

PLACE, REGENERATION AND HOUSING COMMITTEE

**MEETING TO BE HELD AT 11.00 AM ON THURSDAY, 31 AUGUST 2023
IN MEETING ROOM 1, WELLINGTON HOUSE, WELLINGTON STREET,
LEEDS LS1 2DE**

A G E N D A

Please note that this meeting will be filmed for live or subsequent broadcast via the Combined Authority's internet site. At the start of the meeting the Chair will confirm if all or part of the meeting is being filmed. Generally, the public seating areas will not be filmed; however, by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting. If you have any queries regarding this, please contact Governance Services on 0113 251 7220.

- 1. APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF DISCLOSABLE PECUNIARY INTERESTS**
- 3. EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC**
- 4. MINUTES OF THE MEETING HELD ON 2 MARCH 2023**
(Pages 1 - 8)
- 5. CHAIR'S UPDATE**
- 6. GOVERNANCE ARRANGEMENTS**
Lead Director: Alan Reiss, Lead Author: Caroline Allen
(Pages 9 - 18)
- 7. MONITORING INDICATORS**
Lead Director: Alan Reiss, Lead Author: Thomas Purvis
(Pages 19 - 32)
- 8. MASS TRANSIT-APPROACH TO PLACEMAKING AND DESIGN PHILOSOPHY**

Lead Director: Luke Albanese, Lead Author: Stacey White
(Pages 33 - 132)

9. HOUSING UPDATE

Lead Director: Liz Hunter, Lead Author: Rebecca Greenwood
(Pages 133 - 140)

10. WEST YORKSHIRE DIGITAL INFRASTRUCTURE PROGRAMME

Lead Director: Liz Hunter, Lead Author: Justin Wilson
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For Information

11. DATE OF THE NEXT MEETING

The date of the next meeting will be Thursday 26 October 2023.

Signed:



**Managing Director
West Yorkshire Combined Authority**



**MINUTES OF THE MEETING OF THE
PLACE, REGENERATION AND HOUSING COMMITTEE
HELD ON THURSDAY, 2 MARCH 2023 AT WELLINGTON HOUSE,
WELLINGTON STREET, LEEDS, LS1 2DE**

Present:

Amir Hussain (Deputy Chair)	Private Sector (LEP Board)
Councillor Alex Ross-Shaw	Bradford Council
Councillor Jane Scullion	Calderdale Council
Councillor Michael Graham	Wakefield Council
Ben Aspinall	Private Sector Representative
Lisa Littlefair	Private Sector Representative
Tamsin Hart Jones	Advisory Representative (Homes England)

In Attendance:

Councillor Kayleigh Brooks	Leeds City Council
Yvonne Castle	Dementia Taskforce
Hannah Andrew	West Yorkshire Combined Authority
Patricia Davey	West Yorkshire Combined Authority
Helen Forman	West Yorkshire Combined Authority
Alison Gillespie	West Yorkshire Combined Authority
Rebecca Greenwood	West Yorkshire Combined Authority
Liz Hunter	West Yorkshire Combined Authority
Thomas Newton	West Yorkshire Combined Authority
Justin Wilson	West Yorkshire Combined Authority
Janette Woodcock	West Yorkshire Combined Authority

37. Apologies for Absence

Apologies for absence were received from Councillors Denise Jeffrey (Chair), Cathy Scott (Kirklees) Helen Hayden (Leeds) Denise Craghill (York), Stephen Moore (Private Sector Representative) and Helen Lennon (Advisory Representative for the West Yorkshire Housing Partnership).

In the absence of the Chair, the meeting was chaired by the Deputy Chair, Amir Hussain.

38. Declaration of Disclosable Pecuniary Interests

The Chair asked members to declare an interest if their organisation is involved in supporting other organisations to bid for funding, or if the organisation might benefit from any of the new programmes coming forward.

It was noted that Amir Hussain (Deputy Chair), Cllr Jane Scullion (Calderdale Council), Cllr Alex Ross Shaw (Bradford Council), Cllr Michael Graham (Wakefield Council), Ben Aspinall (Private Sector Representative), Lisa Littlefair (Private Sector Representative) and Tamsin Hart-Jones (Advisory Representative) declared an interest in the Dementia Ready Housing and Brownfield Housing Fund (BHF).

39. Exempt Information - Possible Exclusion of the Press and Public

There was no exempt information requiring the exclusion of the press and public.

40. Minutes of the Meeting held on 3 November 2022

It was noted that the meeting of the Place, Regeneration and Housing Committee held on 5 January 2023 was inquorate, therefore, the minutes of the meeting held on 3 November 2022 required approval.

Resolved: That the minutes of the meeting held on 3 November 2022 be approved.

41. Chair's Update

In the absence of the Chair, Cllr Jeffrey, the Director of Policing, Environment and Place updated the committee on the following two items.

Members were advised that there had been a consultation for the National Planning Policy Framework - working in partnership with district colleagues. It was noted that Councillor Jeffrey had agreed the response for the 2 March 2023 deadline.

The second item, which had been discussed with the Chair and Deputy Chair, was to thank Private Sector and Advisory Representatives for their contribution to the work of the Committee. The rich conversations and knowledge about items on the meeting agenda was greatly appreciated. In addition to this, members were invited to submit items on wider topics to the table for discussion.

42. Monitoring Indicators

The Committee considered a report and verbal update from the Economic Analysis Team Leader on the state of the region indicators and the Combined Authority's Spring Budget submission that had been updated since the last meeting in January 2023.

At the Place, Regeneration and Housing Committee meeting on 20 April 2022, it was agreed that the Research and Intelligence team would provide ongoing updates to the Committee on the relevant indicators from the State of the Region report. It was noted that the State of the Region 2022

assessed performance against around 40 indicators linked to the Combined Authority's key strategic priorities. The indicators most relevant to the committee had been updated since the last meeting in January and were outlined in the submitted report. It was reported that each indicator would be updated on their own schedules, meaning that updates to the committee would be provided on an ongoing basis throughout the year.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That the Place, Regeneration and Housing Committee note the latest evidence on the region's performance regarding digital connectivity and the economic context that West Yorkshire was currently operating in and consider it as part of the decision-making process.

43. Strategic Place Partnership

The Committee considered a report from the Head of Housing at the West Yorkshire Combined Authority on the Strategic Place Partnership (SPP) Business Plan, which included the following.

- An update on the development of the SPP, which included the final draft (subject to the inclusion of case studies), attached at appendix 1 of the submitted report.
- An update on the Terms of Reference for the SPP Board, attached as appendix 2 to the submitted report, which had been developed in consultation with senior officers in partner councils and followed SPP approval.

The Strategic Place Partnership in West Yorkshire will be governed by the SPP board comprised of Homes England, Local Authority and Combined Authority partners alongside other key stakeholders from Government departments and the West Yorkshire Housing Partnership. The SPP Board will be responsible for setting the strategic direction of the Partnership and providing a forum for liaison between the parties involved in the SPP. SPP Board meetings will take place twice per year and will be supported by the Strategic Place Officer Group comprised on local authority housing growth and regeneration teams, Homes England and West Yorkshire Combined Authority officers as the operational group responsible for overseeing the SPP Delivery Plan. The Mayor will chair the SPP Board for the first year. The meetings will take place in private to allow for discussion of commercially sensitive projects to take place openly. The SPP Board will not be decision making in terms of investments as both the Combined Authority and Homes England have current governance structures in place to ensure transparency of investment decisions. The SPP Board will act in an advisory capacity giving oversight to the strategic objectives and focus area activity of the SPP.

It was noted that members felt the report was the very essence of what the Place, Regeneration and Housing Committee is all about. They welcomed

the invitation to stakeholders, but wanted to reiterate it is essential to involve the private sector to be investment ready and is critical that the Business Plan is now in place. It was felt that there are challenges in some areas and opportunities in others. There needs to be a broader view taken and there is an enormous appetite from the private sector to be involved.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That the Strategic Place Partnership Business Plan be endorsed and recommended to the Combined Authority for approval.
- (iii) That the Terms of Reference for the Strategic Place Partnership (SPP) Board be endorsed and recommended to the Combined Authority for approval.

44. Programme Development - Creating Places and Accelerating Infrastructure

Members of the Committee considered an update report from the Head of Strategic Networks on the programme development for Investment Priority 3 (IP3) Creating Great Places and Accelerated Infrastructure and the proposed Employment Accelerator Programme Methodology.

Members were advised that it had been a long journey to get to this stage as the funding landscape from Government is bidding into different pots.

The Committee noted the programme development work and investment priority and considered the next steps for each programme, as outlined in the submitted report.

Members discussed the proposed Employment Accelerator Methodology and said it was about getting the pipeline into reality.

Resolved:

- (i) That the contents of the report be noted.
- (ii) That the programme development work Investment Priority 3 and next stages for each programme be noted.
- (iii) That the comments of the Committee on the proposed Accelerator Methodology be noted.

45. Dementia Taskforce Update

The Committee considered an update report on the Dementia-Ready Housing Task Force, its progress to date and proposed next steps.

The West Yorkshire Mayor's housing pledge in May 2021 included the commitment to establish a Dementia Ready Housing Task Force with the

ambition of ensuring that all older people's housing and related services were dementia friendly. The Dementia-ready Housing Task Force was established in March 2022 to deliver this commitment.

Members welcomed Ms Yvonne Castle from Johnnie Johnson Housing and a member of the Dementia Taskforce, who had been invited to provide a verbal update and presentation to the Committee on the work to date of the Dementia Taskforce.

Members discussed the contents of the submitted report and it was noted that anyone having experience of living with a family member with dementia recognises the shortcomings of houses, for example, negotiating steps and the layout of bathrooms. There is a market for dementia friendly care homes where amenities are on site, a hairdressers and café for example. The isolation of older people has become a chronic problem.

Resolved:

- (i) That the contents of the report and feedback from Committee members be noted.
- (ii) That Ms Yvonne Castle from Johnnie Johnson Housing and a member of the Dementia Taskforce be thanked for her presentation.

46. West Yorkshire Digital Blueprint and Local Digital Partnership

The Committee considered a report and verbal update on proposals to refresh the 2019 Digital Framework, which will be renamed Digital Blueprint, and the Creation of a Local Digital Partnership.

At the September 2022 LEP Board Meeting, members discussed the importance of a renewed focus on digital tech to support the region's ambitions.

It was noted that digital was a cross-cutting issue and that it had the potential to enable every person, every business and every place in the region. People required digital skills and good quality/affordable internet access to help them get the most out of their lives. All businesses needed to consider, invest in and develop their approach in a way that utilised the latest advancements and innovations. It was hoped that by doing so, all of the region's business community could be enabled to be more productive and, therefore, more likely to survive and thrive. Members were advised that our region also wanted to be the key location for high growth digital businesses to grow and invest in, as well as being recognised as a digitally connected place that could utilise the most of technology.

It was noted that these issues spanned social inclusion, place making, business support, skills, and inward investment. It was recognised, therefore, that responsibility did not fall under the remit of just one committee. How the organisation developed all of our digital work using the expertise, knowledge and connections of all committee members was a key consideration.

The scope of the new document was discussed, and it was felt the document was refreshing, highlighting quite significant changes in digital adoption. Members felt the ability of business and individuals to take advantage of Broadband was a critical determining factor.

Resolved: That the contents of the report and that feedback provided by members on the potential scope of the new Digital Blueprint be noted.

47. Project Approvals

Members considered a report and verbal update on proposals for the progression of schemes through the Combined Authority's assurance process in line with the organisation's Assurance Framework. Further details on the schemes were included in the submitted report.

In addition to the full scheme approval for this report which members discussed and because of the time lapse between this meeting and the next on 1 June, it was noted that in order to maintain programme delivery and spend targets, it was agreed that delegation would be given to the Combined Authority's Chief Executive to approve where full scheme approval was required before 30 June 2023. Included in such were the following Brownfield Housing Programme schemes.

- St Cecilia Street, Leeds
- Canal 30, Bradford
- Rushton Avenue, Bradford
- Sky Gardens/Midlands Mills, Leeds
- Parkwood Mills, Kirklees

The Committee was provided with a verbal update on the Brownfield Housing Fund Railway Street scheme. The Committee was asked to approve the scheme outlined in the submitted report, subject to the conditions set by the Programme Appraisal Team which members discussed and approved.

Resolved:

- (i) It was agreed that where full scheme approval was required before 30 June 2023, delegation to the Chief Executive would be awarded due to expedience of delivery.
- (iii) That, subject to the conditions set by the Programme Appraisal Team, the Place, Regeneration and Housing Committee approve the following:-
 - (a) The BHF Railway Street scheme proceed through to decision point 4 (full business case) and work to commence on activity 5 (delivery).
 - (b) Approval given to the Combined Authority's contribution of £1,500,000. The total scheme value is £11,842,757.

- (c) The Combined Authority enter into a funding agreement with 54North Homes for expenditure of up to £1,500,000.
- (d) Future approvals be made in accordance with the assurance pathway and approval route outlined in the submitted report. This would be subject to the scheme remaining within the tolerances outlined in the report.

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Report to: Place, Regeneration and Housing Committee

Date: 31 August 2023

Subject: **Governance Arrangements**

Director: Alan Reiss, Chief Operating Officer

Author: Caroline Allen, Deputy Director – Legal, Governance and Compliance

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1 To advise Place, Regeneration and Housing Committee of the governance arrangements approved by the West Yorkshire Combined Authority (the Combined Authority) at the Annual Meeting on 22 June 2023 in respect of the committee.

2. Information

- 2.1 At the Annual Meeting on 22 June 2023 the Combined Authority resolved to appoint the Place, Regeneration and Housing Committee on the **terms of reference** attached at **Appendix 1** to this report.
- 2.2 The **quorum** of the Committee is 3 voting members to include 2 Combined Authority members or Local Authority co-optees.
- 2.3 The Combined Authority appointed Councillor Denise Jeffery as Chair of the Committee. The Deputy Chair position is ordinarily held by a LEP Board member but is currently vacant. However, a recruitment exercise is underway for LEP Board members following which it is anticipated one or more appointments will be made onto this Committee.

2.4 At the Annual Meeting, the Combined Authority approved a proposal to enter into a partnership working agreement with the NHS West Yorkshire Integrated Care Board (ICB). This has been developed in recognition of our shared commitment to working together on the factors that affect population health: fair economic growth, climate, tackling inequality. The agreement sets out how we can further collaborate and move from mutually beneficial but separate work to a greater level of more strategic investment in shared capacity and shared work programmes. The Combined Authority further approved reciprocal membership arrangements between the two organisations including the appointment of the Mayor and the Chief Executive onto the West Yorkshire Health and Care Partnership Board and the appointment of the Chair of the Integrated Care Board (or their delegated representative) onto the Place, Regeneration and Housing Committee as an ex-officio advisory representative.

2.5 A table showing the Committee's membership is attached as **Appendix 2**, the table also sets out the voting arrangements across the different sectors of membership.

2.6 The Combined Authority also agreed meeting dates for the Committee, as follows:

- 31 August 2023
- 26 October 2023
- 29 February 2024
- 30 May 2024

3. Tackling the Climate Emergency Implications

3.1 The terms of reference require this, and all committees, to promote tackling the climate emergency implications in its actions.

4. Inclusive Growth Implications

4.1 The terms of reference require this, and all committees, to promote inclusive growth in its actions.

5. Equality and Diversity Implications

5.1 The terms of reference require this, and all other committees, to consider equality and diversity in its actions and decision making.

5.2 The diversity of the committee will be kept under review and steps will be taken, in future recruitment campaigns, to ensure as far as possible that the membership is representative of the population we serve.

6. Financial Implications

6.1 There are no financial implications directly arising from this report.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 There are no staffing implications directly arising from this report.

9. External Consultees

9.1 No external consultations have been undertaken.

10. Recommendations

10.1 That the Place, Regeneration and Housing Committee notes the governance arrangements approved by the Combined Authority at the Annual Meeting on 22 June 2023.

11. Background Documents

11.1 There are no background documents referenced in this report.

12. Appendices

Appendix 1: Terms of Reference for the Place, Regeneration and Housing Committee

Appendix 2: Membership Table

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Part 3

Section 2.3 - Terms of Reference

Place, Regeneration and Housing Committee

The Place Regeneration and Housing Committee is authorised:

1. To carry out any Non-Mayoral Function¹ of the Combined Authority relating to **place¹, regeneration² and housing³** including:
 - a) progressing the elements of the vision and policy framework of the Combined Authority that fall within the remit of this committee, by:
 - approving, amending or revoking any policy, investment priorities, strategy or plan,⁴
 - delivering, monitoring and reviewing the outcomes and impact of any policy, investment priorities, strategy or plan.
 - b) progressing those elements of the Mayor's pledges that fall within the remit of this committee, ensuring alignment with the vision and policy framework of the Combined Authority where appropriate,
 - c) submitting bids for devolved and other funding,
 - d) working with key partners to develop and promote a shared understanding, approach and coherent strategies and policies, and

¹ That is, the promotion of the quality of place, including spatial infrastructure planning for transport; strategic land use and asset management (carrying out the Combined Authority's role as lead authority for the One Public Estate Programme, and making best use of surplus public sector land and assets); the planning of sustainable development including the duty to co-operate with other authorities and bodies under Section 33A of the Planning and Compulsory Purchase Act 2004.

² Including in relation to any Leeds City Region Enterprise Zone and any Employment Site, use of heritage assets and broadband infrastructure.

³ Including housing growth, quality and regeneration, and acting as a Housing and Land Board.

⁴ With the exception of any major policy, investment priorities, strategy or plan reserved to the Combined Authority - see further Section 2.2 of Part 3 of the Constitution - and subject to any direction by the Mayor that any decision on a policy, investment priorities, strategy or plan be referred to the Combined Authority for determination.

- e) delivering and overseeing any project or programme in accordance with the Leeds City Region Assurance Framework⁵, including the following where authorised by a bespoke approval pathway and approval route for a scheme (after decision-point 2 only):
- making a decision to progress the scheme⁶ ⁷or
 - making any recommendation to the Combined Authority⁸ or the Mayor⁹ about progressing the scheme, and
 - reviewing the scheme's impact,

with the **exception** of

- any function which requires a Statutory Consent¹⁰ where that consent has yet to be given¹¹,
 - any matter related to a Non-Mayoral Function conferred by the 2021 Order, which the Mayor has directed should be referred to the Combined Authority for determination¹², or
 - any function which is reserved to the Combined Authority¹³.
2. To advise the Combined Authority in respect of any Non-Mayoral Function which relates to, or impacts on place, regeneration or housing.

⁵ Or otherwise, where the project or programme does not fall to be considered under the Assurance Framework

⁶ including determining change requests

⁷ with the exception of any decision which would result in a revised financial approval which exceeds the cumulative total of the financial approval and tolerance threshold agreed by the Combined Authority at decision point 2 (or decision point 3) by more than 25%, in which case the decision must be referred to the Combined Authority

⁸ or to any other committee or relevant officer with delegated authority to make the decision

⁹ The Mayor will determine any aspect of a scheme which is a Mayoral Function

¹⁰ These are specified functions conferred by the West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2021 - see further the Access to Information Rules in Part 4 of the Constitution

¹¹ In relation to any function in respect of which a Statutory Consent has been given, the Committee must exercise their authority in accordance with the terms of any Statutory Consent

¹² The 2021 Order provides that these matters require the support of the Mayor

¹³ The functions reserved to the Combined Authority are set out in Section 2.2 of Part 3 of the Constitution, and include the approval of any major policy, investment priorities, strategy or plan

3. To advise the Mayor in respect of any Mayoral General Function¹⁴ which relates to, or impacts on place, regeneration or housing.
4. To liaise with the Climate, Energy and Environment Committee to secure the decarbonisation of infrastructure including planning for sustainable development and flood risk management.
5. To liaise with the Culture, Heritage, and Sport Committee, in relation to infrastructure planning for culture, sport, and the arts to promote the visitor economy and support heritage schemes.
6. To liaise with the Business, Economy and Innovation Committee and the LEP Board, in relation to infrastructure planning and delivery for Enterprise Zones and Investment Zones, to promote employment sites and support site remediation and development within Spatial Priority Areas.
7. To promote, in collaboration with other committees,
 - equality and diversity,
 - inclusive growth,
 - tackling the climate emergency, and
 - the strategic alignment of the Combined Authority's policies, investment priorities, strategies and plans.
8. To respond to any report or recommendation from an overview and scrutiny committee¹⁵.

Document version control

¹⁴ Mayoral General Functions are the functions of the Combined Authority which are exercisable only by the Mayor, other than PCC Functions. These are conferred by the 2021 Order (see further Table D in Section 3.1.1 of Part 3 of the Constitution), or other legislation

¹⁵ That is, any overview and scrutiny committee of the Combined Authority (in accordance with Scrutiny Standing Orders in Part 4 of the Constitution) or of any Constituent Council

Municipal Year:	2023-24
Version:	1 – 23/24
Document approved by:	The Combined Authority
Date:	22 June 2023
To be of effect from:	22 June 2023

APPENDIX 2 – Membership Table

	CA Members (Voting)	Local Authority Co-optees (Voting except for York co-optee)	LEP Board Members (Non-voting except where Deputy Chair)	Private Sector Representatives (Non-Voting)	Advisory Representatives – ex-officio (Non-Voting)
Place, Regeneration & Housing Committee	Denise Jeffery (Portfolio Holder)	Bradford: Alex Ross-Shaw (L) Calderdale: Scott Patient (L) Kirklees: Cathy Scott (L) Leeds: Helen Hayden (L) Wakefield: Michael Graham (L) York: Ben Burton (G)	To be confirmed	Ben Aspinall (Property) Lisa Littlefair (Civil engineering) Stephen Moore (Digital)	<ul style="list-style-type: none"> Homes England; Rep (Tamsin Hart – Jones) LCR Housing Partnership (Helen Lennon) Historic England (Richard Butterfield) West Yorkshire Integrated Care Board; Chair (Cathy Elliot)
Chair: Denise Jeffery Deputy Chair: To be confirmed					

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Report to: Place, Regeneration and Housing Committee

Date: 31 August 2023

Subject: **Monitoring Indicators**

Director: Alan Reiss, Chief Operating Officer

Author: Tom Purvis, Economic Analysis Manager

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this Report

- 1.1. To provide an update on the relevant monitoring indicators and report on their performance to support the work of the Committee.

2. Information

State of the Region Indicators

- 2.1. This paper provides the Committee with an ongoing update of the most relevant indicators used within the Combined Authority’s State of the Region report. The full report covers more than 40 indicators mapped across seven key priorities formulated by the Combined Authority and its partners.
- 2.2. Of these indicators, seven have been identified as relevant to the work of this Committee. Figure 2.1 below outlines the relevant indicators and their timetables for updates.

