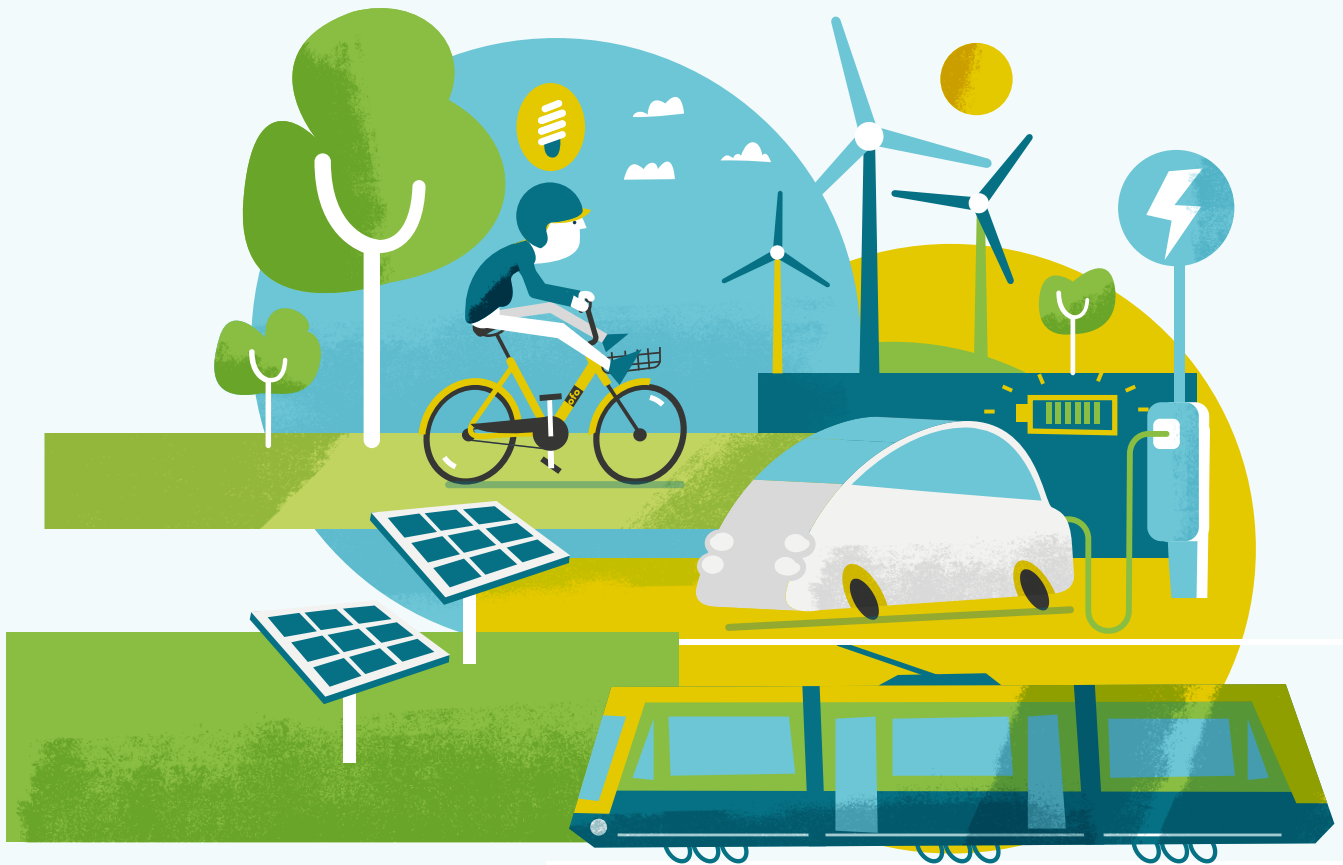


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# Transport and development



## 1.1 Sustainable development

Development planning is one of the most powerful levers at our disposal for influencing the future of transport in the city. If we want to strengthen sustainable transport, the city must promote development that is orientated around public transport, walking and cycling.

For this reason, we favour:

- Patterns of development that shorten distances between homes, workplaces, shops and public services. Mixed-use, high density development helps to achieve this, as does development that diversifies the variety of activities in an area.
- New development that is located near existing or easily extendable public transport services and infrastructure. This means that the lion's share of development should be located not only within the existing built up area but along existing high quality public transport corridors. Incremental extensions to existing routes are more cost-effective than building entirely new ones.
- Development of a sufficiently high density to support high quality public transport and which minimises the need for car ownership. Where development on green field sites is required, it must be of a sufficiently large scale and intensity to generate demand for new public transport infrastructure and services.

- Developments designed with a clear sense of place in which the experience of walking and cycling is central to the design philosophy. Using buildings to frame streets and providing active frontages at ground level makes walking and cycling more attractive and helps people to feel safe.
- Developments that are well-connected to walking and cycling routes, that are plugged into the existing urban fabric and do not require pedestrians and cyclists to take long detours to reach public transport services or amenities.
- Development that provides vehicle-free space, creating a safe environment for children to play and a pleasant space in which to spend time outside.
- Development that uses highway design to reduce traffic speeds, minimising the need for signs and enforcement.



We favor developments that are well-connected to walking and cycling routes, that are plugged into the existing urban fabric

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## 1.2 Place-making

Streets are places in which we can spend time as well as spaces we move through. In creating urban places, we must remember that walking is not only a mode of transport but a means of engaging with the environment and people. The design of transport infrastructure and public realm should help to create distinctive, attractive places in which people enjoy spending time, as well as moving through. Equally, when places are vibrant and visually interesting, people are more likely to want to walk through them.

