org))

140. UK parking space size - are our cars getting bigger? | The AA

accessible off-street car parking spaces however BS 8300 does not give guidance on individual dwellings, this is covered by BS 9266.

- **BS 9266:2013 Design of accessible and adaptable general needs housing - Code of practice** This guidance supplements BS 8300:2009+A1 and incorporates recommendations on individual dwellings into the general guidance.
- **BS 8300:2009+A1:2010 Design of building and their approaches to meet the needs of disabled people - Code of practice.** Although superseded in the main by BS 8300-1:2018 it is still referenced in BS 9266:2013.

Where parking provision within a development is likely to cause displacement of parking onto other surrounding areas i.e. on street residential areas, be that through the level of parking provided or the charges associated with it, then contributions will be required from developers to potentially implement parking control measures e.g. a Residents Parking Zone. If, however, the displacement of parking impacts on highway safety and no appropriate parking control measures can be implemented, the development may be refused in accordance with National Planning Policy Framework paragraphs 110 and 111.

In the case of residential development, off-street vehicle parking spaces will be requested at side of property with measures sought to protect that use, such that off-street space is not eroded over time. Side of property spaces still allow for frontage access onto the public highway thereby maintaining an active frontage on the street environment, while reducing the amount of hardstanding required along street frontages, which allows for enhanced landscaped verges, reduced building to building frontage distances and tree lined boulevards.

Featured courtyard parking in residential areas will also be accepted, subject to design considerations and discussions with the LPA and Design Officers.

Parking Dimensions and Accessibility

Since the previous St Helens guidance on parking design was published in 2010, the size of vehicles has continued to grow, and the popularity of larger vehicles has increased. A parking bay size of 2.4m x 4.8m has been the standard for many decades but may no longer be appropriate for today's vehicles.

Research from the RAC[139] in 2021 showed that dimensions of the most popular five cars have increased from 1.5m width in 1965, to 1.8m in 2020 and from 3.9m in length to 4.3m; the thickness of doors has also increased. Many popular cars far exceed these dimensions and may be up to 2m wide and 5.2m long[140].

The requirements for different parking bay configurations, taking into account these changes, are set out in the following sections, in particular, the need for non-standard bays for people with mobility, parents/carers with children and the provision of EV charging infrastructure, is included.

Table 36: Perpendicular and Parallel Parking Bays

	Active Travel		Public Transport	
Perpendicular	2.6m x 5.0m[a][141]	3.8m x 5.0m[142] incl 1.2 transfer zone to one side and rear[s]	3.4m x 5.0m[143]	6.95m[b][144]
Parallel	1.8m x 6.0m	3.6 x 6.6m[145]	N/A	N/A

- **Layout**
  - [a.] Standard bay widths should be increased from 2.6m to 2.7m in short stay car parks where there is a frequent turnover of users.
  - [b.] Aisle widths between perpendicular bays may be reduced to 6.0m where there is a one-way system in operation.
  - A 3m reversing area is desirable at the end of the aisle, with an absolute minimum of 1m[146].
  - Should parallel parking bays be provided where there is no footway, a paved margin (min width 0.6m) should be provided to assist pedestrians to access[147].
  - Where a row of perpendicular parking bays emerges directly onto a footway, an additional 0.5m strip will be required to assist intervisibility between pedestrians and emerging vehicles[148].
  - Where parallel parking bays are provided against a wall the width should be increased to 2.4m.
  - Where there are large blocks of parking bays, they should be broken up with landscaping with no more than 6 or 7 continuous spaces. British parking association?
- **Accessible provision**
  - The bay width for use by disabled persons allows for the door to be fully opened to improve movement in and out of the car and to provide greater room for assistance to be given to those with reduced mobility[149]. An additional 1.2m wide cross hatched area is required to the driver's side and the rear of the vehicle[150].
  - Access zones may be shared between adjacent bays, provided each vehicle has 1,200mm access on both driver and passenger sides[151].
- **Parent/Child**
  - The bay width for use by parent and child allows for the door to be opened more fully for access to child seats.
  - The provision of dedicated spaces should be considered where there is likely to be significant demand such as in retail or leisure areas[152].
- **EV Charging**
  - In general, accessible EV charging bays should be designed to the same requirements and principles as

Links

141. The Institution of Structural Engineers: Car Park Design 2023 Table 5.2

142. The Institution of Structural Engineers: Car Park Design 2023 Table 5.2

143. The Institution of Structural Engineers: Car Park Design 2023 Table 5.2

144. The Institution of Structural Engineers: Car Park Design 2023 Table 5.3

145. BS 8300-1:2018 Design of an accessible and inclusive built environment Part 1: External Environment - Code of practice Fig 3

146. St Helens Street Design Guide – Highways for Adoption Section 12.21

147. St Helens Street Design Guide – Highways for Adoption Section 12.25

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9.0 PARKING STANDARDS

adequate lighting etc. However, a wider access zone between vehicles (1,600mm), and an additional clear access zone at the front of the vehicle, may be required to enable wheelchair access to the charging station, depending on layout[153].
– An enlarged access zone of 1,600mm between the vehicle and EV charging station, allows a wheelchair user to turn between vehicles. An access zone of 2m will allow access for larger powered wheelchairs and mobility scooters[154].
– A minimum space of 1.2m shall be provided in front of the points of access to all chargepoint components, enabling access space for straight line movement in front of and passed the points of access to chargepoint components for a range of users[155]. Where space permits it is strongly recommended that additional spacing is provided – a minimum space of 1.6m would enable a wheelchair to turn through a 90 degree angle and a minimum spacing of 1.8m would enable a wheelchair to turn through a 180 degree angle.[156]
– Further reference should be made to PAS 1899:2022.

- **Drop off parking bays**
  – Where drop off spaces are provided these should be in addition to any provision of accessible spaces and should be 3.6m wide by 9.0m in length[157].

Table 37: Echelon Parking

	Standard	Accessible	Aisle Width
60 degrees	2.6m[157] x 5.0m	3.8m x 5.0m	5m
45 degrees	2.6m[158] x 5.0m	3.8m x 5.0m	4m

- The aisle widths advised in the previous St Helens guidance have been retained and should be provided where possible. Recent guidance (Car Park Design IstructE 2023) does allow minor reductions in width for wider bay widths however the narrower aisle widths (<4m) do not take into account the need to provide a 1.2m wide pedestrian walkway within the drive aisle; the minimum isle width should ideally be 4m[158].
- There should be no solid boundaries adjacent to the bays, additional width should be considered if this is not possible.
- Swept Path Analysis should be provided to ensure that there is sufficient space to manoeuvre.

(continued next page)

Links

148. St Helens Street Design Guide – Highways for Adoption Section 12.26

149. The Institution of Structural Engineers: Car Park Design 2023 Table 5.2

150. The Institution of Structural Engineers: Car Park Design 2023 Para 15.1

151. BS 8300-1:2018 Design of an accessible and inclusive built environment Part 1: External Environment - Code of practice Para 7.5

152. The Institution of Structural Engineers: Car Park Design IstructE 2023 – Table 5.2

153. The Institution of Structural Engineers: Car Park Design IstructE 2023 – Section 15.3

154. The Institution of Structural Engineers: Car Park Design IstructE 2023 – Section 15.3

Table 38: Residential driveways and garages

Residential Driveways	3.3 x 5.0m	6.0 x 5.0m	3.3m x 10.0m
Width may reduce if no pedestrian access is needed	3.0mx 5.0m		3.0m x 10.0m
Length should increase where the driveway is against a garage	3.5m x 5.5m	6.0m x 5.5m	N/A
Residential Garages	3.3m x 6.0m	6.0m x 6.0m	N/A

- The dimensions for residential driveways take into account guidance in BS 9266:2013 which considers that pedestrian access to the dwelling is often from a path immediately adjacent to the parking space; the dimensions will ensure pedestrians have sufficient room to manoeuvre from the vehicle into the property.
- Driveways shall be of an appropriate length for one or two vehicles and not an intermediate length.
- Driveways should be located not closer than 10m from a junction. For busier junctions or those with major roads, the highway authority should be consulted for specific advice.
- Driveways should not be sited parallel to the road.
- Domestic garages integral or attached to a dwelling will not be counted as a car parking space(s).
- Domestic garages and car ports detached from a dwelling will be counted as a car parking space(s).
- Detached tandem double garages will be counted as one parking space.
- Garages will not count towards the parking provision for a property alone.

Table 39: Commercial and other vehicles

	Commercial Vehicle / Minibus	HGV	Coaches and buses
Dimensions	4.8m x 8.0m	3.5m x 17m	3.5m x 12m

- Where space permits, at least one large designated accessible parking space, 4.8 m wide × 8 m long, should be provided to cater for commercial vehicles/minibuses converted for side or rear access using hoists or ramps[160].

Links

155. PAS 1899:2022 Electric Vehicles - Accessible charging - Specification (Oct 2022) Para 6.2

156. PAS 1899:2022 Electric Vehicles - Accessible charging - Specification (Oct 2022) Para 6.2 Note 2

157. The Institution of Structural Engineers: Car Park Design IstructE 2023 – Para 3.9

158. The Institution of Structural Engineers: Car Park Design IstructE 2023 – Table 5.3

159. The Institution of Structural Engineers: Car Park Design IstructE 2023 – Table 5.3

160. BS 8300-1:2018 Design of an accessible and inclusive built environment Part 1: External Environment - Code of practice Para 7.4.1

9.0 PARKING STANDARDS

Links

161. Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

162. Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)

163. Cycle Infrastructure Design (publishing.service.gov.uk)– Chapter 5, section 5.4, paragraph 5.4.1

Car Parking for limited mobility

Car parking spaces should be designated for use by disabled people, clearly marked and clearly signed with the international symbol at the entrance to the site. Where possible, parking should be provided under cover to give protection during wet weather, as transfer from car to wheelchair can be slow. In general, the following specific standards will apply[161]:

- Parking spaces for disabled people should be located close to a building's accessible entrance, if not adjacent; no more than 50m away within 50m if the path is uncovered, or 100m if covered; and
- Where housing is specifically for elderly or disabled people, the allocated parking spaces should be adjacent to the dwellings they are to serve and should ideally be connected to the dwelling by a covered area.
- Wherever reserved on-street parking is provided for Blue Badge holders, the gradient or camber of the road should not exceed 1 in 50.

Blue badge parking should be provided in accordance with the principles outlined in Inclusive Mobility[162] and BS 3800: Design of an accessible and inclusive built environment. BS 3800 is referenced earlier in this section in relation to bay design sizes.

No discounting to the level of accessible parking spaces will be allowed, and calculations for the provision of blue badge parking should always 'round up' to the nearest space.

A minimum of one accessible space is required irrespective of whether the calculated number is less than one.

Cycle Parking Design Requirements

Cycle parking and its access is essential in any development from its design inception. Cycling propensity is influenced by the provision of appropriate and well-designed cycle parking, thereby helping to alleviate pressures on car parking and boosting the health of people. Local Transport Note (LTN) 1/20 Figure 5.2 details the different types of cycles which should be accounted for in design of cycle parking and networks[163].

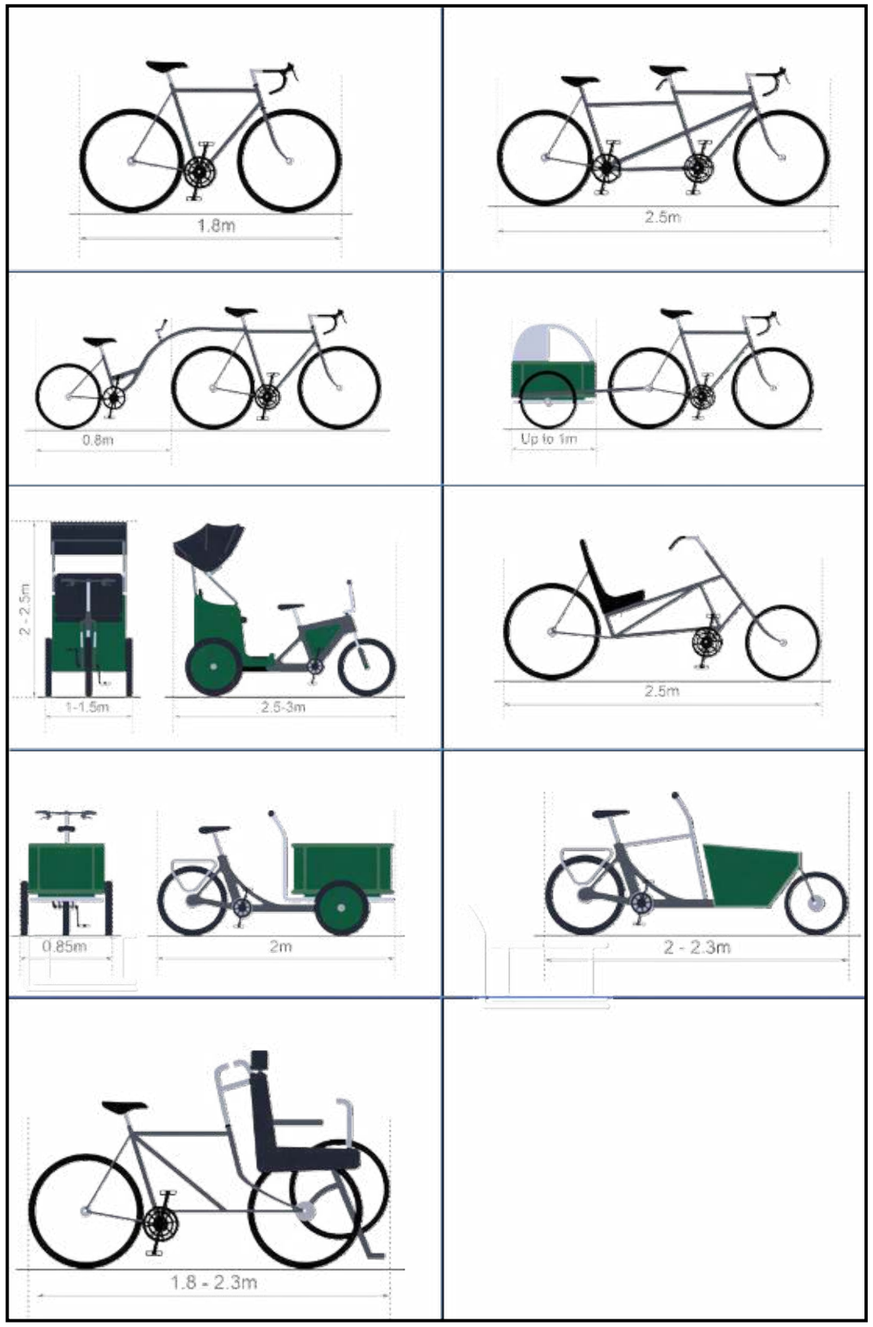

Figure 19: LTN1/20 Cycle Types and Dimensions[164]

Links

164. Cycle Infrastructure Design (publishing.service.gov.uk)– Chapter 5, section 5.4, paragraph 5.4.1

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Links

164. Cycle Infrastructure Design (publishing.service.gov.uk)– Chapter 11, section 11.3, paragraph 11-1

165. Cycle Infrastructure Design (publishing.service.gov.uk)– Chapter 11, section 11.2, paragraph 11.2.4

166. Cycle Infrastructure Design (publishing.service.gov.uk)– Chapter 11, section 11.2, paragraph 11.2.2

167. Cycle Infrastructure Design (publishing.service.gov.uk) – Chapter 11, section 11.1, paragraph 11.1.3

168. Cycle Infrastructure Design (publishing.service.gov.uk) – Chapter 4, section 4.2, paragraph 4.2.13

169. Cycle Infrastructure Design (publishing.service.gov.uk) – Chapter 11, section 11.4, paragraph 11.4.3 onwards

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Local Transport Note (LTN) 1/20 also gives detail towards cycle parking provision. In the instance of long-stay parking, cycle parking is to be made available in the form of shelters that are both covered and secure[164], and, if possible, situated at ground level. Cycle parking, spatially, should take precedence over car parking and be situated at a point deemed the most accessible on the premises in question. So as to deter anti-social behaviour, surveillance of the cycle parking area should be organic, with supplementary CCTV where possible[165].

There is a variety of cycle parking and cycle equipment storage options available. It is considered inappropriate to be too prescriptive as to which type is best suited to individual developments, and this will be discussed during pre and post application stages, including positioning and quality of provision.

Cycle parking and its connecting routes must be in a well-lit, wide, and visually clear environment[166]. Should cycle parking be made available at the back of a given premises, access should be made in such a way that does not warrant the need to transport the bicycle through the building. Other cycle provisions including charging points, tool kits and air pumps should be included alongside cycle parking[167]. Cycle parking should be sited in an accessible and secure location with natural surveillance where people using the facilities can feel safe from traffic and crime, and away from pedestrian paths[168].

Sheffield Stands are the simplest choice in terms of cycle parking provision; further details on these and their application are provided in Local Transport Note (LTN) 1/20[169].

Such secure cycle parking facilities should be lockable, accessed only by those allowed to use said facilities, accessible by contactless cards or keys, for example[170].

In the instance of residential establishments, the provision of cycle parking should be made within a given storage facility within the perimeter of the property and its associated land.

Cycle parking should be provided at[171]:

- Places of residence
- Interchanges with other modes of transport
- Short stay destinations such as shops and cafes, and
- Long-stay destinations such as for work and education

Cycle parking should allow people to cycle for commuting and utility journeys and to know that there will be both short or long-term parking at their destinations. Cycle parking should consider the needs of all potential users and the range of cycles which will use the facilities[172].

Minimum standards by their definition should not be discounted on the basis of lack of space or current observed or assumed cycling levels. Provision above the minimum level will be welcomed, although adherence to good design principles will be required. Where developments propose significantly reduced levels of car parking, analysis will be needed to ensure that sufficient cycle parking is provided to meet demands.

Long-stay cycle parking should be secure, covered and suitable for day-to-day use for residents, employees and staff. Short-stay cycle parking should be conveniently located, benefit from natural surveillance, and be suitable for visitors and short stay use.

Links

170. Cycle Infrastructure Design (publishing.service.gov.uk) – Chapter 11, section 11.4, paragraph 11.4.12

171. Cycle Infrastructure Design (publishing.service.gov.uk) – Chapter 11, section 11.1, paragraph 11.1.1

172. Cycle Infrastructure Design (publishing.service.gov.uk) – Chapter 1, section 1.6, paragraph 9

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10.0 FREIGHT MANAGEMENT

This chapter of the SPD defines St Helens Council's approach and expectations for vehicle and cycle parking at new developments, supporting the St Helens Local Plan to help deliver sustainable development and economic growth by recognising that parking needs and demands vary by location. It is noted from the outset that the effects of parking are often negative, both perceived and observed, and so setting standards provides the Council with the ability to have more flexible control over how parking and its effects are managed.

10.0 FREIGHT MANAGEMENT

10.1 Introduction

The St Helens Borough Local Plan up to 2037 was adopted in summer 2022 following Public Examination and Inspector review. The Local Plan sets out the framework for the growth and development of the Borough. It identifies how and where new development and regeneration should take place and thereby promotes and manages the future development of the Borough.

The economy of St Helens Borough has many strengths and opportunities, and recent years have seen the creation of new or improved employment floorspace, for example alongside the A570 St Helens Linkway. Due to its location and excellent transport connectivity the Borough has great potential to increase its economic competitiveness, including in the growing logistics sector.

A need has been identified within the Liverpool City Region as a whole (including St Helens Borough) to accommodate the growth of the logistics and warehousing sector (associated with underlying economic trends and the growth of the Port of Liverpool including completion of Liverpool 2 a deep-sea terminal), with a particular focus on the need for large scale units of over 9,000m2.

The Borough is well placed to provide new employment, including helping to address the sub-regional need for large scale logistics development, due to its location close to the M6, M62 and A580 and to major north-south and trans-Pennine rail routes. There is also a unique opportunity to develop land at Parkside for rail-enabled and other employment development. The needs for employment development are set out in further detail in Policy LPA03.

The Council's Employment Land Needs Study (ELNS) 2015 and the ELNS Addendum Report (2017) indicate that the Borough, due to its location adjacent to the M6 and M62 motorways, is ideally positioned to provide a critical role in the north-west large-scale logistics and distribution sector. The ELNS suggests that whilst traditionally St Helens Borough has been a manufacturing centre, with the largest land uses including class B2 (general industrial) operations, a strong shift to B8 (storage and distribution) uses is expected to occur during the Plan period.

The ELNS Addendum Report identified employment land OAN on the basis of historic trends, the need for a 5-year buffer to ensure choice and flexibility, and the potential for SuperPort and a future Strategic Rail Freight Interchange (SRFI) at the former Parkside Colliery to increase demand for employment land in the Borough, particularly in the large-scale logistics sector.

In summary, to strengthen the local economy, St Helens Borough needs to build on those sectors where the Borough enjoys a competitive advantage - with one such sector being logistics and distribution, where the Borough's location in relation to the M6 and M62 motorways and the rail network makes it particularly attractive for development.

Lorry Parking

The prospective increase in logistics development within (and adjacent) to the Borough over the Local Plan period brings both economic benefits as well as potential local environmental and social issues. These issues often manifest themselves in the form of inappropriate HGV parking and littering.

UK logistics operations require drivers to make long-distance journeys and the availability and quality of suitable parking has been questioned as part of the National Survey of Lorry Parking. The context of this is brought out in the below quotes, relevant at the time of writing.

"woefully under-catered for when it comes to accessing safe and secure overnight parking areas" **Logistics UK head of policy Michelle Gardner.**

"Inadequate provision of facilities for lorry drivers has been an intractable issue for years, and the findings of multiple surveys paint the same picture: not enough locations, poor facilities, dodgy security – the list goes on. This affects drivers whether they are just stopping for a break or for the night. No wonder many think twice before joining the profession. Tackling the issue of lorry parking wouldn't only help our hard-pressed hauliers and delivery drivers, who should be recognised as essential or key workers, it would help us all by cutting down on 'fly-parking' which can clog up laybys, side streets and the slip roads for accessing motorway service areas." **Steve Gooding, director of the RAC Foundation and president of the Chartered Institute of Logistics and Transport**

As has been experienced locally in St Helens and regionally as well, the logistics industry requires hauliers to make deliveries and collections within specific time slots, and where penalties are included in their contracts if the slots are missed, this results in drivers arriving early, and in some cases parking inappropriately on the public highway. For these reasons local social and environmental issues can occur therefore consideration of ameliorative measures is necessary. **The National Survey of Lorry Parking** notes that:

"high off-site parking density around the Port of Liverpool and no lorry parking facilities in the immediate vicinity and a number of those on routes close to the port are at critical utilisation".

These observances are also relevant to key distribution and logistics hubs around the region that have links to the port. It is also noted that Burtonwood Services on the M62 was recorded as being at 94% on-site utilisation, thereby leaving limited capacity for overnight parking.

As noted in the national survey of lorry parking, the most important features for drivers were toilets, bins and location convenience, although this is stated primarily in relation to off-site facilities such as Motorway Service Areas (MSA) given that there are limited on-site facilities within the industry at present. The survey goes on to note that a good parking facility should give access to a range of features, such as showers, food, available spaces to park and social spaces.

Nuisance lorry parking is given specific reference at paragraph 113 of the NPPF, directly addressing the

10.0 FREIGHT MANAGEMENT

issue and placing the onus on local authorities to plan for lorry parking provision in appropriate locations and on the private sector to provide sufficient parking provision at distribution centres:

Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

The inclusion of a requirement for distribution centres to have 'sufficient lorry parking to cater for their anticipated use' is interpreted as requiring parking spaces for HGVs that both being loaded and unloaded as well as those that are waiting for their designated time slots to make deliveries.

Linked to driver needs and parking availability are the required rest periods drivers must schedule each day. Regular daily rest period of 11 hours is required, (which can be taken in two periods, the first needing to be an uninterrupted period a minimum of 3 hours and the second an uninterrupted period of at least 9 hours, totalling a minimum of 12 hours). This three-hour period is often when drivers arrive at a destination and could be considered as an 'early-arrival' time threshold.

To explore this point further the research is provided below associated with 'Analysis of Truck Arrival Time Estimation', based on information at Distribution Centres across mainland Europe. Although the purpose of the research was to predict arrival times, data related to actual observed arrivals compared to scheduled times was obtained as a baseline. This data is summarised below.

Table 40: Analysis of Truck Arrival Time Estimation

Arrival Time	Frequency	Percentage
>7 hours early	1,327	7%
-7 to -4 hours	418	2%
-4 to -3 hours	328	2%
-2 to -1 hours	1,214	6%
-1 to 0 hours	4,545	24%
0 to 1 hours	5,257	28%
1 to 2 hours	1,877	10%
2 to 3 hours	1,011	5%
3 to 4 hours	621	3%
4 to 7 hours	810	4%
>7 hours late	881	5%
Total	18,922	100%

Predictive Analytics for Truck Arrival Time Estimation: A Field Study at a European Distribution Centre Article in International Journal of Production Research (January 2016)

The data notes that ~20% of drivers are arriving early (>1 hour and up to >7 hours). Recommendations are made later in this note, in the context of this analysis and the requirement for sufficient parking to deal with this phenomenon.

10.2 HGV Management Plans

What are they and why are they required?

Sometimes referred to as a Freight or Service Management Plan, these documents are part of the ameliorative measures mentioned in the Introduction section of this Freight Management Chapter.

An HGV Management Plan is a required document as part of any Outline and Full Planning Application involving freight and logistics operation, prior to the award of planning consent. No Gross Floor Area threshold has been identified pertaining the need for an HGV Management Plan, and discussions should take place with the St Helens Planning Authority at the earliest possible stage to determine need and requirements.

The document should provide a framework to ensure that all vehicle activities to and from a site are working effectively for an organisation as well as providing the Council with a mechanism for ensuring the applicant / site operators have a mandate to take responsibility for overnight parking requirements, and amelioration of issues that are linked to that as described earlier.