Figure 2.1 – Place, Regeneration and Housing Committee - Key Indicators

Indicator	Description	Update Frequency	Next Update
Net additional dwellings	Data from the Department for Levelling Up, Housing and Communities on the supply of housing by local authority.	Annually	November 2023
Private sector rents	Data from the Valuation Office Agency and the Office for National Statistics on the median monthly rental price by local authority.	Six-monthly	December 2023
Household energy efficiency	Data from the Department for Levelling Up, Housing and Communities on the Energy Performance Certificate rating of dwellings by local authority.	Three-monthly	October 2023
Households in fuel poverty	Projections from the End Fuel Poverty Coalition on the number of households spending >10% of income on household energy costs.	Periodically	TBC
Healthy life expectancy, and life expectancy	Data from the Office for National Statistics on healthy life expectancy and life expectancy by local authority.	Annually	TBC
Housing affordability	Data from the Office for National Statistics comparing median incomes with median house prices by local authority.	Annually	March 2024
Gigabit capable internet coverage	Real-time data from Thinkbroadband, showing access to gigabit-capable connectivity by local authority.	Real time	Real time
Take-up of superfast (or above) broadband services	Evidence from OfCom’s Connected Nations report, showing the number of households in each local authority connected to superfast broadband.	Annually	February 2024
Mobile coverage (4G)	Evidence from OfCom’s Connected Nations report, showing mobile data coverage by local authority.	Annually	February 2024

- 2.3. Since the last meeting of the Committee on 2 March 2023, new data has become available on private sector rents and household energy efficiency.

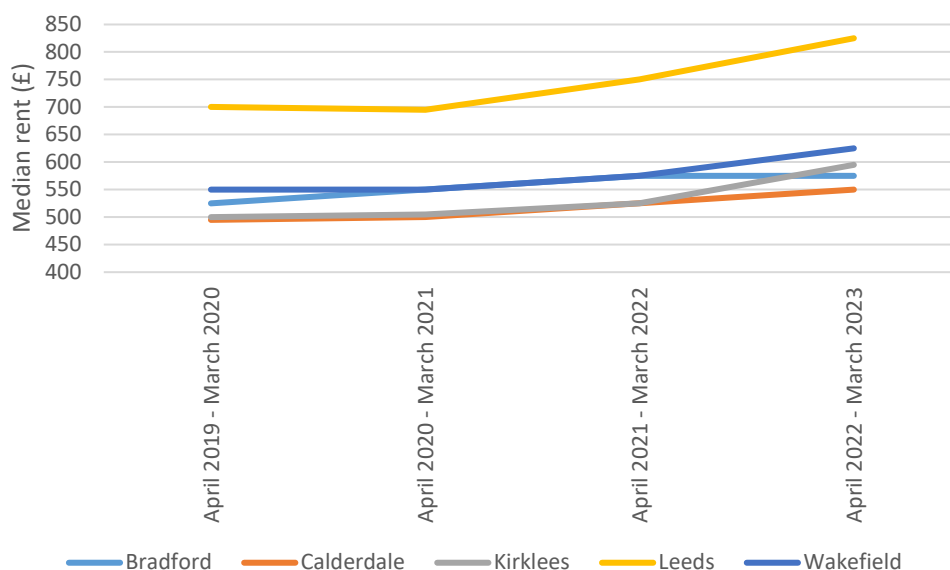
Private sector rents

- 2.4. Data on private sector rents are updated twice per year by the Office for National Statistics (ONS). One of the updates covers the period April to March, and the other from October to September. For the purpose of this update, the April to March data will be utilised. The data is available from April 2019 and is available up to March 2023.
- 2.5. This data is based on a sample of 466,090 private rental statistics in the Valuation Office Agency (VOA) lettings information database. It only includes new transactions so will not pick up rental increases during an existing tenancy. Equally, it is not possible to disaggregate between tenancies which include bills such as gas and electricity and which do not.

Median rent - all properties

- 2.6. Between April 2019 and March 2023, median rents across all West Yorkshire districts increased, albeit at different rates. Leeds had the largest increase in pound terms (+£125), followed by Kirklees (+£95), Wakefield (+£75), Calderdale (+£55), and Bradford (+£50).
- 2.7. In percentage terms, Leeds had the second largest increase (+18%). Median rents in Kirklees increased by 19%, 14% in Wakefield, 11% in Calderdale, and 10% in Bradford. During the first year of the Pandemic (April 2020 to March 2021), median rents in Leeds actually dropped, presumably as people moved out of cities to acquire more space and/or reduce living costs. However, it bounced back strongly.
- 2.8. Median rents across West Yorkshire, and how they have changed since April 2019, can be seen in Figure 2.2. The amount spent on private rent, as a percentage of income, had reduced by March 2023 across all five districts as median incomes increased at a faster rate. Bradford experienced a decline from 33% to 30%, Calderdale 29% to 27%, Kirklees 30% to 29%, Leeds 39% to 38%, and Wakefield 32% to 29%. There are two caveats to this. Firstly, median income responds quicker than rents do, and secondly, other bills have increased dramatically, meaning the median person is still worse off overall.

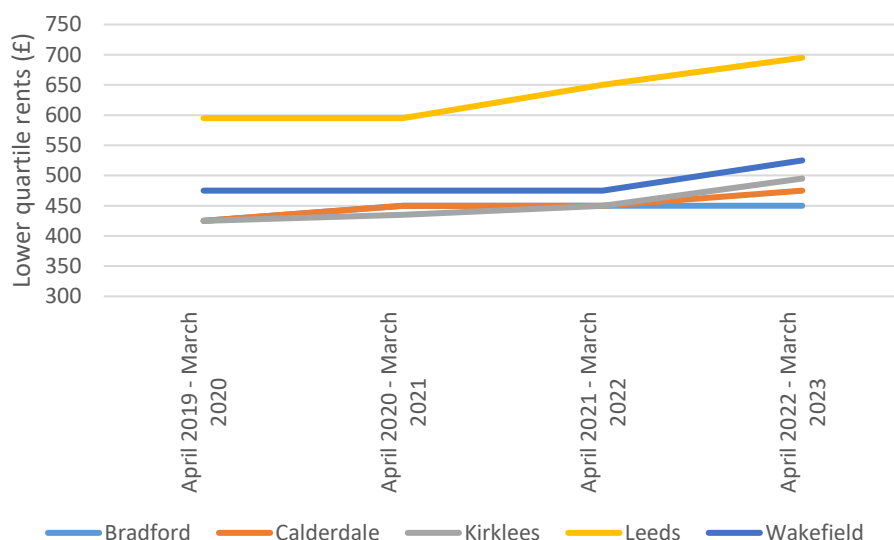
Figure 2.2 – Median rents by West Yorkshire district, April 2019 to March 2023



Lower quartile rent – all properties

- 2.9. The lower quartile is the datapoint whereby 25% of other datapoints are beneath. For private sector rents, this means that only 25% of rents are cheaper in that local authority district. Lower quartile data can be used to consider how the private sector rental market is operating for people on lower incomes. Not every household with a lower quartile rent will be low income, but there is likely to be a strong overlap.
- 2.10. Between April 2019 and March 2023, lower quartile rents increased across all five West Yorkshire districts, albeit at different rates (see Figure 2.3). They follow a similar trend to the median rents. Leeds experienced the largest increase (+£100), followed by Kirklees (+£70), Calderdale and Wakefield (+£50), and Bradford (+£25).
- 2.11. In percentage terms, lower quartile rents increased at similar rates to median rents, however, lower income households will be less likely to be able to afford these rent rises. Lower quartile rents in Leeds increased the most (+17%). This was followed by Kirklees (+16%), Calderdale (+12%), Wakefield (+11%), and Bradford (+6%). Unlike median rents, lower quartile rents in Leeds did not drop during the Pandemic, albeit they remained stationary at £595 per month. The same was true in Wakefield as rents stayed at £475 per month.
- 2.12. Unfortunately, it is not possible to compare lower quartile rents to income for 2023 due to lack of data, however, it is possible to look at how much income lower quartile earners spent on rents for 2019. For the lower quartile earners and lower quartile rents, the percentage spent on rent is higher than median earners and median rents. In Leeds 47% was spent on rent, 39% in Wakefield, 37% in Kirklees, 36% in Bradford, and 34% in Calderdale.

Figure 2.3 – Lower quartile rents by West Yorkshire district, April 2019 to March 2023



National comparison

- 2.13. Nationally the median rent is £825 per month, which is higher than all West Yorkshire districts barring Leeds where it is equal. The increase in pound terms since April 2019 is also the same nationally as it was in Leeds (+£125). Median rents between April 2019 and March 2023 increased quicker in Kirklees than nationally (19% vs 17.9%), with Leeds in-line with the national average. Median rents increased at a slower rate elsewhere across West Yorkshire.
- 2.14. Like West Yorkshire, lower quartile rents increased nationally. They increased from £550 to £625 per month, a larger increase in pounds than any West Yorkshire district barring Leeds. In percentage terms, Leeds and Kirklees had a larger increase for lower quartile rents compared to the national increase (17% and 16% vs 14%).

Renters (Reform) Bill and Combined Authority actions

- 2.15 Private sector rents are currently not regulated in England meaning it is at the discretion of landlords to set the rents for properties in their ownership. The Renters (Reform) Bill is currently progressing through Parliament, whilst the Bill does not propose implementing regulation of private sector rents, it proposes important changes to provide increased protection for private renters including:
- Scrapping section 21 'no fault' evictions. Currently a private landlord is able to serve an eviction notice without the need for a valid reason.
 - Legislating to prevent private landlords and agents from refusing to let properties to households with children or who are receiving benefits
 - Creating a national register for private landlords to provide renters with the information they need before entering into a tenancy agreement. It will be compulsory for landlords to register.
 - Introducing new grounds for eviction for landlords who genuinely want to sell their properties or move back in.

- Increasing the period of notice for a rent increase to two months and preventing landlords from increasing rents within the first 52 weeks of the tenancy.
- 2.16 As the Renters (Reform) Bill is currently progressing through Parliament, the Bill is subject to further amendments. A target date for its implementation has not been set as this will depend on any proposed amendments.
- 2.17 The Bill has been largely welcomed by the wider housing sector, with housing charity Shelter stating that the Bill is a 'once-in-a-generation opportunity to finally fix private renting'. However, it is recognised the Bill will not go as far as to set caps on private rents as the private rented sector is a market-led form of tenure. In West Yorkshire, the 2021 census revealed that private renting had increased from 16.4% in 2011 to 20.3% in 2021, demonstrating a growing reliance on the private rented sector to meet housing requirements.
- 2.18 During the same period, the proportion of Affordable Homes reduced from 18.8% to 17.8%. Social Housing providers are subject to rent regulations as set by the Regulator of Social Housing which currently cap rental increases at 7% per annum, therefore meaning affordable housing provides greater security of tenure in relation to affordability. The Mayor has set a headline pledge to support the delivery of 5000 affordable sustainable homes recognising the growing need for truly affordable homes in the region.
- 2.19 The Combined Authority is working closely with the West Yorkshire Housing Partnership to support the delivery of affordable homes in the region. Published data from the Department of Levelling Up, Housing and Communities showed that in 2021/22 1214 affordable homes were completed and 2043 affordable homes were started in West Yorkshire. The official data for 2022/23 is expected to be released in November 2023.
- 2.20 The Combined Authority is also developing a West Yorkshire Housing Strategy which will set out the shared ambitions for housing in the region. Strategy development is taking an evidence-led approach in identifying key regional objectives. The private rented sector data shared here will feed into the strategy development. A paper to discuss the housing strategy progress will be brought to the next Place, Regeneration and Housing Committee in October.

Household energy efficiency

- 2.21. Data on household energy efficiency is released four times per year (January, April, July, and October) by the Department for Levelling Up, Housing and Communities. The data comes from Energy Performance Certificates (EPCs), which range from A to G. A is the most efficient, with G being the least efficient. The data used within this paper compares EPCs granted in Q2 2023 with Q2 2019, it does not represent the overall stock of EPCs across West

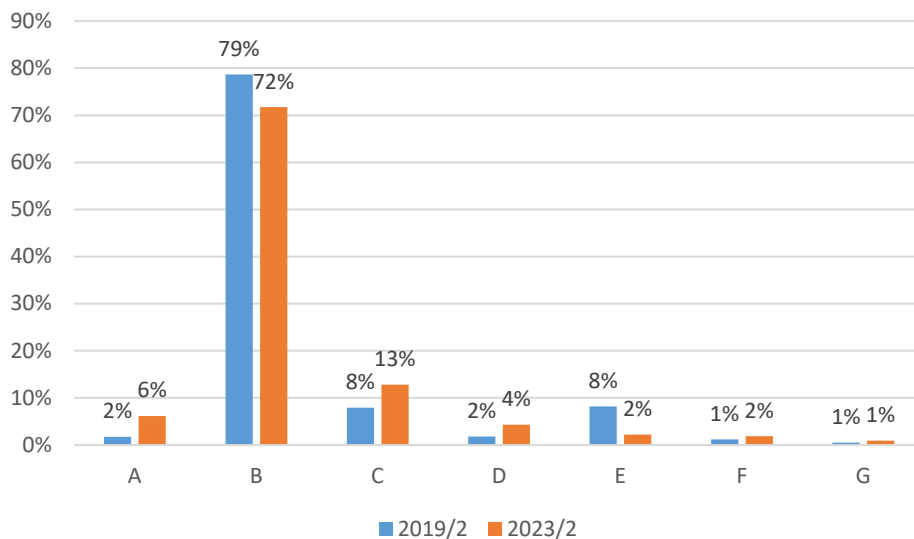
Yorkshire. The overall stock data will be in the annual State of the Region Report.

New builds

2.22. If works are carried out to create a new building, either by means of new build or by conversion of an existing building, the person responsible for the construction must obtain an EPC once construction has been completed. This will also apply if a building is converted into fewer or more units designed for separate occupation.

2.23. Across West Yorkshire, the share of new builds with a rating of C or above has increased from 88% in Q2 2019 to 91% in Q2 2023. There has been a sharp drop in the number of new builds with an E rating (8% in Q2 2019 compared with 2% in Q2 2023). However, there has been an increase in D rated new builds from 2% to 4%. Figure 2.4 shows the distribution of ratings across the West Yorkshire area, comparing Q2 2019 with Q2 2023.

Figure 2.4 – EPC ratings across West Yorkshire, new builds



2.24. Leeds has experienced the sharpest increase of A rated new builds, as well as the largest decrease in E rated new builds. In Q2 2019, 1% of new builds in Leeds were A rated, compared with 11% in Q2 2023. 24% had E ratings, compared with 5% in Q2 2023. Whilst this progress is welcome, Leeds is also the only district across West Yorkshire where new builds have had an F or G rating.

2.25. Unfortunately for West Yorkshire residents, the percentage of C+ rated new builds has declined from Q2 2019 to Q2 2023 across Bradford, Calderdale, Kirklees, and Wakefield. In Leeds, the percentage increased from 69% of new builds to 86%. The decline in C+ rated new builds across the other districts are listed below:

- Bradford -2%
- Calderdale -5%

- Kirklees -7%
- Wakefield -1%

Building Regulations and the Future Home Standard

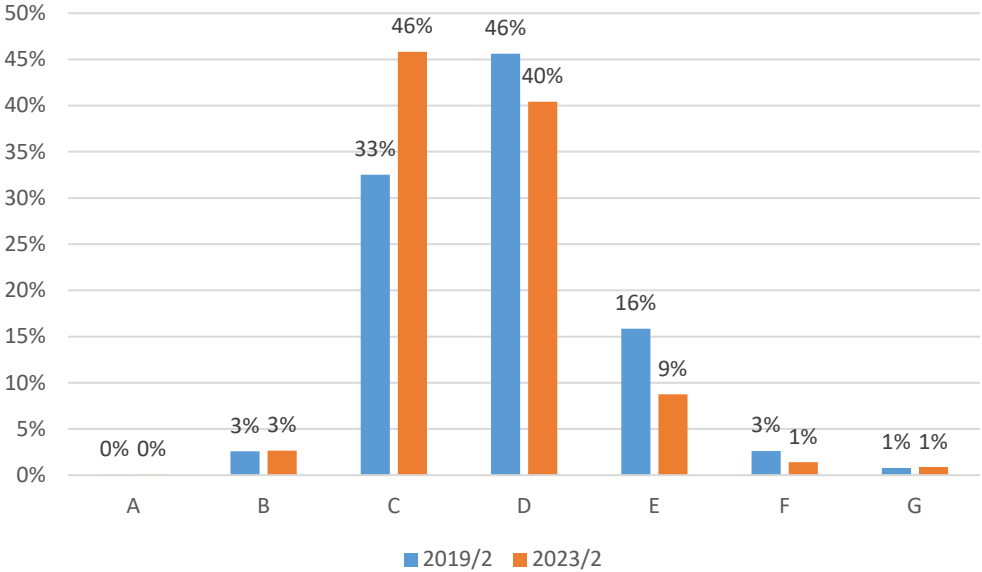
- 2.26 All new build dwellings are required to meet Building Regulation (2010, as amended) standards. Part L of the Building Regulations sets out the statutory guidance in relation to the energy efficiency requirements for new dwellings. Each new dwelling must have a SAP assessment which determines a target emission rate in kg of CO₂ per m², which must not be exceeded. Whilst this sets out the requirement to undertake an assessment of the target energy efficiency rating (at design stage) and the actual energy efficiency rating (upon completion) of all new dwellings, it does not go as far as to set out a minimum requirement of energy performance for all dwellings, only that the actual EPC rating should not exceed the target set out.
- 2.27 The private rented sector is required to meet a minimum energy efficiency standard (MEES) of an E rating or above before a property is re-let. Similarly, under the Decent Homes Standard (2006), the social housing sector is also required to ensure properties have a rating of E or above and the Government has set a target for all social homes to be an EPC C by 2030. However, for new build homes which are built for sale, there is no current absolute minimum energy efficiency requirement.
- 2.28 The Government consulted on the Future Homes Standard in 2019/20, however it's further development and implementation slowed down as a result of the Covid-19 pandemic. The Future Homes Standard proposes to uplift Part L of the Building Regulations to set out minimum energy efficiency targets for new builds, air tightness requirements and improves minimum insulation requirements. The aim of the standard is to ensure that all new build homes will produce 75-80% less carbon emissions than homes delivered under the current regulations. The Standard is currently expected to be rolled out in 2025.
- 2.29 The West Yorkshire housing market, presents viability challenges in many areas due to low land values. This often means that developers will seek to maximise savings in the build cost of homes. In many circumstances, developers state that providing new and enhanced energy efficiency measures are an added cost to development which impacts viability and the ability of housebuilders to bring sites forward to development. Until enhanced standards are enforced through tighter regulation nationally, it is likely that this will continue to be the case as the industry will struggle to reach an economy of scale that supports factoring energy efficiency measures into viability appraisals.

2.30 Through the Brownfield Housing Fund, the Combined Authority is seeking to support the development of homes which meet energy efficiency standards of C and above. Of the current approved schemes, 1880 are expected to have an EPC rating of A or B with 56 expecting a rating of a C (with the promotor reviewing if these can be brought to a higher standard). None of the homes supported by the programme have an expected EPC rating of below a C.

Existing dwellings

2.31. Across West Yorkshire, there has been improvement in the number of existing dwellings that are C+ rated. In Q2 2019, 35% of properties were rated C+. By Q2 2023, this had increased to 49%. The share of D rated properties declined from 46% to 40%, and the share of F rated properties declined from 16% to 9%. Whilst there was limited progress in getting properties up to A or B ratings, the share of C rated properties increased from 33% to 46% (see Figure 2.5).

Figure 2.5 – EPC ratings across West Yorkshire, existing dwellings



2.32. All districts experienced an increase in C+ rated properties across existing dwellings. Wakefield experienced the largest increase, and Calderdale experienced the smallest increase, leaving Calderdale with the lowest proportion of C+ rated properties across West Yorkshire (40%). The list below shows the increase in C+ rated properties by district:

- Bradford +15%
- Calderdale +8%
- Kirklees +11%
- Leeds +12%
- Wakefield +22%

National comparison

- 2.33. England has performed better than West Yorkshire at getting new builds to be rated C+. Across England, 98% of new builds in Q2 2023 were C+, compared with 95% in Q2 2019 (91% and 88% for West Yorkshire). This has predominantly been due to an increase in the proportion of A rated new builds (1% in 2019 compared with 4% in 2023).
- 2.34. Across England, the improvement in existing dwellings was slightly greater than West Yorkshire (14% vs 13%). Like West Yorkshire, most of the progress made was getting D or E rated properties up to a C rating. C rated dwellings as a proportion increased from 35% to 48% (33% to 46% in West Yorkshire). D rated dwellings declined from 44% to 37% and E rated dwellings from 15% to 8% across England.

Combined Authority energy efficiency actions

- 2.35. Energy Performance Certificates (EPCs) are currently the only means of measuring the sustainability and carbon credentials of property. However, it should be noted that there are significant flaws in using EPCs to measure carbon impact as this is primarily a measure of how much a home's energy costs are, rather than how low carbon a home is. This is a nationally set standard and an area the industry is lobbying Government to change if the UK is to meet its net-zero climate goals.
- 2.36. Despite the flaws of EPC data, research has shown that housing is responsible for 2.9 million tonnes (around 26%) of carbon dioxide each year in West Yorkshire, the majority of which arise from using fossil fuels for heating. In order to achieve our net zero targets, we need to retrofit 680,000 homes to a good level of thermal efficiency.
- 2.37. While good progress has been made with over 145,000 homes in the region receiving some form of energy efficiency measure, meeting the net zero target will require a significant scaling up of activity over the next 15 years.
- 2.38. The Better Homes Hub (BHH) is the Combined Authority's regional programme to scale-up domestic retrofit, with a vision that 'Everyone in West Yorkshire can live in a warm, comfortable and low carbon home'. This programme is being overseen by the Climate Energy and Environment Committee.
- 2.39. Proposed activity for the BHH includes:
- Delivering area-based schemes across different tenures and socio-economic situations, that test approaches and delivery models.
 - Establishing a One Stop Shop to provide high quality retrofit advice and support.

