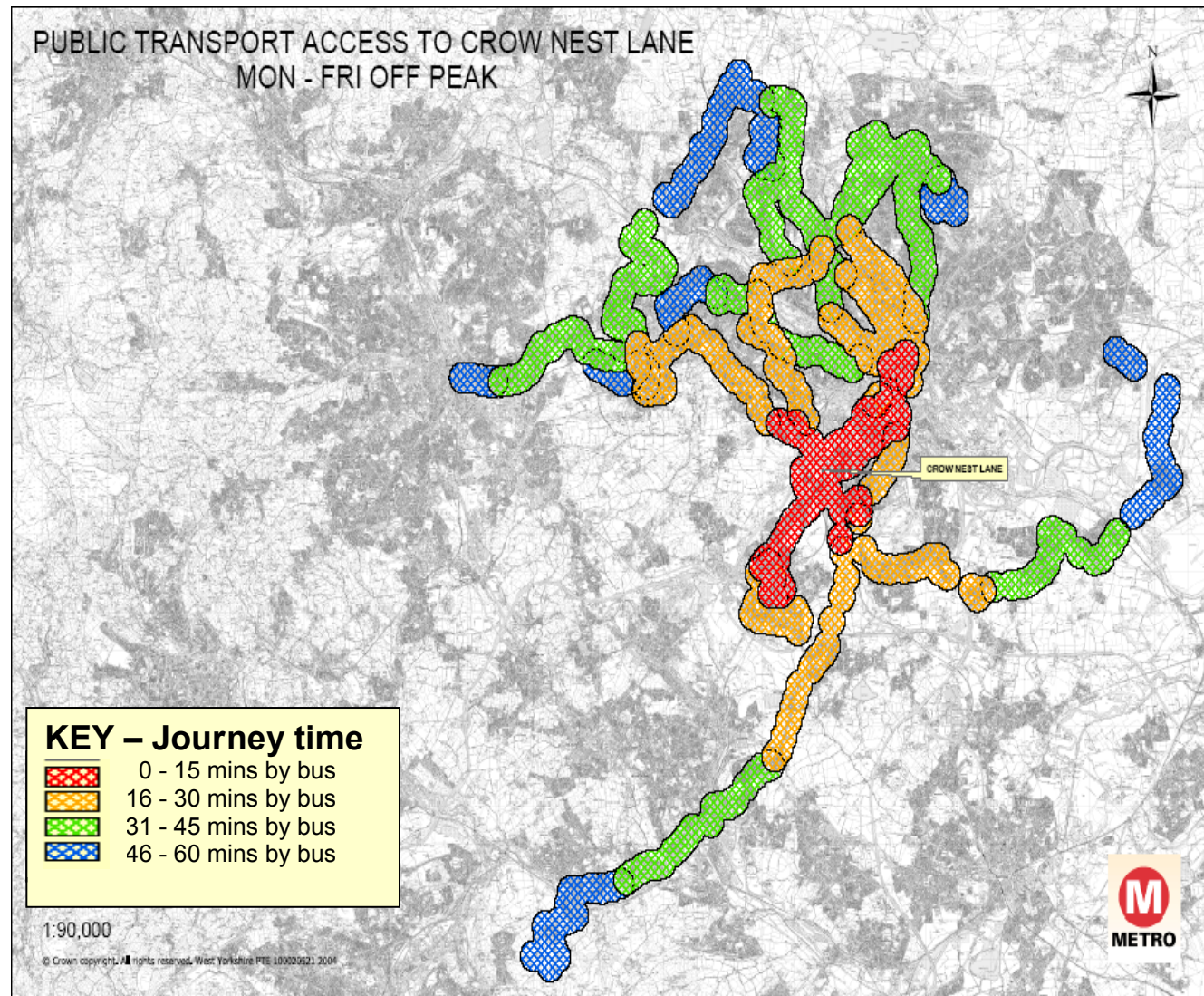


**APPENDIX L**  
**PUBLIC TRANSPORT REQUIREMENTS FOR DEVELOPERS (LEEDS VERSION)**

# Accessibility Mapping

Accessibility Mapping has been developed by the Government with local authorities to measure the ability of people to access jobs, health, education and other services by car and public transport.