HGV Management Plans seek to:

- Understand the current situation regarding HGV parking and impacts in the area;
- Minimise the negative impacts of delivery and servicing transport generated by the unit;
- Manage delivery movements to reduce the number of HGV trips, particularly during peak periods;
- Promote safe internal loading and unloading operation;
- Select logistics companies who can demonstrate their commitment to following best practice, for example, the Freight Operator Recognition Scheme [FORS];
- Ensure provision of and access to welfare facilities for drivers (whether they are early, 'on-time' or late arrival);
- Provide a mechanism for information to be given to HGV drivers about appropriate off-site parking and routing;
- Ensure there is a point of contact and regular liaison between the site operator(s) and local residents (and Councillors if required). Ideally as a quarterly or bi-annual measure;
- Appoint an HGV Management Plan co-ordinator, who has responsibility for managing the plan overall;

Any site that receives deliveries and servicing activities can benefit from an HGV Management Plan, whether it is small or large, or shared by multiple organisations.

A HGV Management Plan is a commitment given by the applicant / site operator at the planning stage to the acceptance of a measure of responsibility for stopping and correcting any inappropriate off-site parking, through the full implementation of the plan. The actions and responsibilities should be clearly assigned, and each action be allocated to a senior member of staff who will take responsibility for its progress.

In instances of existing sites, new sites on existing industrial / business parks or where the HGV Management Plan is being updated then it should ultimately seek to understand the current situation and offer tools and techniques to provide betterment, related to the development proposals.

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The process of understanding the current situation and the operation of the proposed development should involve:

- Gathering data - surveys should capture all relevant vehicle activity over the course of a month, to try and ensure any irregular activities are included;
- The best way of collecting vehicle movement information will depend on the organisation structure and processes. In such cases, reception or security staff will be ideally placed to register and log delivery and servicing activities;
- Reviewing business operations - As well as collecting data on existing vehicle movements, there needs to be an understanding of how the organisation's working practices impact on freight activity;
- Analysing the results - Look for quick wins while analysing the data (e.g. consolidating daily deliveries to once / twice a week). Longer term success may require further detailed involvement of specific staff or departments to deliver betterment.

Tools and Techniques to Provide Betterment should involve:

- Options such as back loading, route planning, and schedule management. These can offer considerable improvements in efficiency and reduce the number of vehicles required in site operation.
- Use of vehicle scheduling and routeing packages. With HGV drivers' hours now further restricted by the Working Time Directive (and against a background of considerable shortages of HGV drivers) it is critical that HGV movements are kept clear of known bottlenecks whenever possible, to avoid wasting valuable driver hours and vehicle fuel/hours.
- Ensuring that individual end users have a responsibility to reduce the volume of HGV movements associated with the operation of the development as a result of implementing the measures discussed in the following section.

Specific HGVMP measures and expectations

The specific measures associated with an HGV Management Plan and the success of such a document is reliant firstly on adherence to Local Plan policy LPA06 Point 5 –

'Development that would generate significant movement of freight must be located where there is a safe, convenient, and environmentally acceptable access route to a suitable part of the Key Route Network'.

The plan should include reference to ensuring that HGVs access the Key Route Network, Strategic Freight Route Network and Strategic Road Network quickly as possible and do not use unsuitable roads or residential estates.

The Liverpool City Region Key Route Network establishes, for its most important roads, the same standards of road and traffic management; thereby providing a consistent and integrated network. The Key Route Network in St Helens Borough includes lengths of the A570, A580 and A58. The Network is substantially based upon the Strategic Freight Route identified in the Merseyside Freight Strategy (LTP3 Annex 4, 2011).

It should be noted that an HGV Management Plan is not a replacement for overnight parking provision but should instead provide confirmation on the strategy for dealing with the issues that firstly necessitated the direct reference to overnight parking in the NPPF and the requirement for its consideration in the local context.

Whereas inappropriate parking is generally the main purpose of an HGV Management Plan, it is secondary issues which can be created by this parking which the plan should also seek to guard against.

An HGV Management Plan should be able to operate as a standalone document, albeit alongside other relevant documents such as the site Travel Plan etc. The following items, measures and techniques will need to be included in the plan as a minimum:

- Commitment
- Aims and objectives
- Agreement of responsibility
- Links to calculated site Trip Generation
- HGV Management Plan Co-ordinator
- Public liaison
- Back loading
- Vehicle booking systems
- Manned gated operation
- Driver information packs
- Off-site parking
- Driver welfare facilities
- S106 contribution to parking mgmt. measures

Committment

The applicant / site operator should commit to the implementation of the plan, and the allocation of measures from the action plan to senior members of staff who will take responsibility for its progress.

The applicant / site operator should commit to keeping the plan as a live document where established measures and procedures can be reviewed over time.

Aims and Objectives

The applicant / site operator should commit to minimise the negative impacts of delivery and servicing transport generated by the unit, particularly in relation to local residential areas.

To support the fulfilment of this aim, bespoke objectives should be identified, broadly based around the following points:

- Minimise the negative impacts from fleet vehicles;
- Promoting low carbon, safe, legal and environmental best practice for delivery and servicing vehicles created by suppliers and couriers;
- Promoting good practice to other local employers and the community, and set the standards in delivery and servicing;

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- Ensuring HGV and other drivers have key information about alternative parking locations and access to welfare facilities at all times they are on-site.
- Ensuring that local residents and Councillors are engaged with the site and have key contact information available.

Agreement of Responsibility

The HGV Management Plan should make it clear that a measure of responsibility for stopping and correcting any inappropriate off-site parking (and associated issues) lies with the applicant in accordance with NPPF para 113, both in terms of planning and subsequent site operation stages.

Links to calculated site Trip Generation

It is expected that the Trip Generation potential of the development site in question be used to determine the likely arrival rate of vehicles into the local area in order to help determine the level of overnight parking required. Linked to the early arrival analysis, or similar, presented earlier.

HGV Management Plan Co-ordinator

An HGV Management Plan co-ordinator should be appointed by the end user of each unit. the appropriate contact details of the occupier will be provided to the council to liaise with residents' groups and/or the general public if it becomes necessary.

Whilst the end user details are unknown an interim co-ordinator should be named within the HGV Management Plan.

Public Liaison

The HGV Management Plan should set out how liaison with local residents and councillors etc will be undertaken and maintained (through the HGV Management Plan co-ordinator). This could be a formal quarterly undertaking run by the plan co-ordinator at which residents (or formal resident groups) could outline issues they may have encountered. These issues would then be being reported directly to the site operators requiring them to action through their Driver Information Packs etc, rather than directly to the Council who will have limited enforcement ability (albeit a record of these meetings should be shared with the Council).

Back Loading

Back-loading is the practice of making use of spare capacity on both legs of a delivery journey. It makes more efficient use of valuable resources, such as fuel and driver time, by finding loads that need to be shipped between similar areas as those visited by the vehicle. The HGV Management Plan should identify how this technique will be incorporated into the service operation of the site.

Vehicle Booking Systems

The HGV Management Plan should identify how site operators will utilise a Vehicle Booking System as part of their management processes, to synergise inbound and outbound delivery sequencing, thereby minimising HGVs which turn up unplanned.

The plan should explain how drivers will be expected to meet their booked time slot, but more importantly how any arrival ahead of booked time slot will be informed and directed to available overnight parking spots or directed to appropriate off-site parking locations.

Manned Gate Operation

The HGV Management Plan should identify how the operation of the site will be controlled and the information responsibilities incumbent upon the gate operatives, particularly if all overnight lorry parking spaces were occupied and drivers were required to be directed elsewhere. Measures and advice given to early arrivals if spaces are occupied, or they are too early to enter should be specified. This should relate to where drivers will be directed to if parking is unavailable, including but not limited to Motorway Service Areas (MSA).

Given the additional costs associated with MSAs, the applicant should identify how drivers will be subsidised to use these locations to further ensure that they do not simply retreat to an inappropriate location.

Driver Information Packs

The Driver Information Pack should contain details on routing, being a good neighbour, location of facilities in the immediate area and any site access requirements.

Clarity should be provided as to how this will be administered and when the drivers will receive the pack, and what measures the operator will take to ensure the driver has read and understood the provisions and requirements.

For example, on receiving their exit docking information, the driver could be made aware at that point of which routes they should not take/should take to access the M6 or A580. The document should also link this to the early arrivals, and state exactly what they would do and how they would inform early arrivals where to head to (M62 J11 MSA etc) if they could not access the site or no parking was available within.

Off-Site Parking

The HGV Management Plan should clearly identify the relevant off-site parking locations available to drivers unable to access any internal overnight spaces.

If availability of parking spaces in the site were exceeded, then a hierarchy of external spaces should be explained, including but not necessarily limited to the following:

- Service Road immediately adjacent to the unit (if appropriate and no restrictions exist) – this location should come with confirmation of access to welfare facilities,
- Appropriate Lay-bys, and
- Motorway Service Areas.

Driver Welfare Facilities

The HGV Management Plan should provide confirmation that all drivers who arrive at the site, irrespective of whether they are parked internal or on the external service yard will be permitted access to welfare facilities. The design of the site should provide

10.0 FREIGHT MANAGEMENT

these facilities.

There should be a commitment to provide non-charging toilets, water, tea and coffee facilities etc. Vending machines can be used even if they are commercial but should not be the only source of refreshment.

Planning Contributions

The HGV Management Plan should through the measures identified seek to make best efforts to address the issue of inappropriate parking.

Given clear evidence of problems on adopted highways in the surrounding area, particularly residential streets a planning obligation is necessary to ensure the Council can monitor the development and success of the HGV Management Plan once the site is occupied and also take measures to address the HGV parking issue on the adopted highway should this persist and be exacerbated by the development.

A monetary contribution provided via s106 would be expected to allow the Council to monitor the issue for 5 years post opening and implement measures should problems arise these include but are not limited to the following, including a suggested contribution range illustrated in Table 40.

Monies unspent from this contribution at the end of a 5-year period could be reclaimed by the applicant if the HGV Management Plan is effective in addressing these issues or stopping them occurring, and spending on these measures is not required.

Freight Management: Summary

It is intended that HGV Management Plans set out that responsibility for stopping and correcting any inappropriate off-site parking (and associated issues) lies with the applicant/occupier in accordance with NPPF para 113, both in terms of planning and subsequent site operation stages.

HGV Management Plans are intended as live documents and conditions related to their periodic update within the early years of the development may be requested.

It will be expected that HGV Management Plans are produced as part of the planning application submission, or prior to the award of consent.

Table 41: S106 Monetary Contributions

Parking Management Measures and Control	Contribution
Monitoring	£5,000 - £15,000
Parking Permits	£12,500 - £30,000
CCTV (bus stops, school entrances or other sensitive locations)	£2,500 - £10,000
Traffic Regulation Orders	£10,000 - £30,000
Parking Civil Enforcement support costs	£5,000 - £15,000
Temporary traffic management measures or LTNs in residential areas (e.g. access to restrictions to certain areas for HGVs)	£12,000 - £50,000
Subsidise costs for drivers having to use MSAs for parking or sustenance whilst awaiting access to site	£5,000 - £15,000

Specified costs are not necessarily 'scale-able' to other developments but bespoke. Specific consideration is recommended for each development.

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11.0 PLANNING CONDITIONS AND INFORMATIVES

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11.1 Introduction

Placemaking requires clarity of identity, need, expectation and community. Not only is the quality of buildings around us important but so too is the quality and sense of place in which they are situated. Our transport systems connect those places and play a vital part in the overall quality of life, influencing our ability to access services and opportunities, both within the borough and on a cross-boundary basis as well. They also play an essential part in the strength and economic vibrancy of the economy.

With the above in mind, this chapter provides an initial guide in relation to planning conditions for the delivery of an effective development planning and regeneration service, ultimately supporting the Council's Growth, Delivery and Prosperity (GDP) team.

> The proposed new GDP team will provide a significantly enhanced service to deliver borough priorities, enable key investors and developers engage and collaborate with stakeholders and partners helping the council to accelerate the delivery of projects and programmes."
>
> **Lisa Harris, Executive Director of Place, 2021**

To support delivery of this service, this chapter offers initial guidance on standard highway conditions, informatives and their associated reasonings. They may also be suitable in most cases where non-standard conditions are formulated, but care must be taken in their selection or in formulating specific reasons for a non-standard condition.

Conditions, (Circular 11/95 – "The Use of Conditions in Planning Permissions") enable planning and development proposals to proceed in cases where it would have been necessary to refuse planning permission as defined by the National Planning Policy Framework, paragraph 55 (NPPF). Hence, all conditions in this document are outlined and carried out in accordance with the NPPF.

Article 22 of the Town and Country Planning (General Permitted Development) Order 2015, as amended by Section 3 of the Town and Country Planning (General Development Procedure) (England) (Amendment) Order 2000 makes it necessary to include reference to the policies and proposals within the Council's Development Plan that were considered of relevance in all conditions and reasons for refusal and this document should be used in conjunction with the aforementioned Circular 11/95 – The Use of Conditions in Planning Permissions.

The standard conditions, reasons and informatives listed are not meant to be prescriptive and should only be used when they properly meet the case. Where circumstances demand bespoke conditions and reasons, they should follow a similar format and care must be taken to ensure that they are consistent with any used in the standard form and are not mutually exclusive.

Conditions

Planning conditions enable development proposals to proceed where otherwise refusal may have been necessary. Conditions are listed on the planning Decision Notice issued by St Helens Council as the Local Planning Authority (LPA) together with the reason for their use.

Conditions set out in this document are formulated to assist planning officers and applicants with the process of development applications in a concise and efficient manner. Circular 11/95 requires conditions to meet six tests. Conditions are only used where they satisfy the following tests:

- necessary;
- relevant to planning;
- relevant to the development to be permitted;
- enforceable;
- precise; and
- reasonable in all other respects.

The conditions in this document have been checked against these mandatory criteria to ensure they fairly and reasonably relate to development proposals. In some instances, amendments to one or more of the standard conditions in this document, or a new "non-standard" condition may be required, care must be taken in their selection or in formulating the specific reasons for a non-standard condition.

What do conditions mean?

Highway and transport related conditions cover a wide range of matters to support the delivery of appropriate development. Conditions are only requested and imposed where they are deemed necessary; relevant to planning and the development permitted; enforceable; precise and reasonable in all other respects (as defined in the National Planning Policy Framework (NPPF)).

> *In certain instances, where it is not possible to secure matters by condition, a Planning Obligation may be necessary to secure enhanced public transport provision etc. Planning Obligations are secured through Section 106 of The Town & Country Planning Act (1990). All contributions sought must accord with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) relating directly to the site and the development. Planning Obligations typically relate to a requirement to fund or contribute to services.*

As the development is brought forward, certain conditions will have been met and accordingly can be discharged in full. Other conditions will either remain in perpetuity or are only capable of being discharged in part.

This chapter looks at commonly used conditions and provides guidance outlining what each means and what is required to discharge the condition. Condition reference numbers have been applied in this document as a guide.

In some instances, a non-standard condition may be necessary to ensure that a bespoke issue can be addressed through the planning process. Conditions of development are often accompanied by Informative Notes. These aim to offer guidance as to how the condition can be discharged.

Councils should seek to proactively resolve matters through considered liaison and negotiation with interested

11.0 PLANNING CONDITIONS AND INFORMATIVES

parties, it should be noted that development in breach of planning conditions may be subject to appropriate enforcement.

Discharge of Conditions

To discharge planning conditions an application needs to be made to St Helens Council as the LPA stating how the requirements have been met. In most cases where the approval is straightforward St Helens Council will respond to requests to discharge conditions within 21 days. In all instances Developers are recommended to liaise with the LHA in advance of applying to discharge conditions.

Use of planning conditions - GOV. UK (www.gov.uk): The local planning authority should respond to requests to discharge conditions without delay and must give notice to the applicant of its decision within a period of 8 weeks, beginning with the day immediately following that on which the application is received, or any longer period agreed in writing between the applicant and local planning authority…Where the LPA is determining an application for approval required by a condition imposed on planning permission for EIA development, which must be obtained before all or part of the development may be begun, the period is 16 weeks. (Article 27 of the Town and Country Planning (Development Management Procedure) (England) Order 2015

If no decision is made to discharge the condition within 12 weeks, St Helens Borough Council as the local planning authority (LPA) must return the fee to the applicant without further delay.

Informatives are advisory and guidance notes which accompany conditions and are included in decision letters of proposals. Informatives, for example, seek to inform developers around legal route for stopping up orders and agreements to work on highway. Informatives are therefore written in a simplistic and non-legalistic manner.

Informatives advising applicants to contact other departments or external agencies will include the relevant contact details in full and up-to-date, at time of writing.

The not exhaustive list of informatives in this document covers most cases where information or advice may be required.

Reasons

Each condition outlined in this document is given a suggested reason, as required by "[Town and Country Planning (General Development Procedure) Order 1995, Article 22]". The use of reasons in applications will assist in proceeding proposals efficiently and consistently. The conditions outlined in this document cover standard circumstances where the most common conditions will be needed, but they are not exhaustive. Some cases will require amendments to one or more of the standard conditions in this document, or a new "non-standard" condition to be processed.

A suggested reason for each standard condition is given. In general, the use of these will assist in ensuring that applications are dealt with efficiently and consistently. A check will be undertaken in relation to each condition to ensure that the wording is appropriate to the circumstances of the case. The St Helens Council Case Officer, Development Manager and Head of Planning will hold ultimate responsibility for wording of conditions.

When applications come to appeal, the Secretary of State or Planning Inspectors welcome reasoned suggestions from the parties as to conditions that they would find acceptable if permission were granted. Such conditions will be fully examined and may or may not be adopted, but conditions will not be imposed of they are considered to be invalid or they are unacceptable on policy grounds.

The Council shall seek to ensure public confidence in all aspects of the planning system, and therefore the appropriate use of conditions can improve development processes and enhance that confidence. The use of conditions in an unreasonable way (such as an inability to appropriately enforce them) will inevitably damage confidence.

11.2 Standard Conditions

The following standard highway and transport conditions represent a thorough, albeit not exhaustive list, of potential highways and transportation conditions. For the benefit of applicants, it is recommended that early review of the likely conditions relevant to their development proposals be undertaken to aid any discussions prior to finalisation of the Decision Notice.

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Outline and reserved matters conditions

Standard outline condition (HC-01)

to be used only on outline conditions, to address something which can't be addressed as part of reserved matters application

<Except for site clearance and remediation> No development shall take place until full details in the form of scaled plans and / or written specification have been submitted to and approved in writing by St Helens Council as the Local Planning Authority (LPA) to illustrate the following:

- The proposed highway layout including the highway boundary
- Dimensions of any carriageway, cycleway, footway and verges
- Visibility splays
- The proposed buildings and site layout, including levels
- Accesses and driveways
- Parking provision
- All types of surfacing (including tactile paving), kerbing and edging
- Full working drawings for any structures which affect or form part of the highway network.

The development shall be carried out in accordance with the approved drawings and details prior to <first occupation of the development / first occupation of each phase of the development as identified in Drawing No. *****> unless otherwise agreed in writing by St Helens Council as the LPA

Reason
To ensure a satisfactory development of the site and a satisfactory standard of highway design and construction in the interests of highway safety and the amenity and convenience of highway users together with suitable means of drainage; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles, LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens St. Helens Local Plan – up to 2037.

What does it mean?
When a Planning Application is submitted, plans are generally indicative and do not include full construction details, cross sections and/or longitudinal sections etc. The purpose of this condition is to ensure that highway infrastructure is brought forward in an acceptable manner. Following planning approval, detailed drawings will be required by the LHA for approval to ensure the roads, footways and sewers are built to an appropriate standard where the LHA is in a position to adopt them.

How is it discharged?
This condition is discharged either by entering into a legal agreement with the LHA (normally a Section 38 Road Adoption Agreement) where the LHA becomes responsible for the road by adopting it or by a management company set up to look after roads and footways in perpetuity. If a management company is used evidence is required as to what form this will take including information on the proposed maintenance regime. Details of a temporary management company may also be required if a Section 38 Road Adoption Agreement has not been completed, but the road is intended for future adoption.

Reserved Matters 'catch all' (HC-02) *Applicable only when all matters are being reserved*

All the reserved matter(s) applications for layout, scale, access and landscaping shall be accompanied by a detailed highway scheme. The scheme shall include but not be limited to the following:

- The proposed highway layout including the highway boundary
- A timetable including triggers for the implementation of all the proposed works
- Dimensions of all existing and proposed carriageway, cycleway, footway, and verges including details of any proposed alterations
- Details of existing and proposed visibility splays
- The proposed buildings and site layout, including levels and vehicular and pedestrian access
- Cycle infrastructure (lanes, crossings)
- Pedestrian crossings
- All types of existing and proposed surfacing (including tactile paving), kerbing and edging
- Full working drawings for any structures which affect or form part of the highway network
- Details of any carriageway reallocation
- Highway arrangements and raised tables
- Delivery and servicing arrangements
- Speed reductions (and any necessary locations for new Traffic Regulation Orders)
- An updated Transport Statement / Assessment

Reason
To ensure a satisfactory development of the site and a satisfactory standard of highway design and construction in the interests of highway safety and the amenity and convenience of highway users together with suitable means of drainage; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles, LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens St. Helens Local Plan – up to 2037.

What does it mean?
When a Planning Application is submitted, plans can be wholly indicative not include details, layouts, mitigations, cross sections and/or longitudinal sections etc. The purpose of this condition is to ensure that all highways and transport related infrastructure is brought forward in an acceptable manner. The condition would essentially only be used when the principle of development only has been confirmed.

Following planning approval, detailed drawings will be required by the LHA for approval to ensure the roads, footways and sewers are built to an appropriate standard where the LHA is in a position to adopt them.

How is it discharged?
In order for the condition to be discharged, a set of drawings need to be completed and approved by the LPA/LHA. Only the LHA can firstly approve the drawings as they normally require works that affect the public highway.

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Highway Improvement

Highway Improvement (HC-03)

<Except for site clearance and remediation> No development shall take place until a scheme for the design of highway improvement works has been submitted to, and approved in writing by, the Council as Local Planning Authority. For the avoidance of doubt, the works shall include:

i. <Insert>
ii. <Insert>

The approved scheme<s> shall subsequently be implemented prior to first occupation <first use / within <INSERT TIMESCALE> / prior to construction of <INSERT NUMBER OF DWELLINGS OR UNITS> / prior to development>.

Reason
To ensure that sufficient measures are taken such that the highway network can accommodate the development and that the traffic generated does not exacerbate unsatisfactory highway or transportation conditions; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles, LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
To make a development acceptable in highway terms, off-site highway works are sometimes required, for example, pedestrian provision/ghost island right-hand turn lane/roundabout to deal with direct traffic impacts.

At the planning stage Developers often submit indicative plans to show their intentions, however detailed construction drawings of a scheme are required which will include a number of drawings as detailed below. Environmental considerations relating to the delivery of off-site works should also be considered.

The condition relates to the detailed design of any off-site works that are required as part of the mitigation package of the development. The delivery of the scheme, including any and all permissions and agreements needing to be in place before construction can begin are covered in the relevant informatives that would be assigned to any approval.

How is it discharged?
In order for the condition to be discharged, a set of drawings need to be completed and approved by the LHA. Only the LHA can approve the drawings as they normally require works that affect the public highway.

Visibility Conditions

Visibility Splays – Described (HC-04) *Only use when visibility splays are unknown*

No part of the development shall be brought forward into use until visibility splays of <x.x> x <x.x> meters, measured as described in Section 7.7 of Manual for Streets (DfT, DCLG, Welsh Assembly, 2007) and/or the St Helens Street Design Guide have been provided at the proposed junction with <INSERT>. The splays should be cleared to provide a surface no higher than 600mm above the level of the adjacent carriageway. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason
To ensure adequate visibility at the junction or site access is made and maintained in the interests of road safety; in accordance with Policy LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037, thus ensuring efficient movement of traffic through development for/creating safe access and use of roads.

What does it mean?
This condition allows visibility to be secured in perpetuity against a drawing, or when visibility is not detailed on a plan, but acceptable visibility is achievable utilising land either within the public highway or under the Applicant's direct control, then the dimensions required are specified in the condition.

How is it discharged?
Only the first part of this condition can be discharged as it allows for the delivery of the visibility. The second part in reference to retaining the splay and ensuring it is clear of obstruction cannot be discharged as it remains in perpetuity.

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Visibility Splays - Protection (HC-05)

No part of the development shall be brought forward into use until visibility splays of <x.x> x <x.x> meters, measured as described in Section 7.7 of Manual for Streets (DfT, DCLG, Welsh Assembly, 2007) and/or the St Helens Street Design Guide have been provided at the proposed junction with <INSERT>. The splays should be cleared to provide a surface no higher than 600mm above the level of the adjacent carriageway. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason
To ensure adequate visibility at the street junction or site access in the interests of road safety; in accordance with Policy LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037, thus ensuring efficient movement of traffic through development for/creating safe access and use of roads.

What does it mean?
This condition allows visibility to be secured in perpetuity against an approved drawing, or when visibility is not detailed on a plan, but acceptable visibility is achievable utilising land either within the public highway or under the Applicant's direct control, then the dimensions required are specified in the condition.

How is it discharged?
Only the first part of this condition can be discharged as it allows for the delivery of the visibility. The second part in reference to retaining the splay and ensuring it is clear of obstruction cannot be discharged as it remains in perpetuity.

Pedestrian Visibility Splays (HC-06)

No part of the development shall be brought into use until visibility splays of 2 meters by 2 meters have been provided on each side of the access. The depth shall be measured from the back of footway / verge; and the width measured outward from the edges of the access. The splays shall be created clear of obstructions to visibility at or above a height of 600mm above carriageway level. Once created, the visibility splays shall be maintained clear of any obstruction and shall be retained at all times.

Reason
To provide the driver of a vehicle using the access and other users of the public highway with adequate inter-visibility in the interests of road safety / highway impact through the reduction of traffic conflict; in accordance with Policy LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition allows visibility to be secured in perpetuity against an approved drawing, or when visibility is not detailed on a plan, but acceptable visibility is achievable utilising land either within the public highway or under the Applicant's direct control, then the dimensions required are specified in the condition.

How is it discharged?
Only the first part of this condition can be discharged as it allows for the delivery of the visibility. The second part in reference to retaining the splay and ensuring it is clear of obstruction cannot be discharged as it remains in perpetuity.

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Access Conditions

Site Access (HC-07)

<Except for site clearance and remediation> No development shall take place until a scheme for the design of the site access<es> has been submitted to and approved in writing by the Council as the LPA. The access<es> shall be designed in accordance with the principles set out in the approved drawings.
The approved scheme shall subsequently be constructed <to binder course surfacing level> and completed prior to first occupation / first use / prior to development / within <insert timescale>. The access shall be kept available for use at all times.