- Developing the supply chain and skills infrastructure to tackle retrofit shortages.
 - Mobilising sufficient resource to secure funding for delivery of retrofit projects.
 - Developing innovative funding models to support delivery of retrofit projects.
 - Developing and implementing a communications and engagement strategy that mainstreams retrofit.
 - Creating a plan for scale up and roll out across the region.
- 2.40. The Strategic Outline Case for the Better Homes Hub programme was approved by the Combined Authority in June 2023. An indicative approval to the Combined Authority's contribution of up to £18.4million was given. Development costs of up to £2.5 million were approved to secure staffing resources, consultancy support, undertake research work, develop individual scheme business cases, and deliver the Local Energy Advice Demonstrator element of the programme.
- 2.41. Next steps are for the programme team to continue work on the business cases for the individual workstreams including area-based schemes, One Stop Shop, financial packages and supply chain engagement.
- 2.42. An open-tender procurement exercise has been completed to secure a supplier, or consortium of suppliers, to support the development of the Better Homes Hub. This will include acting as a strategic advisor to the Combined Authority on the programme, developing a 10-year delivery plan (including how the region will deliver the scale of home upgrades required to meet the net zero target), completing an options assessment and designing a regional One Stop Shop.
- 2.45. The Combined Authority submitted a regional bid to the North East and Yorkshire Net Zero Hub's Local Energy Advice Demonstrator to test approaches to delivering in-person energy advice targeting hard to reach and digitally excluded groups. Previous programmes, such as the UKCRF Retrofit Hub, have demonstrated the need for a tailored approach to different groups of residents, considering the range of challenges they may face. This proposal seeks to build on this learning to understand appropriate and effective methods of engagement with some of those most hard to reach residents. A decision is expected imminently. If successful, the regional Local Energy Advice project will run from August 2023 to March 2025 and the learnings will be used to enhance the reach of the One Stop Shop.
- 2.46. In June, a Bloomberg Harvard Summer Fellow joined the Combined Authority for a 10-week research project exploring retrofit of the private rented sector and how the Combined Authority could accelerate activity. It is a particularly tricky tenure to retrofit as the cost is generally incurred by the landlord and the

benefits are experienced by the tenant. Meetings have been held with our Local Authority's, other Combined Authority's and other key stakeholders including the National Association of Landlords. Upon completion of the project in August, a report will inform the Better Homes Hub programme development.

3. Tackling the Climate Emergency Implications

- 3.1. Research has shown that housing is responsible for 2.9 million tonnes (around 26%) of carbon dioxide each year in West Yorkshire, the majority of which arise from using fossil fuels for heating. In order to achieve net zero, reducing the carbon intensity of housing is necessary.

4. Inclusive Growth Implications

- 4.1. With rents rising at a quick rate, it makes it more challenging to move to areas where there may be better economic opportunities. Combine this with poor transport links and it can create a situation where existing inequalities become more entrenched. This is exacerbated by the fact that it is not only housing costs that have increased considerably, utilities have gone up significantly as have other essentials such as food prices.

5. Equality and Diversity Implications

- 5.1. 61% of people that identify as an ethnic minority within West Yorkshire live in the poorest 20% of neighbours across the region. From the available data, we know that people living in the areas with the cheapest 25% of rents are paying far more of their income out to housing than the median. This suggests that people that identify as an ethnic minority are at a particular risk of having little to no disposable income after housing costs and other essential spending.

6. Financial Implications

- 6.1. There are no financial implications directly arising from this report.

7. Legal Implications

- 7.1. There are no legal implications directly arising from this report.

8. Staffing Implications

- 8.1. There are no staffing implications directly arising from this report.

9. External Consultees

- 9.1. No external consultations have been undertaken.

10. Recommendations

- 10.1. That the committee notes the evidence, as well as the actions that the Combined Authority are undertaking to try and resolve the challenges we are dealing with in housing and energy efficiency.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None.

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Report to: Place, Regeneration and Housing Committee

Date: 31 August 2023

Subject: **Mass Transit-Approach to Placemaking and Design Philosophy**

Director: Luke Albanese, Director Mass Transit

Author: Stacey White, Policy Manager, Mass Transit, Place and Environment

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this Report

- 1.1. This report provides an update on the Mass Transit Approach to Placemaking and Design Philosophy. The report seeks the Committees' endorsement of the approach ahead of Transport Committee where a key decision will be requested to adopt the Approach to Placemaking and Design Philosophy to support design and route development activity.

2. Information

Mass Transit Vision 2040

- 2.1. The West Yorkshire Mass Transit Vision is for a bold and ambitious transport system which helps meet the priorities of tackling climate change, boosting productivity and enabling inclusive growth. Alongside walking, cycling, bus and rail, Mass Transit will help communities thrive, the economy to flourish and bring people and places closer together as part of an integrated transport vision.
- 2.2 Mass Transit will:
- Help combat climate change.
 - Connect West Yorkshire's important places.
 - Help rebalance the economy.
 - Improve health and well-being.

- Support economic recovery.
- 2.3 Following public consultation, the draft Mass Transit Vision is now being finalised and will be taken to Transport Committee for approval to adopt.
- 2.4 Understanding the places the Mass Transit system connects is central to planning an effective and efficient transport system. The Approach to Placemaking and Design Philosophy sets out how a Mass Transit system will respond to the people and places it connects as part of an integrated public transport system that places walking and cycling first and equal to a Mass Transit system. In doing so, the needs of the car no longer take priority over the needs of other transport users or the value of place.

Approach to Placemaking

- 2.5 The Approach to Placemaking document will:
- Inform and set the approach to the design development work using placemaking design principles.
 - Ensure that Mass Transit works with the grain of local places to enhance their existing character.
 - Steer the integrated design and business case teams to ensure the value of placemaking is prioritised in scheme development.
 - Provide information on good green infrastructure and a placemaking design toolkit.
- 2.6 The four design principles set out within the West Yorkshire Mass Transit Vision have been shaped by the goal of creating a 21st century transport system which helps meet the priorities of tackling climate change, boosting productivity and enabling inclusive growth. The 4 design principles are:
- People First
 - Environmental Responsibility
 - Better Connected
 - Celebrating West Yorkshire
- 2.7 Mass Transit will be a new form of transport for West Yorkshire that will be integrated into the urban fabric of every community it serves. The Approach to Placemaking has a crucial role in delivering on the four design principles as set out below.
- People first
- Designed for people
 - Reflect the diverse communities
 - Inclusive safe spaces
 - Enjoyable and stimulating
- Environmental responsibility
- Attractive alternative to private vehicles
 - Resilient
 - Landscaping, biodiversity and green infrastructure
 - Health outcomes

- Better connected
 - Integrate services
 - Ease of use
- Celebrating West Yorkshire
 - Celebrate the place
 - Enhance urban spaces
 - Respect neighbourhoods
 - Symbol of pride

- 2.8 The Approach to Placemaking principles are written specifically for the West Yorkshire Mass Transit system. The principles require a collective and multi-disciplinary approach, identifying opportunities to strengthen the connections between the people and the places they use and share. This Approach to Placemaking emphasises the need to consider the physical environment and the social context. Good placemaking pays particular attention to the cultural and social identities that define a place, as well as the physical place.
- 2.9 The Approach to placemaking document sets out the importance of engagement in seeking to deliver against the principles and highlights a commitment to understanding the needs and views of local communities and their aspiration for how we realise the potential of mass transit as part of the design process.

Design Philosophy

- 2.10 The Design Philosophy sets out how the Mass Transit strategy and vision will be delivered by providing the framework for the development of designs for a bold and ambitious Mass Transit system. It defines an approach that requires designers to consider a priority order for the transport network, utilising Mass Transit as a facilitator for transformational change, ensuring that walking, cycling and the value of place are given priority over the needs of the car.
- 2.11 The Design Philosophy is underpinned by the other Mass Transit system strategies. This includes the Approach to Placemaking which prioritises place and the people who use those places, making sure that Equalities needs are considered from the outset, that the Sustainability and Carbon Strategy are at the forefront of decision making and that opportunities for Green Infrastructure in its widest sense are sought out and embedded into the design.
- 2.12 The Design Philosophy sets out how the benefits of a Mass Transit system can be maximised when the system provides a fast, efficient, reliable, and preferred alternative to the private motor vehicle. It briefly sets out what such a system could look like in its broadest sense and explains some of the system terminology. The document then outlines some of the design challenges and issues which need to be considered to deliver an effective region wide Mass Transit system. These difficult decisions will relate to how, where and what type of system corridor is needed so it is segregated from general traffic, and how that could be achieved within the different places that the system passes through.

- 2.13 The Design Philosophy sets out a high-level approach to Mass Transit corridor design and is not intended to be a detailed specification. Reference to the detailed standards and requirements which will apply are being captured and updated in a Mass Transit Design Guide. Whilst an initial version of the guide has been used to help achieve consistency in the emerging concept route designs, an updated version will be recommended for formal adoption prior to commencement of the next stage of route design (Feasibility Design).

Engagement with District Partners

- 2.14 The Mass Transit Vision, Approach to Placemaking and Design Philosophy have been developed in consultation with officers from all five local authorities encompassing a range of technical specialists including but not limited to Planning, Regeneration, Highways and Strategic Transportation. The feedback received has been used to revise the documents and ensure that the approach is one that is broadly supported across the region. Engagement will continue as the scheme develops.

3. Tackling the Climate Emergency Implications

- 3.1. Carbon emissions generated by transport are currently at levels that, without significant intervention and changes to processes, a net zero carbon future by 2038 will not be achievable. Road transport is the biggest contributor to roadside air pollution with cars being the largest source of emissions. To meet the 2038 net zero target, and even with a shift to zero/low emission vehicles, analysis suggests that a reduction of total vehicle kilometres exceeding 20% is necessary, accompanied by an increase in the use of sustainable modes (walking and cycling) and public transport. Transit also has the opportunity to support improvements to air quality and contribute to carbon reduction goals by providing an attractive lower carbon, lower emission transport option. Increased capacity provided by transit will allow for additional capacity on congested corridors, which affords the opportunity to improve vehicle flows which in turn will improve air quality.

4. Inclusive Growth Implications

- 4.1. A central common theme of the Connectivity Plan, Mass Transit Vision and Approach to Placemaking as part of that, is that investment in transport accessibility will make a positive contribution to driving forward inclusive growth. Our approach to transport seeks to provide practical alternatives to the private car that will help to tackle air quality issues and help provide access to jobs and education, especially for people currently less likely to access these opportunities. Our plans particularly focus on how to support the hardest to reach communities to realise economic opportunities.

5. Equality and Diversity Implications

- 5.1. Through the Combined Authority's role in managing the delivery of the Transport Strategy, the Connectivity Plan and bidding for funding, focus will be

placed on ensuring that equality and diversity needs are addressed, with a particular emphasis on improving accessibility for all.

6. Financial Implications

6.1. There are no financial implications directly arising from this report.

7. Legal Implications

7.1. There are no legal implications directly arising from this report.

8. Staffing Implications

8.1. There are no staffing implications directly arising from this report.

9. External Consultees

9.1. The Mass Transit Vision, Approach to Placemaking and Design Philosophy have been developed in consultation with officers from our five local authority partners.

10. Recommendations

10.1. That the Committee endorses the Approach to Placemaking and Design Philosophy.

10.2. That the Committee notes the intention to prepare an updated Design Guide which will be recommended for formal adoption prior to commencement of the next stage of route design (Feasibility Design). This will be presented to Place, Regeneration and Housing Committee for endorsement in due course.

10.3. That the Committee considers the related transformation opportunities in the places that the Mass Transit system will seek to connect.

11. Background Documents

Mass Transit Vision 2040.

12. Appendices

Appendix 1 – Approach to Placemaking

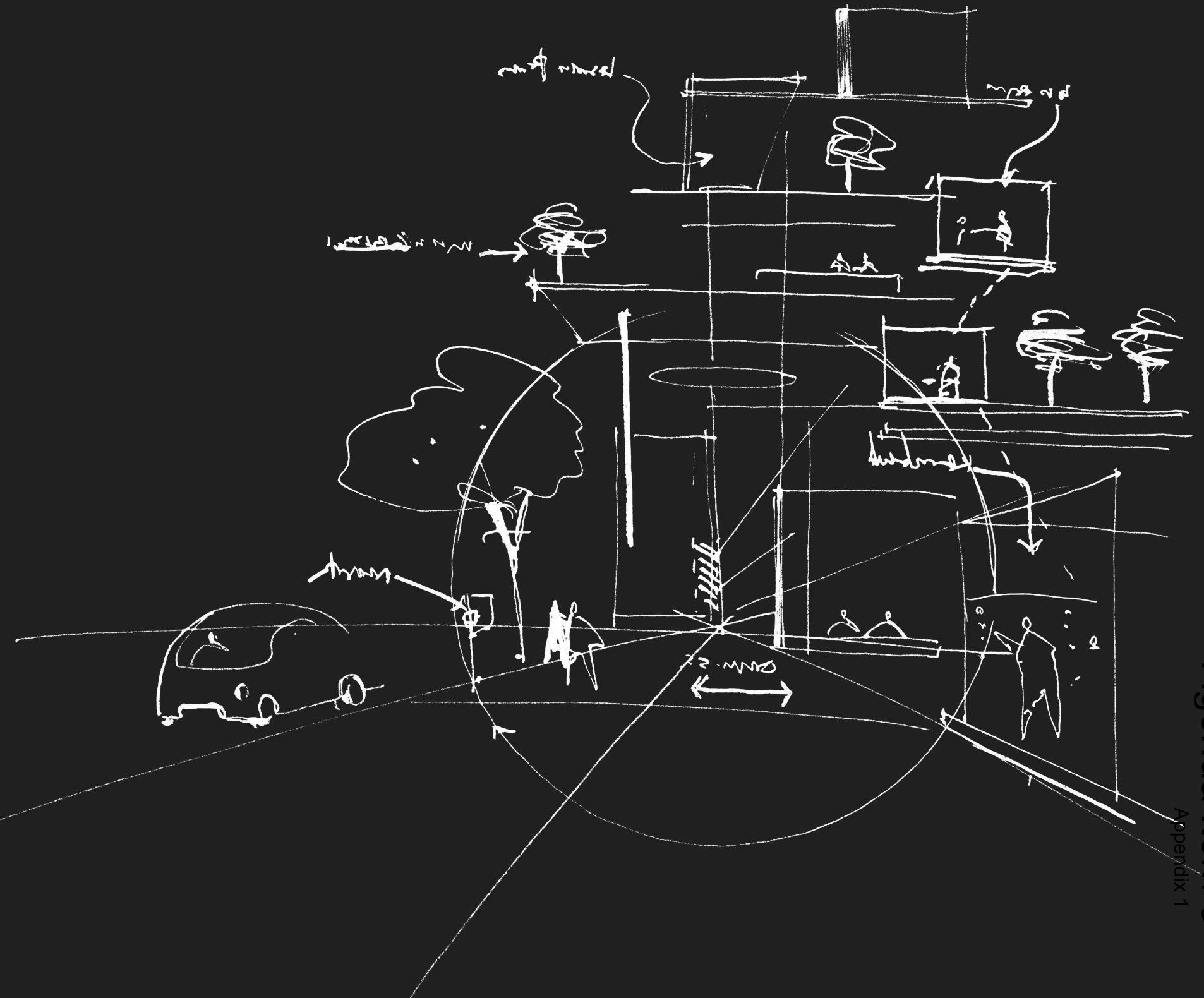
Appendix 2 – Design Philosophy

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West Yorkshire Mass Transit

Approach to Placemaking

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West Yorkshire Mass Transit Approach to Placemaking

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Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
	18 August 2021	Work in Progress draft for discussion	AL			
Revision 01	28 September 2021	Final Draft	AL, PB			
Revision 02	8 December	...	AL, PB			
Revision 03	21st July 2023		AL/SB	TT	PB	KC



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1. Introduction

Our approach to placemaking puts people and places first, and this document sets out how this will be reflected through governance and design.

West Yorkshire Mass Transit Vision 2040

The West Yorkshire Mass Transit Vision is for a bold and ambitious new form of transport. Alongside walking, cycling, bus and rail, Mass Transit will help communities thrive, the economy to flourish and bring people and places closer together.

Mass Transit will:

- Help combat climate change.
- Connect West Yorkshire's important places.
- Help rebalance the economy.
- Improve health and well-being.
- Support economic recovery.

Understanding the places the Mass Transit system connects is central to planning an effective and efficient transport system.

This Approach to Placemaking document sets out how a Mass Transit system will respond to the people and places it connects.

Placemaking and the purpose of this document

This Approach to Placemaking document will:

- Inform and set the approach to the design development work through the use of placemaking design principles.
- Ensure that Mass Transit works with the grain of local places to enhance their existing character.
- Steer the integrated design and business case teams to ensure the value of placemaking is prioritised in scheme development.
- Provide information on good green infrastructure and a placemaking design toolkit.

Structure of this document

Chapter 1 sets out the role of placemaking in delivering the West Yorkshire Mass Transit Vision. It refers to the four design principles set out in the Vision and how placemaking delivers on those design principles (Working draft for engagement, January 2021).

Chapter 2 sets out the Placemaking design principles that are to be used by designers, and how they are to be used to deliver successful placemaking. It refers to the need for inclusive design and for social and cultural values to be given due consideration.

Chapter 3 sets the Approach to Placemaking in the context of West Yorkshire providing an overview of the distinctive places and landscapes through which the Mass Transit system could pass.

Chapter 4 are the typologies which show how the Approach to Placemaking applies to different character areas/typologies. It sets out how the design principles are to be applied to the design, demonstrates the parameters and thinking beyond just the route, putting the proposals into a wider physical and social context.

Chapter 5 sets out the approach to green infrastructure and how the principles of connectivity and multifunctionality can be used to deliver a wider range of benefits outcomes.

Chapter 6 is the Placemaking Tool Kit which provides a high-level set of tools for use in the design development, capturing how the design principles are to be applied and to support the Vision.

Appendix A presents the Pilot Study and is a separate document. The Pilot Study was undertaken on the Bradford to Leeds corridor to test the emerging Approach to Placemaking on a corridor. The study assisted in the refinement of the placemaking design principles, established the need to present typologies and examples of how the placemaking design principles are to be applied to each typology, the need to draw out more information on green infrastructure in its broadest interpretation and to provide a high-level toolkit for designers.



"Our vision for West Yorkshire is to be recognised globally as a great place to live with a strong successful economy.

Where everyone can build businesses, careers and lives, supported by a superb environment and world class infrastructure."

West Yorkshire Mass Transit Vision – working draft for engagement, January 2021

The role of placemaking in delivering the vision and addressing the challenges

The West Yorkshire Mass Transit Vision 2040 sets out the objectives of boosting productivity, enabling inclusive growth and the need to tackle the climate emergency. The Vision also sets out the challenges associated with those objectives and what Mass Transit can do to overcome those challenges.

Our objectives

Boost productivity

Helping businesses to grow and invest in the region and their workforce, to drive economic growth, increase innovation and create jobs.

Enable inclusive growth

Enabling as many people as possible to contribute to, and benefit from, economic growth in our communities, towns and cities.

Tackle the climate emergency

Growing our economy while cutting emissions and caring for our environment.

Our challenges

West Yorkshire's productivity is lower than the rest of the country. We need the economy to grow. We need to share better the benefits of growth.

West Yorkshire's population and the number of people working is forecast to grow. More people means more travel. We need new housing and new places for people to work.

Transport needs to add to people's quality of life, not detract from it. Traffic noise and congestion affect day-to-day lives. Traffic blights local communities.

Poor transport limits what people can do.

There is an urgent need to reduce transport's greenhouse gas emissions. Transport contributes to poor air quality. We need cleaner air.

What Mass Transit can do

Connect important places across our region – helping people travel to jobs and education in a reliable, efficient and affordable way.

Improve connections between areas of housing growth and employment, education, health and leisure opportunities. Improve connections to new employment sites.

Make travelling around West Yorkshire a more pleasant experience. Support improved public realm. Provide an attractive alternative to car travel.

Help reduce transport barriers which limit travel horizons and so increase access to employment, education, health, leisure and other services. Improve connections to local and district centres. Be fully accessible to all. Support redevelopment and regeneration.

Help achieve net carbon zero and improve air quality by being low emission and providing an attractive and sustainable alternative to car travel.

Addressing the challenges – the role of placemaking.

Here we show how placemaking can contribute to addressing those challenges.

Recognise important places – identify places and celebrate their social and cultural values.

Improve connections – homes, employment, education, health and leisure are identified as distinct places.

A pleasant experience – deliver locally distinctive public realm enhancements which are welcoming, attractive and stimulating, and improve health outcomes.

Reduce transport barriers – Mass Transit to connect where people live and want to go and eliminate barriers between transport modes.

Connectivity – improve connections beyond the 'stop' as part of a seamless network of active travel in adjacent areas.

Accessible to all – overcome physical, social and cultural barriers.

Development – respond to and influence redevelopment and regeneration plans and proposals.

Carbon Zero – create attractive and welcoming places that make sustainable travel a natural first choice.

The four design principles

The four design principles set out within the West Yorkshire Mass Transit Vision have been shaped by the goal of creating a 21st century transport system which helps meet the priorities of tackling climate change, boosting productivity and enabling inclusive growth.

How placemaking delivers on those principles

Mass Transit will be a new form of transport for West Yorkshire. It will be integrated into the urban fabric of every community it serves.

The Approach to Placemaking has a crucial role in delivering on the four design principles as set out below.

People first

- Designed for people
- Reflect the diverse communities
- Inclusive safe spaces
- Enjoyable and stimulating

Environmental responsibility

- Attractive alternative to private vehicles
- Resilient
- Landscaping, biodiversity and green infrastructure
- Health outcomes

Better connected

- Integrate services
- Ease of use

Celebrating West Yorkshire

- Celebrate the place
- Enhance urban spaces
- Respect neighbourhoods
- Symbol of pride

West Yorkshire Mass Transit Vision 2040
Working Draft for Engagement, January 2021
A new transport system to support the Northern Powerhouse

Our four design principles

People first

- Designed for people of all ages and abilities – easily accessible low-floor vehicles.
- Reflect the region's diverse communities and cultures.
- Multiple doors for quick and easy boarding.
- Inclusive safe spaces around stops.
- Affordable, easy to use, enjoyable and stimulating.

Environmental responsibility

- Zero-emission at the point of use.
- An attractive alternative to car travel.
- Infrastructure resilient to climate change.
- Landscaping to promote biodiversity, improve air quality and overall health.
- Sustainable management of surface water.

Better connected

- Integrated with local bus services. Bus and Mass Transit will share infrastructure where needed and practicable, while avoiding competition.
- Connected to local rail services, yet independently operated. Link to HS2 and Northern Powerhouse Rail.
- Cycleways that complement Mass Transit routes.
- New and enhanced Park & Ride.
- A sense of permanence and ease of use.

