

Public Transport Improvements, Developer Contributions and Travel Plans

Leeds Local Development Framework



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(Bengali):-

যদি আপনি ইংরেজিতে কথা বলতে না পারেন এবং এই দলিলটি বুঝতে পারার জন্য সাহায্যের দরকার হয়, তাহলে দয়া করে 0113 247 8092 এই নম্বরে ফোন করে আপনার ভাষাটির নাম বলুন। আমরা তখন আপনাকে লাইনে থাকতে বলে কোন দোভাষীর (ইন্টারপ্রিটার) সাথে যোগাযোগ করব।

(Chinese):-

凡不懂英語又須協助解釋這份資料者，請致電 0113 247 8092 並說明本身所需語言的名稱。當我們聯絡傳譯員時，請勿掛斷電話。

(Hindi):-

यदि आप इंग्लिश नहीं बोलते हैं और इस दस्तावेज़ को समझने में आपको मदद की ज़रूरत है, तो कृपया 0113 247 8092 पर फ़ोन करें और अपनी भाषा का नाम बताएँ। तब हम आपको होल्ड पर रखेंगे (आपका फ़ोन पर कुछ देर के लिए इंतज़ार करना होगा) और उस दौरान हम किसी इंटरप्रिटर (दुभाषिए) से संपर्क करेंगे।

(Punjabi):-

ਅਗਰ ਤੁਸੀਂ ਅੰਗਰੇਜ਼ੀ ਨਹੀਂ ਬੋਲਦੇ ਅਤੇ ਇਹ ਲੇਖ ਪੱਤਰ ਸਮਝਣ ਲਈ ਤੁਹਾਨੂੰ ਸਹਾਇਤਾ ਦੀ ਲੋੜ ਹੈ, ਤਾਂ ਕਿਰਪਾ ਕਰ ਕੇ 0113 247 8092 'ਤੇ ਟੈਲੀਫ਼ੋਨ ਕਰੋ ਅਤੇ ਅਪਣੀ ਭਾਸ਼ਾ ਦਾ ਨਾਮ ਦੱਸੋ। ਅਸੀਂ ਤੁਹਾਨੂੰ ਟੈਲੀਫ਼ੋਨ 'ਤੇ ਹਾ ਰਾਹਣ ਲਈ ਕਰਾਂਗੇ, ਜਦ ਤਕ ਅਸੀਂ ਦੁਭਾਸ਼ੀਏ (Interpreter) ਨਾਲ ਸੰਪਰਕ ਬਣਾਵਾਂਗੇ।

(Urdu):-

اگر آپ انگریزی نہیں بولتے ہیں اور آپ کو یہ دستاویز سمجھنے کیلئے مدد کی ضرورت ہے تو براہ مہربانی اس نمبر 0113 247 8092 پر فون کریں اور ہمیں اپنی زبان کا نام بتائیں۔ اس کے بعد ہم آپ کو لائن پر ہی انتظار کرنے کیلئے کہیں گے اور خود ترجمان (انٹریپرٹیر) سے رابطہ کریں گے۔

Public Transport Improvements, Developer Contributions And Travel Plans Supplementary Planning Documents

Sustainability Appraisal: Summary

1.0 Introduction

- 1.1 This summary highlights the process and key findings of the Sustainability Appraisal (SA) of the Public Transport Improvements, Developer Contributions and Travel Plans Supplementary Planning Documents (SPDs). The SA has been undertaken to assess the environmental, social and economic effects which are likely to arise from implementing the SPDs. The SA also maximises the potential of the SPDs to support the delivery of social, economic and environmental objectives, with the SA providing a systematic way for checking and improving on the SPDs as it develops.
- 1.2 The approach adopted in undertaking the SA is based on guidance set out in 'Sustainability Appraisal of Regional, Spatial Strategies, and Local Development Frameworks', ODPM 2005 and the 'Guide to SA for the Leeds Local Development Framework', November 2005.
- 1.3 This SA was undertaken by Leeds City Council in November 2006.

2.0 Background to the Leeds Public Transport Improvements, Developer Contributions and Travel Plans SPDs

- 2.1 The SPDs have been prepared by Leeds City Council to amplify policies in the existing adopted UDP that seek to secure developer contributions towards the provision of strategic public transport infrastructure improvements and the delivery of effective travel plans in Leeds. These SPDs when approved will form part of the Local Development Framework (LDF) for Leeds.
- 2.2 The Public Transport Improvements, Developer Contributions and Travel Plans SPDs have the following objectives:
 - to provide detailed guidance on how developer contributions will be secured in a consistent way, in order to ensure that new development within the District is adequately served and made accessible by public transport
 - and to provide detailed guidance on the preparation and delivery of effective Travel Plans associated with new development.

3.0 SA process

- 3.1 The following process has been followed when undertaking the SA of the SPDs. This process is explained in detail in the main SA Report:
 - Stage A Setting the context, objectives, baseline and scope,

- Stage B Developing and refining options and assessing effects,
- Stage C SPD key issues and policies assessment and Mitigation,
- Stage D Reporting and Consultation, and
- Stage E Monitoring.

4.0 Setting the context, objectives, baseline and scope

4.1 When setting the context, a review of relevant plans and programmes affecting or influencing the SPDs was undertaken. The SA objectives were taken from the already established SA framework for Leeds City Council and it was against these objectives that the performance of the SPDs was tested.

5.0 Developing and refining options and assessing effects

5.1 Government guidance requires consideration of options to achieve the objectives set in the SPDs. The following options were considered:

- the Do Nothing option (No SPD),
- the SPD without Travel Plan guidance option and
- the SPD with Travel Plan guidance option.