Reason
In order that the Council is satisfied that the highway works are carried out to the appropriate standard before any development commences on the site, in the interests of highway safety; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles, LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition aims to ensure that the site access proposed to serve the development is of sufficient width and has appropriate radii to cater for the vehicles that will use it.

How is it discharged?
The site is inspected by the LPA / LHA and if the access is constructed in accordance with the above condition, then the first part can be discharged. The rest of the condition remains in perpetuity.

Closure of Existing Access (HC-08)

<Except for site clearance and remediation> No development shall take place until a scheme to permanently close off the existing vehicular and / or pedestrian access onto <INSERT STREET NAME> and upgrade the footway to be coextensive with the existing footway has been submitted to and agreed in writing by St Helens Council as the LPA. The scheme shall be implemented as agreed before any part of the development has been brought into use <within <INSERT> / prior to <INSERT>> unless otherwise agreed in writing by St Helens Council as LPA.

Reason
To limit the number of access points to, and to maintain the proper construction of the highway in the interests of road safety; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles, LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
Applications which require an existing access/egress to be closed must ensure the verge/footway is re-instated to an appropriate standard. A drawing needs to be submitted to the LHA detailing what is proposed. The reinstatement should then be constructed to the agreed specification.

How is it discharged?
If the works have been constructed by St Helens Council, a certificate will be issued which can be sent to St Helens Council as the LPA which allows them to discharge the condition. In other circumstances the works will be inspected and checked that they have been undertaken by an accredited company. submitted to the LHA detailing what is proposed. The reinstatement should then be constructed to the agreed specification.

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Site Access - Gradient (HC-09)

The gradient of the vehicular access shall not exceed 1 in 40 <1 in 20 absolute maximum / 1 in 10 for driveways> for the first 10 <15 / 5> meters into the site measured from the nearside edge of the carriageway / channel line / highway boundary of <ROADNAME>.

Reason
In the interests of road safety to enable vehicles to enter and leave the site in a safe manner without causing a hazard to other road users, therefore minimising traffic conflict; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and, LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition seeks to prevent vehicles from sliding into the highway in adverse weather conditions. A grit bin, which will require a commuted sum for maintenance, should be provided where gradients are less than 1:20. Various factors are taken into account when considering the effects of the gradient and these are detailed in St Helens Council's Street Design Guide: Highways for Adoption.

How is it discharged?
St Helens Council as the LPA discharges the condition once the appropriate drawings have been provided and the site has been inspected.

Site Access – Surfacing (HC-10) *For use where access joins faster roads only*

Except for the purposes of constructing the initial site access, there shall be no movement of construction or other vehicles between the highway and the application site until that part of the access extending from the nearside edge of the carriageway / channel line / highway boundary of <ROADNAME> for a minimum distance of <INSERT> metres into the site has been appropriately paved in a bound material such as tarmacadam, concrete, block paviours or other material approved in writing by St Helens Council as the LPA.

Reason
In the interests of road safety to prevent loose surface material / debris from being carried onto the public highway thus causing a potential source of danger to other road users; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles, LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This is to ensure that safe and convenient routes for vehicles, pedestrians and cyclists are provided from occupied dwellings to the adjacent highway. It aims to prevent loose unbound material from being carried onto the live carriageway by adhering to the tyres of exiting vehicles. Loose material represents a skidding hazard, particularly to cyclists and motorcycles and can also lead to stone chips to windscreens. The hard surfacing of the access (as required by the condition) will also provide suitable traction for breaking and accelerating of vehicles when entering the highway.

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Site Access - Surfacing Private Drive (HC-11)

Before the access is used for vehicular purposes, that part of the access extending from the nearside edge of the carriageway / channel line / highway boundary of <ROADNAME> for a minimum distance of <5> meters into the site shall be appropriately paved in a bound material such as tarmacadam, concrete, block paviours or other material approved in writing by St Helens Council as the LPA. The proposed private drive shall be maintained in perpetuity.

Reason
To prevent loose surface material / debris from being carried onto the public highway thus causing a potential source of danger to other road users in the interests of road safety; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition aims to ensure that the private access road proposed to serve the development is of sufficient design to cater for the vehicles that will use it and to minimise the impact on the public highway. It also needs to meet the highway carriageway at right angles to ensure exiting drivers have a clear view in each direction.

How is it discharged?
The site is inspected by St Helens Council as the LPA and if the private access road is constructed in accordance with the above condition, then it can be discharged in part. The rest of the condition remains in perpetuity.

Site Access - Gates (HC-12)

Any gate or other form of barrier across the access shall be positioned at least <INSERT DISTANCE> meters back from the nearside edge of the carriageway / channel line / highway boundary of <INSERT ROAD NAME> and shall be constructed to open into the site only.

Reason
In the interests of highway safety, to permit vehicles to pull clear of the carriageway when entering the site in the interests of road safety; in accordance with Policy LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037, thus, minimising impact and conflict on the highway, ensuring safer movement of traffic.

What does it mean?
This condition prevents unauthorised obstruction of the highway and seeks to ensure pedestrians and/or other highway users are not put at danger.

How is it discharged?
This condition cannot be discharged unless suitable revisions can be made, following inspection from St Helens Council as the LHA.

Site Access - Gates (HC-13)

Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order (2015), (or any Order revoking, amending or re-enacting that Order) no gates/bollard/chain/other means of obstruction shall be erected across the approved access unless details have first been submitted to and approved in writing by the Local Planning Authority.

Reason
In the interests of highway safety, to permit vehicles to pull clear of the carriageway when entering the site in the interests of road safety; in accordance with LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037, avoiding conflicting traffic movements and highway obstruction through the rationalisation of access points.

What does it mean?
This condition prevents unauthorised obstruction of the highway and seeks to ensure pedestrians and/or other highway users are not put at danger. In instances where it is considered a vehicle parked on the adjacent highway would cause an obstruction while waiting for gates (or similar) to be opened, this condition is imposed removing the rights to erect gates and other obstructions across the access without obtaining written permission from St Helens Council as the LPA/LHA to do so in advance.

How is it discharged?
This condition cannot be discharged.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Turning facilities and surfacing

Turning Facility (HC-14) *outline planning permission only*

The layout of the development shall include a turning facility <within each plot> to enable a car / heavy goods vehicle / vehicles to enter and leave the highway in forward gear in accordance with details to be approved in writing by St Helens Council as the LPA. The turning facility shall be kept free of all obstructions and be available for use at all times.

Reason
In the interests of road safety as vehicles reversing into the highway are a hazard to other road users; in accordance with Policy LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037, creates the development of a safe access point and minimises traffic conflict.

What does it mean?
Vehicles need to enter the highway in a safe manner. Reversing onto high-speed roads is not considered safe, in such circumstances sites must be laid out so as to provide adequate space to easily turn round a vehicle. The condition ensures that the parking (and turning) areas are provided in perpetuity (e.g. they are not subsequently incorporated within landscaping areas etc).

How is it discharged?
This condition can only be discharged in part, once the site has been built in accordance with either an approved plan or a plan which is submitted post planning consent. The site is inspected by St Helens Council as the LPA and if it is accordance with the approved plan, the first part can be discharged. The rest of the condition remains in perpetuity.

Retention of Turning Facility (HC-15)

The turning facility<ies> shown on the approved plans shall be kept free of all obstructions and be available for use at all times.

Reason
In the interests of road safety as vehicles reversing into the highway are a hazard to other road users; in accordance with Policy LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037, creates the development of a safe access point and minimises traffic conflict.

What does it mean?
Vehicles need to enter the highway in a safe manner. Reversing onto high-speed roads is not considered safe, in such circumstances sites must be laid out so as to provide adequate space to easily turn round a vehicle. The condition ensures that the turning areas are provided in perpetuity (e.g. they are not subsequently incorporated within landscaping areas etc).

How is it discharged?
This condition cannot be discharged.

Access Road – Surfacing (HC-16)

No dwelling / unit / plot within the development hereby approved shall be occupied or any first use commenced until that part of the internal highway infrastructure, which provides access to the individual dwelling / unit / plot, has been constructed to binder course surfacing level (or block paved) and is available for use in accordance with the approved plans.

Reason
To ensure that satisfactory access is provided, and traffic conflict is minimised before the development becomes operative in the interests of road safety and the convenience of users of the highway; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
Whilst development is being built, units will inevitably be occupied. Therefore, the roads/ footways need to be constructed to a suitable temporary standard to be used by residents which is normally the course below the surface course (binder course).

How is it discharged?
When the road/footways/cycleways are built, they are generally inspected by St Helens Council as the LHA and if they have been constructed to this standard, the LHA will recommend that the condition be discharged.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Parking Conditions

Parking - Laying Out (HC-17)

The areas indicated on the submitted plans to be set aside for parking and servicing shall be surfaced, drained and permanently marked out or demarcated in accordance with the details and specifications shown in drawing number <INSERT> / prior to the first use of <INSERT>. The parking and servicing areas shall be retained as such thereafter and shall not be used in a manner that prevents the parking of vehicles.

Reason
To ensure that adequate provision is made on the site for the traffic generated by the development including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance; in accordance with the provision of Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
It is important to make sure vehicles do not park on the highway in such a manner as to cause an obstruction. The condition ensures that the parking areas are provided in perpetuity (e.g. they are not subsequently incorporated within landscaping areas etc).

How is it discharged?
This condition can only be discharged in part, once the site has been built in accordance with either an approved plan or a plan which is submitted post planning consent. The site is inspected by St Helens Council as the LPA / LHA and if it is accordance with the approved plan, the first part can be discharged. The rest of the condition remains in perpetuity.

Parking - No Details (HC-18)

A scheme identifying areas of parking and servicing shall be submitted to and approved in writing by the Council as Local Planning Authority. The development shall not be brought into use until the areas identified have been surfaced, drained and permanently marked out or demarcated in accordance with the details agreed. The parking and servicing areas shall be retained as such thereafter and shall not be used in a manner that would prevent the parking of vehicles.

Reason
To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance; in accordance with the provision of Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
It is important to make sure vehicles do not park on the highway in such a manner as to cause an obstruction. The condition ensures that the parking areas are provided in perpetuity (e.g. they are not subsequently incorporated within landscaping areas etc).

How is it discharged?
This condition can only be discharged in part, once the site has been built in accordance with either an approved plan or a plan which is submitted post planning consent. The site is inspected by St Helens Council as the LPA / LHA and if it is accordance with the approved plan, the first part can be discharged. The rest of the condition remains in perpetuity.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Parking Management (HC-19)

All the reserved matters for layout, scale, access, and landscaping shall be accompanied by a scheme(s) identifying areas of motor vehicular parking, cycle parking, service areas and access routes, drop off and pick up areas within the application site.

The scheme(s) shall include but not be limited to the following:

- A strategy for all parking provision the entire site
- Details of location,
- Details of access,
- Details of drainage surfacing and markings
- A Car Park Management Strategy for the entire site identifying phasing and triggers for the implementation of parking, designated spaces areas for traders and the public. Measures to be implemented to enforce the strategy.

The parking spaces shall be installed, managed and retained in accordance with the approved scheme.

Reason
To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance; in accordance with the provision of Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
It is important to make sure vehicles do not park on the highway in such a manner as to cause an obstruction and that the operation, management and design of the car park is conducive to the efficient operation of the development and can assist with wider Council policies (such as modal shift and modem integration).

How is it discharged?
This condition can be discharged once an approved plan or plans have been submitted post planning consent. The plans are reviewed by St Helens Council as the LHA and will seek to be in accordance with the specifications of the St Helens Street Design Guide and Supplementary Planning Document.

Parking Dimensions (HC-20)

Two parking spaces, each measuring 5m x 3m, shall be provided within the curtilage of the dwelling prior to the first use of the development hereby permitted. They shall be retained thereafter.

Reason
To ensure that adequate provision is made on the site for the traffic generated by the development, including allowance for safe circulation, manoeuvring, loading and unloading of vehicles as well as parking, and that hard-surfaced areas have a satisfactory appearance; in accordance with the provision of Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition ensures that sufficient space is available to ensure that a vehicle does not overhang the highway and force pedestrians to walk within the road.

How is it discharged?
The site is inspected by St Helens Council as the LPA and if it is in accordance with the above condition then the first part can be discharged. The rest of the condition remains in perpetuity.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Cycle Parking (HC-21)

No development shall take place until a scheme for the provision of cycle parking, in accordance with the Council's current standards, has been submitted to and approved in writing by St Helens Council as the LPA. The scheme shall be implemented as approved before any part of the development is brought into use and shall be retained as such thereafter. Notwithstanding the provisions of the Town and Country Planning Act (General Permitted Development) Order 2015 (or any other Order revoking or re-enacting that Order) no building works, which reduce this provision, shall take place except following the express grant of planning permission by St Helens Council.

Reason
To ensure that adequate provision is made for parking cycles on the site; and to establish measures to encourage non-car modes of transport, natural surveillance and security; in accordance with the provision of Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition is used for development, where the LHA expects a certain level of cycle parking to be provided, for example in schools, large retail developments, office developments and car free developments. This condition requires a scheme to be submitted for cycle parking, including such things as the method of enclosure/ the type and number of stands/locations etc. The cycle parking is then built/ implemented.

Public Transport Conditions

Public Transport Infrastructure (HC-22) *Merseytravel support required*

Prior to occupation / before completion of the <INSERT>the dwelling / within <insert timescale> of the approval of the development hereby permitted the existing bus stop / shelter infrastructure on both sides of <ROADNAME> within the development site frontage / within <INSERT> metres of the pedestrian / vehicular access points shall be upgraded in accordance with precise scheme details that have first been submitted to, and approved in writing by St Helens Council as the LPA.

Reason
To establish measures to encourage more sustainable non-car modes of transport and ensure that the development is sustainable through the reduction of travel and transport impact on the environment; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
Large scale developments are often asked to provide an appropriate level of public transport service increase and infrastructure upgrade/provision. This condition requires enhancement to the infrastructure to be delivered or provision of new infrastructure. It is easier to condition this than ask for a financial contribution as it means that the Developer can engage with MerseyTravel as the Passenger Transport Executive (PTE) for the Liverpool City Region and St Helens Council as the LHA directly to ensure that infrastructure is designed and then implemented satisfactorily.

How is it discharged?
Details of the infrastructure will need to be provided. The condition is discharged once the plans have been approved by both St Helens Council as the LHA and MerseyTravel as the Passenger Transport Executive (PTE) for the Liverpool City Region.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Bus Service (HC-23) *MerseyTravel discussion required*

Large scale developments are often required to deliver improved bus services. This will help a site become more sustainable. Bus services are sometimes better delivered by condition as it allows the Developer to secure the service. However, under the current arrangements with MerseyTravel and the franchise arrangements in place and how that may change in the future it is preferable at the time of writing to secure Planning Obligations to deliver such services instead

Upon commencement of the development, to procure for a period of <INSERT> years from the first occupation/from opening of the development a bus service of<INSERT> minute frequency between the development and <INSERT> town centre between the hours of <INSERT> - <INSERT> Monday to Friday, <INSERT> - <INSERT> on Saturday and <INSERT> - <INSERT> on Sunday (or such other hours as the LPA may from time to time approve). Such service is to be provided by a bus operator or operators with details of the service and operators to be approved in advance in writing by St Helens Council as the LPA.

Reason
To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment. In accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
Large scale developments are often asked to provide an appropriate level of bus service. This condition requires a certain level of service to be delivered. It is easier to condition this than ask for a financial contribution as it means that the Developer can approach a number of transport operators in order to secure the service.

How is it discharged?
Details of the operator/service will need to be provided. The condition is discharged once the agreed period of service has been completed.

Construction Conditions

Wheel Cleaning Facilities (HC-24)

No development shall take place until details of wheel wash facilities for all vehicles visiting the site have been submitted to and approved in writing by St Helens Council as the LPA. Such details shall include plan(s) showing the location(s) of the facilities, hours of operation and technical specifications of plant and equipment. Thereafter the wheel wash facilities shall be installed and operated in accordance with the approved details unless otherwise approved by St Helens Council as the LPA.

Reason
In the interests of road safety, to ensure that the highway network is kept free of detritus including mud, debris and loose material that would otherwise create a hazard for road users; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
The condition is used to prevent extraneous material from being deposited on the highway. Wheel cleaning facilities are required either temporarily or permanently depending upon the nature of the development.

How is it discharged?
Once St Helens Council as the LHA has approved the information supplied, St Helens Council as the LHA recommends to the LPA that the condition be discharged.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Street Cleansing (HC-25)

No development shall take place until details of street-sweeping / cleansing arrangements for the highway network in the vicinity of the development site have been submitted to and approved in writing by St Helens Council as the LPA.

Such details shall include plan(s) showing the route(s) that are to be swept / cleansed and a schedule of when the route(s) will be swept / cleansed. Thereafter the approved arrangements shall be implemented in accordance with the approved details unless otherwise approved in writing by St Helens Council as the LPA.

Reason
In the interests of road safety, to ensure that the highway network is kept free of detritus including mud, debris and loose material that would create a hazard to road users; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
The condition is used to prevent extraneous material from being deposited on the highway and/or to ensure that cleansing of the highway occurs where deposit onto the highway cannot be avoided. These facilities are required either temporarily or permanently depending upon the nature of the development.

How is it discharged?
Once St Helens Council as the LHA has approved the information supplied, the LHA recommends to St Helens Council as the LPA that the condition be discharged.

Construction Management (HC-26)

No works shall take place on the site at all until a method statement comprehensively detailing the phasing and logistics of demolition / construction has been submitted to and approved in writing by St Helens Council as the LPA.

- The method statement shall include, but not be limited to:
- Construction traffic routes, including provision for access to the site;
- Entrance / exit from the site for visitors / contractors / deliveries;
- Siting of temporary containers;
- Parking for contractors;
- Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition / construction;
- Temporary road / areas of hard standing;
- Schedule for large vehicles delivering / exporting materials to and from site; (usually restrict these to avoid highway peak hours (defined as per TA/TS) and further reduced if there are schools nearby)
- Details of street sweeping / street cleansing / wheel wash;
- Hours of working;
- Phasing of works;
- Details of turning facilities for use by construction vehicles.

The development shall be carried out in accordance with the approved plan, unless otherwise agreed in writing with the St. Helens Council as the LPA.

Reason
To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition ensures that construction traffic, particularly HGVs, access the site via the most appropriate route and if necessary that any damage to that route is repaired by the Developer. Section 59 of the Highways Act (1980) enables the LHA to recover its costs in making good 'extraordinary damage' to the highway. This condition requires the Developer to enter into an agreement with St Helens Council as the LHA in advance, stipulating how any abnormal wear and tear will be monitored and rectified. Reaching agreement in advance provides clarity to both parties of what is expected and helps avoid costly disputes at a later date.

In addition, this condition aims to ensure that on site safety is considered and that in some cases, segregation occurs between construction traffic and existing traffic (e.g. development at, or near to, schools). The Construction Traffic Management Plan and Access Route should also ensure that the most appropriate route to access the site is used. The above condition must also be used to prevent extraneous material from being deposited on the highway. Wheel cleaning facilities are required either temporarily or permanently depending upon the nature of the development.
from being deposited on the highway. Wheel cleaning facilities are required either temporarily or permanently depending upon the nature of the development.

How is it discharged?
The Construction Traffic Management Plan and Access Route should set out the most appropriate route for construction traffic to access the site and show the signs both positive and negative in wording that will be used to keep traffic on the selected route and away from roads that must not be used.

Once St Helens Council as the LHA has approved the information supplied, and any necessary Section 59 Agreement has been completed, the LHA recommends to St Helens Council as the LPA that the condition be discharged.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Travel Planning Conditions

Travel Plan Coordinator (HC-27)

The development shall not be occupied until the owners and occupiers of the site have appointed a Travel Plan Coordinator. The Travel Plan Coordinator shall be responsible for the implementation, delivery, monitoring and promotion of the Travel Plan, including the day-to-day management of the steps identified to secure the sustainable transport initiatives. The details (name, address, telephone number and email address) of the Travel Plan Coordinator shall be notified to St Helens Council as the LPA upon appointment and immediately upon any change.

Reason
To ensure that the approved Travel Plan Coordinator is implemented, in order to establish sustainable, non-car modes of transport to reduce the impact of travel and transport on the environment; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
For the appointment of a Travel Plan co-ordinator outside of the delivery of a Travel Plan or where a Travel Plan may already exist.

How is it discharged?
This condition is discharged once the co-ordinator is in place and has notified St Helens Council accordingly. The second part of the condition cannot be discharged.

Travel Plan (HC-28)

Travel Plans form an integral part of large developments. They are a useful tool in delivering sustainable transport and trying to encourage modal shift from the private car to more sustainable modes. Travel Plans can be voluntary or where they are a key part in achieving lower trips, they are compulsory. Travel Plans are very rarely approved prior to permission being granted, as often the end user is not known. Because each development is different, the Travel Plan condition below is only a guide and care should be taken to insert the correct type of Travel Plan*

Prior to occupation of the development <The development shall not be brought into use until> a travel plan shall be <has been> submitted to and approved in writing by St Helens Council as the LPA. The plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to the single-occupancy car. For the avoidance of doubt, the travel plan shall include but not be limited to:

- Involvement of employees;
- Information on existing transport policies, services and facilities, travel behaviour and attitudes;
- Access by all modes of transport;
- Targets for mode share;
- Resource allocation including Travel Plan Coordinator and budget;
- A parking management strategy;
- A marketing and communications strategy;
- Appropriate measures and actions to reduce car dependence and encourage sustainable travel;
- An action plan including a timetable for the implementation of each such element of the above; and
- Mechanisms for monitoring, reviewing and implementing the travel plan.

An annual report shall be submitted to St Helens Council no later than 1 month following the anniversary of the first occupation of the development for a period of 5 years. The annual report shall include a review of the travel plan measures, monitoring data and an updated action plan.

Reason
To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable through the reduction of travel and transport impact on the environment; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This is a standard Travel Plan condition which is used for large single developments such as retail or employment developments. It is important that the Travel Plan is written before works commence on site as it needs to be agreed and in place prior to any commencement of use.

How is it discharged?
The first part can be discharged once the Travel Plan has been submitted and approved by St Helens Council as the LHA and a surety has been provided. Alternatively, the LHA may be able to deliver a Residential Travel Plan on behalf of the Developer; in this case a surety is not required and the first part of the condition can be discharged on receipt by the LHA of the agreed fee. The second part can never be discharged as the Travel Plan remains with the development for as long as it is occupied.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Travel Plan Statements (HC-29)

Within 3 months of the development being brought into use, a travel plan statement shall be submitted to and approved in writing by St Helens Council as the LPA. The approved travel plan statement shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied and in use.

Reason
To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This is a standard Travel Plan condition which is used for small-scale single developments such as a single retail or employment development. It is important that the Travel Plan is written before works commence on site as it needs to be agreed and in place prior to any commencement of use.

How is it discharged?
The first part can be discharged once the Travel Plan has been submitted and approved by St Helens Council as the LHA and a surety has been provided. Alternatively, the LHA may be able to deliver a Residential Travel Plan on behalf of the Developer; in this case a surety is not required and the first part of the condition can be discharged on receipt by the LHA of the agreed fee. The second part can never be discharged as the Travel Plan remains with the development for as long as it is occupied.

Resdential Travel Plan (HC-30)

New residential developments should have a Travel Plan, although this is subject to the number of units proposed. They are an integral part of ensuring sustainability requirements are embedded into a development at an early stage of delivery, thereby helping to ensure smart travel choices are delivered from the outset. The following condition is for residential travel plans only*

Prior to occupation of any dwelling, a residential travel plan shall be submitted to and approved in writing by St Helens Council as the LPA. The plan shall include immediate, continuing and long-term measures to promote and encourage alternative modes of transport to single-occupancy car. For the avoidance of doubt, the travel plan shall include, but not be limited to:

- Production and distribution of an information pack for residents detailing travel options and information for all modes of travel;
- Information on existing transport policies, services and facilities, travel behaviour and attitudes;
- Access for all modes of transport;
- Resource allocation including Travel Plan Coordinator and budget;
- A marketing and communications strategy;
- Appropriate measures and actions to reduce car dependence and encourage sustainable travel;
- An action plan including a timetable for implementation of each of the above;
- Mechanisms for monitoring, reviewing and implementing the travel plan.

The approved residential travel plan shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied.

An annual report shall be submitted to St Helens Council no later than 1 month following the anniversary of first occupation of the development for a period of 5 years. The annual report shall include a review of the residential travel plan measures, monitoring data and an updated action plan.

Reason
To maximise opportunities for travel by modes of transport other than the private car, and to ensure that the development is sustainable; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This is a standard Travel Plan condition used for all relevant residential developments which result in new people and houses in an area. The condition aims to ensure that car reliance does not become embedded in the development from the outset, and monitoring is available if some sustainable travel measures are only delivered after certain phases of the development.

How is it discharged?
The first part can be discharged once the Travel has been submitted and approved by St Helens Council as the LHA. The second part cannot be discharged as an annual report is required to review the Travel Plan performance.

11.0 PLANNING CONDITIONS AND INFORMATIVES

School Travel Plan (HC-31)

All schools should have a Travel Plan. They are an integral part in promoting and delivering the health, climate and sustainability requirements and in ensuring that the philosophy of sustainable transport is delivered at an early age. The following condition is for school travel plans only

Within 6 months of the first occupation of the development hereby permitted a review of the existing school travel plan shall be submitted to and approved in writing by the Local Planning Authority. The travel plan shall be implemented in accordance with the timetables and targets contained therein and shall continue to be implemented subject to any modifications agreed by St Helens Council as the LPA in writing as part of an annual review. The travel plan reviews shall monitor pupil numbers and provide accordingly for the phased development of the future cycle parking.

Reason
To ensure that the development offers a wide range of travel choices to reduce the impact of travel and transport on the environment; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
This is a standard Travel Plan condition used for all school developments which result in increased pupil role or staff levels on site. The condition aims to ensure that the existing travel plan is updated within 6 months of the development first being used to allow the Applicant time to monitor the updated transport choices/ patterns of pupils and staff and amend the travel plan accordingly.

How is it discharged?
The first part can be discharged once the Travel has been submitted and approved by St Helens Council as the LHA. The second part cannot be discharged as the school are required to review its Travel Plan annually for as long as it is occupied.