Celebrating West Yorkshire

- Celebrate our built and natural environment.
- Add to, and enhance, our urban spaces and support regeneration.
- Respect existing spaces and neighbourhoods, build on their strengths.
- Build and retain skills.
- Be a symbol of pride for West Yorkshire.

West Yorkshire Mass Transit Vision – working draft for engagement, January 2021

2. The WYCA Mass Transit Approach to Placemaking



2. The West Yorkshire Mass Transit Approach to Placemaking

Introduction

This chapter sets out the Approach to Placemaking principles which are written specifically for the West Yorkshire Mass Transit system. They are derived from the Vision, objectives and the four design principles discussed in the previous chapter and sets out how placemaking supports the delivery of those objectives.

The Approach to Placemaking principles requires a collective and multi-disciplinary approach, identifying opportunities to strengthen the connections between the people and the places they use and share.

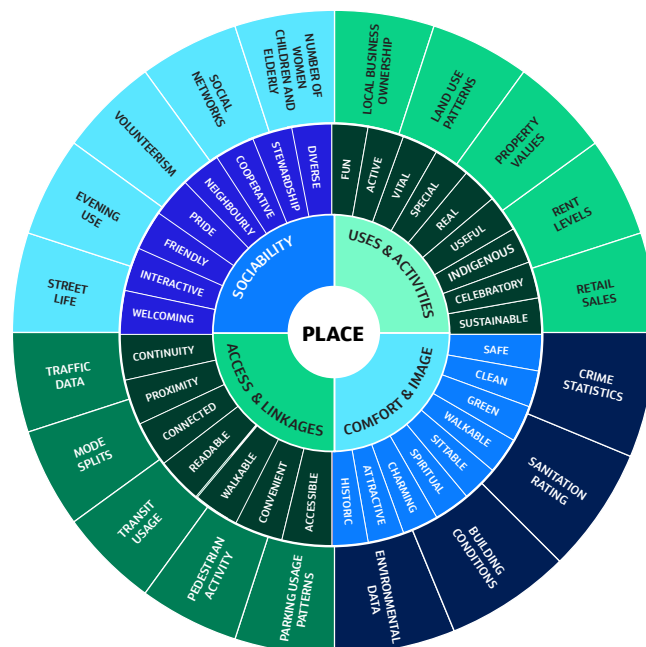
This Approach to Placemaking emphasises the need to consider the physical environment and the social context. Good placemaking pays particular attention to the cultural and social identities that define a place, as well as the physical place.

The Approach to Placemaking principles set out on the following pages cover three main aspects:

- Process.
- Physical and cultural environment.
- Social and cultural values.

In evaluating public spaces around the world, the Project for Public Spaces (PPS) has found that to be successful, they generally share the following four qualities:

- 40
- They are accessible.
 - People are engaged in activities there.
 - The space is comfortable and has a good image.
 - It is a sociable place where people meet.



What makes a great place – Project for Public Spaces



Social and cultural values

It is important to undertake research based on the different demographics that reside within the corridors and in the surrounding areas. The information collected should ask what those people find important, what do they like about their local area, what do they think is missing, and what potential does the Mass Transit system have for them.

Groups to be consulted should include people from a range of different ethnicities, ages and genders alongside people with all types of disabilities to understand the different causes of deprivation within each area. This is an important link between the approach to placemaking and the approach to equality, diversity and inclusion.

Engaging with groups effectively will draw out local knowledge with the potential to add social value from the scheme to local communities. There may be 'hidden' value in the design that could be made more prominent or captured to knowledge share with others.

It will be important to maintain stakeholder engagement throughout the process to ensure the Mass Transit system achieves its maximum potential and leaves a lasting legacy. The delivery of Mass Transit will be a long-term project.

The Mass Transit system guidance, as set out in the Approach to Placemaking and Design Philosophy, will give due weight to the environmental and social values of the system so that those values are captured, measured and are understood in their broader and long-term context.

Design solutions should be culturally relevant to their context. In some cases, spaces will need to be seen within a city, town or neighbourhood context and the designs should respond to the identity of that city, town or neighbourhood. The design of spaces should also respond to the aspirations of the people who will use the place, reflecting their social and cultural values.

Culture

heritage, history, events



The scheme should enhance or blend with what already exists, make the design specific to distinct areas.

Diversity & Inclusion

equality, age, values



Research should inform the the Mass Transit system team on who will be using the facilities the most at different points along the route.

Facilities

museums, galleries, places of worship



The scheme should raise awareness of the communities' social and cultural values and positively impact the places that exist.

Identity

tangible and intangible



Understand the factors that influence the perception of places and how the scheme can make a positive impact.



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Process

Governance will:

- Establish shared placemaking objectives and values across all authorities and departments.
- Understand that an urban Mass Transit system must sit within the broader outcomes of the regional context.
- Consider placemaking objectives as equally valuable as the transport objectives.
- Promote collaborative working across disciplines.

Community engagement will:

- Ensure the needs, aspirations, health and well-being of all are considered at the outset.
- Draw upon the talent, knowledge and assets of the various communities, providing insights into the functioning of spaces and the potential opportunities.
- Engage with stakeholders, partners and representatives from all the different groups in society, and maintaining this throughout so the Mass Transit system, achieves its maximum potential and leaves a lasting legacy.
- Ensure that the community are involved in the development of proposals and are able to influence the design vision such that they feel that the places are for them and help to meet their needs. This will also create, integrate, protect and/or enhance a sense of community and promote equality.
- Ensure that the community is able to work with the Mass Transit system teams to identify issues and to be able to overcome obstacles.

Partners

The Mass Transit system engages with a wide range of partners and stakeholders delivering additional value, notably around culture, diversity and identity by including local institutions, museums, schools and others.

Environmental and social value

The Mass Transit system guidance, as set out in the Approach to Placemaking and Design Philosophy, will give due weight to the environmental and social values of the system so that those values are captured, measured and are understood in their broader and long-term context.

Physical and cultural environment

Health and Wellbeing

- The Mass Transit system will deliver a range of health and well-being benefits including access to safe, reliable and economically viable transport choices.
- Physical activity is supported by high quality walking and cycling provision for all.
- Streets, public spaces and the public realm, are well defined, welcoming, safe, inclusive and accessible to all.
- Existing and proposed places provide opportunities for community development, local business growth and access to jobs, services and facilities via walking, cycling and public transport.
- Places are provided with natural features to promote biodiversity as well as green spaces to support good mental health, stimulation and contribute to improved air quality.
- The Mass Transit system will help connect the uses and activities listed above within the region and at a neighborhood scale.

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Connectivity

- Mass Transit is one part of a seamless network of active travel and movement opportunities choices.
- Well designed and safe active travel routes are provided to connect people to the wider active travel and public transport network, and public transport stations alongside stops to avoid dependence on private motor vehicles.
- The Mass Transit system connects where people live to places of work, services and facilities.
- The Mass Transit system connects existing places and promotes opportunities for social interaction and a range of activities for all people.
- Stops and interchanges are positively integrated and well connected to adjacent streets and spaces.
- The Mass Transit system reduces the need to travel by car from new developments by promoting good walking and cycling connections between the Mass Transit system and new developments.
- New development proposals are adapted to accommodate the mutual benefits of the transport system.

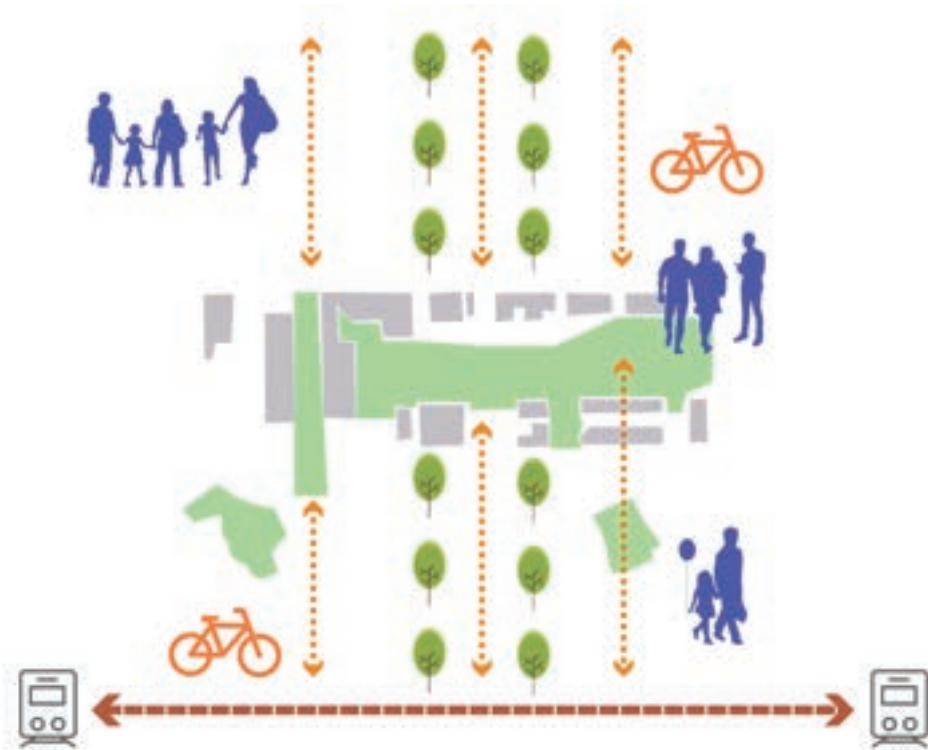
Identity

- It is important to understand how an existing place works, it's physical attributes, community and cultural resources. This ensures that the positive and distinctive qualities of a place are valued, respected and supported by the system.
- Work with communities to identify, protect and enhance their local assets and unique features.
- The system supports places with a mix of uses and tenures to help support a diverse community and vibrant public realm which are well used by all throughout the day.
- The system identifies and supports individual places to generate a range of activities with a full range of opportunities for social interaction which is inclusive.
- The system supports or generates a series of great places, at all scales, from across the region and along individual routes.
- The unique features, particular sensitivities and opportunities are identified and responded to in a positive manner.
- The design of streets and spaces recognises cultural diversity and responds with a distinct identity which covers both physical and social attributes.
- The system retains or creates space by buildings with active edges such as shopfronts, to encourage a range of activity within the streets and spaces.
- The physical character of the area is assessed fully and understood so that the system retains and develops the existing distinct character including density, form and materials.

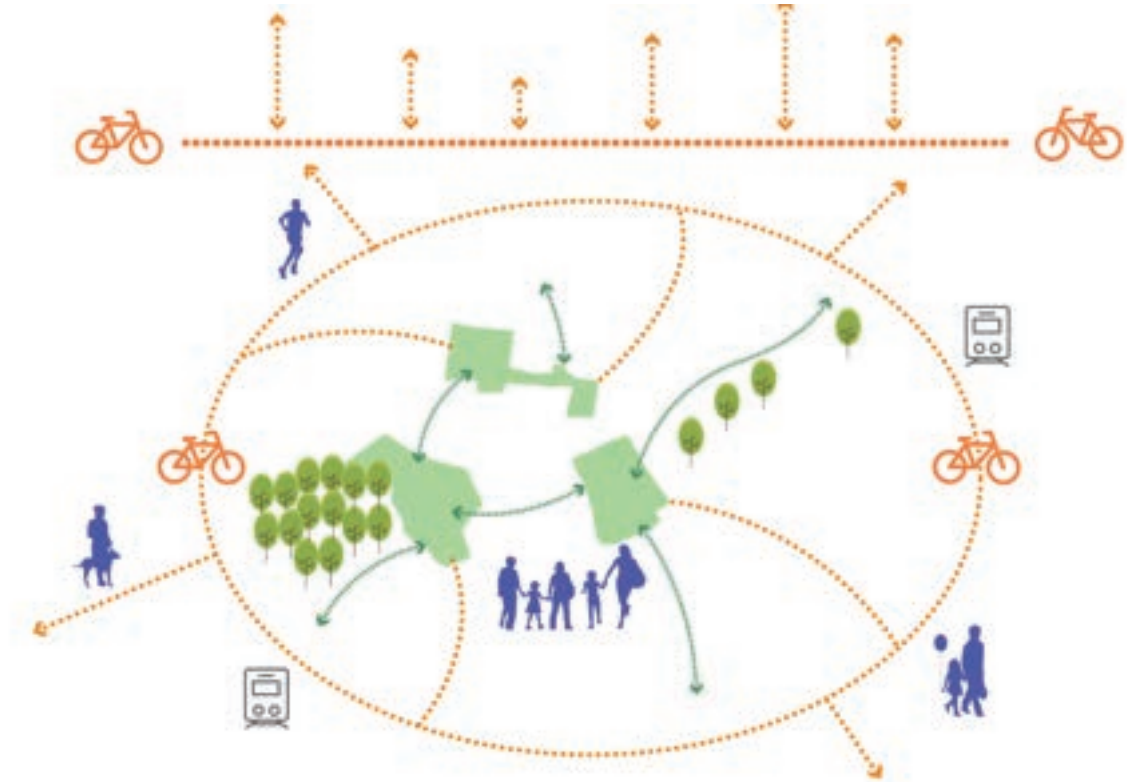
Adaptable & Resilient

- Green infrastructure including wildlife, is considered in its broadest context from the outset and well-integrated through the whole system.
- New green infrastructure needs to form part of a continuous network improving links between fragmented natural or man-made assets.
- Adaption to climate change is considered from the outset and sustainable design principles are adopted through the whole system.
- Management of places is considered early so that solutions are robust and durable.
- The system seeks potential long-term flexibility within the design to adapt to changes of use and movement where possible.
- Small interventions are just as important as the bigger components of the system as they all need to work together.
- The system considers short terms trials and interventions to test solutions.

Applying the principles



Consider secondary streets and the wider context. Subtle changes and enhancements could in turn bring transformational change to an area, as part of a phased long term plan.



Consider a web of attractive cycle routes which connect residential areas with leisure and employment opportunities.

50



Mass Transit could enhance access to green infrastructure across a green space network, as well as out to the wider rural environment.



Mass Transit could support green infrastructure, environmental enhancement and biodiversity net gain targets.

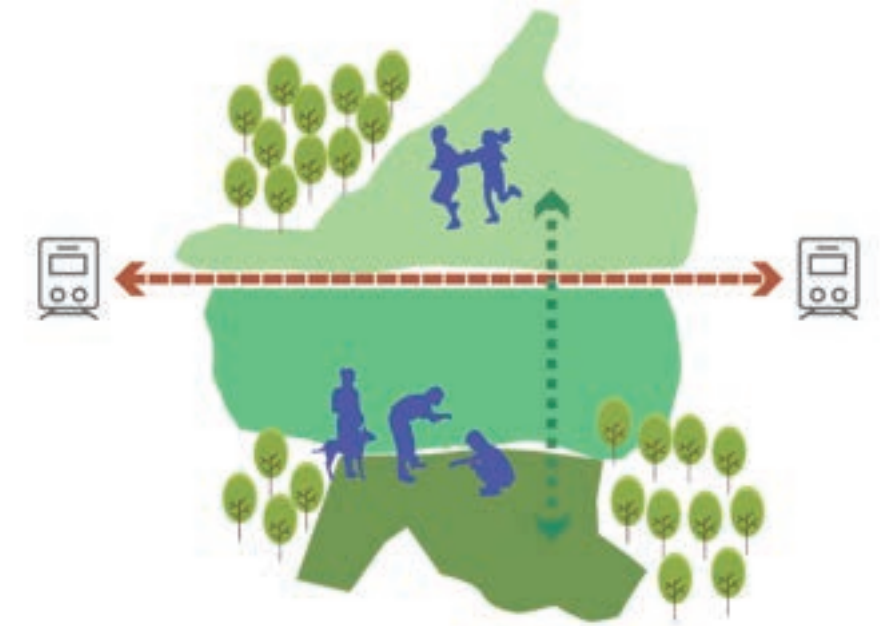
Applying the principles



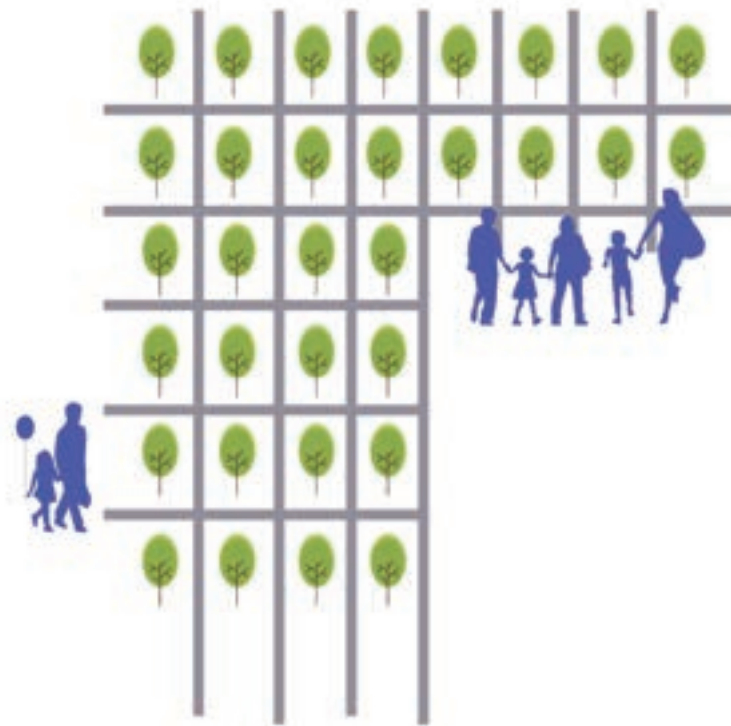
Mass Transit could enhance access between residential areas and local centres.



Consider existing parks and open spaces as well as the existing footpath and active travel network all of which could be enhanced and connected.



Existing parkland needs to be sensitively incorporated within the proposals and could, in some instances, be extended.



Tree planting contributes to slower vehicle speeds in densely populated places.



Consider communities: diverse cultures and people of all generations. Think about their daily, weekly and occasional journeys: for work, leisure, to/from school and to key services, interconnectivity with public transport choices.

Applying the principles



Enhance the connection between communities and the local environment. Understand new development areas and incorporate residential and employment land as part of the route.



Think holistically how existing local centres could be improved sustainably as part of the project.

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Celebrate existing cultural assets and break the ring of current road infrastructure which forms a barrier to movement within the city centres. Improve the setting of heritage and cultural places which provide a hub for social interaction.

Applying the principles



Local centres are important but the places between them also need to be considered. Some of these areas are existing and others form a part of future growth plans across the region.



Safe, attractive routes throughout the seasons will reduce reliance on private motor vehicles.



Enhance access to local facilities. Develop the setting of important cultural and heritage assets.



Create vibrant local centres which can be easily accessed by pedestrians and cyclists.

Applying the principles



Take advantage of land and townscape features which characterise the local environment: exploit views out to the valleys, for example. Connect with networks such as the green-ways.



Prioritise pedestrian and cycle focused environments as part of the corridor design.

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Place community health and social well-being at the forefront of the design. Focus on the relationship between people and place.



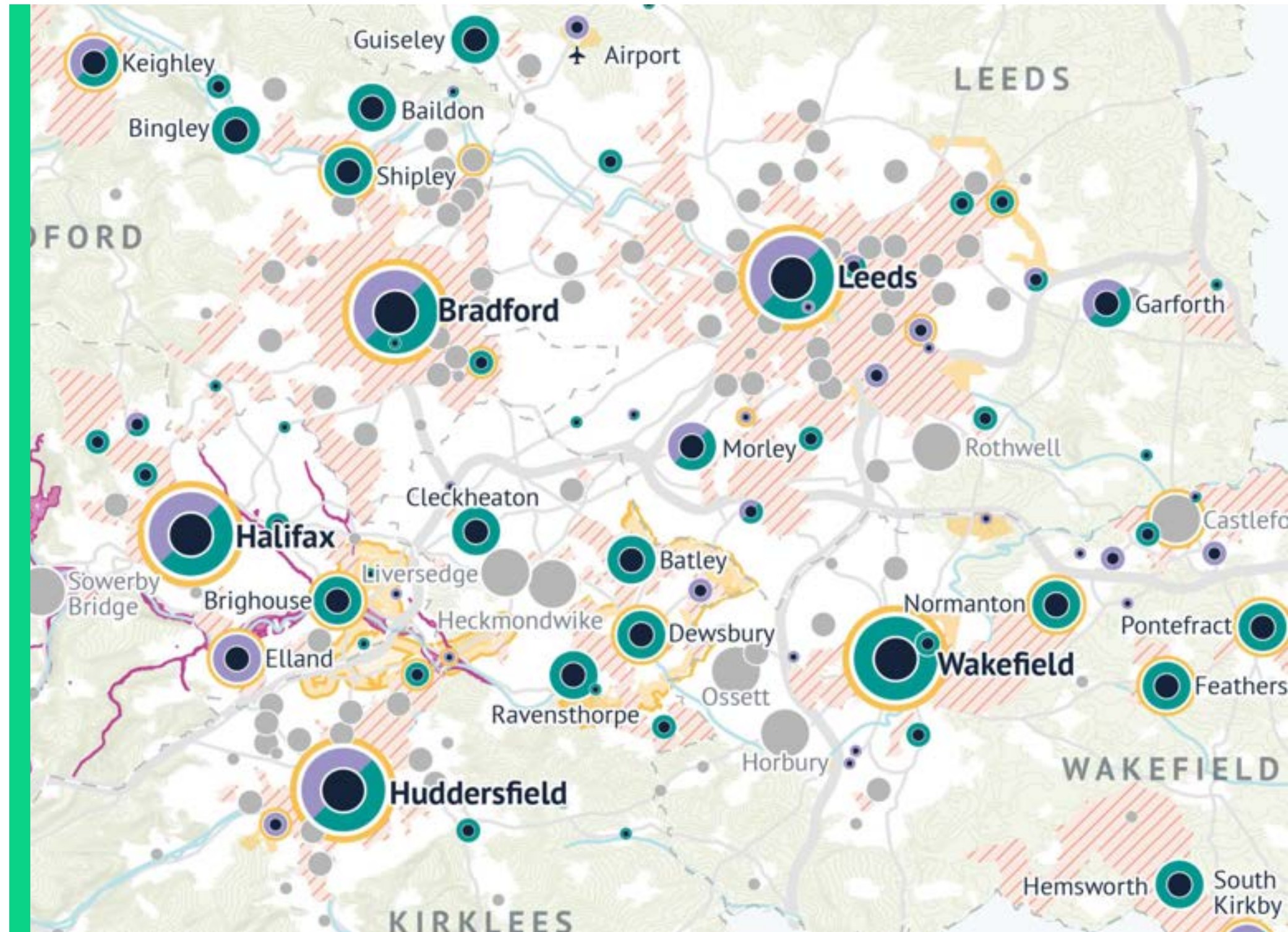
Opportunity to enhance existing local centres and high streets. Activate frontages and create space for outdoor seating and activities.