This tool can be used to enable planning officers and developers to ensure that development sites are well served by public transport. An example of an accessibility map is shown below. It shows which locations can reach the destination by public transport and how long it takes to reach the destination.



If you would like an accessibility map produced for a new development please contact Bob Hepworth on 0113 2517382.

For more general enquiries about developers' public transport requirements please contact Steven Lightfoot on 0113 2517321 or [steven.lightfoot@wyppte.gov.uk](mailto:steven.lightfoot@wyppte.gov.uk)

# Leeds - Developers' Public Transport Requirements

National and local Government policies and strategies seek to ensure that;

- the transport impacts of new development on the road network are minimised; and
- sustainable alternatives to private car use are developed and promoted.

This leaflet has been produced by Metro in partnership with Bradford, Calderdale, Kirklees, Leeds and Wakefield district authorities. It shows how;

- **planners** can 'score' the transport sustainability of each new development using Government criteria; and how
- provision by **the developer** of public transport measures supports transport sustainability and is consistent with policies in Planning Policy Guidance, the Regional Spatial Strategy, Leeds Unitary Development Plan and the West Yorkshire Local Transport Plan.

## Sustainable Transport Matrix

New developments must be sustainable to meet national & local government policy and so gain planning permission. The Government's criteria for sustainable travel within sustainable development have been used to create the sustainable transport matrix below. This table can be used to assess the sustainability of new development. A scoring mechanism is suggested below;

Score	
3	The development fully meets the criteria
2	The development meets the criteria to a high degree
1	The development meets the criteria to some degree
0	The development does not address the criteria

The Government's Sustainable Transport Criteria	Apply Score
Improve public transport facilities	
Provide facilities to encourage safe local walking	
Provide facilities to encourage safe local cycling	
Ensure jobs, key services and facilities are accessible from the development by public transport, walking and cycling	
Reduced noise pollution and dependence on cars	
Minimises impact of congestion in area of development	
Extensive publicity, promotion and marketing of public transport e.g. provide real time information board	
Provide a Travel Plan that addresses the need to provide viable alternatives to car travel	
Improvements that could increase patronage on a route e.g. a more conveniently located bus stop, an alteration to the route of the existing service, increased service frequency, a later bus, discount travel cards etc.	
<b>Sustainable transport matrix score</b>	<b>27</b>

The colour coded chart over the page shows national & local government policies and practical measures to help both developers and planning officers work together to produce developments that:

- 1) Promote and encourage the use of public transport.
- 2) Ensure a high standard of public transport facilities and provision.
- 3) Ensure easy access on to public transport.

# Planning Applications - Leeds - Developers' Public Transport Requirements

Applies to all proposed developments over min size (Residential 10 units – Commercial 1000sqm)

All applications below this size that require the moving of transport infrastructure should also contact Metro via the details shown



For further details of how to implement the measures below please contact Steven Lightfoot at Metro on 0113 2517321 or [steven.lightfoot@wypte.gov.uk](mailto:steven.lightfoot@wypte.gov.uk)

**KEY**

**1**

**Promote & encourage use**

Produce green travel plans

Produce travel pack for all

Provide Metrocards

Contact Christine Hamshere - email [Christine.Hamshere@leeds.gov.uk](mailto:Christine.Hamshere@leeds.gov.uk) or phone 0113 395076

Development-specific PT info

Residential development

Commercial developments inc schools & healthcare

Provide all households/employees with one appropriate discounted Metro card - 50% off the normal year price in year 1 if the remaining 50% is paid for by the developer, 25% in year 2 and 10% in year 3, full cost - zone 1-5 Metrocard £800, bus only is £525.

Company scheme offers employees of participating companies a 15% discount off the full price of annual Metrocard with the facility to pay monthly through their wages.

**2**

**Ensure high standard of facilities & provision**

Any bus stop/shelter within 400m of development? \*

Ensure good PT provision to and from development site  
(The PT provision can be shown by accessibility mapping - see overleaf for an example)

If development within 800m of existing Rail Station

Is development along route of Yorkshire Bus Initiative?

Yes, developer to find out if replacement shelter/new shelter required.

Developer to find out if development has min PT standard of bus every 15 mins to major local centre Monday to Saturday daytime every 30mins evenings and Sundays\*

Investigate possibility of PT access to development site & infrastructure.