Miscellaneous Conditions

Limit on Occupancy (HC-32)

The number of children / people attending the development hereby approved shall not exceed <INSERT> at any one time. <OPTIONAL TEXT - A monitoring programme to assess the level of traffic generation at defined intervals of occupancy shall be submitted to and approved in writing by St Helens Council as the LPA. The monitoring programme shall be implemented as agreed unless the Local Planning Authority gives written approval to any variation>.

Reason
To ensure that the highway network is adequate to cater for the development proposed and in order that the traffic generated by the development does not exacerbate unsatisfactory highway / transportation conditions; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition seeks to limit the scale/impact of development on constrained highway networks to ensure the highway is not unduly compromised.

How is it discharged?
The condition will usually remain in perpetuity.

Illuminated Signs (HC-33)

The level of illumination of the floodlighting/illuminated sign shall not at any time exceed <INSERT> cd/m². No part of the source of the illumination shall at any time be directly visible to users of the adjacent public highway. The Applicant must ensure the lit display does not exceed the stated illuminance, as in the interests of amenity and public safety, failure to comply could lead to mechanisms for rectifying an unauthorised advertisement display.

Reason
In the interests of highway safety and in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel of the St. Helens Local Plan – up to 2037.

What does it mean?
The level of illumination is dependent on where the development is located. The level of illumination is determined in order that drivers are not distracted.

How is it discharged?
Whilst the requirements of the condition can be met, the condition itself cannot be discharged and remains with the development as long as illumination is provided.

11.0 PLANNING CONDITIONS AND INFORMATIVES

Maintainance Agreements for Private Streets (HC-34)

None of the dwellings hereby approved shall be first occupied unless and until a scheme for the future management and maintenance of the estate road along with the associated footways and private street lighting has been submitted to and approved by St Helens Council as the LPA.

The scheme shall set out arrangements for management and maintenance by a private management company of the estate road along with the associated footways and private street lighting. The estate road along with the associated footways and private street lighting shall thereafter be managed and maintained in accordance with the duly approved scheme.

Reason
To ensure that the highway network is adequate to cater for the development proposed and in order that the traffic generated by the development does not exacerbate unsatisfactory highway / transportation conditions; in accordance with Policies LPD01: Ensuring Quality Development, LPA02: Development Principles and LPA06: Transport and Travel and LPA07: Infrastructure Delivery and Funding of the St. Helens Local Plan – up to 2037.

What does it mean?
This condition ensures that implementable solutions are in place for private road maintenance, thereby reducing issues raised when new residents encounter issues. A responsibility is placed on the applicant to provide a maintenance approach with management company.

How is it discharged?
The maintenance approach and agreement will need to be submitted to St Helens Council as the LHA for review and advise will then be given to St Helens Council as the LPA which allows them to discharge the condition. Checks will take place to ensure that the maintenance agreement is undertaken by an accredited company. The second part of the condition remains in perpetuity.

11.3 Informatives

1: S278 Agreement

It is an offence to carry out any works within the public highway without permission of the Highway Authority. The grant of planning permission will require the applicant to enter into a S278 Agreement with St Helens Council as the Local Highway Authority. The applicant is advised to contact highwayadoptions@sthelens.gov.uk to ascertain the details of such an agreement and the information to be provided.

2: S38 Agreement

It is an offence to carry out any works within the public highway without permission of the Highway Authority. Permission under the Town and Country Planning Act 1990 should not be construed as approval to the highway engineering details necessary for including in an Agreement under S38 of the Highway Act 1980. If it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highway, a S38 Agreement will be required. The applicant is advised to contact highwayadoptions@sthelens.gov.uk to ascertain the details of such an agreement and the information to be provided.

3: Construction of Access

It is an offence to carry out works within the public highway without permission from the Highway Authority. This consent requires the construction, improvement or alteration of an access to the public highway. Under Section 184 of the Highway Act 1980, the Highway Authority must specify the works to be carried out and only the Highway Authority or contactor approved by the Highway Authority can carry out the works. Therefore, prior to commencing any works that affect the access, the applicant must contact the Streetworks Team, Wesley House, Corporation Street, St Helens WA10 1HF (streetworks@sthelens.gov.uk) for further details.

4: Pre-development Inspection

Prior to commencement of development, a joint inspection between the applicant and the Highway Authority of the condition of the existing footways / carriageways within the vicinity of the site should be carried out. The applicant is advised to contact the Streetworks Team, Wesley House, Corporation Street, St Helens WA10 1HF (streetworks@sthelens.gov.uk) for further details.

5: Obstruction of Public Highway

The grant of planning permission does not entitle a developer to obstruct public highway and any proposed stopping-up or diversion of highway should be the subject of an Order under the appropriate Act.

6: Obstruction of Public Right of Way

The grant of planning permission does not entitle a developer to obstruct a right of way and any proposed stopping-up or diversion of a right of way should be the subject of an Order under the appropriate Act.

11.0 PLANNING CONDITIONS AND INFORMATIVES

7: Permission to Erect Signs

It is an offence to erect a sign on the public highway without permission of the Highway Authority. The grant of planning permission does not entitle a developer to erect any form of signing (directional, advertisement or otherwise) on the highway and consent is required from the Highway Authority. Contact Dave Wainwright, Traffic Management Section, Wesley House, Corporation Street, St Helens WA10 1HF (Tel: 01744 676404) for further details.

8: Signs on the Highway

This development involves a sign that may affect the public highway. The applicant should note that, notwithstanding the grant of planning permission, the Highway Authority reserves the right under the general provision of Common Law and Section 152 of the Highway Act 1980 to seek the removal of any sign causing obstruction or nuisance, or which obscures or hinders the ready interpretation of a road traffic sign. Contact Dave Wainwright, Traffic Management Section, Wesley House, Corporation Street, St Helens WA10 1HF (Tel: 01744 676404) for further details.

9: Landscaping

Any landscaping within the site is to be positioned and maintained such that it does not encroach on or over the adjacent highway.

10: Traffic Regulation Order

The grant of planning permission requires the applicant to seek the implementation of a Traffic Regulation Order, the effect of which <DESCRIBE>. All costs incurred by the Highway Authority will be required to be met by the applicant. Contact highwayadoptions@sthelens.gov.uk.

11: Scaffolding / Hoarding etc.

The grant of planning permission shall not be construed as authority to erect scaffolding, hoarding or any other devise or apparatus for which a licence must be sought from the Highway Authority. Contact Streetworks Team, Wesley House, Corporation Street, St Helens WA10 1HF (streetworks@sthelens.gov.uk) for further details.

12: Deposits on Highway

The applicant is reminded that it is an offence to allow material to be carried from the site and deposited on or cause damage to the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and will prosecute persistent offenders under Sections 131, 148 and 149 of the Highway Act 1980.

13: Doors and Windows Opening onto Highway

No windows on elevations of the buildings adjacent to existing / proposed highways should be constructed and installed at a height of 2.4 metres above the level of the adjacent highway. No doors on elevations of the building shall come within 0.5 meters of the carriageway.

14: Projections over Highways

Any projection overhanging the footway should be securely fixed and no part shall be less than 2.4 metres above footway level and no closer than 0.5 metres from the edge of the carriageway. Contact Streetworks Team, Wesley House, Corporation Street, St Helens WA10 1HF (streetworks@sthelens.gov.uk) for further details. Permission under the Town and Country Planning Act 1990 should not be construed as approval to the highway details necessary for including in an Agreement under S177 of the Highway Act 1980 (oversailing licence).

15: Vertical Clearance

A minimum clearance of <2.6/4.2/5.3/5.7/6.45> metres would need to be maintained between the proposed structure and level of adjacent highway.

16: Water on the Highway

The applicant is reminded that it is an offence to allow the discharge of water from private land on to the public highway, and the Highway Authority will seek to prosecute persistent offenders under Section 163 of the Highways Act 1980. This development involves the construction of a new access, which falls towards the highway, and will result in such a water discharge. The development should be designed accordingly, in order to prevent the discharge of water on to the public highway.

17: Banksman

A minimum clearance of <2.6/4.2/5.3/5.7/6.45> metres would need to be maintained required for construction or abnormal vehicle access, they must show full CSCS and Vehicle banksman training course details to the Highway Authority.

18: Lighting Columns

The applicant is reminded that care should be taken to maintain the stability of the lighting column when excavating for the foundation nearby. Any damage to adopted footway caused by works should be made good.

19: Joint Inspection

Prior to commencement of development, a joint inspection between the applicant and the Highway Authority of the condition of the existing footways / carriageways within the vicinity of the site should be carried out. The applicant is advised to contact the Streetworks Team, Wesley House, Corporation Street, St Helens WA10 1HF (Tel No: 01744 676382) for further details.

11.0 PLANNING CONDITIONS AND INFORMATIVES

20: Trial Holes

Prior to commencement of the works, a trial hole should be carried out to ensure there will be no impact on existing sewers and gulley connections. The applicant is advised to contact the Streetworks Team, Wesley House, Corporation Street, St Helens WA10 1HF (Tel No: 01744 676382) for further details.

21: S59 'War on the Highway' Agreement

Section 59 of the Highways Act 1980 relates to the recovery of expenses due to extraordinary traffic. It provides for the highway authority to recover the cost of excess expenses incurred in repairing roads damaged by an operator causing excessive weight or extraordinary traffic to pass along a highway. The applicant is advised to contact highwayadoptions@sthelens.gov.uk to ascertain the details of such an agreement and the information to be provided.

22: Further Information

An explanation of the precise requirements of the highway conditions is available from the Transport Planning Section. Contact: PlanningTransport@sthelens.gov.uk, Transport Planning, Town Hall, Victoria Square, St Helens WA10 1HP (Tel: 01744 676187 / 671615).

Additional considerations

Requests during the application process

Assessment and details of information submitted in relation to planning conditions can be a time-consuming process for both Officers and applicants alike, in addition to the additional fee requirement and administrative necessities for the applicant to discharge the conditions. It may also hamper general efficiency, for example, necessitating multiple site visits by an officer to check details as they are submitted.

It should be considered wholly reasonable to request details relating to matters such as landscaping, site levels, materials, boundary treatments etc during the lifetime of an application. This approach will enable Officers and Members to make a decision on the basis of appropriate detail. The aim of this approach would be to have a corresponding reduced number of conditions.

This method of working is also preferable with regard to matters that require a separate professional assessment, as the relevant consultee will be more likely to be able to give a fully informed opinion on the merits of a scheme before a formal decision is made.

An early assessment of new applications is necessary here, in order to allow time for an applicant to submit any required details.

Engaging cross-boundary

It is strongly advisable to engage with neighbouring authorities prior to the point of defining planning conditions. Careful consideration should be given to instances where development may have a cross-boundary impact (either construction or operationally). Conditions relating to Construction Management Plans for example may require the applicant to present their document to a neighbouring authoring where construction traffic routes utilise highway in said authority.

Where development is of sufficient scale to have an operational impact / bearing on neighbouring authorities, it is advisable to review planning conditions with these authorities, especially in instances of bus services, travel planning measures and off-site works. Planning obligations could be used where it is not possible to address operational impacts through a planning condition, which would otherwise have a bearing on neighbouring authorities. This is with regard to NPPF paragraph 114, part d, whereby *"(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree".*

Pre-commencement conditions

For planning permission / discharge to be granted, it is necessary to comply with the conditions of the planning authorities' decision. Where a condition is required to be discharged 'prior to the commencement of works' and is not complied with, then the development will not benefit from the consent. Instead, the works will comprise unauthorised development (there is no 'Breach of condition' as such in this instance) and will likely require enforcement action.

Therefore, when attaching a condition that is required to be discharged prior to the commencement of works (and which cannot be addressed during the lifetime of the application), consider whether these conditions could be assessed during the initial construction phase.

For example, the initial phases of work on a major site, such as demolition and site clearance, may have implications regarding some planning conditions, which might therefore require the submission of details prior to the commencement of works. However, the same initial works are unlikely to affect the reasonable assessment and discharge of other details. It may be appropriate therefore to assess such details during the construction phase, and re-word the condition accordingly.

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12.0 IMPLEMENTATION, ENFORCEMENT AND MONITORING

12.0 IMPLEMENTATION, ENFORCEMENT AND MONITORING

12.1 Implementation

Various mechanisms may be used by St Helens Council to secure the appropriate provision of transport infrastructure, the implementation of travel plans or other transport-related measures, including those suggested by external agencies such as Active Travel England. These include:

- **Section 106 (Town & Country Planning Act) agreements** – these can be used to fund sustainable travel access initiatives and include capital contributions to infrastructure/support for suitable measures.
- **Section 38 and 278 Highways Agreements** – which can provide infrastructure for all modes directly from the developer through the Highways Act (1980). These can be newly adopted roads, junction and crossing improvements and cycle pedestrian paths.

Where a proposed development is not considered to be accessible or is likely to increase traffic demand and impact on the strategic and/or local highway network, St Helens Council will seek to secure appropriate facilities to improve accessibility and/or increased network capacity either through conditions or voluntary agreements (developer contributions). As above the provision of new highway or highway improvements in association with planning proposals can also be provided through the Highways Act 1980 (Section 278 and Section 38). If an appropriate solution cannot be reached, St Helens Council may refuse the planning application on grounds of not being accessible.

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. Discussion with the Council on any likely Section 106 contributions is recommended at pre-application stage.

12.2 Enforcement

The Council will take enforcement action on developers if they fail to comply with the following:

- **Failure to comply with the terms of a planning agreement.** A planning agreement is a legally binding agreement between the applicant and the Council made under Section 106 of the Planning Act. The obligations in the agreement are enforceable by the Council as a contract and also may be the subject of a High Court injunction requiring compliance.
- **Failure to comply with a planning condition.** The Council expect strict compliance with all conditions and failure to do so may result in the service of a breach of condition or enforcement notice under sections 187 A and 172 respectively of the Town and Country Planning Act 1990. Failure to comply once either of these notices has been served will result in prosecution by the Council.

A breach of condition notice is likely to be served if for example a planning or a specified time after occupation. There is no right of appeal against a breach of condition notice. An enforcement notice however may be served if a Travel Plan was required before development commenced.

Regarding enforcement, whilst legislation imposes no duty on the Council to utilise its enforcement powers in respect of breaches of planning conditions, the Council is committed to taking action where it is practical, reasonable, and necessary to do so in the wider public interest. It is a criminal offence to not comply with an enforcement notice and some breaches of planning control are also criminal acts (e.g. unauthorised advertisements, lighted signage etc.). When considering whether enforcement action is appropriate, the Council will decide whether the harm is sufficient to warrant further action being taken in the public interest.

Most planning permissions are subject to planning conditions, which may cover transport and accessibility issues. Legal agreements may also be linked to the granting of planning permission. In accordance with national requirements, both planning conditions and/or planning agreements must meet various tests. They must be:

- Necessary to make the development acceptable in planning terms.
- Directly related to the development.
- Fairly and reasonably related in scale and kind to the development.

The effectiveness of the Transport and Travel 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.

This SPD is also to be considered in conjunction with the annual Infrastructure Funding Statement (IFS), an annual report which provides a summary of 'developer contributions' (S106 agreements) for the financial year which have been secured and spent. In support of this SPD and other transport-related strategies, the IFS will specifically show how developer's contributions are key in mitigating the impact of transport demands from large developments e.g., through the provision of walking and cycling facilities, funding for behaviour change programs or any other agreed actions as specified as a condition of planning approval.

APPENDIX A: MINIMUM ACCESIBILITY STANDARDS ASSESSMENT (MASA)

Please fill in the MASA checklists overleaf before submission of the planning application.

An accompanying editable MASA excel workbook has been provided for convenience. An xls. copy of the MASA is provided at Transport Development Management - St. Helens Borough Council.

Accessibility for Walking Assessment

	To be completed by Applicant
Access Diagram	**Score**
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, where a DAS is a requirement)	Yes/No

		To be completed by Applicant	
Access by Cycle		**Points**	**Score**
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footway on both sides of the road)? If no, your application must address safe pedestrian access.	Yes/No	
Location	**For Housing Development:** Is it within 1mile of a district or local centre?	Yes/No	
	For Any Other Development: Is the density of local housing (i.e. within 1mile) more than 50 houses per hectare?		
Internal Layout	Does circulation and access inside the site 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/No	
External Layout	Are there barriers between the site and local facilities or housing which restrict pedestrian access (see DfTs Inclusive Mobility) e.g. - No dropped kerbs exist at crossings or on desire lines; - Footway is less than 2m wide; - A lack of formal crossing where there is heavy traffic; - Security concerns e.g. as a result of lack of lighting	Yes/No	
Links to Network	Links to identified recreational walking network. If no, please provide reasons why not (please insert here)	Yes/No	
TOTAL SCORE			
Summary			**/6**
Comments or Action needed to correct any shortfall:			

Accessibility for Cycle Assessment

		To be completed by Applicant	
Access by Bus		**Points**	**Score**
Safety	Is the development safe for cyclists either turning into or out of the site or at road junctions within 400m of the site? (e.g. no dangerous right turns for cyclists due to the level of traffic)?	Yes/No	
Cycle Parking	Does the development meet cycle parking standards (see Parking Standards Appendix) in a secure location with natural surveillance or where appropriate contribute to communal cycle parking facilities?	Yes/No	
Location	**For Housing Development:** Is it within 1mile of a district or local centre?	Yes/No	
	For Any Other Development: Is the density of local housing (i.e. within 1mile) more than 50 houses per hectare?		
Internal Layout	Does circulation and access inside the site reflect direct and safe cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes/No	
External Access	Is the development within 400m of an existing or proposed cycle route and/or proposes to create a link to a cycle route, or develop a route?	Yes/No	
Facilities for Cyclists	Does the development include shower facilities and lockers for cyclists?	Yes/No	
TOTAL SCORE			
Summary			**/7**
Comments or Action needed to correct any shortfall:			

APPENDIX A: MINIMUM ACCESIBILITY STANDARDS ASSESSMENT (MASA)

Accessibility by Public Transport Assessment - Rail

		To be completed by Applicant	
Access by Bus		**Points**	**Score**
Location and Access to Public Transport	Is the site within a 400m safe and convenient walking distance of a bus stop?	Yes/No	
	Are there barriers on direct and safe pedestrian routes to bus stops? i.e., - A lack of dropped kerbs - Footways no less than 2m wide, - A lack of formal crossings where there is heavy traffic - A lack of bus access kerbs.	Yes/No	
Frequency of Public Transport*	High - (four or more bus services an hour serving the town centre and/or local centre between 7am to 7pm Monday to Friday)	Yes/No	
	Medium - (two or three bus services an hour serving the town centre and/or local centre between 7am to 7pm Monday to Friday)	Yes/No	
	Low - (Less than two bus services an hour serving the town centre and/or local centre between 7am to 7pm Monday to Friday)	Yes/No	
Contribution to service enhancement**	Does the proposal contribute to bus priority measures serving the site?	Yes/No	
	Does the proposal contribute to improvements to bus stops, bus interchange or bus stations in the vicinity and/or provides bus stops or bus interchange in the site?	Yes/No	
	Does the proposal contribute to an existing or new supported bus service (Merseytravel or Community Transport)?	Yes/No	
TOTAL SCORE			
Summary			/8
Comments or Action needed to correct any shortfall:			

Accessibility by Public Transport Assessment - Bus

		To be completed by Applicant	
Access by Rail		**Points**	**Score**
Location and Access to Public Transport	Is the site within a 800m safe and convenient walking distance of a rail station?	Yes/No	
	Are there barriers on direct and safe pedestrian routes to rail stations? i.e., - A lack of dropped kerbs - Footways no less than 2m wide, - A lack of formal crossings where there is heavy traffic - A lack of station accessible ramps	Yes/No	
Frequency of Public Transport*	High - (four or more trains an hour serving the local station between 7am to 7pm Monday to Friday)	Yes/No	
	Medium - (two or three trains an hour serving the local station between 7am to 7pm Monday to Friday)	Yes/No	
	Low - (Less than two trains an hour serving the local station between 7am to 7pm Monday to Friday)	Yes/No	
Contribution to rail station provision**	Does the proposal contribute to wider access measures relevant to the site accessing the station (crossings, improved footways, signage, etc)	Yes/No	
	Does the proposal contribute to improvements to rail stations in the vicinity?	Yes/No	
TOTAL SCORE			
Summary			/8
Comments or Action needed to correct any shortfall:			

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Transport Statement and Transport Assessment Thresholds

The thresholds in the table below are provided as a guide only. The need for a Transport Statement and Transport Assessment will be determined on a site-by-site basis in accordance with Transport Assessment Guidelines.

Land Use	Not Required	Transport Statement	Transport Assessment
B2 Industrial	<20 staff <2500m2	<20 staff <2500m2	2500m2
B8 Warehousing and Distribution	<20 staff <2500m2	<20 staff <2500m2	20 employees or 2500m2
C1 Hotels	<15 staff <40 beds	>15 staff <40 beds	40 beds
C2 Residential institutions - Hospitals, Nursing Homes	<30 beds	30-50 beds	50 beds
C2 Residential institutions - Residential Education	<50 students	50-150 students	150 students
C2 Residential institutions - Institutional Hostels	<250 residents	250-400 residents	400 residents
C3 Residential	<50 units	50 - 80 units	80 units
E Non-food / Retail	<800m2	800 - 1500m2	1500m2
E Cafe or Restaurant	<20 staff <300m2	>20 staff <2500m2	2500m2
E Offices (other than Financial or Professional Services), and E Research and Development of products or processes	<20 staff <1500m2	>20 staff <2500m2	2500m2
E Financial and Professional Services	<1000m2	1000 - 2500m2	2500m2
E Garden Centres	<20 staff <2500m2	<20 staff <2500m2	>20 staff 2500m2
E Place of Public Worship	>20 staff <200 members / regular attendees	>20 staff <200 members / regular attendees	>20 staff <200 members / regular attendees
E or F2 Assembly and Leisure (other than stadia)	<20 staff <500m2	<20 staff <1000m2	1000m2
F1 Schools	N/A	N/A	All development to have a Transport Assessment
F1 Higher and Further Education	<20 staff <2500m2	>20 staff <2500m2	2500m2
F1 Museum	<20 staff <100,000 visitors annually	>20 staff <100,000 visitors annually	100,000 visitors annually
F2 Food / Retail	<20 staff <280m2	>20 staff <800m2	800m2
F2 Stadia	<20 staff <1500 seats	>20 staff <1500 seats	1500 seats
SG Drinking Establishments	<20 staff <300m2	>20 staff <600m2	600m2
SG Hot food takeaway	<20 staff <250m2	>20 staff <500m2	500m2

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Transport Statement and Transport Assessment Contents

The information provided in the table below is a guide only and does not negate the need to undertake a thorough pre-application scoping exercise with the Transport Development Control Team. The information in the table should not be considered exhaustive.