3. West Yorkshire



3. West Yorkshire

West Yorkshire is a diverse region – both geographically and socially. Topography, geology, settlement patterns, landscape & townscape character, vegetation, and communities all vary significantly. Within this chapter we seek to define the essence of ‘place’ as a basis for understanding what is distinctive about the area, and to ultimately define the characteristics and identities of the sub-areas that collectively contribute to the whole. This is important in order to recognise the regional variations and to acknowledge that a ‘one sized fits all’ approach is not considered appropriate when adopting a wider approach to placemaking.



Extract from WYCA Mass Transit Vision document

Understanding the Place

The inherent sense of place is shaped by landscape, industrialisation (a product of the landscape) and by social and cultural influences which add a patina of identity.

Generally, the topography descends from the high moorland terrain of the South Pennines to the west down towards a flatter, more gently rolling topography to the east. The valleys of the Pennine foothills are dominated by former textile mills and associated industrial townships. Beyond the central band and the suburbs of Leeds, toward the east the landscape and towns are shaped by the coal mining industry, to the southwest by agriculture and rural settlements and to the north east by the Vale of York. Despite being outdated, the The National Landscape Character Assessments (NCAs) are a useful starting point to broadly define areas of distinct character. We have divided the area to be potentially covered by the Mass Transit network, into two broad separate areas based on a range of factors which include:

- Topography
- 57 Geology and soils
- Trees and woodland
- Field patterns and boundary features
- History of the area
- Settlement and development patterns
- Roads, railways and rights of way
- Commonly used building materials and building design

There are two main character areas across the network area (see Chapter 5):

1. Yorkshire Southern Pennine Fringe
2. Yorkshire Coalfield: Wakefield & the five towns

Each of these areas has been assessed both in respect of inherent landscape and townscape character, existing placemaking objectives and placemaking strategies and guidance.

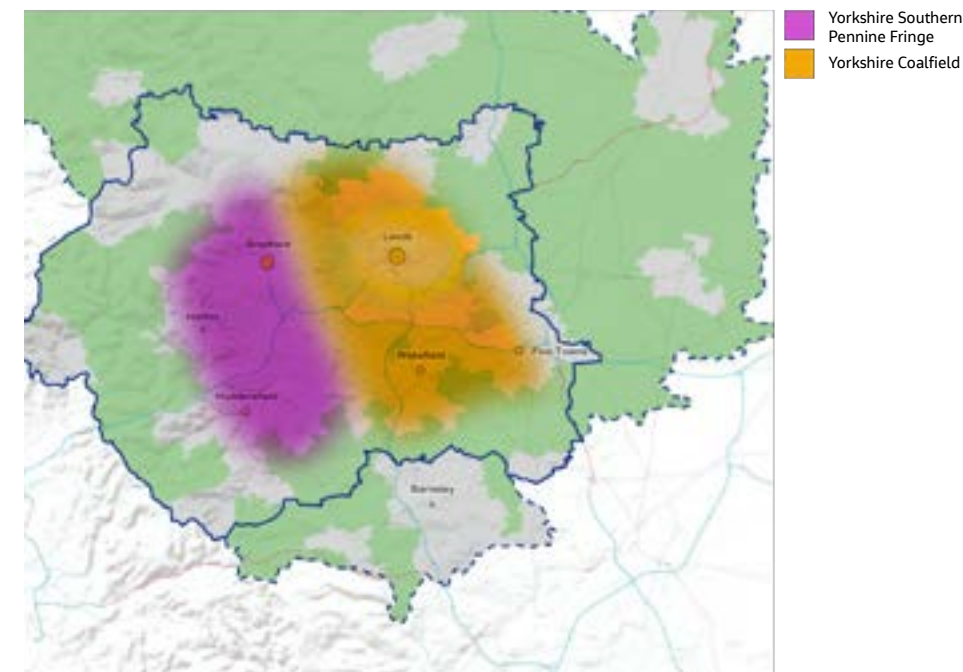
These, combined with fieldwork have enabled the identification of a more nuanced approach to placemaking which responds to the specific character traits, identities, constraints, and opportunities that each area presents. The objective here is to maintain the distinctiveness and identity of these areas and not impose a 'one size fits all' approach.

These areas include two distinct urban centres: Leeds and Bradford and a number of significant towns and local centres.

Therefore, for the purposes of placemaking we have divided the region as follows:

1. Yorkshire Southern Pennine Fringe: Bradford, Calderdale, and Kirklees
2. Yorkshire Coalfield: Wakefield & the five towns
3. City of Leeds
4. City of Bradford
5. Town centres, local centres and commercial areas (including out of town retail)

The following pages illustrate examples of how these variables in landscape/townscape character, materiality, vegetation, topography, and social and cultural variations can be harnessed to maintain sense of place and the unique identities which make up the West Yorkshire region. It is intended to act as a guide for planners, designers, and stakeholders and to influence decision making during the design phases of the Mass Transit project.



Character area map

Typologies: Nodes



City Centre



Town Centre



Local Centres



Commercial

Yorkshire Southern Pennine Fringe: The Wider Landscape

The most striking aspect of the landscape is the mingling of predominantly 'gritstone' industrial towns and villages with the strong valley forms and pastoral agriculture of the Pennine foothills. The gritstone industrial buildings and settlements bring a sense of visual unity to the landscape and townscape. The landscape is dominated by industrial buildings and structures such as factories, chimneys, railways, and canals. Travellers crossing the landscape from west to east experience a change from pastoral treeless hill tops, where drystone walls are the predominant field boundary, to wooded valleys, where large urban settlements such as Bradford, Huddersfield and Halifax are focused in the valleys and were built up around the former textile industry.

The district is serviced by major roads, including the M62 and M606, which in turn influences the surrounding landscapes, particularly on tranquillity and perceptual qualities. The urban expanse of the area includes the main centres of Huddersfield, Halifax, and Bradford together with a number of smaller, settlements of Brighouse, Batley, Dewsbury, Heckmondwike, Elland, Cleckheaton, Bingley and Keighley. Away from the larger urban settlements, some small villages of a traditional gritstone character remain. Most of these settlements have their roots in historic mill towns and mining heritage. These settlements comprise a distinctive gritstone vernacular and cobbled streets containing a complex mix of buildings, which are generally arranged in a linear fashion along roads tracing the contours of the valleys, and so have the effect of dividing the area into a particular pattern of predominantly linear spaces. This linearity of urban form is further emphasised through historic rail and canal transport routes, such as the Leeds-Liverpool canal, Calder-Hebble Navigation, Huddersfield Broad Canal, and the Huddersfield Narrow Canal.

Sources:

- National Landscape Character Assessment, 37 Yorkshire Southern Pennine Fringe, 2010.
- Kirklees Landscape Character assessment, 2015.
- Calderdale District Landscape Character Assessment and Review of Special Landscape Area Designation, 2016.
- Bradford City Council, Landscape Character Supplementary Planning Document Introduction and Methodology.

Cultural/social indicators:

- Varied townscape in respect of condition and opportunities for regeneration.
- Diverse multiculturalism evident across the area – particularly in the former industrial towns e.g. Bradford, Dewsbury, Batley, and Huddersfield.

Materiality:

- Gritstone, sandstone & granites.
- Mixed deciduous woodland, upland/moorland species mixes.

Opportunities for Placemaking:

- **Health & Wellbeing:** Introduce healthy streets through opportunities for active travel – improved walking environment and cycling infrastructure.
- **Connectivity:** Underinvestment in walking and cycling infrastructure mean there is a good opportunity for contributing to an improved wider connectivity network, linking key destinations means new regeneration/redevelopment opportunities.
- **Identity:** strong sense of heritage and strong multi-cultural influences are to be celebrated and brought to the fore.
- **Resilience:** Green infrastructure noticeably absent from the urban environment – opportunities for street greening, potentially linking to the wider natural environment setting, plus appropriate integrated Sustainable drainage systems (SuDS), are to be explored.



Yorkshire Southern Pennine Fringe: The cities and towns

This character area covers a large swathe of West Yorkshire and captures towns and cities including Huddersfield, Halifax and Dewsbury as well as smaller towns like Elland, Brighouse, Mirfield and Batley.

These places have strong individual identities although many settlements are joined or are only separated by a relatively narrow area of Green Belt. Each place has its own distinct features and attractions. These relate to employment, landscape quality, cultural and social factors.

Materiality references the warm sandstone tones with granites and porphyry in the public realm. The former industrial uses are still evident in urban areas with large mills like this example of Lister Mills opposite being brought back to life for residential use. The undulating topography gives interesting layering of buildings and street layouts.



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Material influences – modern addition with in keeping materials and residential conversion of old building



Material influences – natural tones of local stone

This is a culturally diverse area with many South Asian influences woven into urban settings from architecture to community events.

Topographically, the deep valleys and expansive moorlands create a distinctive feel. Green infrastructure is varied and good examples of deciduous woods can be seen along the canal corridors, tributary valleys and grazing pasture enclosed with drystone walls.

Valleys

Stone walls

Woodlands



Green infrastructure of the canal corridors, wooded valleys and moorland valleys

Social and cultural influences – Piece Hall cultural hub, South Asian influences and community arts events

Yorkshire Coalfield: Wakefield & the Five Towns

The impact of widespread industrialisation and development on the landscape and settlement pattern is clear. The geological deposits of coal and iron, along with the water supply, brought mass industrialisation to the area to exploit these resources. A generally low-lying area, with hills and escarpments above wide valleys, the landscape embraces major industrial towns and cities as well as villages and countryside. A significant portion of the area is currently designated as greenbelt land; this maintains some distinction between settlements.

Much of the area has been mined for coal and there are large areas of land which have been blighted by spoil tips. The highest land is in the western side of the district, the towns of Ossett, Horbury and Wrenthorpe village are located on this. Wakefield City and Castleford are centred at crossing points of the River Calder and Aire respectively. The towns of Normanton, Pontefract and Featherstone expanded largely as a result of the coal industry, and its subsequent collapse has left parts of the area in economic decline with opportunities for regeneration.

The area to the north and west of Wakefield, including Ossett and Horbury, is an area of undulating land defined by the River Calder and the District boundary. The M1 cuts through in a north-south direction, is a dominant feature in the valley and acts as a significant barrier. Much of the surrounding countryside exhibits many characteristics of the urban fringe.

The towns of Normanton and Featherstone underwent significant expansion in the last century as a result of the coal and clay industries. The landscape is typically urban fringe with some degraded areas as a result of derelict workings, urban sprawl and more recent expansion of housing and industrial developments.

The towns of Castleford and Pontefract are bisected by the M62, which runs east- west forming a dominant feature in the valley and acting as a significant barrier. The area is predominantly urban, and there are large areas of derelict land. Much of this is allocated for employment development, such as the former Glass Houghton Colliery site.

Much of the urban expansion took place during the late 19th and early 20th centuries and is characterised by rows of red brick housing terraced with older sandstone buildings and stone municipal buildings.

Sources:

- National Landscape Character Assessment, 38. Nottinghamshire, Derbyshire, and Yorkshire Coalfield, 2013.
- Landscape Character Assessment of Wakefield District, 2004.

Sense of place indicators:

- Rolling topography.
- Evidence of mining industry.
- Grazing pasture and arable fields enclosed predominately with native hedgerows.
- Towns characterised by brick built C19th & early C20th buildings, some grit and sandstone.

Cultural/social indicators:

- Varied townscape in respect of condition and opportunities for regeneration.

Materiality:

- Brick, clay, some sandstone & granites.

Green infrastructure:

- Mixed deciduous woodland, native hedgerow species, wetland, and grassland habitats.

Opportunities for Placemaking:

- **Health & Wellbeing:** Promote access to open spaces and green infrastructure for all.
- **Connectivity:** Good strategic rail and road connections exist. Opportunities to improve walkability and to create comfortable cycleways
- **Identity:** strong sense of heritage and cultural institutions
- **Resilience:** Good level of green infrastructure to be augmented further linking to good network of green spaces and green infrastructure, plus introduce appropriate integrated SuDS.



Wakefield and the Five Towns is a centre for culture and creativity. There are good transport links and the availability of land to accommodate housing and employment has put it in a strong position to grow. Wakefield has never been dependent on one form of activity. Agricultural markets, woollen manufacture, coal mining and engineering, as well as public administration, have all been important at various times. In contrast, the Five Towns are former coal mining settlements but have adapted and now the main industries are chemicals, glass and confectionary.

There is a range of architectural styles across the region but they largely retain similar features, textures and tones. Sandstone is used for important civic buildings while brick is common for residential buildings. Public realm is a mix of sandstone, granite and concrete.

Traffic calming measures have helped to improve the pedestrian experience in Wakefield and the public realm has been well considered.



Art deco detail



Civic architecture with intricate detail and texture

62



Material influences – natural tones of local stone and wood



Brick Georgian facade

The northern coalfield towns such as Normanton, Pontefact and Featherstone largely developed in the late 19th century due to the coal mining industry. This has left its mark on the landscape and is part of the heritage but there are pockets of colour and interest in the landscape beyond the spoil heaps.

The landscape is largely industrialised and any remaining landscape is flat open farmland but along corridors like the Calder Navigation, green links flourish and provide routes for wildlife as well as attractive scenery.



Social and Cultural: The Rhubarb Triangle, The Hepworth and coal mining show the diversity in the region



Green infrastructure including country parks, the Calder Navigation and colliery spoils planted with birch trees

City of Leeds

Leeds is one of the largest cities in the UK. It is a modern cosmopolitan metropolis, that is multicultural, complex, and diverse. The main urban concentration is centred around the Leeds city centre, Horsforth and Pudsey area, there are also a number of free-standing market towns and settlements, such as Otley, Scarcroft, Thorner and Boston Spa, Ledsham and Harewood. The settlements in the south and south-eastern parts of the district, such as Garforth, Allerton Bywater, Great Preston, Rothwell, and Morley have arisen largely from mining and industrial activities.

The diverse geology around Leeds means that building materials change throughout the district, from the creamy coloured stone and red tiled roofs in the northeast of the area, through the harsher Millstone Grit of the urban and industrial area. The Millstone Grit, traditionally used as a building material in and around Leeds, formed the basis of the rapid expansion of urban Leeds, with many warehouses, mills, factories, town halls, hospitals, and large mansions.

In the eastern area of the district, the Magnesian Limestone has had a long history of use as a building stone and has been used in the building of the many large houses and churches. Country houses such as Ledston Hall, the churches and cottages in Aberford, Ledsham, Bramham and Boston Spa are built of this softer stone, although since the Industrial Revolution, brick has supplanted the traditional stone as a building material. Brick, along with modern metallic cladding, terracotta and glazing cladding systems, is now used extensively, along with a range of other materials, in modern residential, commercial, and industrial development.

One of the major landscape features in the Leeds district is the extensive area of historic parklands, both around the urban fringe, such as Temple Newsam and Roundhay, and further afield, such as Harewood and Bramham. All of these parklands were designed around large houses or mansions. Harewood and Bramham are the largest of these estates.



One of the most significant developments in the 20th century has been the construction of a major road and motorway network within and around Leeds. The canal and rail systems of the 18th and 19th centuries tended to follow the valleys and helped concentrate residential and industrial areas along the valley bottoms. The modern day road network does not follow such constraints, and major roads and motorways around Leeds, such as the M1, the M62 and the M621, now form prominent features.

Surrounding Leeds is a rural area of rolling topography, comprising a varied tapestry of vegetation types and habitats.

Sources:

- Leeds Landscape Assessment, 1994

Sense of place indicators:

- Modern commercial & multicultural urban metropolis.
- Traditional and contemporary architecture.
- Commercial service sector offices alongside former industrial buildings.
- High density, high rise city centre urban living.
- Suburban residential.
- Suburban C19th parks.

Cultural/social indicators:

- Cultural institutions, museums and galleries.
- Multicultural communities .
- Retail centre plus out of town retail.
- Materiality: Brick, sandstone, modern metallic cladding, terracotta and glazed cladding systems.

Green infrastructure:

- Mixed deciduous woodland, native hedgerow species, wetland, and grassland habitats.

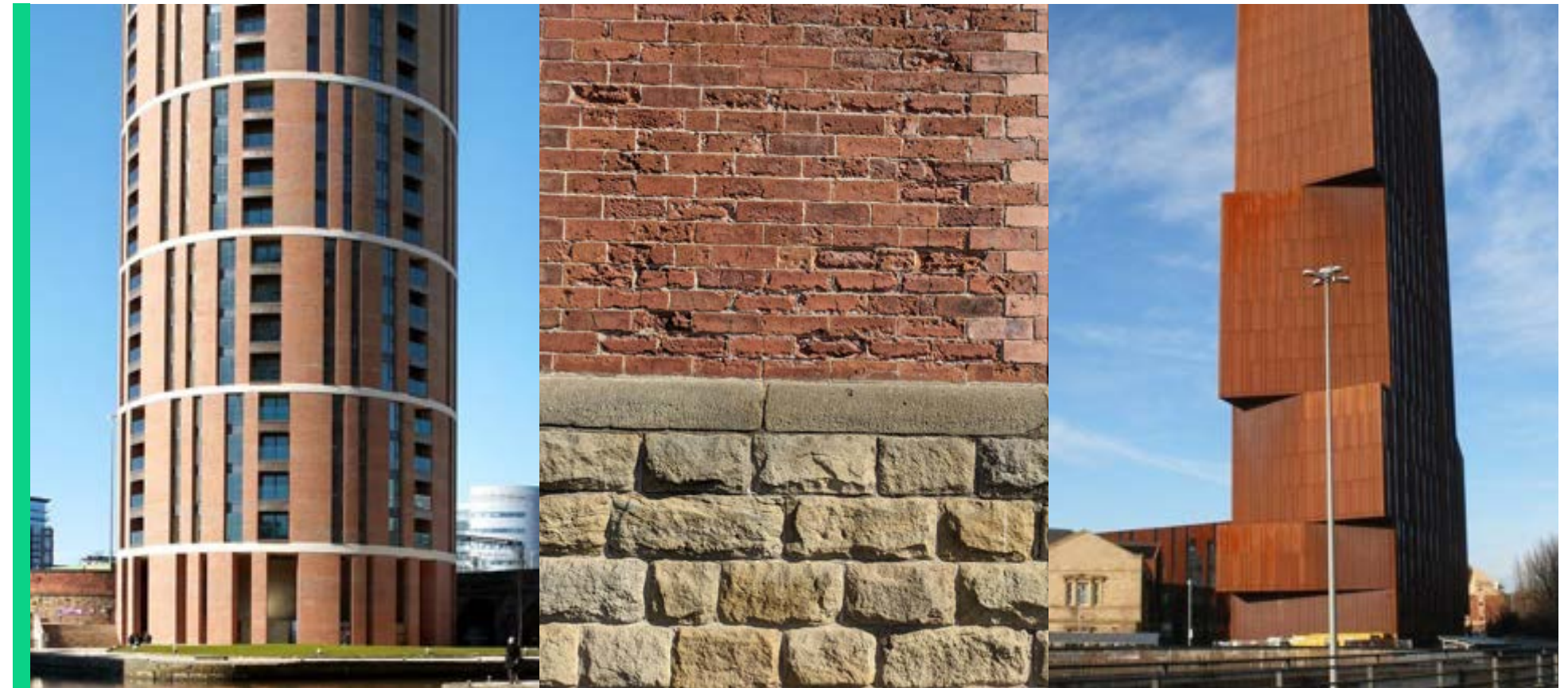
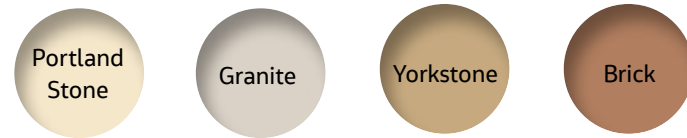
Opportunities for Placemaking:

The key objectives for placemaking within Leeds are derived from the City's Vision and Best Council Plan 2020-25 with the city's Inclusive Growth Strategy, Health and Well Being Strategy and Climate Emergency declaration as key drivers. The Our Spaces Strategy articulates this for the City Centre and does establish principles but is not the driver.

- **Health & Wellbeing:** Leeds promotes spaces that are designed around and are for people. They will be comfortable, stimulating, relaxing, healthy and safe. They will also be inclusive, designed for all ages and abilities and reflect Leeds's diverse communities.
- **Connectivity:** Leeds spaces will be highly connected, considering pedestrians first, clearly legible and easy to navigate.
- **Identity:** Spaces will be places for cultural activity, from small interactions to major events. They will celebrate Leeds's built and natural assets, from the edges of the River Aire to the magnificent architecture of the city centre.
- **Resilience:** Spaces are to provide valuable economic infrastructure that supports businesses and provides a canvas for new investment. They will be resilient to climate change, with green environments for cooling the air, sustainably managing surface water, absorbing carbon and filtering polluted air.

Leeds is one of the UK's fastest growing cities, it has a thriving retail core and an exciting independent food scene. It is the largest financial centre in the UK outside of London and it plays a critical role in driving economic growth for the region. It is a cosmopolitan city with a diverse population. There is a range of architectural styles from the historical civic buildings to the more recent mixed use high rise buildings.

There is a varied palette of materials used across the city. Here is a brief selection of the main types including Portland Stone, red brick, granite, metal cladding systems and glazing. This variety of scale, use and materiality contributes to the city's texture and vibrant streetscape. There are earthy tones of natural materials juxtaposed with more uniform glazing and cladding.



Contemporary and traditional buildings using similar tones but very different styles

06



Contrasting textures

Leeds is within close reach of the moorlands, mountains and rivers of the North Yorkshire Moors, the Yorkshire Dales and the Peak District. This influences and permeates the fabric of the city through materiality, the green spaces and can be felt both socially and culturally.

Leeds is a hub in West Yorkshire for the arts. This is seen in formal settings such as museums and galleries as well as the Northern Ballet and the Playhouse. It is also evident across the city in less formal situations like street art and live music.



Social and Cultural: Social inclusion and performances on stage

Green infrastructure: Roundhay Park and Sovereign Square

City of Bradford

Bradford City Centre is at the heart of a great European city with an immediate population of around 350,000 people. Once the world centre for the worsted trade it is now reclaiming its position as one of the UK's leading provincial cities.

