

DG/TRANS 3 - PUBLIC TRANSPORT ACCESSIBILITY ZONES

GENERAL GUIDANCE

The Council utilises accessibility zones in the application of housing density considerations (see policy RES 1: Residential Density), office and business class development (see policy IB 4: Office and Business Class Development), car parking standards (see policy TRANS 4: Vehicle Parking Standards) and land use and transport locational considerations (see policy TRANS 2: Development Locational Requirements).

Planning Advice Note (PAN) 75: Planning for Transport indicates that accessibility analysis is a useful technique in assessing development, in particular focusing development in sustainable locations. The PAN recommends that local development plans identify general zones of accessibility to assist decision making.

SPECIFICATION

In accordance with PAN 75, accessibility profiles have been developed to define four accessibility zones (see Public Transport ACCESSIBILITY ZONES MAP):

- a) City Centre - located within the high accessibility zone.
- b) High Accessibility - indicates a high standard of public transport service that facilitates use without a timetable, with minimum waiting times and with little impact from service disruptions.
- c) Base Accessibility - indicates the provision of a minimum acceptable level of public transport service.
- d) Below Base - the remainder of the City not covered by the above zones with limited or no public transport services.

Accessibility has been measured at peak times (8.00-9.00am) on a weekday according to 3 criteria:

- frequency (aggregate in one direction) of services to stop/station;
- quality (e.g. reliability, comfort); and
- walk-in distance (catchment).

The frequency and catchment levels set for each mode reflect the difference in quality provided by bus and rail (in terms of comfort, reliability and timetable stability).

City Plan 1 (adopted in August 2003) measured catchments using a straight-line measurement from the stop or station. The 300 metre and 500 metre catchments, therefore, took account of the additional distance caused by the routes, in reality, not being direct and subject to time delays at road crossings. This development guide utilises a network tool to measure actual distances (300 metres/500 metres) along roads and paths in order to produce a more accurate definition of accessibility. An additional 100 metre circle is then added to the point reached (as this technique now measures distance on the ground) in order to create the zone boundary.

This enables the High and Base Accessibility Zones to be defined as follows:

High Accessibility

- Buses 12+ per hour with 300 metres + 100 metres catchment
- or Trains 6+ per hour with 500 metres + 100 metres catchment
- or Subway 12+ per hour with 500 metres + 100 metres catchment

Base Accessibility

- Buses 6+ per hour with 300 metres + 100 metres catchment
- or Trains 2+ per hour with 500 metres + 100 metres catchment
- or Subway 12+ per hour with 500 metres + 100 metres catchment

The accessibility zones are used in the Plan to direct high trip generating uses/higher density development to the High Accessibility Zone area, wherever possible, and to direct development

away from locations achieving Below Base Accessibility (unless measures are taken to adapt the public transport network).

Note The PUBLIC TRANSPORT ACCESSIBILITY ZONES MAP is dynamic and will be updated on a regular basis. In preparing a planning application, therefore, it is open to the applicant to review the local public transport provision for the development area/site at that point in time, using this Development Guide as a reference. The need for further refinement to this Guide will be monitored with Strathclyde Partnership for Transport.