Section	Content	Transport Statement	Transport Assessment
Introduction and Background	Summary of key points	✓	✓
	Overview of development proposals	✓	✓
	Details of any previous applications	✓	✓
	Structure of the document	✓	
Policy Context	Relevant national, regional and local policies	✓	
Baseline Assessment	Provide a map showing location of the site	✓	✓
	Existing use of the site	✓	✓
	Existing parking provision on site	✓	✓
	Existing conditions surrounding the site: - existing traffic date e.g. traffic counts, turning counts - existing trip rates for all modes generated by the site - existing traffic modelling data - accident data - parking conditions	✓	✓
	Indicated public transport services to the site (i.e. bus stop / rail station locations, services, frwquencies, destinations, etc)	✓	✓
	Developments in the area with planning approval but not yet implemented	✓	
	Proposed highway improvement schemes int he area (where known)	✓	
Development Proposals	Provide detailed plans showing site layout	✓	✓
	Outline proposals e.g. type of activity, number of residential units, sqm of floorspace, nature of operation, hours of operation, number of employees, number of customers, number of parking spaces (vehicle, cycle, disabled, electric vehicle charging points), etc.	✓	✓

Section	Content	Transport Statement	Transport Assessment
Mitigation Measures	Where the capacity of the surrounding transport infrastructure/services is not sufficient to accommodate the development (i.e. capacity already exceeded, or will be exceeded as a result of the proposed development), improvements required to accommodate the development sustainably. Information to be submitted may include: - Modelling evidence - Infrastructure improvements - Financial contributions towards new bus routes, bus stops, car club bays, etc - Travel Plan - Delivery Servicing Plan - Construction Logistic Plan - Parking Management Plan	✓	✓
Other Stakeholders	- Where trips generated from the development are likely to have a significant effect on public transport services, please seek comments from Merseytravel. - Where trips generated from the development are likely to have a significant effect on the motorway network, please seek comments from National Highways.	✓	
Summary and Conclusions	Summary of main transport impacts of the development and the main remedial measures proposed to alleviate them, or evidence that mitigating measures are not necessary	✓	✓

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Full Travel Plan Checklist

Section	Content	Required?	Complete? (Y/N)	Comment
Introduction	Full address and contact details of developer and person/firm responsible for the preparation of the Travel Plan	✓		
	Development details:			
	• Site name, address and plan	✓		
	• Proposed land use(s), size and build out	✓		
	• Expected occupancy levels (residents/ staff/staff/customers/visitors)	✓		
	• Relevant site-specific local policy issues or requirements	✓		
	• Planning application reference	✓		
	• Confirmation of Travel Plan type and implementation options	✓		
Site Audit	Site local transport context:			
	• Pedestrian access (are routes direct, clearly signposted well maintained and safe)	✓		
	• Cycle access (network conditions and facilities)	✓		
	• Public transport access (service proximity, frequencies and facilities)	✓		
	• Vehicular access (current and potential future access arrangements, areas of congestion and parking issues)	✓		
	Survey results and mode split data:			
	• Survey description (including date and type)	✓		
	• Number of surveys undertaken and response rate (if applicable)	✓		
	• Expected trip generation	✓		
	• Modal split forecast results	✓		

Section	Content	Required?	Complete? (Y/N)	Comment
Objectives and Targets	Clear objectives, linked back to issues and barriers identified in site audit (must be SMART, for each monitoring year and overall period)	✓		
	Clear targets, linked back to issues, barriers and forecasts presented in site audit (must be SMART, for each monitoring year and overall period)	✓		
Action Plan	Marketing and Communication Strategy outlining how sustainable travel information and events will be provided throughout the life of the Travel Plan	✓		
	List of appropriate measures (infrastructure and initiatives):			
	• Description of each measure, linked back to objectives and targets	✓		
	• Evidence supporting measure and ability to meet targets	✓		
	• Timescales	✓		
	• Costs associated with each measure	✓		
	Clear, detailed implementation timetable (Gantt chart/similar)	✓		
	Fully costed budget envelope, including costs associated with Travel Plan Coordinator and monitoring Confirmation/ explanation of funding mechanism(s) (draft Section 106 agreement, if relevant)	✓		
Management Arrangements	Evidence of senior management endorsement and commitment to identify/ recruit a Travel Plan co-ordinator prior to construction	✓		
	Description of Travel Plan Co-ordinator role and responsibilities	✓		
	Name and contact details for Travel Plan Co-ordinator, if appointed. Alternatively, name and contact details for the individual responsible for appointing the Travel Plan Co-ordinator	✓		
	Schedule for travel plan meetings	✓		

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Section	Content	Required?	Complete? (Y/N)	Comment
Monitoring and Review	Travel Plan monitoring commitment, including:			
	• The proposed start date (e.g. 30th dwelling completion)	✓		
	• Monitoring years (typically Years 1, 3 and 5 but may be longer ifrequested)	✓		
	• Report submission dates	✓		
	Details of how the progress of the Travel Plan will be monitored and reviewed, including the following			
	• Type of surveys required	✓		
	• How surveys will be undertaken, including timing and duration	✓		
	• Who will be responsible for undertaking surveys	✓		
	Description of how remedial actions will be developed and agreed with the Council, in the event that agreed deliverables and targets are not met	✓		
	Legacy management statement, considering how Travel Plan measures can continue to be implemented beyond the period defined for planning purposes	✓		

Interim Travel Plan Checklist

Section	Content	Required?	Complete? (Y/N)	Comment
Introduction	Full address and contact details of developer and person/firm responsible for the preparation of the Travel Plan	✓		
	Development details:			
	• Site name, address and plan	✓		
	• Proposed land use(s), size and build out	✓		
	• Expected occupancy levels (residents/ staff/staff/customers/visitors)	✓		
	• Relevant site-specific local policy issues or requirements	✓		
	• Planning application reference	✓		
	• Confirmation of Travel Plan type and implementation options	✓		
Site Audit	Site local transport context:			
	• Pedestrian access (are routes direct, clearly signposted well maintained and safe)	✓		
	• Cycle access (network conditions and facilities)	✓		
	• Public transport access (service proximity, frequencies and facilities)	✓		
	• Vehicular access (current and potential future access arrangements, areas of congestion and parking issues)	✓		
	Survey results and mode split data:			
	• Survey description (including date and type)	✓		
	• Number of surveys undertaken and response rate (if applicable)	✓		
	• Expected trip generation	✓		
	• Modal split forecast results	✓		

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Section	Content	Required?	Complete? (Y/N)	Comment
Objectives and Targets	Clear objectives, linked back to issues and barriers identified in site audit (must be SMART, for each monitoring year and overall period)	Indicative		
	Clear targets, linked back to issues, barriers and forecasts presented in site audit (must be SMART, for each monitoring year and overall period)	Indicative		
Action Plan	Marketing and Communication Strategy outlining how sustainable travel information and events will be provided throughout the life of the Travel Plan	Indicative		
	List of appropriate measures (infrastructure and initiatives):			
	• Description of each measure, linked back to objectives and targets	✓		
	• Evidence supporting measure and ability to meet targets	Indicative		
	• Timescales	Indicative		
	• Costs associated with each measure	Indicative		
	Clear, detailed implementation timetable (Gantt chart/similar)	Indicative		
	Fully costed budget envelope, including costs associated with Travel Plan Coordinator and monitoring Confirmation/ explanation of funding mechanism(s) (draft Section 106 agreement, if relevant)	Indicative		
Management Arrangements	Evidence of senior management endorsement and commitment to identify/ recruit a Travel Plan co-ordinator prior to construction	✓		
	Description of Travel Plan Co-ordinator role and responsibilities	✓		
	Name and contact details for Travel Plan Co-ordinator, if appointed. Alternatively, name and contact details for the individual responsible for appointing the Travel Plan Co-ordinator	✓		
	Schedule for travel plan meetings	✓		

Section	Content	Required?	Complete? (Y/N)	Comment
Monitoring and Review	Travel Plan monitoring commitment, including:			
	• The proposed start date (e.g. 30th dwelling completion)	Indicative		
	• Monitoring years (typically Years 1, 3 and 5 but may be longer ifrequested)	Indicative		
	• Report submission dates	Indicative		
	Details of how the progress of the Travel Plan will be monitored and reviewed, including the following			
	• Type of surveys required	✓		
	• How surveys will be undertaken, including timing and duration	Indicative		
	• Who will be responsible for undertaking surveys	✓		
	Description of how remedial actions will be developed and agreed with the Council, in the event that agreed deliverables and targets are not met	Indicative		
	Legacy management statement, considering how Travel Plan measures can continue to be implemented beyond the period defined for planning purposes	Indicative		

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Full Travel Plan Checklist

Section	Content	Required?	Complete? (Y/N)	Comment
Introduction	Full address and contact details of developer and person/firm responsible for the preparation of the Travel Plan	✓		
	Development details:			
	• Site name, address and plan	✓		
	• Proposed land use(s), size and build out	✓		
	• Expected occupancy levels (residents/ staff/staff/customers/visitors)	✓		
	• Relevant site-specific local policy issues or requirements	✓		
	• Planning application reference	✓		
	• Confirmation of Travel Plan type and implementation options	✓		
Site Audit	Site local transport context:			
	• Pedestrian access (are routes direct, clearly signposted well maintained and safe)	✓		
	• Cycle access (network conditions and facilities)	✓		
	• Public transport access (service proximity, frequencies and facilities)	✓		
	• Vehicular access (current and potential future access arrangements, areas of congestion and parking issues)	✓		
	Survey results and mode split data:			
	• Survey description (including date and type)	✓		
	• Number of surveys undertaken and response rate (if applicable)	✓		
	• Expected trip generation	✓		
	• Modal split forecast results	✓		

Section	Content	Required?	Complete? (Y/N)	Comment
Objectives and Targets	Clear objectives, linked back to issues and barriers identified in site audit (must be SMART, for each monitoring year and overall period)	Indicative		
	Clear targets, linked back to issues, barriers and forecasts presented in site audit (must be SMART, for each monitoring year and overall period)	Indicative		
Action Plan	Marketing and Communication Strategy outlining how sustainable travel information and events will be provided throughout the life of the Travel Plan	Indicative		
	List of appropriate measures (infrastructure and initiatives):			
	• Description of each measure, linked back to objectives and targets	✓		
	• Evidence supporting measure and ability to meet targets	Indicative		
	• Timescales	Indicative		
	• Costs associated with each measure	Indicative		
	Clear, detailed implementation timetable (Gantt chart/similar)	Indicative		
	Fully costed budget envelope, including costs associated with Travel Plan Coordinator and monitoring Confirmation/ explanation of funding mechanism(s) (draft Section 106 agreement, if relevant)	Indicative		
Management Arrangements	Evidence of senior management endorsement and commitment to identify/ recruit a Travel Plan co-ordinator prior to construction	✓		
	Description of Travel Plan Co-ordinator role and responsibilities	✓		
	Name and contact details for Travel Plan Co-ordinator, if appointed. Alternatively, name and contact details for the individual responsible for appointing the Travel Plan Co-ordinator	✓		
	Schedule for travel plan meetings	✓		

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Section	Content	Required?	Complete? (Y/N)	Comment
Monitoring and Review	Travel Plan monitoring commitment, including:			
	• The proposed start date (e.g. 30th dwelling completion)	Indicative		
	• Monitoring years (typically Years 1, 3 and 5 but may be longer ifrequested)	Indicative		
	• Report submission dates	Indicative		
	Details of how the progress of the Travel Plan will be monitored and reviewed, including the following			
	• Type of surveys required	✓		
	• How surveys will be undertaken, including timing and duration	Indicative		
	• Who will be responsible for undertaking surveys	✓		
	Description of how remedial actions will be developed and agreed with the Council, in the event that agreed deliverables and targets are not met	Indicative		
	Legacy management statement, considering how Travel Plan measures can continue to be implemented beyond the period defined for planning purposes	Indicative		

Potential non-Infrastructure measures

Content	Land Use			Suitable Modes		
	Residential	Work	School	SOV	Active	PT
Financial incentives for those using active travel modes to work: weekly allowance (including vouchers/facility credits)		✓			✓	
'Niceties'' such as umbrellas, pedometers, high-vis, water bottles	✓	✓	✓		✓	
Pedometers and activity monitoring apps can be useful tools for motivation and behaviour change to encourage sustainable travel and physical activity.	✓	✓	✓		✓	
Benefits marketing: active engagement (roadshows/stalls), leaflets, 'postcode plots' (for PTP), digital communication e.g. email, social media	✓	✓	✓		✓	✓
Dr Bike': on-site repair services and/or maintenance advice sessions	✓	✓	✓		✓	
Cycle to Work scheme (either provision or explanation)	✓	✓	✓		✓	
PT Financial incentives: Interest-free season ticket loans, travel discounts/subsidies, work bus service		✓	✓			✓
Focussed marketing and potential user segmentation	✓	✓	✓	✓	✓	✓
Disincentivising use of the car: Charging for parking; removing car spaces		✓	✓	✓	✓	✓
Car sharing database	✓	✓	✓	✓		
Market benefits of car sharing (cost, social, environmental)	✓	✓	✓	✓		
Financial measures supporting car sharing (Mileage rates, emergency ride home, initial prizes)	Emergency ride home	✓	✓	✓		
Organisational culture (flexible working hours)		✓	✓	✓		✓
Organisational culture (work from home, audio/video conferencing, business travel policy)		✓	✓	✓		
Personal travel planning	✓	✓	✓	✓	✓	✓
Set up or attend a local transport forum (for shared issues)		✓		✓	✓	✓

APPENDIX B: FURTHER GUIDANCE FOR TRANSPORT STATEMENTS, ASSESSMENTS AND TRAVEL PLANS

Potential non-Infrastructure measures

Content	Land Use			Suitable Modes		
	Residential	Work	School	SOV	Active	PT
Sustainable Travel Information pack which includes walking and cycling maps and or links to online resources, highlighting distances to local amenities, information on local cycling training and support groups	✓	✓	✓	✓	✓	✓
Link with national events (such as bike week, walk to work week)	✓	✓	✓	✓	✓	✓
Lunchtime walking/running groups including links to existing groups in addition to creating new groups		✓			✓	
Create and support a Bicycle User Group (shared issues, support and encouragement)		✓			✓	
Pool bikes (or support discount to sharing scheme)	✓	✓	✓		✓	
Taster passes or tickets	✓	✓	✓			✓
Pool cars for business use (enables staff to still commute via other modes)		✓		✓	✓	✓
Incentivise car sharing (premium parking spaces etc.)		✓		✓		
Annual challenges/other 'gamification' (annual pedometer challenges etc.)	✓	✓	✓	✓	✓	✓
Security bike marking	✓	✓	✓		✓	
Public transport information displays (up-to-date)	✓	✓	✓			✓
Discounted/subsidised driver training to improve safety and skills (including eco driving)		✓				
Walking buses			✓		✓	
'Scoot to school'			✓		✓	
Sustainable travel lesson plans			✓		✓	
Independent travel training			✓		✓	
Junior road safety officers			✓		✓	
Provision of cycle training, signposting to existing training	✓	✓	✓		✓	
Promote/establish Park & Walk schemes		✓			✓	
Cycle buddy scheme	✓	✓	✓		✓	

Cost and Fees for Option 1 Delivery

Option 1 is not the favoured approach of the council at present, although costs and fees have been provided should the council wish to use this approach in the future, as presented in the table below.

Use Class	Sub-Category	Cost per square metre (GFA)
Residential land use classes	C1-C3	£500 per unit
Employment, Retail, Leisure and other land use classes	B2-8, Ea-g, F1a-g and F2b-d	£30 per sqm

Monitoring Fee and Rationale (Option 2)

Monitoring Fees have been calculated to only cover reasonable costs incurred, relating to all monitoring tasks such as multi-modal counts. Charges for monitoring services will not generate a profit. Fees are indicative and may vary from site to site. The fees noted will be cognisant of the bespoke nature of each Travel Plan and the complexities therein. If necessary, alterations can be made in discussion with the Council and to their agreement. The below shows the fees for monitoring, activation and multimodal traffic counts based on the number of homes, with a monitoring period of five years (including baseline, 1st year, 3rd year and 5th year review).

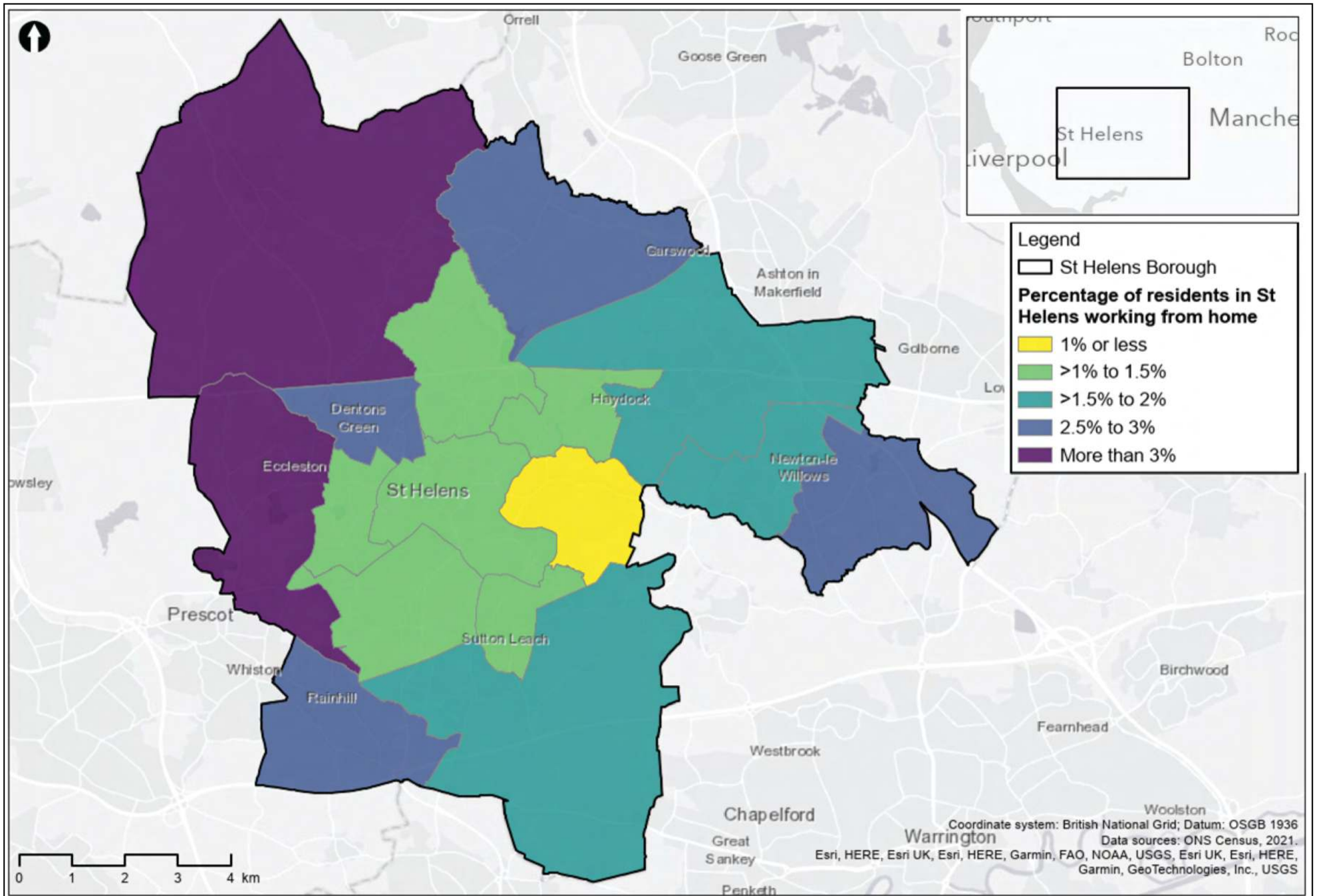
Fee levels will be reviewed regularly and will also be index-linked to Retail Price Index (RPI), from date of adoption over the 5-year period and are subject to change.

Exclusions from the fees include sums payable for the ongoing assessment required within the Travel Plan and any other sums agreed for infrastructure, services and amenities, etc. If the Travel Plan needs amending and needs to be re-assessed by officers, this may incur a fee (eg: where Travel Plans which are not considered acceptable by the Council will be rejected and the applicant required to revise and re-submit the document to a more appropriate standard before the application can be determined).

Number of Homes	Fee	Examples to demonstrate
0 - 249	£75 per home	For 249, the fee would be 75*249 = £18,675
250 - 499	£50 per home	For 450, the fee would be 50*450 = £22,500
>500	As above for 250-499 plus £25 per additional home	For 600 homes, the fee would be 50*500 + 25 *100 = £27,500