It was originally a settlement in Saxon times centred on what is now Kirkgate, Westgate and Ivegate at the junction of three valleys in the basin of the River Aire. The town was the centre for trade and industry for a limited local area, and it was not until the Industrial Revolution that the area's abundant supply of iron ore, coal and soft water could be exploited and a small, local textile industry mushroomed as the town grew into a major industrial centre. Improved connections were key to Bradford's growth, namely the opening of the Bradford Canal (linking to the Leeds-Liverpool Canal) in 1774 and the arrival of the railway in 1846. Bradford was the fastest growing city in the country and became Britain's seventh largest city rivalling the other great textile city of the era, Manchester. In 1841 it was estimated that two-thirds of the country's wool production was processed in Bradford – ten years later it was the undisputed wool capital of the world. The city exploded with life as thousands of people flooded in including German and East European merchants who were central to the textile trade by the late 1800s.

The vision for Bradford City Centre received widespread exposure. Bradford Centre Regeneration and Bradford Council have since been working to make the vision a reality.



The Victorian buildings of Bradford City Centre and the ornate monuments in Undercliffe Cemetery stand as testament to the fortunes that were made in Bradford. The boom years left an unrivalled architectural legacy. Bradford's prosperity started to wane in the 20th century as import tariffs robbed it of its international markets. Decline was long and protracted but there was still enough employment to attract Commonwealth immigration in the 1950s and 60s to work in the mills.

The confidence of the 1960s saw large parts of the centre rebuilt and the city went through a further period of growth in the late 1980s and early 90s securing investment including the National Museum of Photography, Film and Television and the refurbishment of the Alhambra Theatre. However this progress was not maintained and the city went through a difficult period in the late 1990s.

Since that time Bradford has reinvented itself, recently under the banner 'One Landscape – Many Views'. The Bradford Centre Regeneration Masterplan and the launch of the Urban Regeneration Company are an important part of this renaissance. So too is the market confidence that has returned to the city centre. However as the 1960s illustrated, periods of growth can do damage as well as good with the road network being a prime example of this.

Traditionally the city centre was a dense mix of commercial and industrial development alongside workers' housing, administrative functions, cultural uses and shopping. In the last 50 or so years the housing and industrial uses have all but disappeared while the retailing, commerce and administrative uses have broadly held their own and uses such as the university and cultural facilities have expanded.

The Design Guide assesses how the urban fabric has been frayed through economic decline, the loss of buildings replaced by surface car parking and through unsympathetic development. The Guide states that one of the most important issues is the treatment of the public realm. The streets and squares of a city are the places that shape its character, personality and its appearance. Good quality public spaces are enclosed by well proportioned buildings that spill their life onto the street.

Sources:

- National Landscape Character Assessment, 37 Yorkshire Southern Pennine Fringe, 2010.
- City of Bradford Metropolitan District Council, City Centre Design Guide, 2006 and City Centre Conservation Area Assessment, 2005.
- Bradford City Council, Landscape Character Supplementary Planning Document Introduction and Methodology, 2008.

Sense of place indicators:

- Grand Victorian architecture with ornate façades but also notable unsympathetic modern development.
- Wide streets, varying topography and materiality: local sandstone, yorkstone and porphyry paving.

Cultural/social indicators:

- Cultural institutions, museums and galleries.
- Multicultural communities.
- City centre retail.

Green infrastructure:

Extensive network of parks surrounding the city centre.
Opportunities for further tree planting within the street-scene.

Opportunities for Placemaking:

The key objectives for placemaking within the City of Bradford region are derived from the Design Guide.

- **Health & Wellbeing:** Bradford has ambitious plans for public realm enhancement alongside a low emission zones policy and the altering of road infrastructure.
- **Connectivity:** Bradford is well served from Leeds but connecting the suburbs and local centres through improved pedestrian linkages with facilities in the city centre is an important part of making this work for all. Better connectivity between Bradford Forster Square and Bradford Interchange would open up a range of routes to more people.
- **Identity:** There is an opportunity to reclaim the original qualities of the urban fabric, taking cues from the built environment and designing places to that grand scale. The community is able to influence the design vision and get involved establishing a sense of ownership.
- **Resilience:** Public realm improvements are an opportunity to identify and elaborate on a local identity delivering the Bradford City Centre public realm strategy.

Bradford City Centre retains areas of great architectural and heritage value but also areas where the historic fabric of the city has been badly damaged. The built form of the centre is predominantly Victorian and dates from Bradford's boom years in the second half of the 19th century. At its best Bradford's Victorian townscape rivals any of the great cities in the UK. The city centre includes four conservation areas and around 100 listed buildings.

The City Centre is the largest conservation area covering the heart of the city. The area has medieval roots, still seen in the pattern of streets and names such as Ivegate and Kirkgate. It was however rebuilt in the late 19th century when Bradford was the rapidly growing international centre of the wool trade. Fortunes were made in 19th century Bradford and the merchants invested some of this wealth into warehouses, banks, commercial buildings and public institutions such as the Wool Exchange, City Hall and St. Georges Hall. These buildings were designed in the honey-coloured local sandstone by local architects.

To the east of the centre lies Little Germany, built on sloping land by worsted merchants. The buildings are ornate 'piece' warehouses creating, arguably the finest merchant's quarter in the country. 55 of the area's 85 buildings are listed and its character is based on sloping streets with the taller warehouses situated lower down the hill creating a dramatic townscape.

The Cathedral Precinct is one of the oldest parts of Bradford and the Cathedral is perhaps the most important building. The area was one of the first parts of the city to industrialise with the arrival of the Bradford Canal in the 1770s. The lower part includes some important commercial buildings while the slopes west of this were once housing and are now surface parking. There are 16 listed buildings in the area.

To the west of the city centre the Goitside conservation area takes in many of the 'stuff' warehouses. The Goit is a medieval water channel built to power a corn mill and the area was already industrialised at the start of the 19th century. It was completely redeveloped in the late 19th century since then it has remained largely untouched. It contains only 6 listed buildings, however the group value of the buildings is far greater because it remains a largely complete urban landscape, typical of 19th century Bradford.



City Hall and the Wool Exchange



St George's Hall and an example of the porphyry paving



One of the most important factors in understanding the form of Bradford is topography. The city was built at the confluence of four streams flowing northwards into the Bradford Beck. These streams create a natural bowl in a valley that flows down from the west to a relatively flat area around City Hall before flowing onwards down the valley to the north.

The oldest roads into Bradford pass over four hills. However the roads built in the Victorian era travel along the valley floor, notably Manchester Road, Leeds Road, Valley Road and Thornton Road. Because of the topography of the city, most of these arrival routes do not provide good views of the centre. By contrast the high roads provide commanding views on arrival to the city centre.



Social and Cultural: Scenes from the 2025 winning bid, Undercliffe Cemetery and the Alhambra Theatre.

Green infrastructure: The Tong Valley and Horton Park: one of a number of green spaces around the edge of the city.

The towns and local centres

Bramley - Local Centre

Bramley's history began as an independent settlement which was completely absorbed into the greater urban area of Leeds in the second quarter of the 20th century. Many of the features of the area's long history are apparent today and are dominant enough to ensure its independence from much of the suburbs around it.

Bramley has a special character and appearance which has merited a part of it being designated a conservation area. Unfortunately much of the historic town centre had already been affected by inappropriate redevelopment in the 1970s and 1980s that did not respect the historic integrity of the area. From the late 1960s to the late 1970s there was general eradication of yards and buildings, mostly on the north side of Town Street. These were to be replaced by the Bramley Shopping Centre. The character and appearance of Bramley was then altered significantly, and the area once of industrial and commercial buildings along much of Town Street was reduced to the few that remain today.

Town Street, St Peter's Church, Bramley Baths and Bramley Park are all important local assets. Millstone grit and slate tiles are the predominant historic palette of materials.

There is the potential to help re-balance the inappropriate modern development: the shopping centre (in particular the car park) is visually dominant. There could be clearer legibility and an improved pedestrian experience through priority junctions, reduction of carriageway widths, public realm interventions, planting (including SuDS) and the use of appropriate hard landscape materials. A strategic goal should be to connect Bramley with the wider local cycle and active travel.





Dewsbury - Town Centre

The town of Dewsbury has a recorded history from Saxon times but remained a small settlement throughout the Middle Ages. The population did not grow dramatically until the 18th and 19th centuries when industrial growth and the prosperity of the town were based on the fortunes of the heavy woollen industry and associated manufacturing. The rapid expansion of the town grew from its historic medieval core around the Market Place. The immense wealth generated during the 19th century left a legacy of fine Victorian and Edwardian municipal and commercial buildings and townscapes.

The general consistency of the ashlar building materials and its location on the sloping land towards the Dewsbury Beck and the River Calder create the particular qualities and attractions of the heritage townscape. Much of the town centre, bounded by the Inner Ring Road is a Conservation Area. The urban form of Dewsbury has been structured by the hills, the river and its tributary, and the main historic entrances and gateways into the town.

The Mass Transit scheme will need to take the local character and listed buildings into account and the setting of heritage assets is a key consideration. Active travel should be promoted and the existing public realm should feature as a hub for wider pedestrian focussed links and activity. There are numerous local facilities: educational, commercial and leisure and there is a railway and bus station. Connections, including legibility, to the River Calder and Calder Greenway should be improved and the unique setting with views out to the valleys could be exploited as part of the design. The ring road and vehicle dominance is an issue that impacts on tranquillity, access and the potential scenic qualities of the town.





Laisterdyke - Local Centre

Laisterdyke is a settlement formed off the Leeds Road and A6177 Sticker Lane. It comprises a mixture of housing, small scale retail, a retail park and car show rooms. There is a small cluster of shops and apartment buildings. The buildings are predominantly 2 and 3 storey in height and feature a mix of materials - sandstone to older properties, brick and render to more recent, metal clad showrooms and large retail units. There are some green interventions: largely street trees of varying quality.

The scale of urban block is irregular - small scale takeaways to high end large car showrooms. There is a coarse grain of varying scale, use and massing created by variety of residential, car showrooms, retail units, industrial etc. This adds to the dispersed feeling with pockets of open space for car parking and infrastructure. There exists a number of under developed, vacant and open sites which contribute to a more open and inconsistent grain.

Reducing the road width would give opportunities for improving public realm and creates space for other activities e.g. Mass Transit, green infrastructure and active travel. Narrower carriageways encourage reduced speeds, especially on such long straight routes like Sticker Lane. This would encourage active travel through increased levels of comfort for users. Public realm improvements are an opportunity to identify and elaborate on a local identity.

Increasing pedestrian and cycle based activity will help to activate areas that lack footfall. This can support the creation of a central place where the Mass Transit can add to and become an anchor point in the community. Tree planting can offer a softer street-scene with various benefits for wildlife and residents. Rain gardens improve resilience and help manage surface water run off. Other benefits include adding to street greening, increasing pollinators and potentially improving air quality.

Laisterdyke has an opportunity to use Mass Transit to explore the local heritage and culture of the area. Forming a central hub will help to create a sense of place. This could bring the community together to reflect on their experiences of their locality and look forward to their aspirations for the suburb.





Pudsey - Town Centre

Pudsey began as an independent settlement which was integrated into the greater urban area of Leeds in the middle of the last century. Many of the features of the settlement's long history are apparent today and retain enough dominance to ensure Pudsey exists as a distinct settlement despite the encroachment of suburban Leeds.

Pudsey is located on sources of sandstone and millstone grit which were understandably employed for the construction of most buildings. Up until the 19th century stone quarrying was one of the major industries within the Pudsey area. The dominant roof materials are heavy stone slate and Welsh slate. This variation of traditional material adds interest to the roof-scape, whilst still allowing it to retain its historic and traditional appearance.

The current townscape qualities have much potential despite some detracting features. Awkward infill buildings of low quality are intermittently placed between high quality historic buildings, however, the compact and accessible grouping of facilities does make the centre of the town feel vibrant and active. There is a range of facilities: library, town hall, playground, skate park and park, leisure centre, health centre, a number of schools and a bus station with good links to Leeds and Bradford.

Generally the quantity and quality of the pedestrian areas are compromised due to vehicle dominance. Reducing street clutter and improving pedestrian experience can increase footfall and dwell time on the high street. There are numerous opportunities to improve the traffic dominated environment: the pavements are in places very narrow and uncomfortable for pedestrians. By introducing Mass Transit and rationalising traffic, pedestrian connectivity can be improved and space can be offered for green infrastructure. The presence of swathes of green will improve air quality, drainage and social well-being.

Introducing seating areas and pocket parks to create a safer more attractive environment will help encourage people to consider active travel. These areas would help support those who need to rest but will also encourage a sense of community spirit in facilitating social interaction. The identity of Pudsey and its sense of place can be reflected through the use of appropriate materials referencing the heritage in the conservation area and drawing upon the existing qualities and facilities of the place.





Wortley - Local Centre

Wortley is essentially suburban dominated by post war urban regeneration and terraced housing with some post war interventions. The railway line which runs parallel, but offset from Tong Road creates a strong boundary and barrier. There is sparse residential housing to the north of the railway line and warehouse scale commercial buildings to the south east. Housing to the south west is slightly more regular in layout with a mix of 20th century terraced housing, post war clusters of terraced housing and more recent semi detached homes.

The area prioritises vehicles with on-street parking which makes the carriageway feel wider and crossing distances longer. It is lacking in active frontages along Tong Road. Typically, gables, the rear of houses or buildings are stepped back from the main road. There is a mixed scale of housing: terrace houses, low level apartments and apartment towers, all of which are predominantly red brick throughout with occasional rendered properties and metal clad industrial units.

The street-scene does feature some attractive mature trees but generally there is a lack of maintenance visible in private areas. There are numerous commercial and educational facilities as well as a community centre.

Tong Road is a busy, wide thoroughfare with clusters of mature trees and small areas of green space. There is an opportunity to enhance and link these areas creating a network of green spaces in a car dominated area. This can help inform the identity of the area changing negative perceptions into something of an asset. These areas can accommodate rain gardens to help attenuate rain water and help improve air quality.

Mass Transit provides an opportunity for a stop to anchor a centre or hub where public realm improvements can create community focus. In conjunction with a stop, a clustering of activities can help create a central hub. Promoting active street frontages can also bring people together. Pedestrians using an area and feeling comfortable in the space will help increase activity. Working with community groups, the design should seek out the identity of the place and the people who live there, listen and help build the narrative of Wortley.

Improving pedestrian and cycle infrastructure and linking with the cycle super highway will support Leeds in its goal of being net zero carbon by 2030. The cycle superhighway is less than a mile away and Leeds Train Station is a further 1.5 miles away, providing opportunities to link with areas of employment further afield.



Commercial

Low Moor - Commercial

The South Bradford character area is heavily influenced by its proximity to Bradford, consisting of the land left between the extent of the Bradford urban core and the Bradford district boundary. Although it is split in two by the settlements of Wyke and Low Moor. There has been extensive coal mining activity, with disused mine-shafts scattered throughout the area but concentrated particularly between Oakenshaw and Low Moor. Coal was mined for centuries around Royds Hall Beck and remains of bell pits can be found nearby. There are also scattered areas of collier spoil, two disused railway sidings and the site of an old ironworks. Despite its urban location and industrial influences the South Bradford Character Area has a surprising amount of nature conservation interest, including Bradford's first designated nature reserve named Railway Terrace/ Raw Nook in Low Moor.

The commercial/industrial area within Low Moor is well served by rail and road links. Out of town retail and employment areas are typically heavily reliant on cars. It creates an access issue which requires high capacity highways at peak travel times but also the challenge of parking during the day. Vast areas of hard surfaces are installed reducing green space which in turn, puts a strain on surface water drainage systems.

With so much focus on car parks, this typology tends to lack any distinguishable character or identity. With the introduction of Mass Transit, this typology will be better connected and less reliant on cars. Green infrastructure can be better connected and aid resilience, thus improving a sense of health and well-being. Active transport links between residential areas and employment areas should be supported. Short journeys by bike or on foot should be encouraged and made as accessible and comfortable as possible.

A reduction in the use of private motor vehicles is crucial and needs to be considered alongside the use of commercial vehicles servicing these types of areas. Establishing spaces where people can gather for informal games, seating, and social interaction would promote health and well-being.

In terms of establishing identity, green boundaries to car parks should be increased and green links created through these areas. This will reduce hard surfacing and provide improved visual amenity. Areas can be distinguished, at a local scale, by a style of approach to permeable surfacing and planting palette. Permeable options can be quite subtle or can be striking, helping to create a sense of place. New green infrastructure could be achieved through a reduction in carriageway width and integrating tree planting and SuDS.





Thorpe Park - Commercial

Out of town retail is by character, car dominated. The introduction of Mass Transit offers the opportunity to reduce this reliance and return spaces to green infrastructure.

Opportunities for active travel linking residential areas with areas of employment and leisure should be encouraged. Making these options as comfortable and direct as possible make it a feasible choice for more people especially shorter journeys.



4. Typologies



4. Typologies

This chapter sets out how the Approach to Placemaking applies to different typologies.

The typologies are generic, as opposed to place specific, but capture some of the essential and relevant place specific attributes which have been derived from the previous chapter.

It sets out how the approach to placemaking is to be applied to the design of each typology, demonstrating how the design principles are adapted and the distinct issues of each.



Introduction

Spaces and places across the system can be defined as fitting within one (or more) typologies. The typologies can be categorised as nodes or corridors.

The typologies establish the function and role these places have, and help identify the potential opportunities that exist for creating great places, for placemaking enhancements and for delivering wider social, economic and environmental benefits.

For each of the typologies, an example is presented to demonstrate how the placemaking principles can be applied to these locations. These are indicative to help demonstrate the principles and are to be used as a guide to help identify opportunities for placemaking and inform decision making in respect of potential options and priorities.

Reference should be made to the Mass Transit Design Philosophy document which sets out the user hierarchy for the highway space and what the priorities are within each of the different typologies. For example pedestrians are considered higher priority than general traffic within the Urban Highway typology but the opposite is true within the Interurban typology corridor.

Chapter 2 of this Approach to Placemaking document set out four placemaking principles which make up the strategy. These are applicable to most locations and conditions across the network but are applied with varying weight and focus to specific typologies. They are colour coded as follows for ease of reference and the opportunities for delivery on each of the placemaking principles are identified for each typology:

4 PRINCIPLES OF PLACEMAKING

- HEALTH & WELLBEING
- CONNECTIVITY
- IDENTITY
- ADAPTABLE & RESILIENT

Typologies: Corridors



Rural



Interurban



Urban

Typologies: Nodes



City Centre



Town Centre



Local Centres



Commercial



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Improved active frontage

Tree planting

Segregated cycleways

Rain gardens

Segregated Mass Transit

Typical urban highway with cycleway and Mass Transit

Typical Urban Corridor

The visualisation demonstrates a typical approach to an urban corridor. There will be varying widths and contexts, and these will set out the user priority and placemaking to be applied. Depending on street layout of segregated Mass Transit or shared with general traffic, placemaking will have suitable interventions to integrate it into the existing urban fabric.

Typically, the urban routes are appropriate for active travel provision, with the opportunity for mobility hub provision, improvements to pedestrian zones and the incorporation of green infrastructure.

The options on urban highways for segregated Mass Transit or shared Mass Transit have their own set of challenges. The approach of segregated transit will achieve the best results for journey time reliability but there will be some compromises required. This could include removing general traffic completely from a route or using pedestrianised streets.

Typical Interventions

- 01** Active transport: Improve walkability and prioritise new cycleways where the space constraints allow. Support existing protected cycleways and increase their reach where possible.
- 02** Improve pedestrian connectivity: Ensure Mass Transit creates permeability in urban corridors to allow pedestrian connectivity.
- 03** Pedestrian orientated spaces: Allow enough space to comfortably accommodate the flow of pedestrian traffic.
- 04** New Green infrastructure: Integration of tree planting and SuDS to key streets and spaces. Taking back spaces like the Mass Transit corridor and greening them provide an opportunity to link with other green spaces, connecting and building on a series of urban oasis.



03



Mass Transit in the central area segregated from traffic



Pedestrian orientated Mass Transit design



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Grass tracks

Connecting communities

Segregated cycleways

Tree planting

Typical rural section with Mass Transit and cycleway

Typical Rural Corridor

The visualisation demonstrates a typical approach to a rural corridor.

Typically, the rural corridors are appropriate for some improvements to pedestrian and cycling facilities and the incorporation of green infrastructure. In some instances, there will be opportunities to maintain a green track with adjacent pedestrian and cycle provision with appropriate lighting. The route should be inkeeping with the surrounding landscape. Hedgerows and stone walls should be retained wherever possible to preserve the local rural character. Where there is loss of boundary character to allow for cross section width, the interventions should aim to replace with appropriate alternatives.

Interventions

- 01 Active transport: Improve walkability and prioritise new cycleways in rural areas connecting settlements.
- 02 Connectivity: Network of wayfinding routes and trails to encourage activity.
- 03 Identity: Respect existing dwellings and consider filtering views with tree and understorey planting.
- 04 Surfacing to be appropriate to local context.
- 05 Strengthened and connected green infrastructure.



Green tracks



Segregated rural cycleway

Typical Interurban Corridor



- Existing green infrastructure
 - Opportunity for green infrastructure and links
 - Opportunity for development
 - Opportunity to improve pedestrian experience to key public spaces and facilities
 - Centre for activity'
 - Cycle connectivity
 - Mass Transit route
 - Green infrastructure connectivity
 - Key space for activation
 - Connectivity
- Interventions key**
- 01 Support active travel
 - 02 Improve pedestrian connectivity
 - 03 Enhance area for improved pedestrian experience
 - 04 Opportunity for open green space
 - 05 New green infrastructure

Interurban corridors are often characterised by single or dual carriageway roads through urban areas with a focus on movement. They can be relatively straight with long sections between large scale junctions. Land uses either side may have little activity which faces the road; in places residential development can be set back with

a separate access road, and in others, larger commercial development blocks offer little diversity. Grass medians and verges and tree planting can make these corridors relatively green in appearance. By contrast, medians may have been replaced with hard surfaces for bus priority.

Typical City Centre

This typology covers the cities and major towns of West Yorkshire. There is variation across the range of city centres but this example aims to highlight the important areas to focus placemaking attention on. Bradford, Halifax, Huddersfield and Dewsbury are distinct in character and vary culturally and in scale. Leeds feels different in a number of ways, as the largest city in Yorkshire and as one of the UK's most important financial centres. Wakefield has a different character again, and its own set of unique qualities that contribute to the varied landscape across the region.

