

# Planning for Development in Public Transport Corridors

DETR research project 1999-2000

## INTEGRATING DEVELOPMENT AND ACCESSIBILITY

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This paper sets out the requirements for locating and configuring development schemes so that accessibility objectives are achieved, or at least could be achieved given the right combination of other factors that influence travel decisions. Because of this distinction, requirements are set out below in terms of “possible” and “likely” objective achievement.

### 1. Objectives

The accessibility objectives set out in the 1994 version of PPG13 Transport were:

- Reducing the growth in the length and number of motorised journeys
- Encouraging alternative means of travel which have less environmental impact
- Reducing reliance on the private car

Following the 1998 integrated transport white paper, a draft revision of PPG13 was published in 1999. These two documents emphasise the need for an integrated and consistent implementation of the overall policy approach. To the original three objectives must be added

- *Social inclusion*, which addresses the issue of who is benefiting from accessibility changes, and who is losing out, and Reducing reliance on the private car
- *Revitalising towns and cities* as places in which to live and work.

The draft PPG13 says that “by influencing the location, scale, density and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys, and make it safer and easier for people to walk, cycle or use public transport.” (paragraph 2) The document advocates an integrated approach in order to “promote more sustainable transport choices”, and “reduce the need to travel, especially by car. (paragraph 4)

### 2. Requirements to make objective achievement *possible*

- 2.1 Locate trip-attracting developments at public transport nodes
- 2.2 Locate housing and local facilities within walking distance of public transport **stops**
- 2.3 Maximise use of public transport by higher densities within walking distance of nodes and stops

- 2.4 Enable multi-purpose trips by critical mass and diversity of activity at public transport nodes
- 2.5 Enable trips on foot by provision of local facilities, and the provision of mixed-use high-density development
- 2.6 Plan “stop” or “station” catchments to provide an appropriate mix of development, and to ensure good conditions for walk and cycle (and feeder bus) access
- 2.7 Plan stop or station development in relation to other stops and stations (e.g. the reasonable walking catchment is likely to vary with the strength of attraction at potential destinations)
- 2.8 Plan stop or station catchments to provide and/or attract the appropriate form of development. In particular, trip attractors will be at nodes in the public transport network, whereas trip originators (mainly residential) will be at other stops.
- 2.9 Direct resources (e.g. developer contributions via S106 agreements) to public transport and non-motorised accessibility rather than private transport provision

### **3. Requirements to make objective achievement *likely***

- 3.1 Restrict parking opportunities (supply and pricing) not only within public transport catchments, but at all locations
- 3.2 Provide high quality public transport (frequent, reliable, accessible, fast, comfortable, reasonable fares, including appropriate concessions, etc). This means ensuring sufficient and concentrated demand, and if possible two-way demand, to ensure long term viability of services.
- 3.3 Provide integrated public transport to achieve the “network effect”
  - a) physical interchanges served by frequent services (e.g. timed interchange or frequencies of 10 minutes or better).
  - b) integrated fares, tickets, information, marketing etc.
- 3.4 Ensure public transport services are in place on “day 1” to encourage desired travel habits from the start
- 3.5 Install traffic management to achieve the desired priority for public transport and non-motorised modes
- 3.6 Fiscal and regulatory framework supportive of the transport priorities (e.g. road or parking pricing, parking controls and supply at destinations and origins, fuel tax, private and company car taxation and provision)
- 3.7 Local (as well as wider) awareness campaigns, and (especially binding) green travel plans.

#### **4. Achieving the “shared vision”**

- 4.1 Promote development interest in areas accessible by public transport, and explain long term disadvantages of sites with only road access, especially for commercial development attracting significant numbers of employees, customers or visitors.
- 4.2 Consider how to provide incentives for developers to locate in relation to public transport, especially in relation to bus transport.
- 4.3 Demonstrate the opportunities for and advantages of development with reduced parking, high density and mixed use.
- 4.4 Promote the development of brownfield rather than greenfield sites, and pro-actively explore how difficulties or extra costs may be overcome (e.g. contamination, fragmented ownership, listed buildings).
- 4.5 Collaborate with regional and other local authorities to ensure that planning policies are consistent so that developers (and their backers) cannot gain competitive advantage by taking their interest elsewhere.
- 4.6 Secure local political support for such policies by explaining their merits.
- 4.7 Pro-actively attempt to secure certainty in the long-term stability and delivery of public transport services, and use this certainty to encourage developers towards public transport-oriented schemes.
- 4.8 Advocate and market the advantages of high density/mixed use/reduced parking housing.
- 4.9 Devise fiscal or other incentives to promote any of the above.
- 4.10 Actively identify and assemble sites within established public transport catchments, and consider the constructive use of CPO powers.
- 4.11 Establish clear and realistic implementation timetables so that developers are able to take account of the pace and scale of other development within the area (which could affect the chances of achieving the required high density, mixed use solutions, or the necessary critical mass to achieve good public transport).
- 4.12 Avoid undermining public transport-oriented development by allowing the simultaneous development of competing car-based developments.

Tim Pharoah, March 2000