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

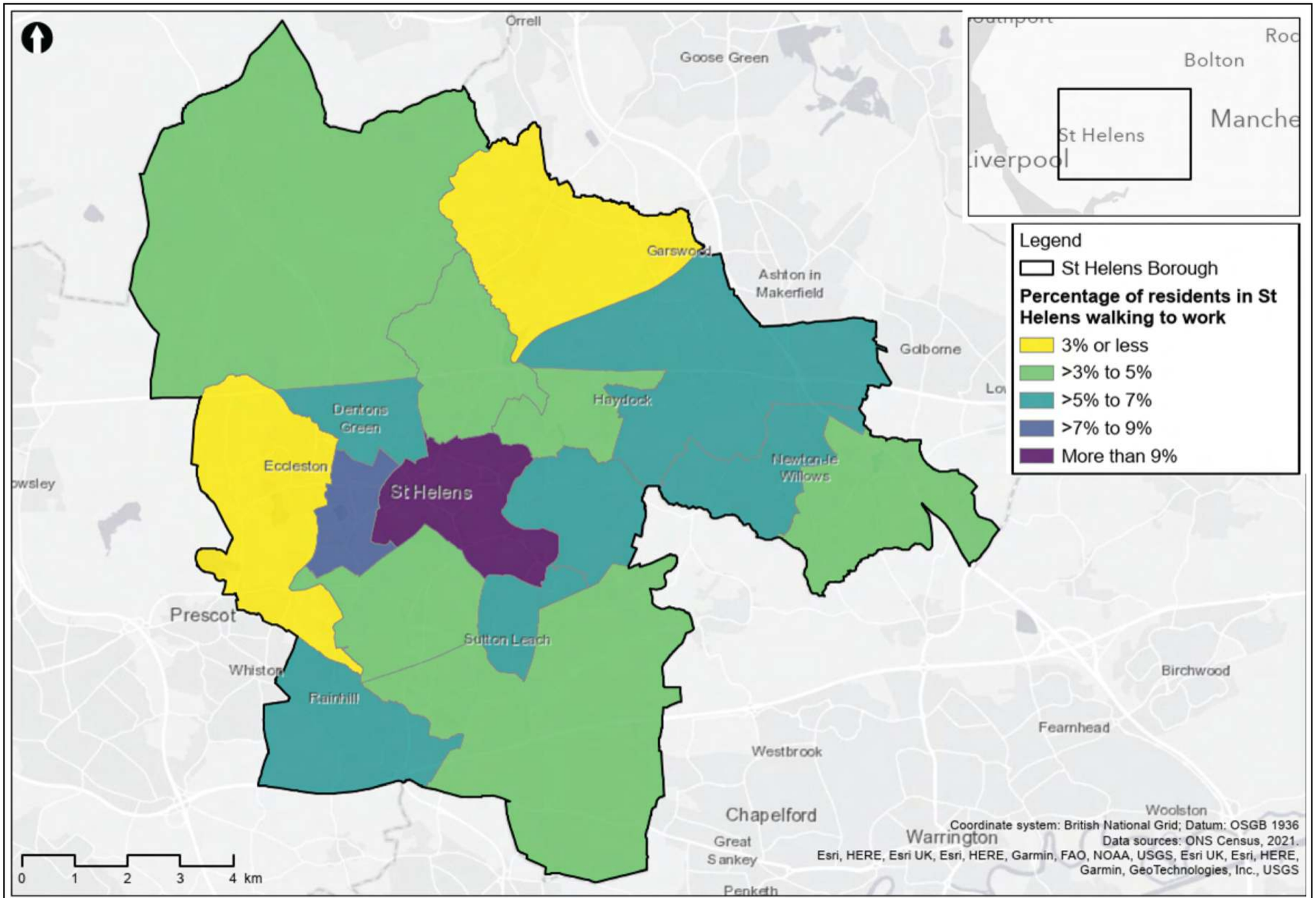
Working from home



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

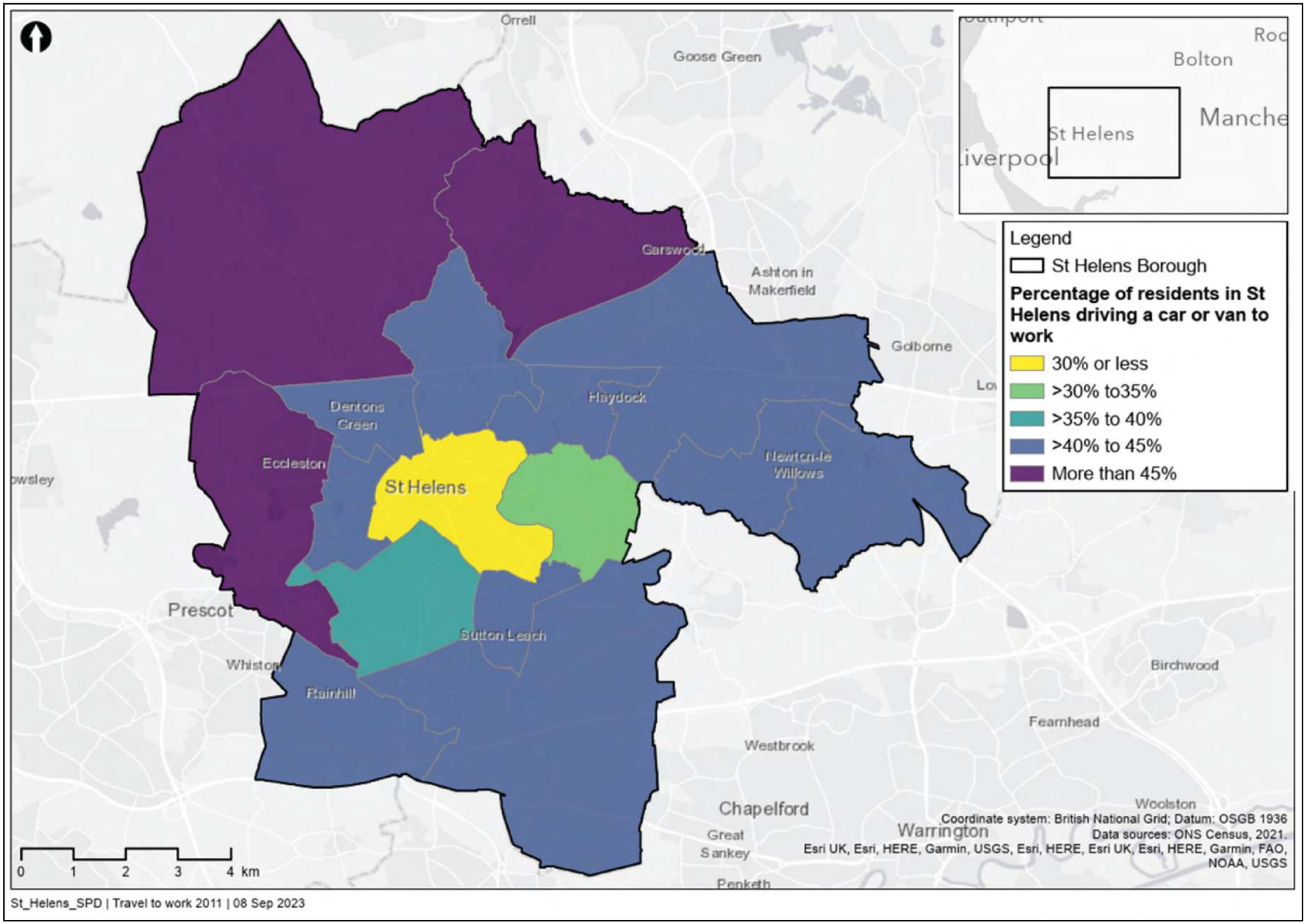
Commuting by walking



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

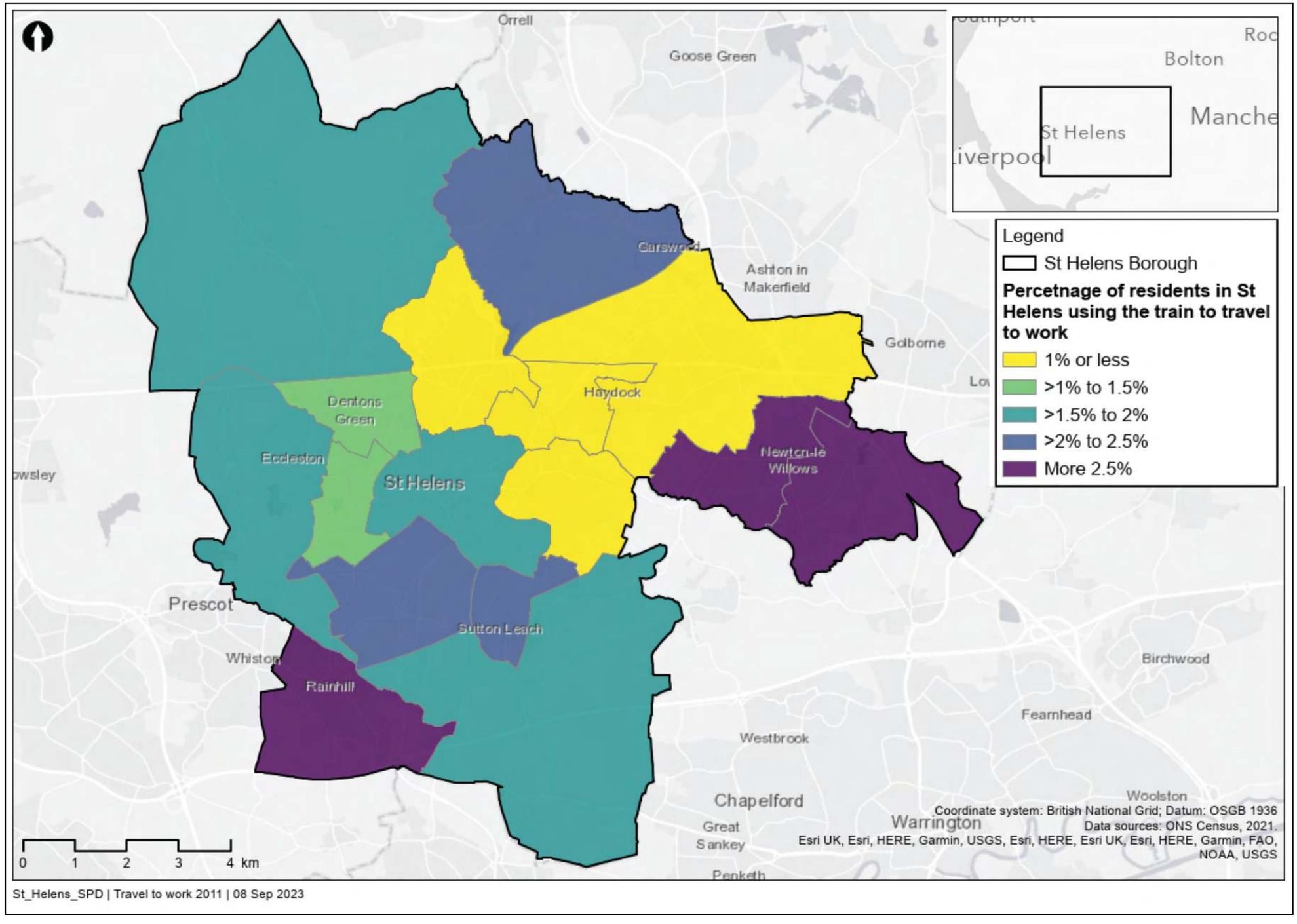
Commuting by driving a car or van



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

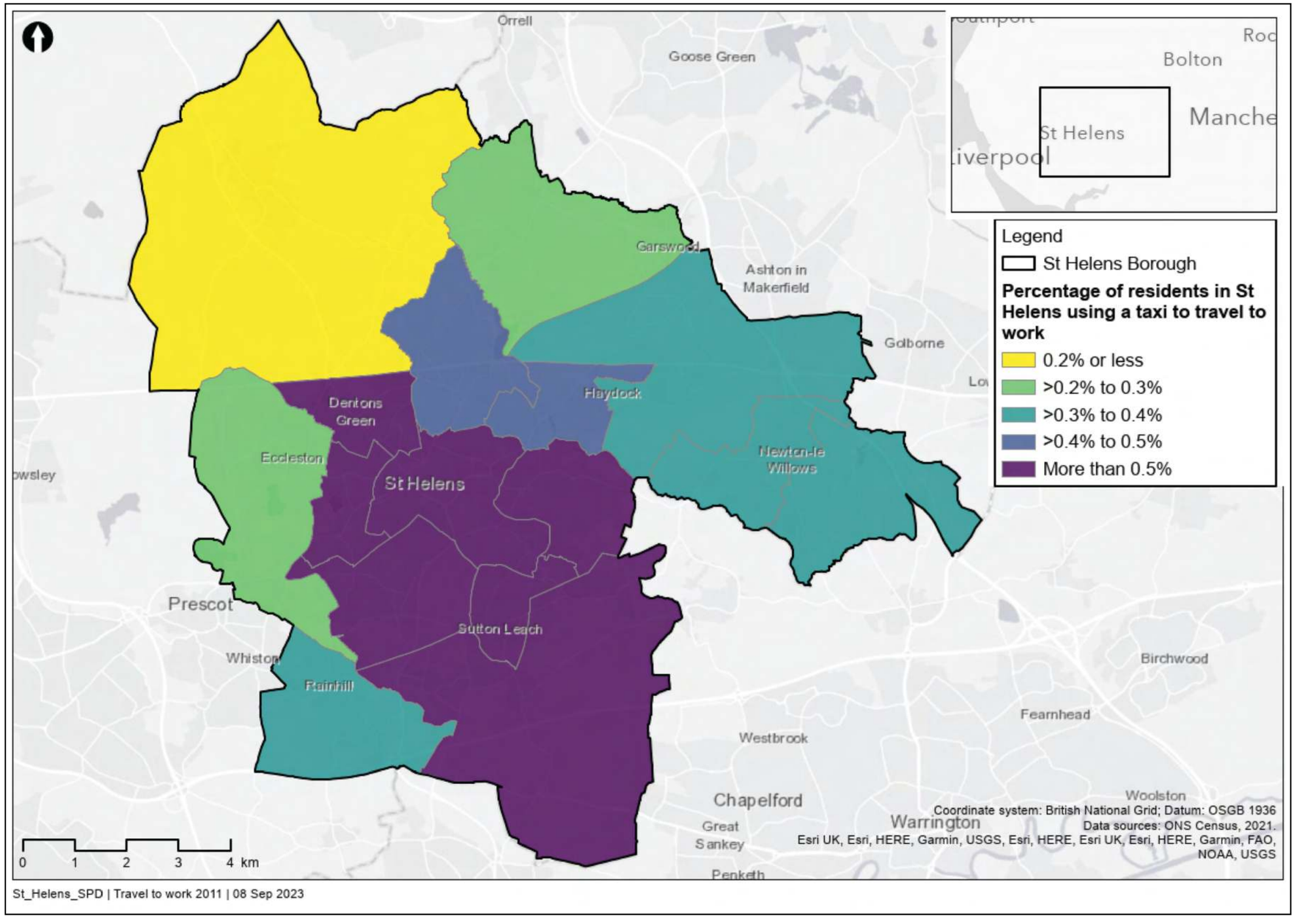
Commuting by train



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

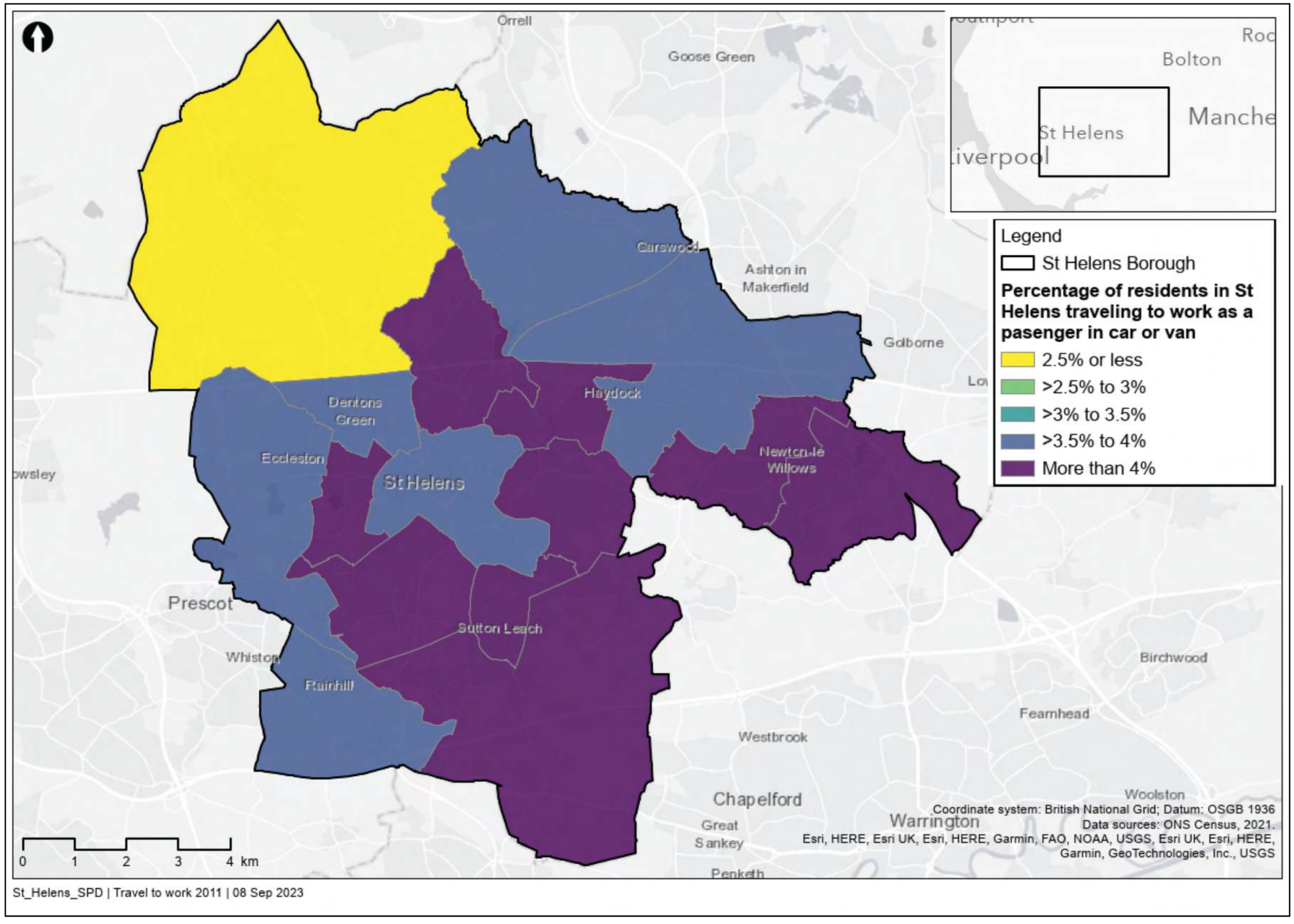
Commuting by taxi



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

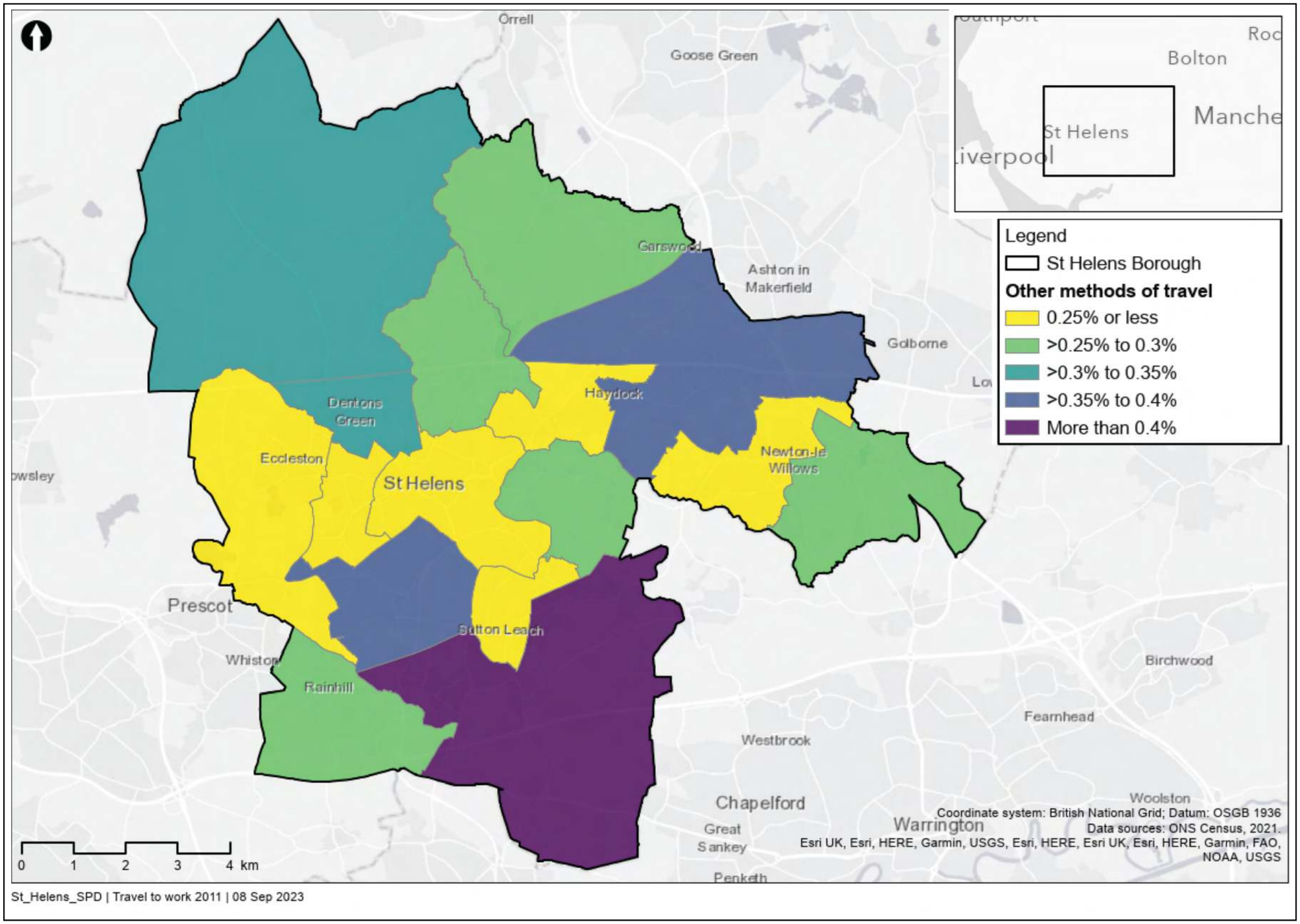
Commuting as passenger in a car or van



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

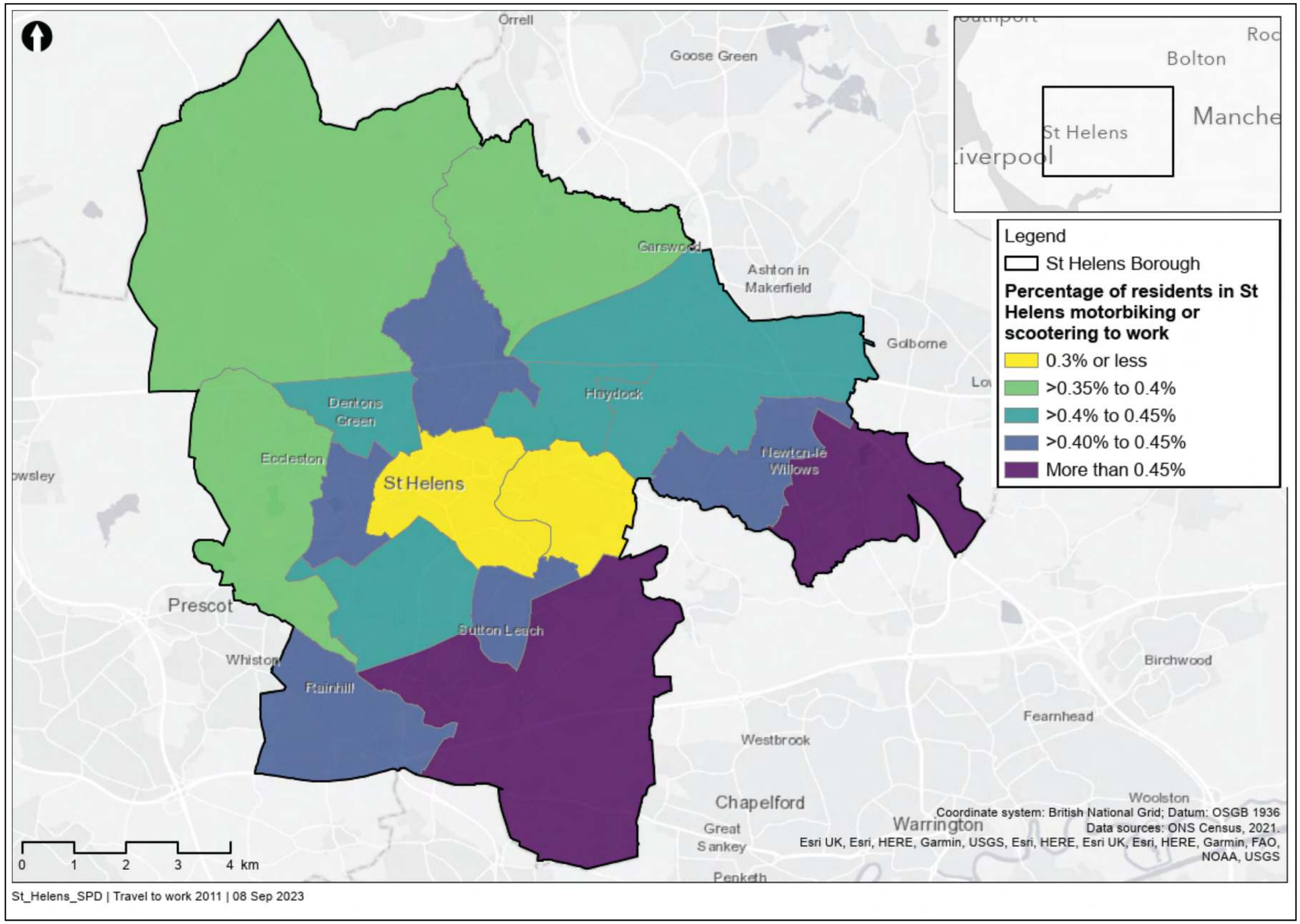
Commuting by other method of travel



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

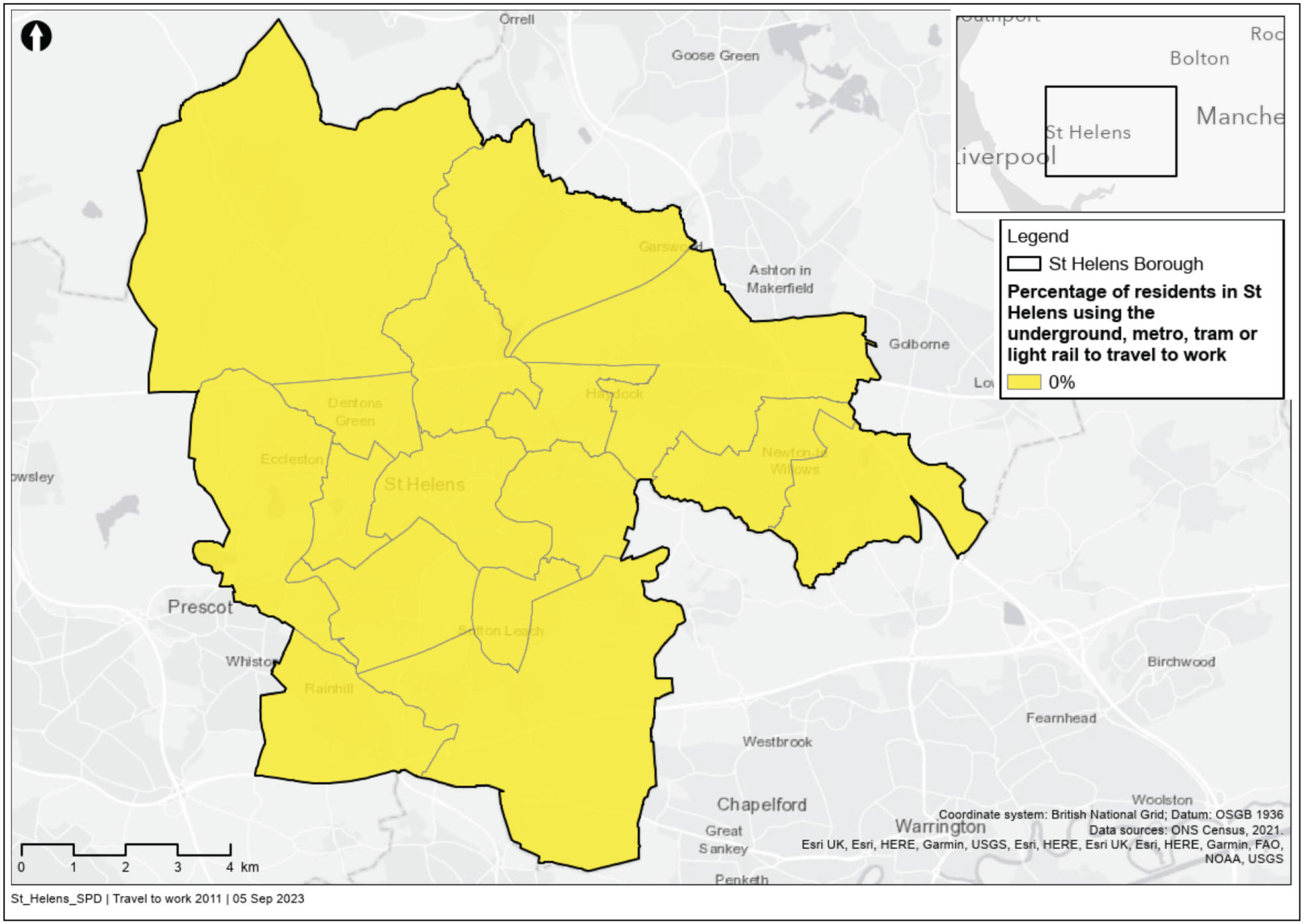
Commuting by motorbiking or scootering



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

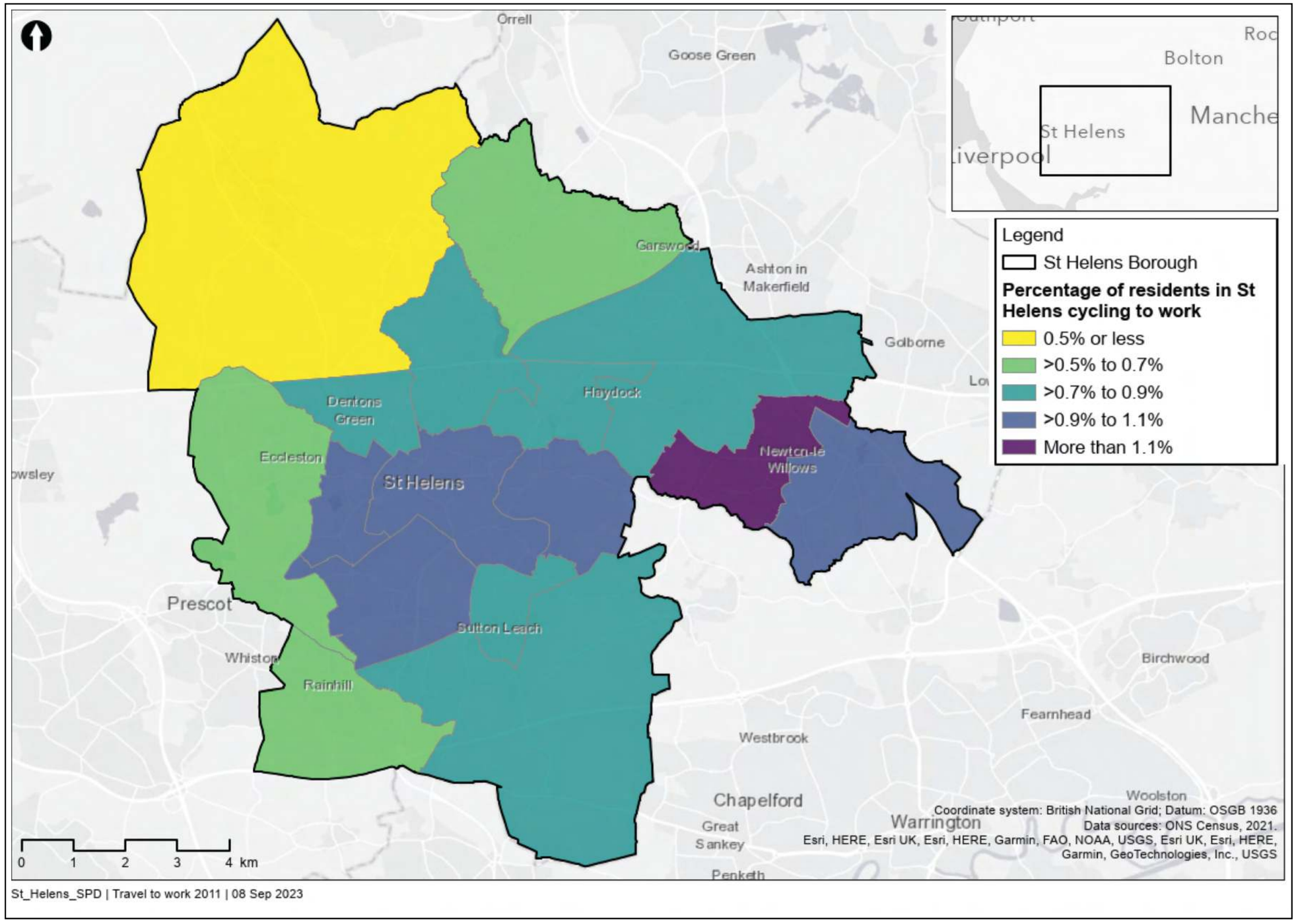
Commuting by underground, metro, tram, or light rail