The cities and major towns of West Yorkshire are rich in heritage and culture. There is variation in topography, architecture and materials but some unifying challenges include regeneration and the need to meet targets related to sustainability. Some other challenges are around the need for better connectivity and movement while others relate to trying to fit modern infrastructure into a dense city centre rich in heritage. The proposed interventions can be applied to improve user experience and to integrate Mass Transit into its context.

Opportunities

- 01** Pedestrian orientated spaces: Create pedestrian priority spaces to improve movement, avoid vehicular conflict, accommodate street level activities and improve the overall experience and usability of the public realm.
- 02** Active transport: Improve walkability and enhance existing cycleways, increasing their reach where possible. Link with key areas in the city creating a fully inclusive network of routes.
- 03** Improve pedestrian connectivity: Enable better pedestrian connectivity and reduce/avoid severance caused by highways and/or other major transport infrastructure.
- 04** Opportunities for development and activation: Activate underused spaces breathing life back into disused infrastructure and spaces. Disused tracks, car parks or vacant land all provide opportunities for regeneration.
- 05** Materiality: Assimilate new interventions into the existing townscape & public realm through the use of appropriate palette of materials & planting.
- 06** Activity, vibrancy & regeneration: support the day to day activities which allow spill out to the public realm and add to a vibrant, active sense of place.
- 07** Reduce car reliance & usage: Support development that reduces reliance on car usage.
- 08** Opportunities for green space: Bradford and Leeds have quality open space but lack high quality central green spaces. Seek opportunities to create green focal points for activity and contribute towards the cities' green aspirations.
- 09** New Green infrastructure: Reduction in carriageway width where possible and integration of tree planting and SuDS to key streets and spaces.



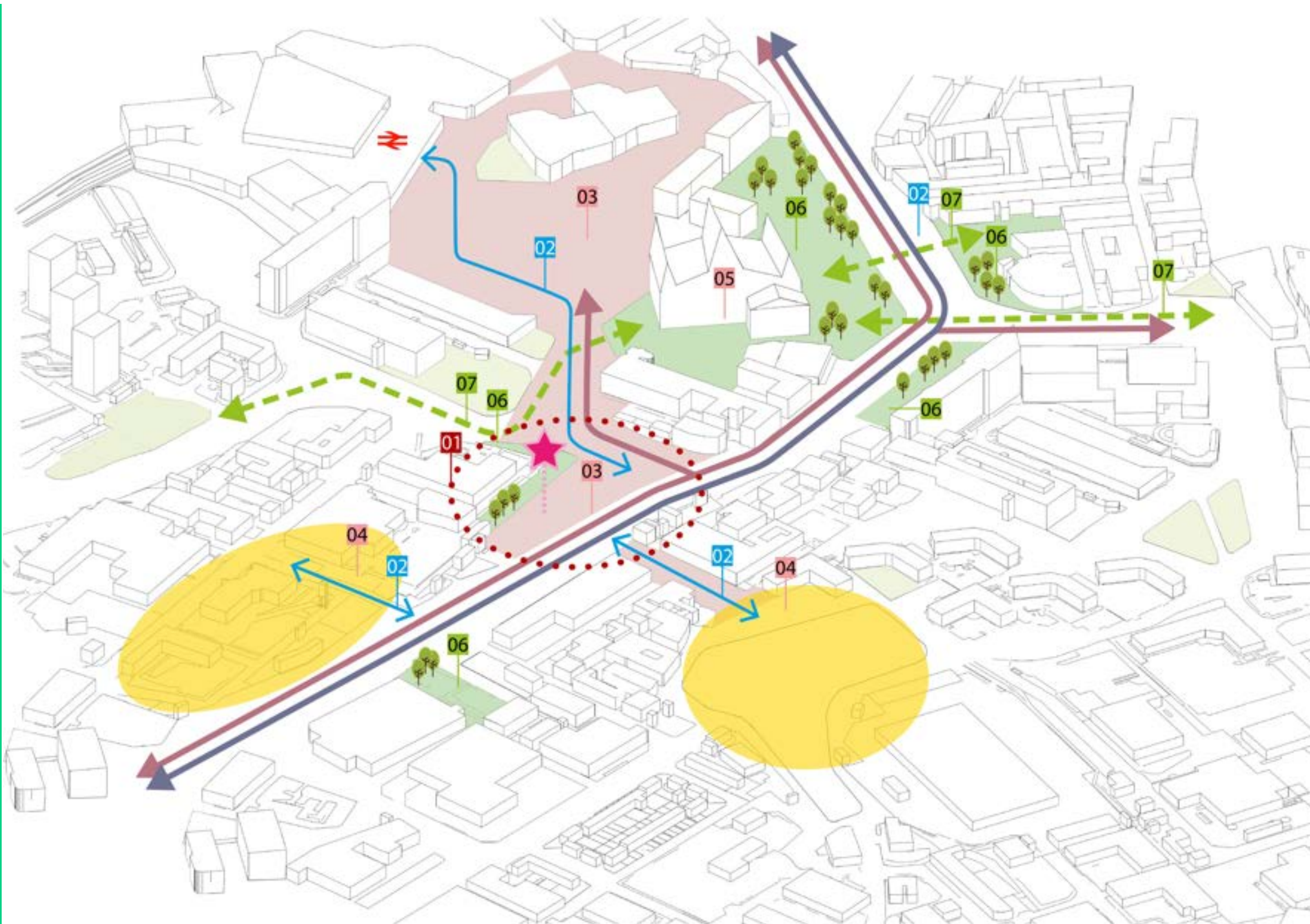
Inclusive active travel



Rain garden



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- Existing green infrastructure
 - Opportunity for green infrastructure and links
 - Opportunity for development
 - Opportunity to improve pedestrian experience to key public spaces and facilities
 - Key route
 - Cycle connectivity
 - Mass Transit route
 - Green infrastructure connectivity
 - Key space for activation
 - Train station
 - Connectivity
- Interventions key**
- 01 Support active travel
 - 02 Improve pedestrian connectivity
 - 03 Enhance area for improved pedestrian experience
 - 04 Activate underused spaces
 - 05 Maintain identity of listed buildings and features like stone walls
 - 06 Opportunities for open green space
 - 07 New green infrastructure

Typical Town Centre

Smaller urban centres and market towns play an important role in communities. Connected to adjacent residential areas, they provide local shops, schools, employment opportunities alongside community and healthcare facilities.

They may be more culturally distinct, with the streets and spaces used in different ways, reflecting the people who live there. They may also be distinct in the form of their built environment with important local buildings and architecture.

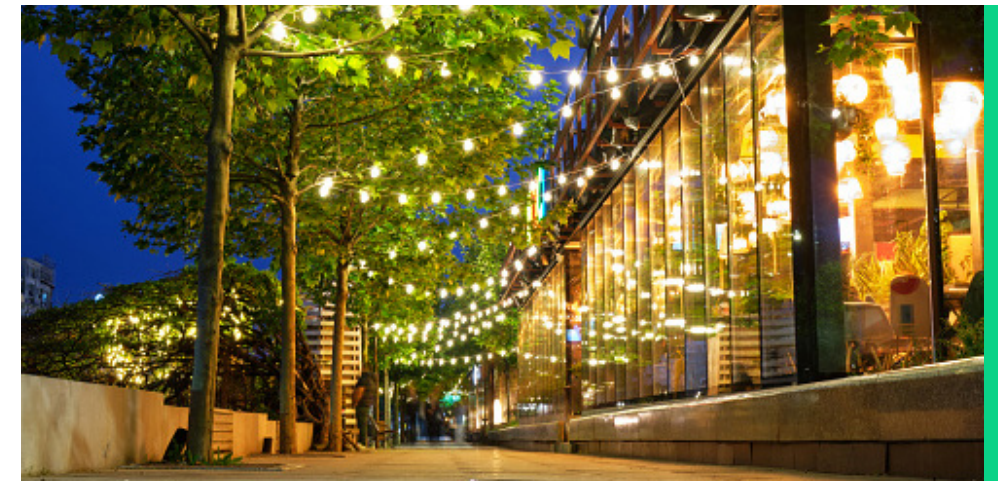
Investing in a coordinated placemaking approach between retail or market place and Mass Transit will ensure the identity of the town comes through.

Opportunities

- 01 **Active transport:** Consider pedestrianising routes that are underused by traffic and bring disused railway lines back to life by allowing pedestrian access. Mass Transit will help reduce the need for cars. Some thought will be given to what will happen with reduced traffic on infrastructure and its opportunity to implement reallocation of road space to other uses. These spaces can be used as pocket parks, active travel routes or wildlife corridors. Wide highways dominate and define the town centre. These spaces need to work harder to justify occupying large areas of towns. Integrating active travel or reducing the carriageway width can contribute to a more positive public realm.
- 02 **Pedestrian orientated spaces:** Support community events in the hub area where the public can gather and enjoy a comfortable inclusive space.
- 03 **Improve pedestrian connectivity:** Ensure pedestrian crossing facilities are provided at regular intervals along the routes. Pedestrian crossings could be installed along with traffic calming measures.
- 04 **Materiality:** Assimilate new interventions into the existing townscape and public realm through celebrating local heritage, the use of appropriate palette of materials and planting.
- 05 **Exploring local identity:** Work with local partners to elaborate on the local identity and present it with the public realm improvements.
- 06 **People first:** Support the revitalisation of local high streets and centres by creating people centric spaces that are accessible, active and vibrant.
- 07 **New Green infrastructure:** Introduce green infrastructure to the retail core. This will help to create active travel links through the town centre and aid sustainability goals. It will create a more comfortable public realm by helping with shade during summer months, providing shelter and encouraging wildlife into the town. It could incorporate sustainable drainage which could slowly attenuate rainfall during peak periods.
- 08 **Reduce car reliance & usage:** Support development that reduces reliance on car usage.



Trees in the historic core to add a layer of texture and improve the overall green imbalance

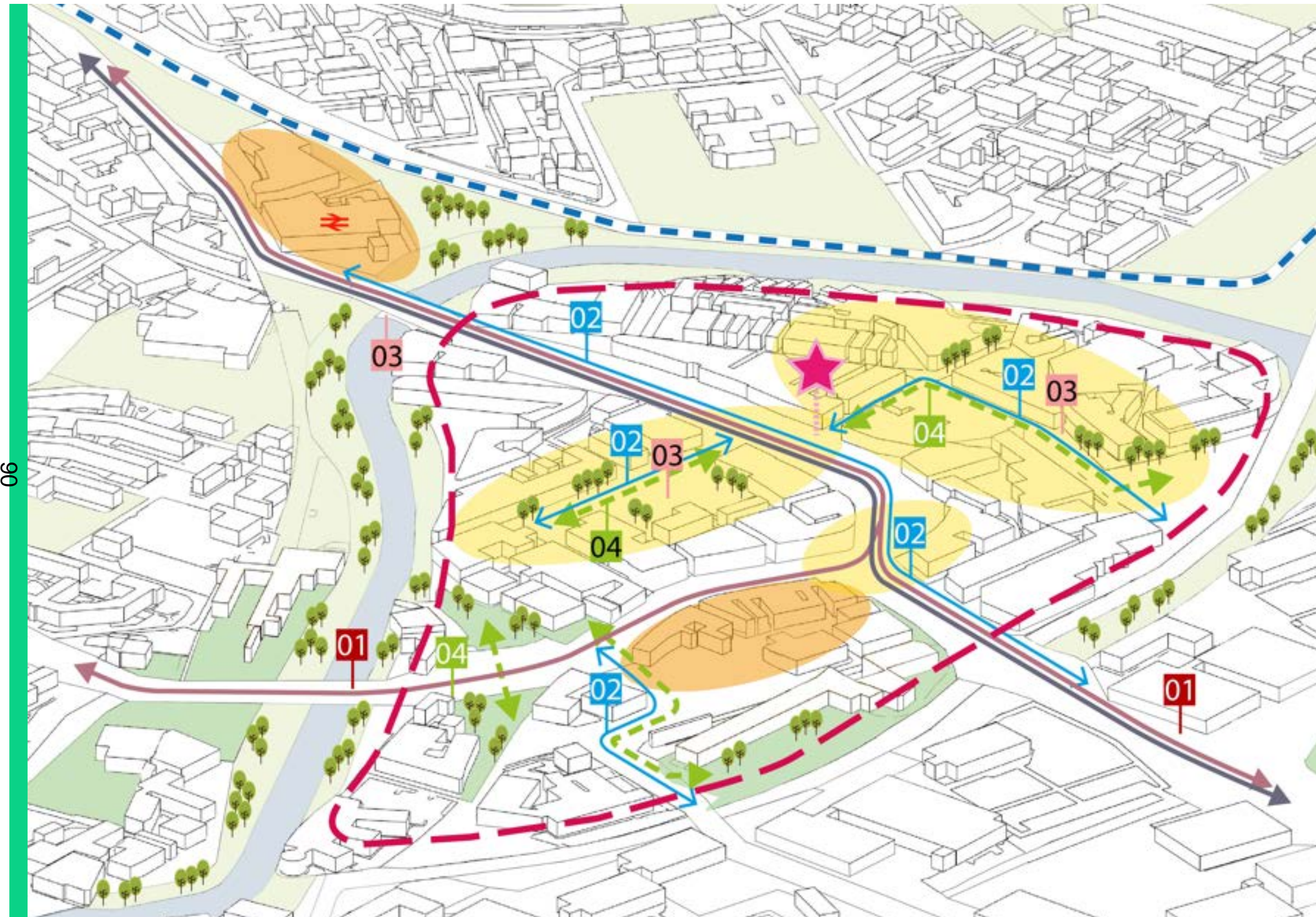


Add vibrancy through enhancing the evening/night offer



Flyover opportunity Credit: "Friends of the Flyover", Liverpool

Example Town Centre



- Existing green infrastructure
- River
- Opportunity for green infrastructure and links
- Proposed green infrastructure and links
- Key pedestrian areas
- Key public transport hubs
- Centre for activity
- Train line
- Mass Transit route
- Cycle route
- Green infrastructure connectivity
- Key space for activation
- Train station
- Connectivity

Interventions key

- 01** Active transport: improve walkability and enhance cycleways. Consider removing traffic from certain routes.
- 02** Improve pedestrian connectivity: crossing points
- 03** Pedestrian orientated spaces with community identity at its heart. Maintain identity of features like listed bridges
- 04** Improve green infrastructure to key pedestrian areas and routes

Typical Local Centre

Local centres play an important role within the community setting. Often close to educational institutions, local employment and local shops, they can be traffic dominated or lack character and distinctiveness. Varying size from a few local shops on a corner, to larger areas with shops and takeaways, they serve the day to day needs of residents and those passing through. Equally important is that they are often associated with bus stops and bring a level of activity to the streets.

Providing access to Mass Transit and improved access to active travel opportunities improve footfall which supports these important facilities, which can be further supported by good quality public realm, creating community focus.

Interventions

- 01 **Active transport:** Improve walkability and provide cycleways. Support local centres in connecting with other cycleways creating a fully inclusive network of routes.
- 02 **Public realm enhancements:** Reduce the width of carriageways and allow other activities to take place.
- 03 **Pedestrian Orientated spaces:** Car parks dominate the pedestrian experience. Improve overall experience by creating a more welcoming approach for pedestrians by removing cars and relocating parking to the rear of retail.
- 04 **Identity & activation:** The retail street is a focus in the area. It draws people together but cars and car parks dominate centres. Establish a community hub adding to activation (the experiences and outcomes of placemaking) and sowing the seed to work with partners to elaborate on the identity of these places. Adding to the distinctiveness of a place helps to create a sense of community ownership and pride in place.
- 05 **New Green infrastructure:** Reduction in carriageway width where possible and integration of tree planting and SuDS to key streets and spaces. Although local centres have areas of grass, they are lacking in street trees and variety of vegetation.
- 06 **Reduce car reliance & usage:** Support development that reduces reliance on car usage.



Reducing reliance on cars by providing car club spaces as an alternative



Enhance blank façades



Pedestrian oriented spaces to shopping centre courtyard ©John Sturrock



Street food market extending activity hours

Example Local Centre



- Existing green infrastructure
- Proposed green infrastructure and links
- Opportunity for development
- Key route
- Cycle connectivity
- Mass Transit route
- Key space for activation
- Green infrastructure connectivity
- Connectivity

Interventions key

- 01 Support active travel
- 02 Improve pedestrian connectivity
- 03 Enhance area for improved pedestrian experience and local character
- 04 Support development that reduces reliance on car usage and helps improve the streetscape and sense of identity
- 05 Maintain identity of listed buildings and features like stone walls
- 06 Opportunities for green space
- 07 Opportunities to link green infrastructure

Typical Commercial Areas

Commercial areas are often defined by large buildings surrounded by parking and roads, with security fencing and signage and damaged surfaces. They are nevertheless important places where people work.

They are also often associated with features of heritage importance; railways lines and canals, distinct buildings, boundaries walls and paving, which all contribute to a sense of place which forms the basis for retaining such character.

With the introduction of Mass Transit, this typology will be better connected and less reliant on cars with the opportunity to reduce the extent of hard surfacing. There is the opportunity to retain heritage identity. Green infrastructure can be better connected and aid resilience, softer landscape spaces can be created offering an improvement to the sense of well being.

Interventions

- 01** Active transport: Support active transport links between residential and employment areas. Short journeys by bike or on foot should be encouraged and made as accessible and comfortable as possible.
- 02** Reduce car reliance & usage: Support development that reduces reliance on car usage.
- 03** Identity & activation: The retail and offices are a focus in this typology. They draw people together but cars and car parks dominate the surrounding areas. Establish social spaces where people can gather for informal games or seating. Activation of spaces helps the identity come through and develop.
- 04** Identity: Increase green boundaries to car parks and create green links through these areas breaking down the hard surfacing and providing a visual improvement. Areas can be distinguished by a style of approach to permeable surfacing and planting palette. Permeable options can be quite subtle or striking, helping to create a sense of place.
- 05** New Green infrastructure: Reduction in carriageway width where possible and integration of tree planting and SuDS to key streets.
- 06** Green infrastructure: Maximise sustainable drainage options and use topography to help accommodate swales and water bodies.

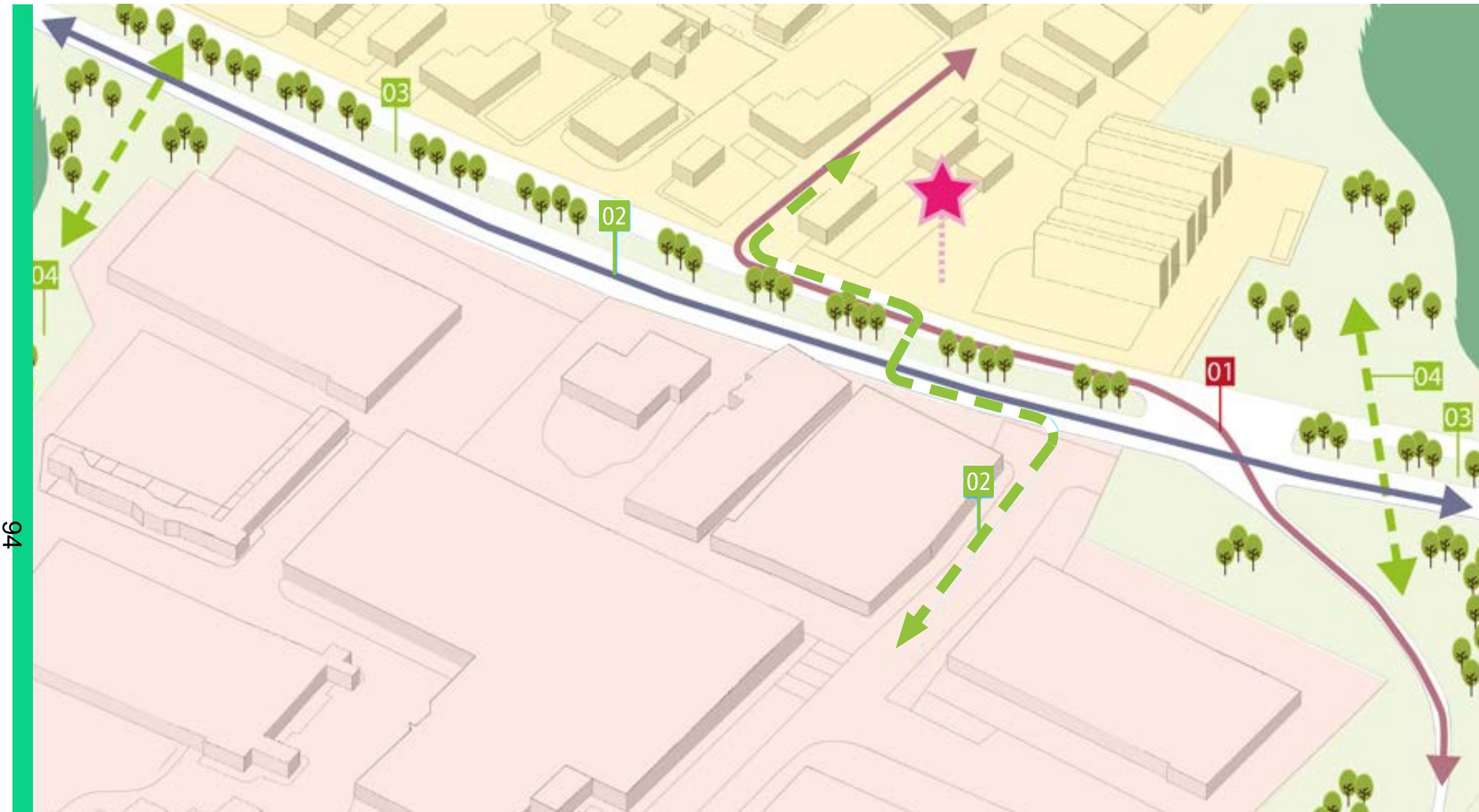


Sustainable drainage: Rain gardens



Social spaces providing activation

Example Commercial Areas



- Commercial
- Retail
- Existing green space
- Existing tree coverage
- Opportunities for green infrastructure
- Key area to create sense of identity and unique local character
- Cycle connectivity
- Mass Transit route
- Green infrastructure connectivity

Interventions key

- 01 Support active travel linking commercial and retail whilst enhancing cycle routes
- 02 Support development that reduces reliance on cars
- 03 Maximise use of sustainable drainage
- 04 Link existing green areas/ Green infrastructure

5. Green infrastructure



5. Green infrastructure

Green infrastructure is the use of naturally regulating systems to create a robust and sustainable developed landscape. Green infrastructure should not be considered as the token inclusion of 'wildlife friendly' or sustainable drainage nice-to-have elements within the design. Rather, it should be considered as the backbone of a sustainable place.