5.2 The Do Nothing (No SPD) option represented not having a new SPD and depending on existing Adopted UDP policies. When assessed against SA objectives, this option would not affect the economic potential of the city in the short and medium term, but would have a negative effect in the long term. In the longer term, without additional funding for public transport improvements and effective Travel Plans there is potential for a decline in investor confidence particularly as traffic congestion levels increase.

5.3 When assessed against the social objectives, the Do Nothing (No SPD) option would have a neutral effect on cultural, leisure and recreational activities. However, over time, access to these facilities will become increasingly difficult unless measures are taken to counter the increasing levels of congestion. As a result, if no SPD is produced, there will be a net negative effect in the long term.

5.4 Against SA environmental objectives, the Do Nothing (No SPD) option will, in the long term, lead to a decline in the quality of the environment given the pressure from economic growth and the associated increase in congestion and private car use.

5.5 The SPD (Without Travel Plan Guidance) option represented taking the new SPD forward and setting out the circumstances and basis for obtaining developer contributions for public transport improvements, but excluded the Travel Plan guidance. The delivery of Travel Plans would remain dependant upon the application of existing UDP Policy without detailed guidance.

5.6 When assessed against SA objectives, the SPD (Without Travel Plan Guidance) option was seen to have a positive impact on economic, social and environmental objectives, but these will be mainly seen in the longer term,

when the significant levels of financial contribution from developers will be received and public transport schemes are delivered.

- 5.7 The SPD (With Travel Plan Guidance) option represented taking the new SPD forward and setting out the circumstances and basis for obtaining developer contributions for public transport improvements, and includes Travel Plan guidance. This option performed best against SA objectives as it would secure developer contributions towards public transport improvements as outlined above, and will also have the added value of delivering clear and consistent detailed guidance on securing effective Travel Plans for new developments. By including Travel Plan guidance, the positive impact seen in the SPD (Without Travel Plan Guidance) option will be enhanced as it will further assist in combating congestion and will encourage the use of alternatives to the private car.
- 5.8 Consequently, the SPD (With Travel Plan Guidance) option is the Council's preferred option. However, having reviewed the process it is considered that the inclusion of Travel Plan guidance and developer contribution guidance in one SPD is not appropriate. Both areas of guidance are seeking to encourage more sustainable travel choices, but the scope of the Travel Plan SPD encompasses all sustainable modes not just public transport. Consequently, it was considered more appropriate to provide both areas of guidance in separate SPDs. This will allow clear and comprehensive guidance to be provided on each subject without the document becoming unwieldy and confusing, *and* importantly, by separating these elements into individual SPDs it will enable the review and updating of each guidance area to be simpler, more focussed and more capable of reacting to change.

6.0 SPD key issues and policies assessment and mitigation

- 6.1 Adopted UDP Policies T1, T2ii, T2C T2D and T9 were appraised as they had not been subject to SA previously. Policies T1 and T2D provide for use of planning obligations towards public transport infrastructure improvements where development would not otherwise be acceptable and a planning condition would not be effective. These Policies strongly support SA economic, social and environmental objectives increasingly over time but also the positive benefits (particularly in terms of the environmental objectives) can be seen from the outset.
- 6.2 Policy T2ii requires new development proposals to ensure that they are accessible by public transport which could in effect be secured through planning obligations and commuted payments. When assessed against SA objectives, this Policy performs well across different objectives (economic, social and environment).
- 6.3 Policy T2C provides the policy basis for requiring major new developments to be accompanied by Travel Plans. Although detailed guidance on Travel Plan requirements is to be provided through the SPD process, this sets the policy context. As Travel Plans will encourage alternatives to the car trips resulting from new development, this Policy performs when assessed against the SA

objectives. In terms of the economic objectives, this will largely be seen in the longer term, as it delivers the benefits of enabling new development to be catered for whilst reducing its impact on traffic congestion levels. It has a relatively neutral impact on the social objectives, however it offers its main positive impact when assessed against the environmental objectives. The benefits of encouraging development to consider sustainable transport options can be seen to have a positive impact from the outset.

- 6.4 By promoting public transport, Policy T9 performs very strongly when assessed against the economic, social and environmental SA objectives. Whilst there is positive impact from the outset, this increases to show a very positive impact over time.

7.0 Reporting and consultation

- 7.1 This Sustainability Report has been prepared so as to be available for consultation alongside the submitted draft SPDs.

8.0 Monitoring

- 8.1 It is proposed that SA effects monitoring is linked to monitoring activities undertaken for the West Yorkshire Local Transport Plan II.

9.0 Statement on the difference the process has made

- 9.1 The purpose of the SA was to ensure that social, environmental and economic considerations have been taken into account in developing the SPDs. A review of the relevant plans and programmes revealed some of the objectives that the SPDs needs to take on board and the baseline compilation helped to identify challenges and opportunities facing public transport and travel plan issues in Leeds.

- 9.2 The SA process has also helped in comparing the SPD options and highlighting the benefits the new SPDs will bring.

10.0 How to comment on the SA

- 10.1 Comments are invited on the Draft SPDs and on the Sustainability Appraisal until Friday 29th June 2007.

Please send your comments to:-

LDF Consultation (Public Transport Improvements, Developer Contributions
And Travel Plans Supplementary Planning Document)
Planning & Economic Policy
Development Department
Leonardo Building
2 Rossington Street
Leeds LS2 8HD

Or fax to 0113 247 6484

Or email to ldf@leeds.gov.uk

- 10.2 Information on the Leeds Local Development Framework including the City Centre Area Action Plan is available on the City Council's website (www.leeds.gov.uk) Just follow the speed link for the Local Development Framework. The website is updated regularly to provide details of consultation events as well as feedback following the events. Alternatively you can obtain paper copies of the documents if you request them from (Telephone) 0113 247 8075.



Contact Details

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Supplementary Planning Document
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