St_Helens_SPD | Travel to work 2011 | 05 Sep 2023

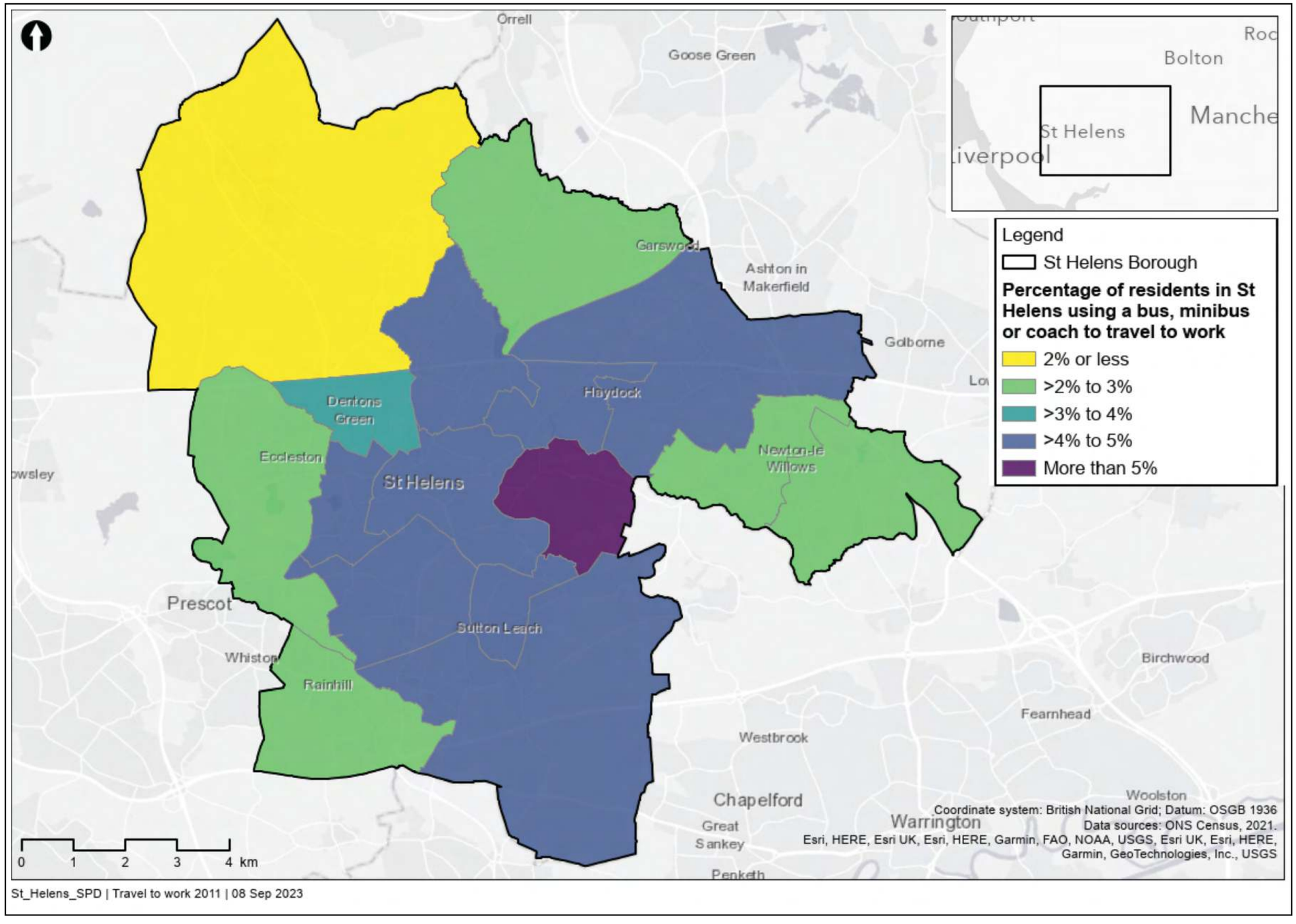
APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

Commuting by cycling



APPENDIX C: 2011 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

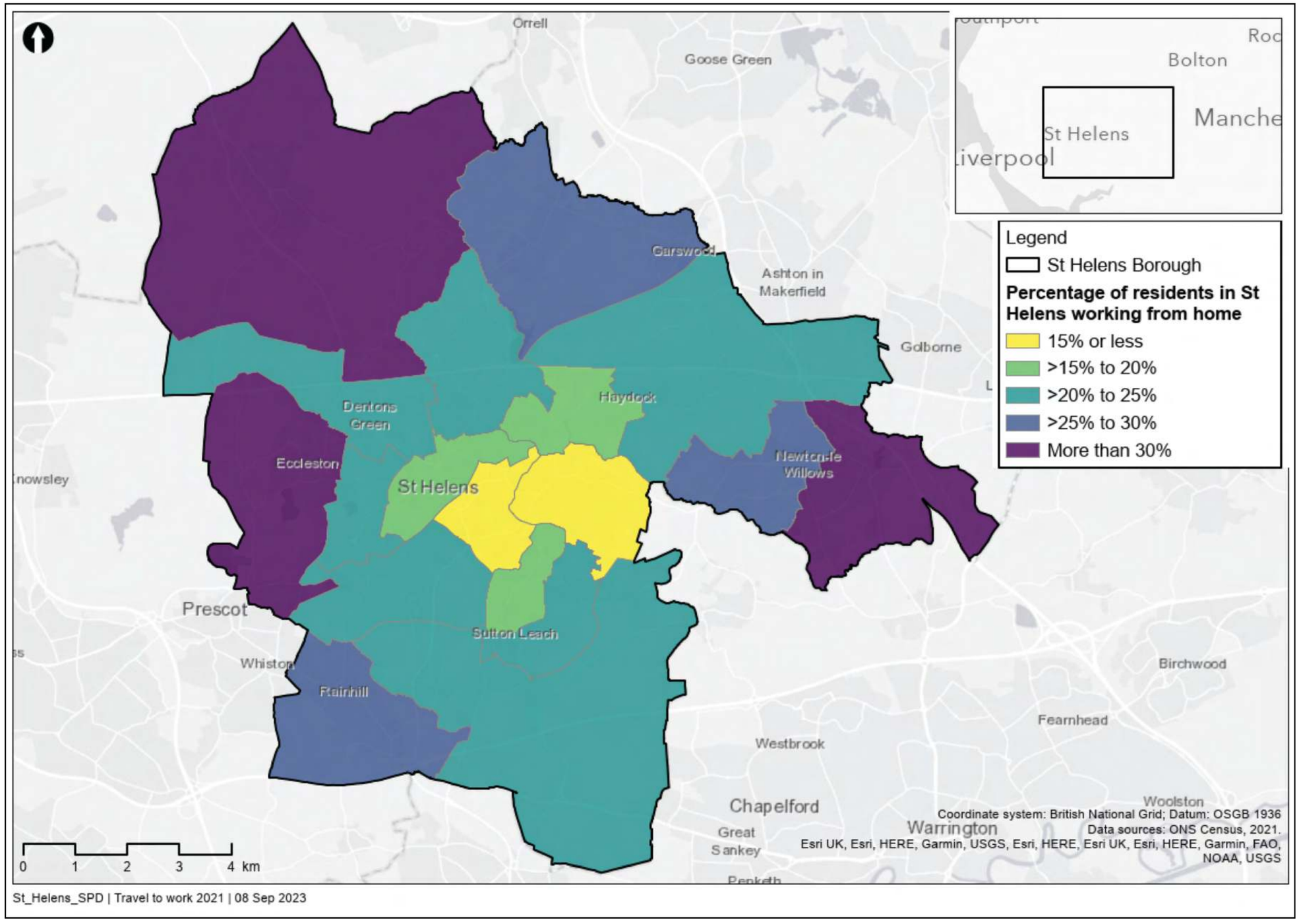
Commuting by bus, minibus, or coach



St_Helens_SPD | Travel to work 2011 | 08 Sep 2023

APPENDIX C: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

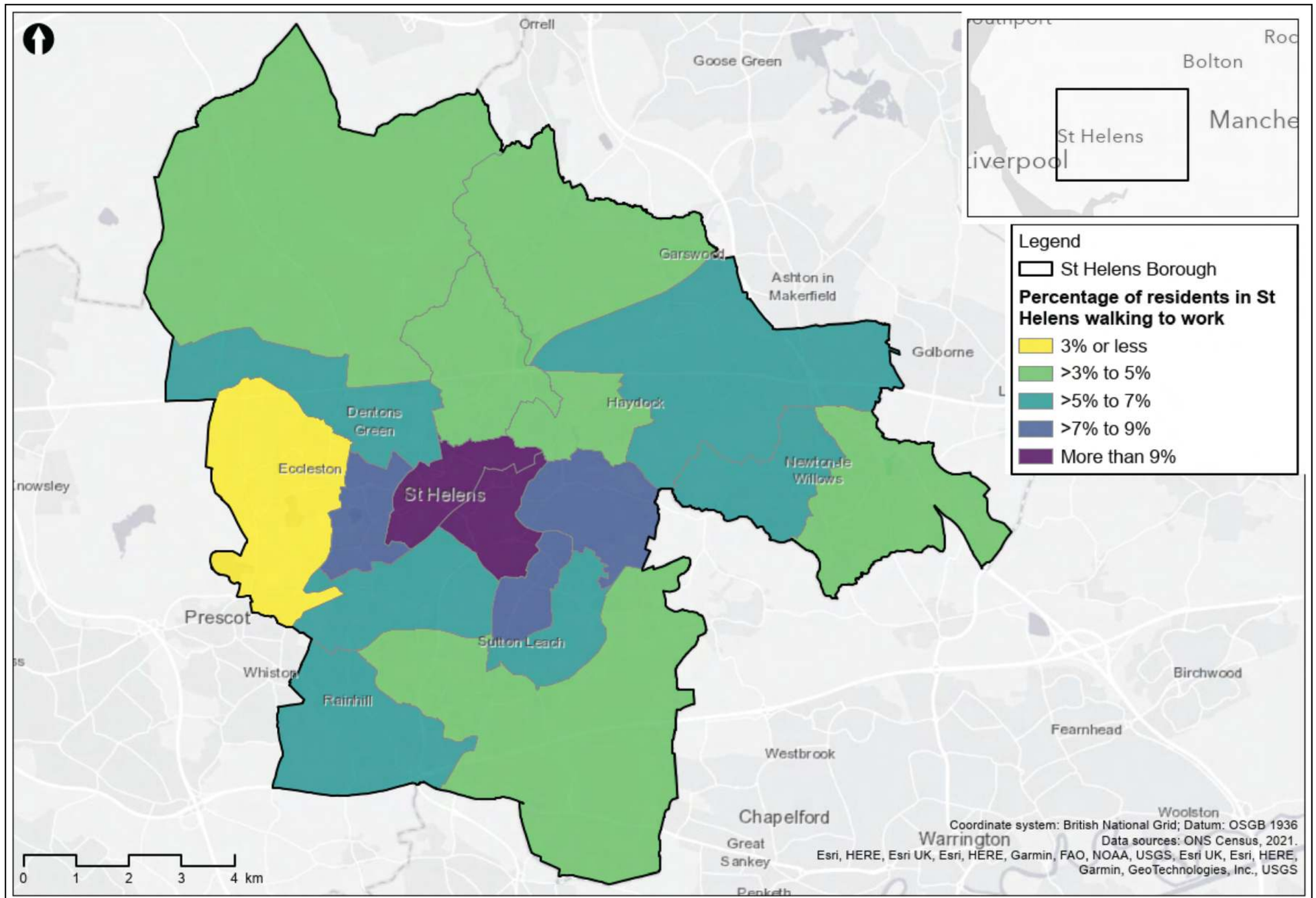
Working from home



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

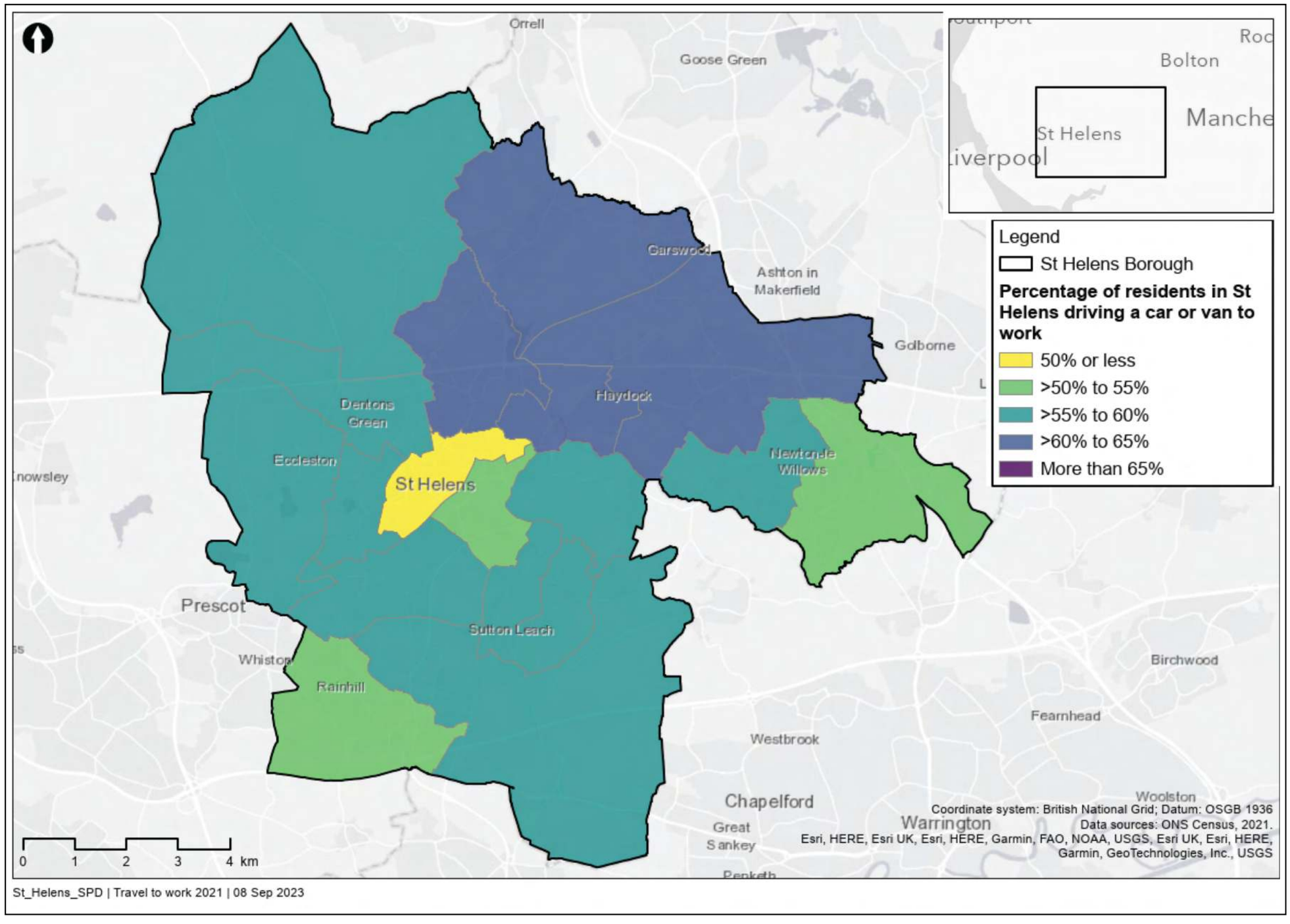
Commuting by walking



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

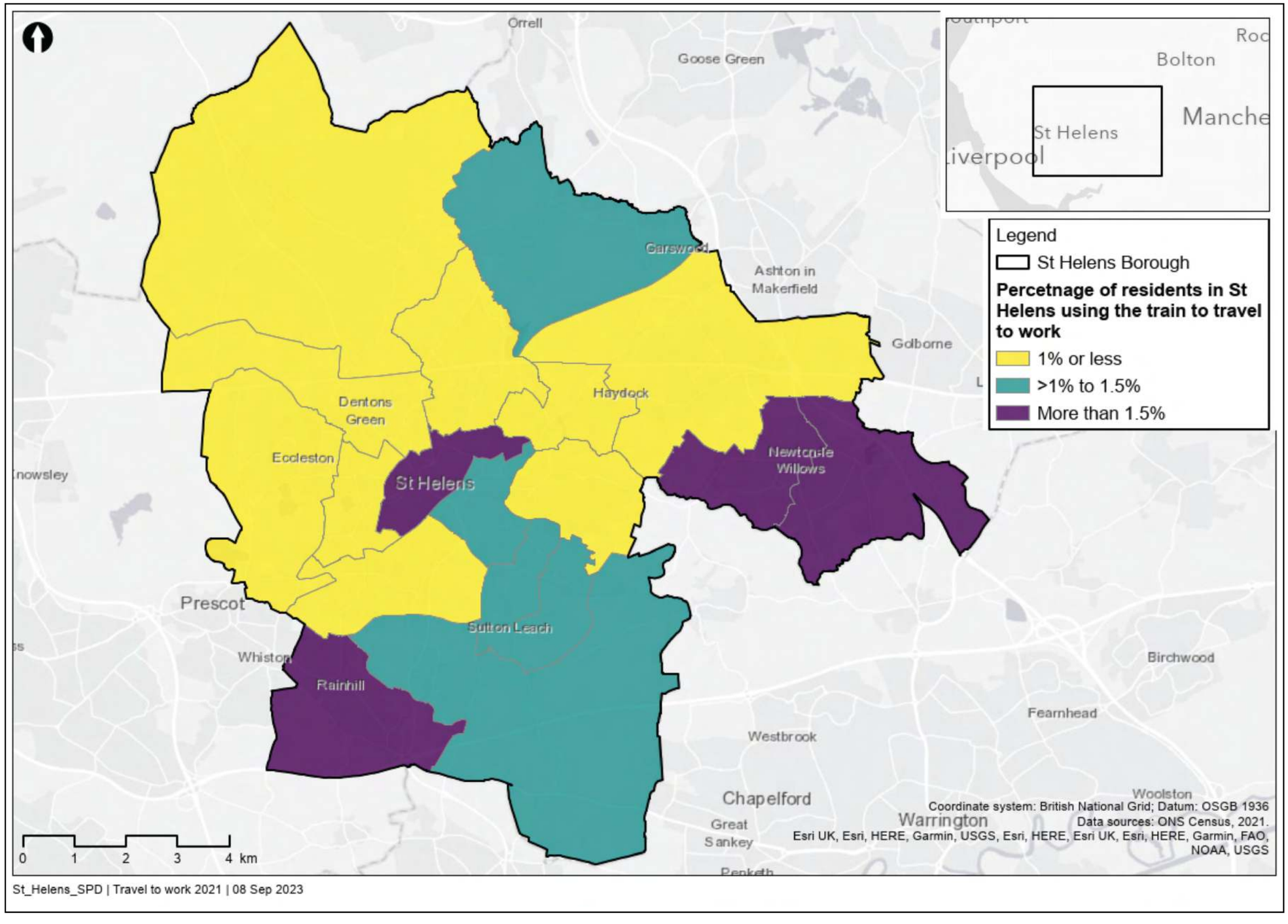
Commuting by driving a car or van



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

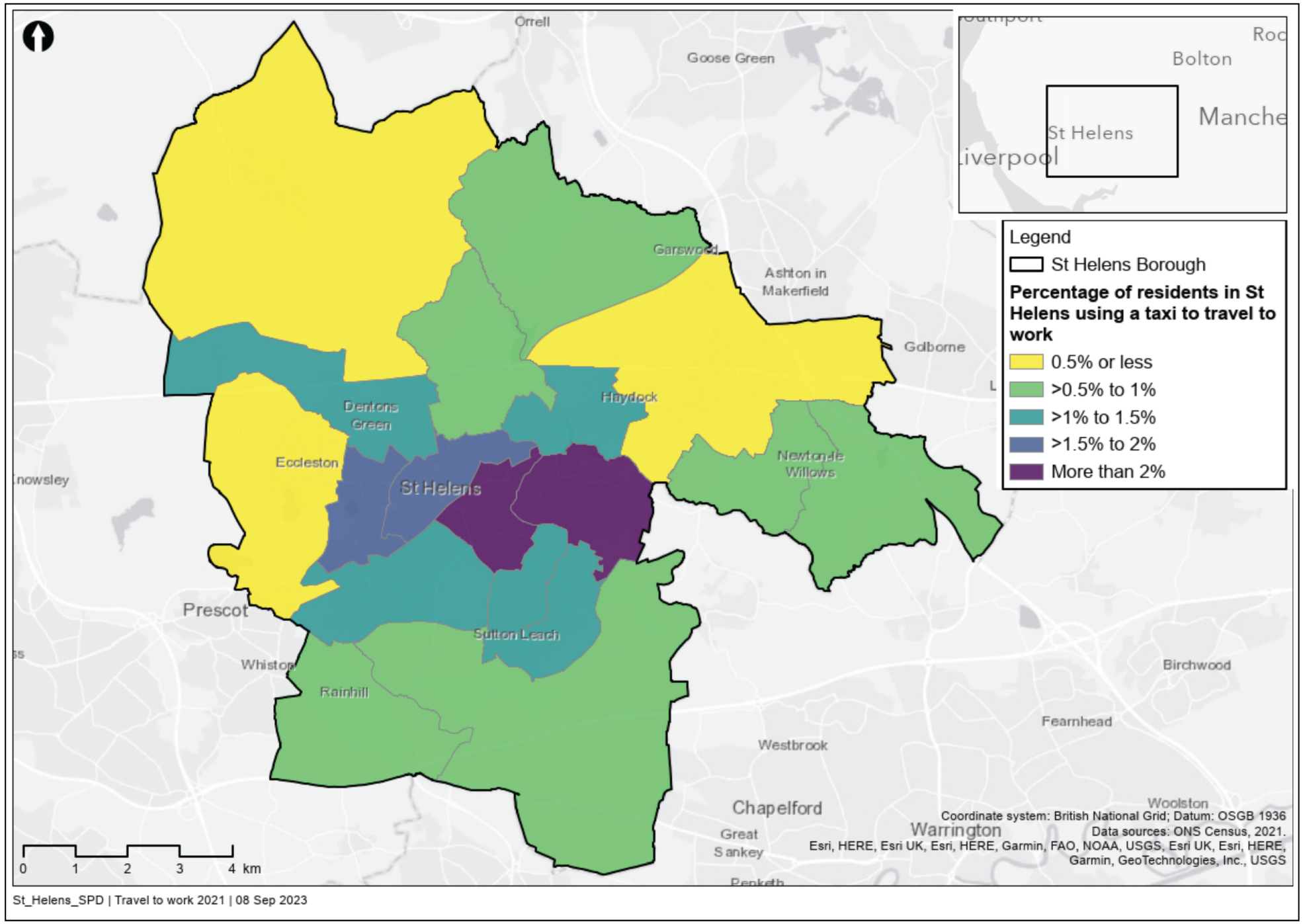
APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