To ensure the design of highways and developments help to create quality places, they must:

- generally, prioritise the needs of pedestrians over vehicles;
- be mindful of the human scale, considering how the city is experienced at eye level;
- support the development of active and attractive street frontages at ground level to create a sense of place and generate interest at street level;
- provide direct walking routes through spaces, catering for (rather than seeking to alter) desire lines;
- provide convenient pedestrian crossings and wide footways on vehicular roads;
- reduce street clutter by minimising the provision of transport signage and other furniture;
- understand and contribute to local character, with a view to enhancing existing heritage and cultural assets, while encouraging high standards of contemporary design; and
- create spaces where people can sit and relax.

## 1.3 The City Centre and South Bank

The city centre and the South Bank, which is developing as a key part of the city centre, require special treatment in transport policy. This area is the heart of the economic, social and cultural life of the city, as well as the hub of its transport system.

The following steps are key to realising the full potential of the city centre:

- the pedestrian priority zone should be gradually extended outwards and along key corridors
- pavements and pedestrian crossings should be designed with the convenience, comfort and safety of pedestrians in mind, rather than goal of maximising the car-carrying capacity of the carriageway
- buses and cycle users should have priority over general traffic on carriageways in the city centre
- all through general traffic should use the inner or outer ring roads rather than city centre streets
- speeds in the city centre should be limited to 20mph, or less, and vehicle speeds should be kept low through urban design and enforcement cameras
- where possible, high capacity, fast roads should be transformed into to slower, pedestrian- and cycle-friendly city streets.



The design of transport infrastructure and public realm should help to create distinctive, attractive places in which people enjoy spending time, as well as moving through.

## 1.4 Car parking

City centre land is highly sought-after, so the provision of car parking here must pass the most stringent tests. Currently, there is an over-supply of city centre car parking of all types. This creates an incentive for people to use cars when alternative modes are available. The supply and price of car parking in the city centre should be controlled, so that city centre land is available for housing and other uses and to ensure that public transport is a competitive option.

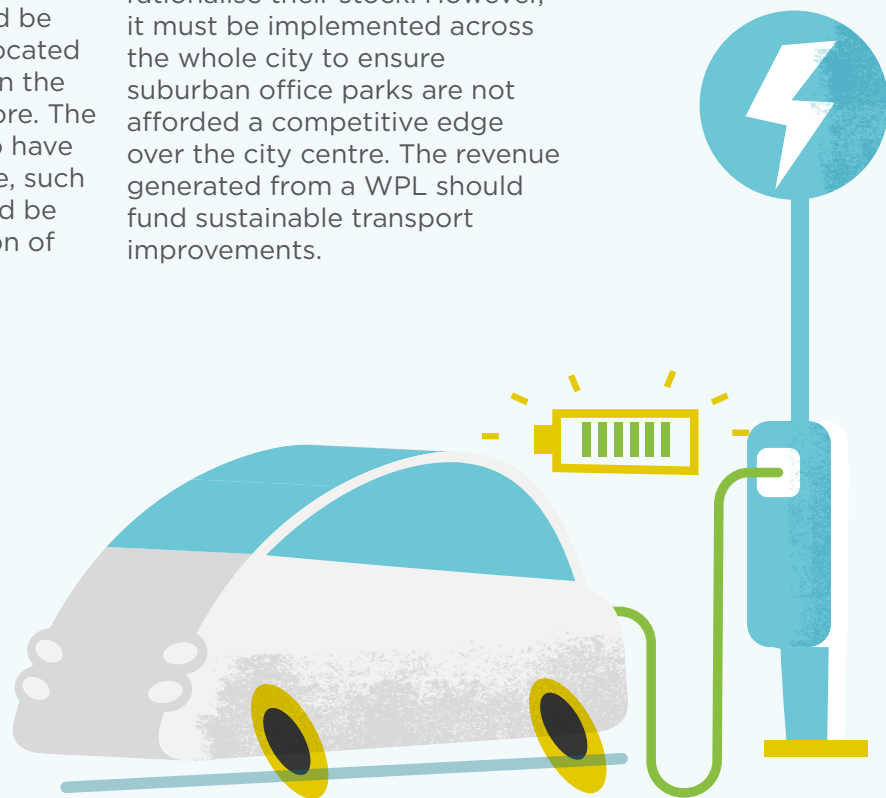
Workplace parking in the city centre is difficult to justify and commercial developers should be discouraged from its provision. The recent reduction in the supply of commuter parking is to be welcomed. The vast majority of any remaining city centre parking should be short and medium stay, located in non-residential areas on the edge of the city centre core. The needs of those users who have no alternative but to drive, such as disabled people, should be prioritised in the allocation of parking.

The owners of existing public car parks in the city centre core should be incentivised to redevelop these structures to accommodate new uses. A broad swathe of resident-only parking zones is required in inner city communities to prevent car commuters leap-frogging the restricted area. Parking provision in city centre residential developments should cater for a small proportion of residents, with dedicated parking facilities (including car clubs) and service access located below ground to give priority to pedestrians and cycle users at surface level.

The city should institute a Workplace Parking Levy (WPL). This would have a particularly pronounced effect on the city centre where it would encourage owners of workplace parking to rationalise their stock. However, it must be implemented across the whole city to ensure suburban office parks are not afforded a competitive edge over the city centre. The revenue generated from a WPL should fund sustainable transport improvements.

## 1.5 Town and neighbourhood centres

The principles underpinning transport in the city centre should be extended to town and neighbourhood centres. These should be designed to make pedestrians feel comfortable on wide and well-maintained pavements. Space should be found for street cafes and community uses. Providing traffic is not displaced to residential areas, highway space should be re-allocated from cars to public transport, pedestrians and cycle users. Off-street parking areas should be provided to reduce the need for on-street parking.



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