Possible improvements to rail station/service.

Possible bus priority & infrastructure improvements.

If so, Shelter provided through Metro, developer pays up to £10,000 for each shelter required, this payment also includes maintenance of the shelters.

New 'live' bus information displays to be erected within the development or at one of the bus stops close to the development at a cost of approx £12,500 to the developer, inc maintenance. The display is connected to the West Yorkshire 'real time' system and gives accurate times of when the next bus is due, even if it is delayed.

If development over 200 residential units / commercial or retail 15,000sqm (exc warehousing) developer should provide pump priming subsidy to reach this standard for 2 years.

**3**

**Ensure easy access on to**

Provide direct pedestrian access to nearest bus stop

Ensure level access to buses so elderly & parents with push chairs can easily get on buses

Hardstanding & Special access kerbs at stops - Metro guideline height of 180mm, with min height of 125mm. Refer to Metro "Bus Stop Infrastructure Guidelines"

## LEEDS UDP POLICIES

- SPG5A (Draft) Detailed method of calculating PT contribution required of developer based on size and location of development - See SPG5A (Draft) document for more details
- T1: "Transport investment will be directed towards: i Giving priority to improving PT" v. Alleviate traffic problems – give priority to the needs of PT & reduce private vehicle peak demand
- T2: "New development should normally: ii. Be capable of being adequately served by PT and should ensure that necessary infrastructure for new services is included in the development"
- T9: "An effective PT service will be encouraged and supported where practicable to give appropriate access to employment, shops, schools, hospitals, recreation and other social and community facilities. PT initiatives which pursue these aims will generally be supported."
- T12: "The introduction of new modern forms of PT - Supertram and guided bus will be supported"
- T14: "Other corridors with potential for Supertram and guided bus serving other parts of the district will be investigated and where appropriate, brought forward for implementation"
- T15: "Measures to give priority to bus movements will be supported"
- SP4: "Priority in the introduction of new transport infrastructure is given to supporting PT"

## Planning for Public Transport In Developments

Institution of Highways & Transportation (IHT) guidance document - 1999

- Para 1.34 - Developments within PT corridors and where good PT exists or can be provided
- Para 1.44 - National and local policies now emphasise reducing traffic growth and reliance on the car, and encouraging the use of PT, walking and cycling.
- Para 6.1.7 - Where out of town retail or office developments are economically necessary, their planning must consider existing and possible future PT links.
- Para 6.1 - Development layouts that make PT easy and convenient for passengers to use, and layouts that make it economic and efficient for operators to provide PT.
- Para 5.53 - Government policy makes it clear that developers can expect to pay for PT in relation to their developments. The types of schemes include improvements of PT services, bus priority schemes, shelters, real time information
- Ch 2.28 - For some developments, the cost of providing a PT service will not be covered by achievable revenue, but where support for a high level service may be appropriate to attract car owners until the revenue increases enough to cover the cost of operation, funded by the developer
- Ch 4.20 - For new developments investigate existing PT provision and identify any weaknesses in the PT links between the development and it's catchment area and if existing PT at capacity.

## PPG13

- Para 74.5 - Negotiate for improvements to PT as part of development proposals in order to reduce the need to travel by car and the level of parking at such sites.
- Para 74.3 - identify any proposals for improving rail travel or guided bus routes
- Para 74.4 - Identify potential for improved interchange between different transport services and between PT, walking and cycling;
- Para 3 - By shaping the development and influencing the location, planning can help to make it easier to access services by PT, walking, and cycling.
- Para 74.1 - Identify the key routes for bus improvements and priority measures;
- Para 66.2 - Promote safe walking, cycling and PT across the whole journey
- Para 19 - Ensure that jobs, shopping, leisure facilities and services are accessible by PT, walking, and cycling

## \*Y&H RSS Government Office for Yorkshire and The Humber

- Policy T1i - Developments that generate a large number of passenger movements should be located at or close to sites which provide, or measures as part of the scheme will provide, ready and convenient access by PT.
- Policy T3iv - Improved timetable and service information available in a variety of media.
- Policy T9c - Improvements to the highway network which arise as a result of development will be achieved by improvement in PT
- Para 7.129 - Local Authorities need to consider PT alternatives to access to development by car