Commuting by train



APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

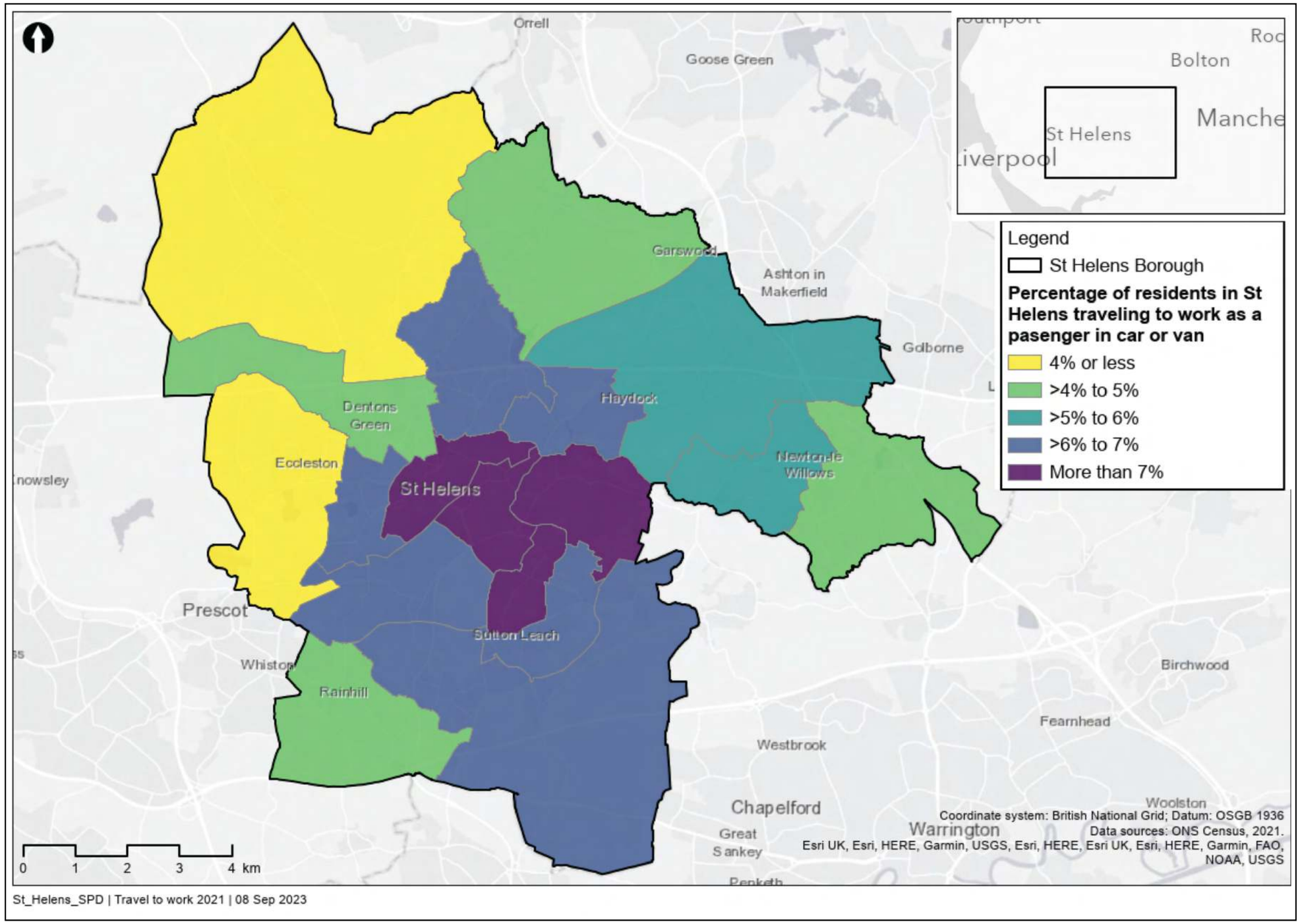
Commuting by taxi



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

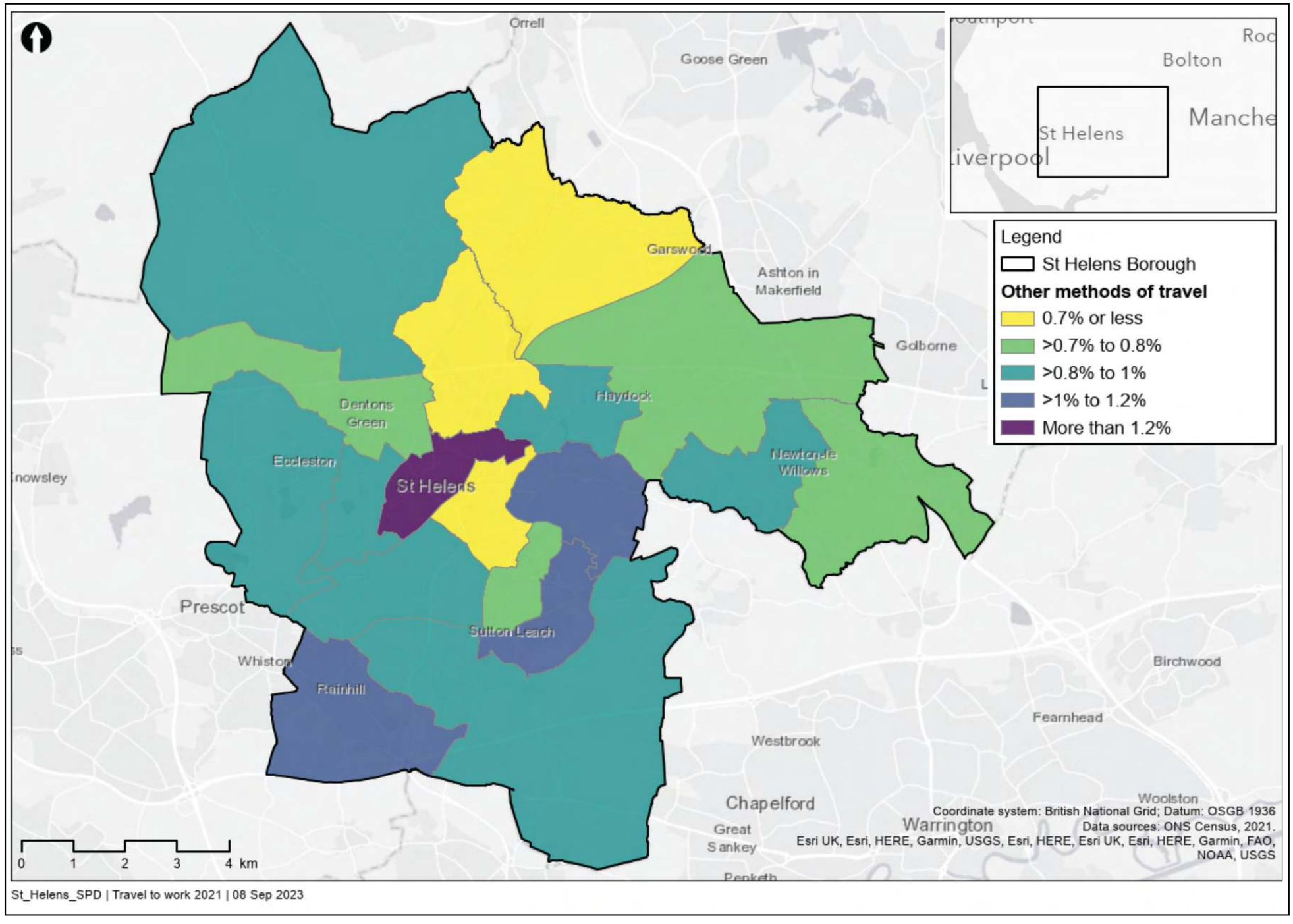
Commuting as passenger in a car or van



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

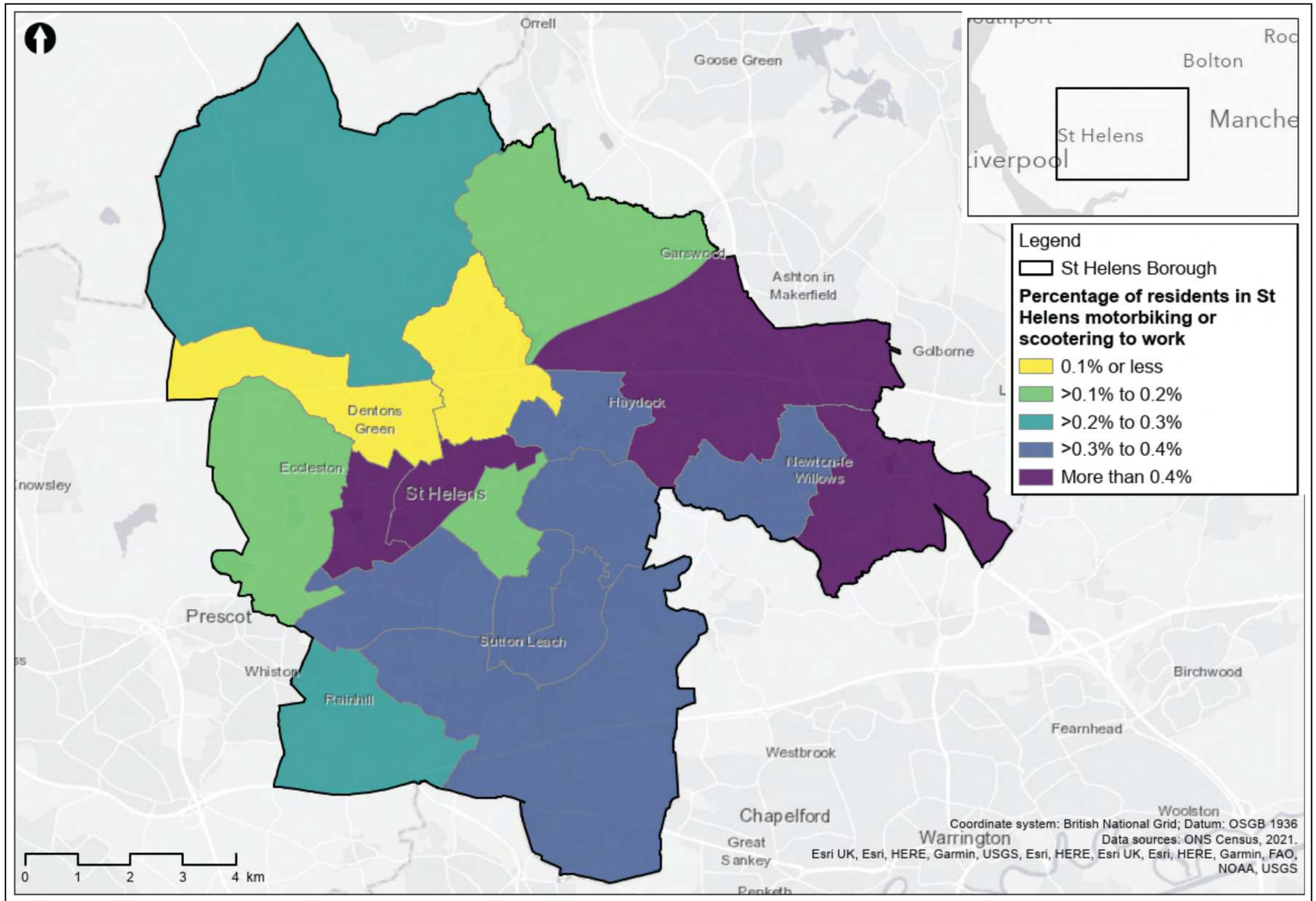
Commuting by other method of travel



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

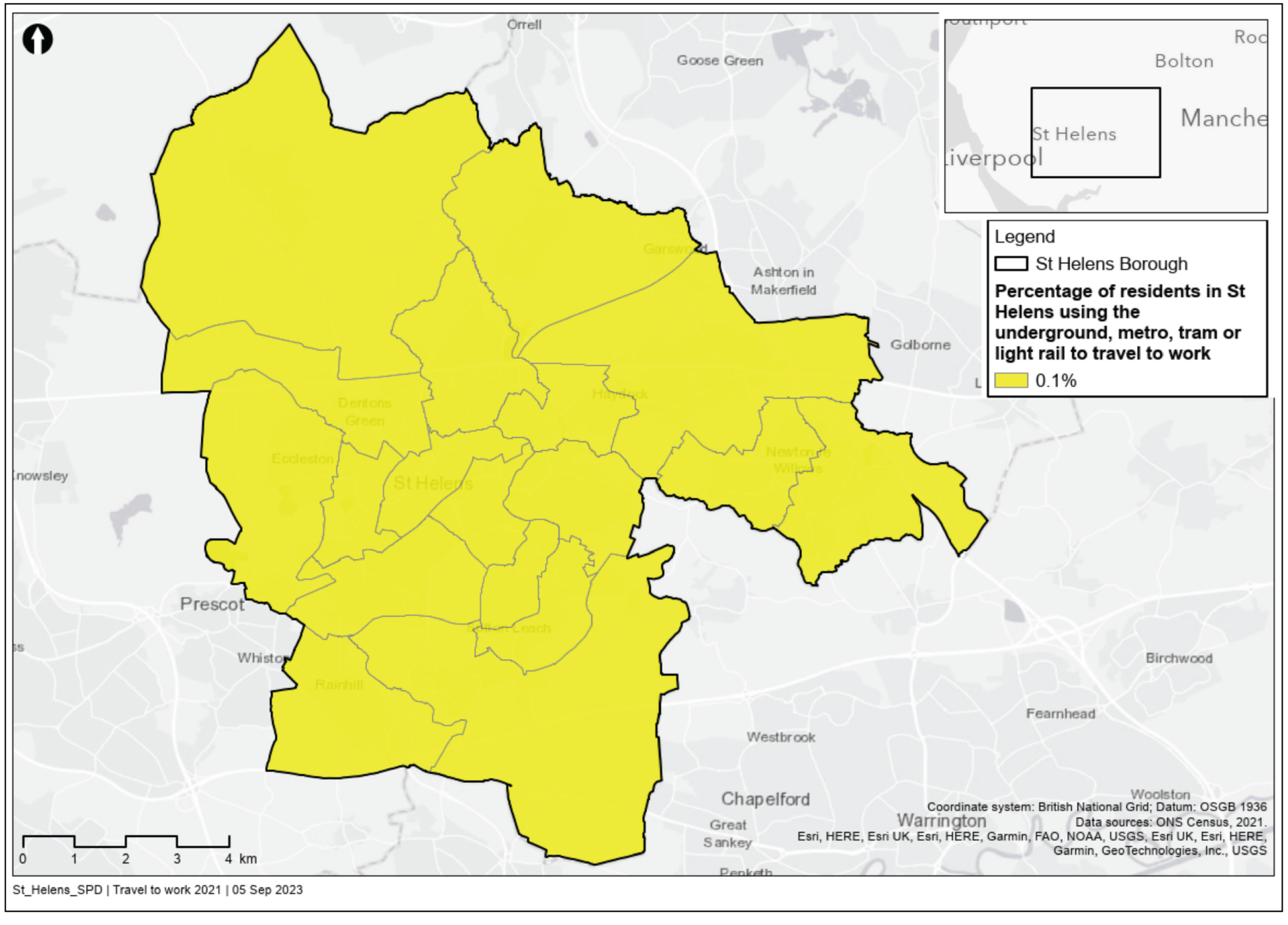
Commuting by motorbiking or scootering



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

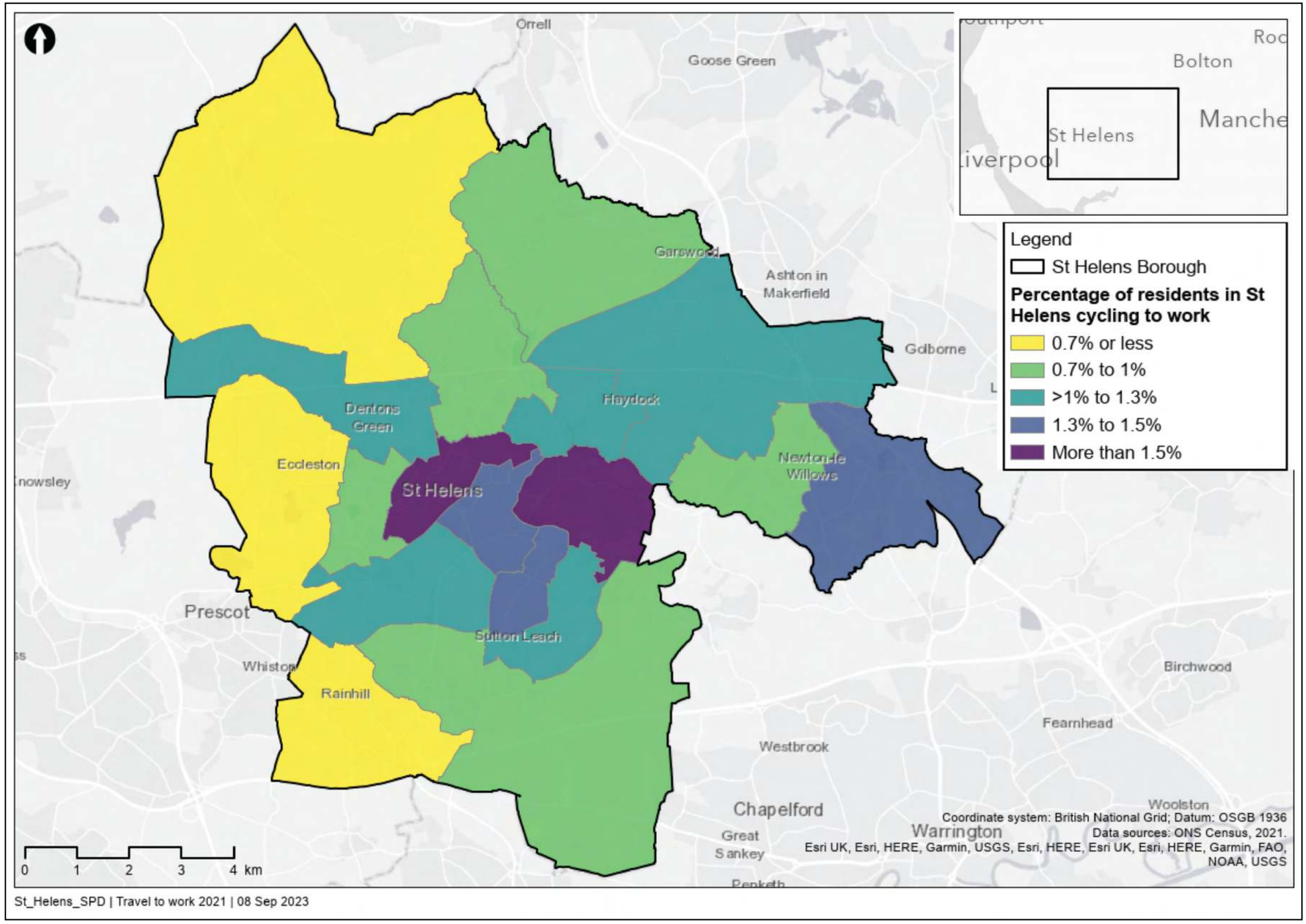
Commuting by underground, metro, tram, or light rail



St_Helens_SPD | Travel to work 2021 | 05 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

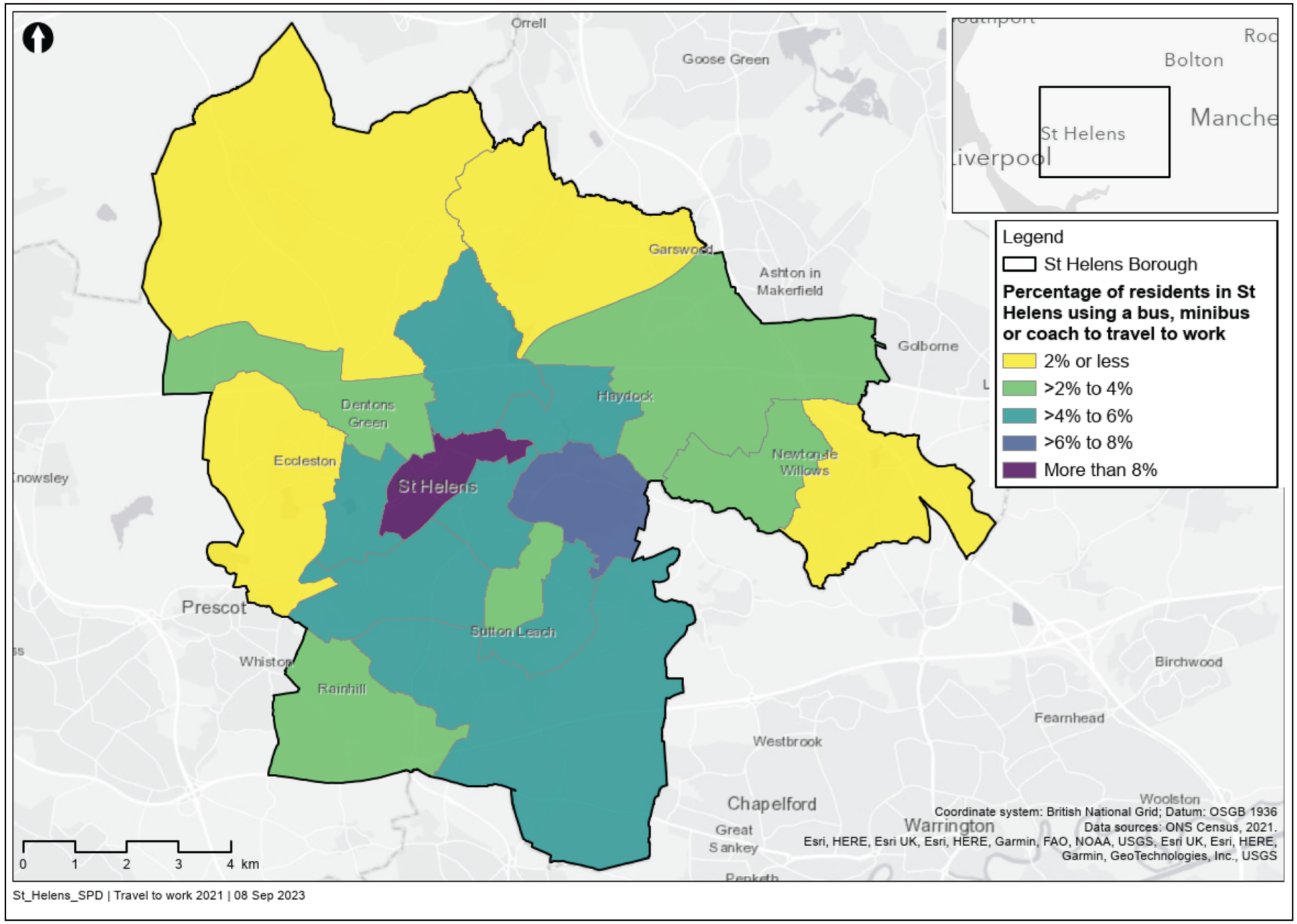
Commuting by cycling



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX D: 2021 CENSUS TRAVEL TO WORK DATA FOR PARKING STANDARDS

Commuting by bus, minibus, or coach



St_Helens_SPD | Travel to work 2021 | 08 Sep 2023

APPENDIX E: EV CHARGING POINTS - DEVELOPMENT GUIDANCE

Please refer to all appropriate regulations and standards regarding the installation of Electric Vehicle Charging Infrastructure. These include;

- The Electric Vehicle Smart Charge Point Regulations – which can be found here – The Electric Vehicles (Smart Charge Points) Regulations 2021 (legislation.gov.uk)
- The relevant Building Regulations such as Part S - Infrastructure for charging electric vehicles: Approved Document S - GOV.UK (www.gov.uk)
- Design standards for inclusive accessible charging infrastructure PAS-1899 | BSI (bsigroup.com)

For new developments, all chargepoints shall be:

a. A minimum of 7KW, and
b. at Least Mode 3 or equivalent, and
c. comply with the relevant regulations and standards such as that listed above.

Residential Development

- For allocated parking (both on and off plot), the council requires a minimum of 100%installed charging points in new residential development. This should take the form of cabling and Residual Current Device (RCD) sufficient to enable the subsequent installation of 7kW 32amp Office for Zero Emission Vehicles (OZEV) compliant wall or ground mounted charge point.
- For unallocated parking, the council will expect 75% passive provision, as well as 25% active provision. Active provision should take the form of cabling, RCD and 7kw 32amp OZEV compliant wall or ground mounted charge point. A minimum of 1 charge point, or 5% of EV bays, whichever is greater, should be accessible to disabled drivers. These spaces should be 2.8m wide with an additional 1.2m access zone to the sides and rear. Access zones can be shared with adjacent spaces.
- For on street parking, where there is no in-curtilage parking provision, the council will require 100% passive provision to ensure that costly and invasive works are not subsequently required in the public highway.

Non-Residential Development

- For non-residential development, at least 20% of the total parking spaces should include fast charging points. Developments which are short-stay locations (e.g., motorway services) should offer rapid or ultra-rapid charging points. The council may require greater provision at areas of long-stay parking where demand may be higher.
- Where more than 20 EV bays are to be provided, provision of a rapid charger should be considered from the outset unless there are restrictions on parking access.
- Where it can be demonstrated that it is not possible to provide the level of EV charging infrastructure required as part of the SPD, the council will seek appropriate mitigations, for instance, in the provision of off-site EV charging infrastructure.
- The following guidance should be adhered to in relation to non-residential EV parking bays:
  - The layout of the parking bays should maximise ease of use of the charge point.
  - Charge points should be placed so they can serve as many vehicles as possible, as outlined in figure 5.
  - EV bays should be a minimum of 2.8m wide.
  - EV charge points must be protected from collision and should be positioned such that they are not an obstacle or trip hazard to users on the road or pavement.
  - A minimum of 1 charge point, or 5% of EV bays, whichever is greater, should be accessible to disabled drivers. These spaces should be 2.4m wide with an additional 1.2m access zone to the side and rear.
  - EV charging bays should only be available to EVs. These should be clearly signed and marked as EV-only.
  - Time restrictions of one hour should be considered for rapid EV charge points, to maximise the opportunity for use.
  - Charging points should be highly visible but not disrupt the aesthetic value of the location.

Any active provision that requires running a cable across the footway would create a safety hazard and would therefore not be considered acceptable.

In the case above the parking bays could be passive but are used as normal parking bays until such time that demand supports the installation of active charging infrastructure

Electric Vehicle Technical Guidance

There are numerous interpretations of current best practice guidance regarding EV charging infrastructure. The following are a summary of key considerations for developments:

Installing an electrical charging outlet

Schedule 2, Part 2, Class D of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states that planning permission is not required for the installation of a wall mounted electrical outlet for recharging of electric vehicles as long as the area is lawfully used for off–street parking.

For installation to be classed as permitted development, the electrical outlet (and its casing) must not:

- Exceed 0.2 cubic metres
- Face onto and be within two metres of a highway
- Be within a site designated as a scheduled monument
- Be within the curtilage of a listed building.

Installing an upstand with a mounted electrical charging outlet

Schedule 2, Part 2, Class E of The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) states that planning permission is not required for the installation of an upstand with an electrical outlet mounted on it for recharging electric vehicles, as long as the area is lawfully used for off–street parking.

APPENDIX E: EV CHARGING POINTS - DEVELOPMENT GUIDANCE

Links

173. Electric Vehicle Charging (www.planningportal.co.uk)

For installation to be classed as permitted development, the electrical upstand and the outlet must not:

- Exceed 2.3 metres in height from the level of the surface used for the parking of vehicles. This limit is 1.6 metres where in the curtilage of a dwellinghouse or block of flats
- Be within two metres of a highway
- Be within a site designated as a scheduled monument
- Be within the curtilage of a listed building
- Result in more than one upstand being provided for each parking space.

For Class D and E, when the electrical outlet is no longer required as a charging point for electric vehicles, the wall (on which the outlet was mounted) or the land (on which the upstand was placed) must be returned to its previous condition (prior to the installation being carried out) as soon as possible[173].

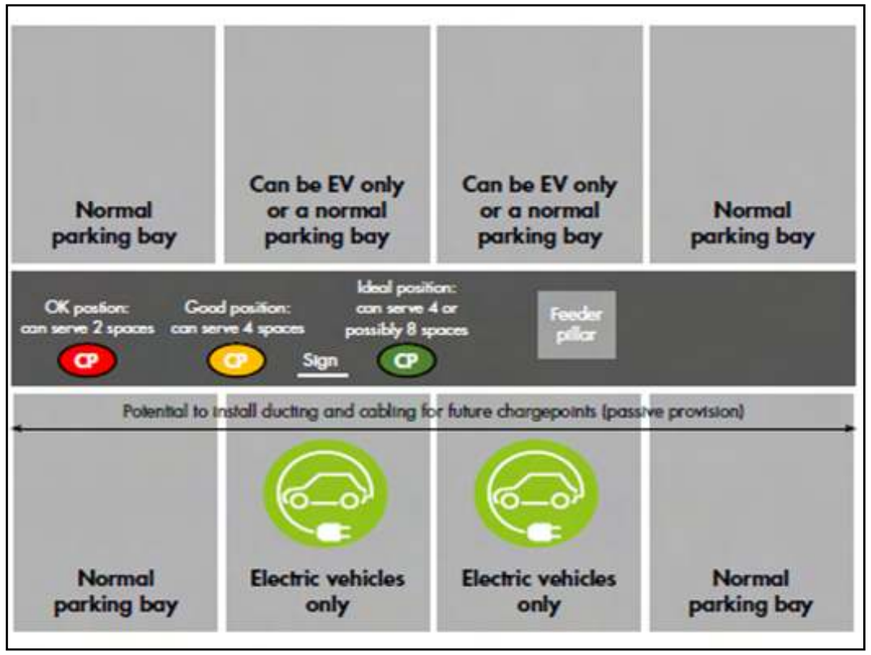


Figure 20: Suggested Charging Point Layout
(Source: Energy Savings Trust[174])

Links

174. Positioning chargepoints and adapting parking policies for electric vehicles | Energy Saving Trust

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ST HELENS

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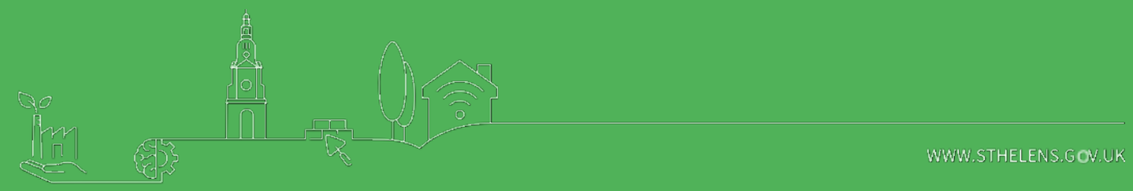
Contact: Development Plans
Tel: 01744 676190
Email: planningpolicy@sthelens.gov.uk
Visit: www.sthelens/gov.uk/local plan



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