Natural Systems

There are three naturally regulating systems that form a green infrastructure approach:

- Biodiversity
- Water
- Soils

By creating a place that allows these three systems to naturally function and self-regulate, multiple and integrated benefits can be gained. This includes for example better air quality, reduced urban heat, decreased flood risk, reduced noise, improved access to greenspace for exercise and mental health and a stronger sense of place.

There are two principles that must be addressed to create good green infrastructure:

- Connectivity
- Multifunctionality

If these are done well, and considered from the beginning of the design process, the benefits of green infrastructure are much easier to achieve.

Connectivity

During the design process, green infrastructure can be delivered as a series of design interventions and it is important that these are delivered strategically rather than sporadically. The three systems of green infrastructure - Biodiversity, Water, and Soils - function best when integrated into a wider network; a network that could stretch beyond the local area to a city or region-wide scale. This means that early in the design process, the design team should identify the networks and features outside of the developing scheme boundary that the design could potentially connect. Most importantly, the new design should not sever existing links.

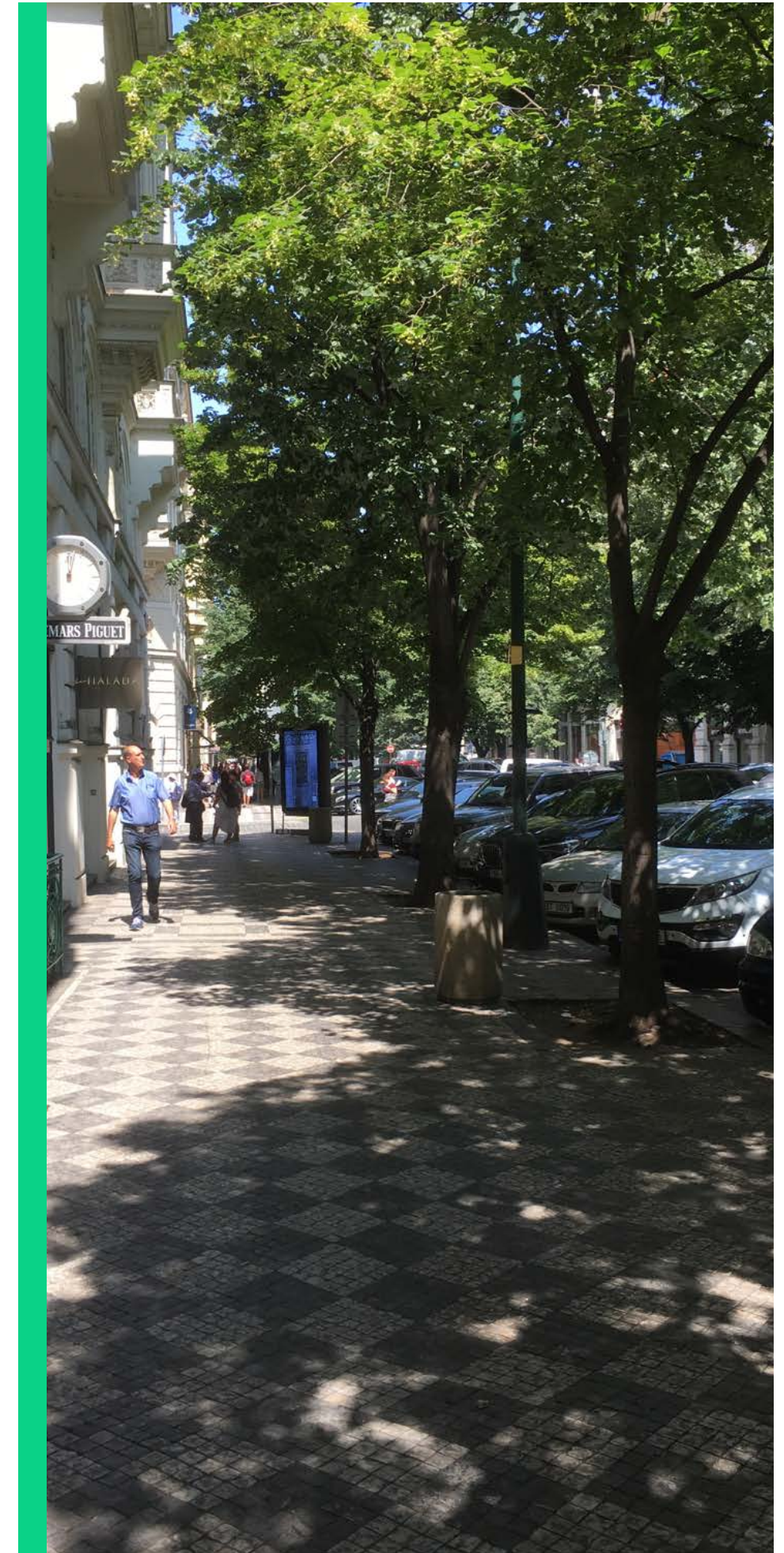
Networks and features to identify and connect could include:

- Ecologically rich sites such as nature reserves.
- Publicly accessible open greenspace, such as parks, allotments, or recreational fields.
- Existing green corridors, tree-lined streets and public space with planting.
- Cycle routes, exercise routes, public footpaths, and important walking routes between destinations and residential areas.
- Rivers, canals, open water waterbodies, and other waterways.

Once potential connections have been identified, the types of interventions required, and their location within the design, can be determined as part of the green infrastructure strategy.

Multifunctionality

The value of green infrastructure is that it can deliver numerous benefits in exchange for a small investment. To do this, each intervention must be designed in such a way to realise these benefits. For example, planting along a footpath will provide habitat for wildlife, but can make the footpath feel less safe if not designed appropriately. The descriptions of green infrastructure interventions below will help designers identify where and when such considerations should take place.



Green Surfaces

Many green infrastructure benefits can be gained simply by maximising the surface area of vegetation and soil within a scheme. Surfaces that consist of vegetation and soil absorb noise rather than reflecting it, sequester carbon, and cool the local area by holding moisture and gradually releasing it through evapotranspiration – a process that draws heat energy out of the air. Green surfaces should be seen as a key indicator of the environmental performance of the design.

Green Corridors

Green corridors consist of a series of open green spaces, forming a connected linear network. Green corridors are a high performing way of integrating a design into the wider green infrastructure network. They can form pathways for wildlife and people, provide open space for recreation and rest, create space for sustainable drainage, reduce flash flood risk and cool urban temperatures, and act as pathways for air circulation within urban areas, leading to improved air quality. A design could create a new green corridor as well as adding a needed connection to any existing corridors that cross the system. The type of open space within a green corridor (nature reserve, park, play space, pocket park, or even a well planted urban or infrastructure landscape) can vary, and is likely to function better and be used more frequently where a variation of use is provided. Note that green corridors can include privately owned open space as well as public open space, though clearly this restricts the scope of benefits for public accessibility and recreational use.

Street Trees

Street trees provide shade and shelter, so should be located where people gather, and along important access routes. A designer should also look for opportunities to shelter buildings from direct midday summer sun. People are more likely to use urban landscapes that have natural elements within them, so a tree-lined route or space is likely to be well populated, leading to greater sense of community. Street trees can also be a part of a sustainable drainage system, the tree itself intercepting rainfall, and the soil within the tree pit functioning as a temporary store for runoff.

Achieving the benefits of successful tree planting depends on getting the planting right and on maintenance. Tree pits need to be large enough to give the roots space to grow, with adequate access to air and water. This could require the use of proprietary under-paving systems that replace regular sub-bases, something that should be considered early in the design so that subsurface clashes can be avoided. Maintenance will be required as the tree establishes.

There is scope to encourage community involvement in tree planting and maintenance, through public or private sponsorship, as well as an opportunity for local people to learn new skills that relate to the management of their own environment.

Street trees can improve air quality, but their ability to do this is very much dependent on the arrangement of the trees in relation to the existing environment. Trees can form barriers to air pollution protecting people from harmful sources and generate turbulence, which is good for air quality, but they can also trap polluted air and impede air circulation in an enclosed space.

Similarly, arrangements for street trees should be avoided that significantly reduce the natural surveillance of areas within the public realm. Trees along pathways should be set back from pathways, with gaps between to allow views through, and high canopies to allow visibility beneath.



Verges, Central Reservations, and Islands

Verges, central reservations and islands can provide extensive green surface area, whilst enhancing a sense of location and a sense of change through a journey. Ornamental planting can be used to give junctions and arrival points a strong identity, as well as help establish a strong characteristic for a route. Wildflower planting can also be used to provide further habitat and increase visual interest. Both kinds of planting can be used to connect other sites of value for wildlife, whilst increasing the attractiveness of the space. Ornamental planting tends to be more appropriate to locations in close proximity to people, while wildflower beds tend to be more appropriate to areas of larger scale where less formality is required. The types of soil required for wildflower beds is very different to that of ornamental planting and lawns. However, there is an opportunity to reuse existing soils and landscape fills to produce wildflower meadows. The maintenance requirements of wildflower meadows are also very different to that of regular lawns, something that should be agreed with the long-term maintenance team during design.

Verges, central reservations, and islands are perfect locations for sustainable drainage, further increasing the storage of water on site, leading to cooling. Swales, and rain gardens that temporarily hold surface runoff will reduce flash flooding and provide more habitat connections.

Blue Corridors

Blue corridors are connected linear networks of aquatic habitats. These could follow a river, stream or canal or be a series of sustainable drainage interventions such as flood storage ponds or ornamental lakes. In some cases, a design may have the opportunity to connect water bodies or channels by installing new sustainable drainage interventions. Blue corridors hold water, allowing cooling of urban temperatures through evapotranspiration. They also offer opportunities for attractive walking and cycling routes, though these must be designed to feel safe and legible if they are to be used frequently.

Soils

Soils are a valuable resource. They capture and hold carbon and water and provide the basis for a diversity of flora and fauna. Soil health develops through time; for this reason, soils should be maintained in-situ where possible. Available soils within the system, even those of a perceived poor quality, such as within brownfield land, should be utilised as an opportunity to increase the diversity of habitats within the design. The biodiversity system depends on a diverse mosaic of habitats, rather than monocultures. It is important to involve soil specialists and ecologists at an early stage so that an audit can be made of what soils and habitats exist.



Footways and Cycleways

Footways and cycleways connect people to their destinations. This may be wholly within the system boundary, and it may be that the design is only a part of that journey. Adding elements of green infrastructure to pathways will increase their attractiveness and their use, which is likely to lead them to feel safer. However it is not simply a case of adding plants or trees in an unstructured way. Planting schemes should avoid creating hiding places that abut the pathway and should allow visibility along the path as well as in and out. Pathways should be inclusive, offer wayfinding where appropriate, and stopping points with seating for rest at locations of interest. It is important that the user of a pathway understands where they are in the wider landscape.

Inclusive, legible and safe, pathways can be combined with tree planting, shrub planting, sustainable drainage such as swales, and rest points, to form corridors that connect wildlife and access networks.

Pocket Parks

Pocket parks can be formed from unused or underutilised spaces within the urban environment. They can be utilised for food growing, education, or as a way to access nature and de-stress. Pocket parks are most successful when communities are engaged early – they can be the focal point for community groups, schools, and so on. These spaces should be easily accessible and offer a rich sensory experience for all abilities. Pocket parks within existing brown space could offer unique opportunities to place focus on heritage in the design as well as create unique habitats and these should be considered before the space is cleared for reuse.

Noise and Air Barriers

Planting can be used to create sound buffers at a large scale, by planting dense groups of broadleaved trees and shrubs near a source of noise, and at a small scale by creating living walls or willow walls. Dense linear planting, such as willow walls, living walls, evergreen hedgerows, and treelines can be used to shield sensitive receptors from poor air quality, as well as creating a linear connecting feature.

Play

Green infrastructure can be incorporated into play facilities and educational settings, providing children with an opportunity to interact with and learn about nature. In parkland settings there is scope for large areas of wildflower seeding, pollinator rich planting, as well as planting that stimulates all the senses and provides a vivid experience for those of all abilities. Even in urban settings, there is the opportunity to incorporate these features in a way that benefits the users of the space, by providing stopping points for insects and birds, and increasing the overall area of green surfaces. Providing trees for shade will encourage the use of play spaces, but only if they are arranged in such a way that natural surveillance is not reduced.



6. The placemaking design toolkit

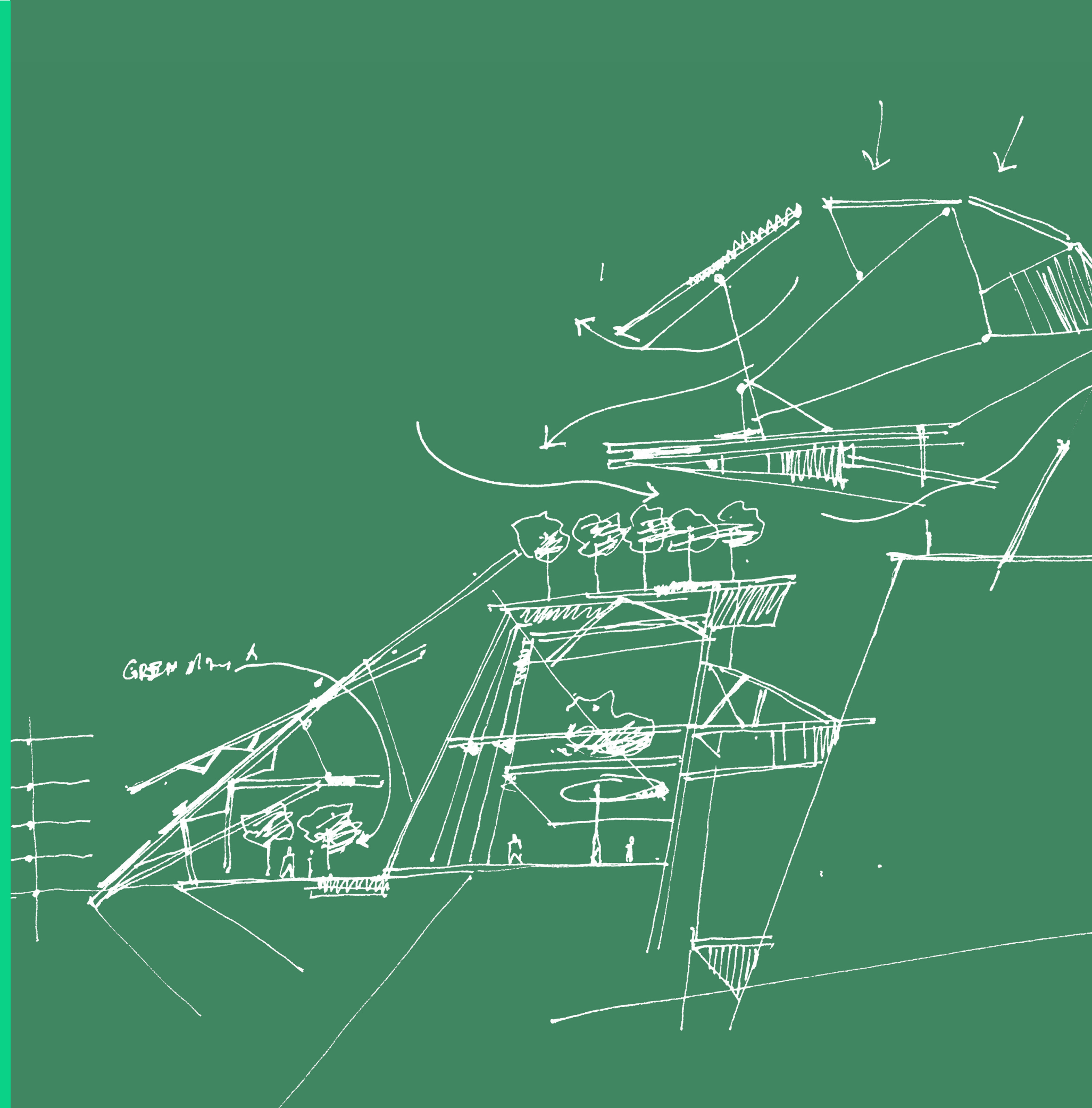


6. The placemaking design toolkit

This chapter provides a number of tools that show how the design principles are to be applied so that the requirements for delivering good places can be achieved.

The tools support the more detailed considerations which will be needed during the later design stages and are derived from the placemaking design principles.

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Response to cultural requirements

Consultation with local communities to understand how people use the streets and spaces is required. For example, the responses to the following questions could inform the design:

- Are the footways in front of premises used for selling goods/produce?
- Are the footways and public spaces used as places to meet and congregate?
- What festivals/events/processions/religious ceremonies take place that could influence the scale and arrangement of spaces?
- How could different cultures influence creativity and a sense of place within the public realm?

Identity

The most cherished and memorable places have their own identity or sense of place. New infrastructure design at this scale can have a beneficial impact on identity. The creation of new places should ensure that those impacts are beneficial. Consideration should be given to:

- 103 • Uniqueness
- Local character
- Integration of art
- Respecting heritage features
- Respecting a diverse range of cultures

Designing in Resilience

Designing in resilience is paramount.

- Planting design. Tolerance to climate change and disease through careful specification and broad species selection.
- Risk from flooding. Utilise existing green spaces to hold flood waters and allow water to run into rain gardens and soak into the soil. Beyond designing existing green spaces for attenuation, reduce the amount of hard paved areas by considering permeable paving or more green infrastructure to contribute to local flood reduction.
- Robust material selection for the long term. Surface materials (along with associated sub-base, laying material and jointing) must be designed with anticipated future uses in mind.
- Street furniture must be robust enough to withstand anticipated intensive use. Softwood components must have a suitable life

expectancy without onerous ongoing maintenance. Hardwood components should be sustainably grown and sourced without minimal ongoing maintenance.

The layout of zones within the street

Consideration should be given to all components within a typical street cross section. Consider:

- Clear pedestrian routes.
- How cycle tracks are aligned in proximity to stops and parking/loading bays in terms of 'buffer' strips for passenger alighting and door opening.
- The appropriate integration of loading bays, parking bays and taxi ranks.
- Appropriately located and clustered zones for cycle parking, information signs, litter bins, bike/scooter hire so clear routes are maintained.
- Providing suitable space at building edges to support active edges.
- The position of new street trees and surface water management components.
- Appropriately positioned seating opportunities.

Retention of good/high quality street trees

Existing, large mature street trees could easily be over 100 years old and every effort should be made to retain existing healthy trees. Considerations should include:

- Management works to the trees to support their long-term development.
- Improving tree pits with the removal of hard surfaces restricting or damaging tree trunks, increase the open area plan size where possible for water and air movement, or apply an appropriate flexible surface material.
- Review any damaged footways as a result of root growth.
- Works to trees may be required such as limb removal, canopy lift, canopy reduction.

A tree survey will provide information in the condition, quality, size, likely extent of root growth and long term growth potential. Exploratory trenches using vacuum excavation can be used to understand the presence of roots with greater accuracy.

New utilities should avoid root zones.



Proposed Street Trees

The magnificent, mature, high quality broadleaf trees that exist in our urban areas today were considered and planted well over 100 years ago. Some of the oldest London Planes planted in central London are over 200 years old. The accompanying tree planting associated with such a bold Mass Transit system needs the same long term thinking. Trees planted today must have adequate space above and more importantly below ground with sufficient soil volume as part of an appropriate tree pit design. With correct tree pit design, future root growth will not damage footway surface materials. Tree planting should promote a positive influence on the local environment improving air quality, stormwater runoff, health and well-being, habitat provision and species diversity.

Existing below ground utilities

Most of our urban areas contain a maze of utilities beneath footways and carriageways. The closer to an urban centre and more intensely populated areas, the more utilities exist. Engage specialist consultants early on to manage the impacts and control diversion costs.

- Consider utility diversions as part of overall infrastructure implementation.
- Consider positions of new trees in relation to services.
- Utilise root barriers to allow reduced distances to apparatus.
- Engage with specialist suppliers of tree pit products.

Parking and loading bays

A frequent point of contention in the design of urban spaces is the provision of parking and loading and this should be carefully considered at strategic and detailed design stages.

- Longer stay parking should be allocated to car parks.
- On street parking should be high turnover unless resident parking permits are in place.
- Create multi-functional uses, for example a loading bay during the day and a taxi rank in the evening. Parking/loading bays should be easily closed off for events.
- Low intensity use loading bays should appear and function as footways when not in use.
- Ensure the size of all parking and loading bays are fit for today's standards and vehicle dimensions.

Heritage components

These features are important components that contribute to the character and identity of a place. The system should respect them and integrate them accordingly. Some features such as historic light columns can be re-positioned relatively easily, and it is an opportunity to refurbish them and sympathetically modernise the luminaire to meet today's standards. Other features such as walls and historic railings are likely to be more challenging to realign and re-construct. Features include:

- Scheduled monuments.
- Listed buildings and features.
- Light columns.
- Walls and railings.
- Monuments and statues.
- Natural stone paving and kerbs.



Lighting

The lighting design within an urban area subtly influences the feel of a place by day as well as night and should therefore be given due regard.

Scale and height of the light columns must be appropriate for the context. For example, a 12m high column is not likely to be appropriate for a pedestrian focussed high street with 2/3 storey building heights.

Quantity is determined by a combination of the required light levels for a given setting and function as well as column height. In terms of quantity, the lighting design team must also consider the 'place' to ensure the spaces are not cluttered with infrastructure.

The detail of where light sources are positioned should be specific to the context and function and it should not be presumed that a standard detail is appropriate everywhere. There could be important views along a street within a Conservation Area for example, that may be adversely affected if interrupted by multiple vertical components. In this instance columns positioned at the back of the footway or luminaires mounted on buildings may be appropriate. Conversely, there may be some benefit in helping define spaces with regularly spaced columns associated with a kerb line, for example.

The type of the luminaire and column should take account of the local urban character. Colour should be considered alongside other components such as street furniture, signals infrastructure and potentially existing local design guides.

Consider whether there is an existing pattern or style and use of material or finish such as stainless steel, polyester powder coated or cor-ten.

Consider the mounting of CCTV, festive/temporary lighting, WIFI provision as a multifunctional column to minimise street clutter.

Landscape maintenance

Understanding the broad maintenance responsibilities and requirements for various components early on in the design process is beneficial in terms of the positioning of certain elements, material selection and specification of soft landscape. Points to consider are:

- Do the managing authorities have the maintenance knowledge and 'buy in' for managing areas of wildflower?
- New planting that makes an important contribution to the public realm should sit within public ownership so that there is control over the maintenance.
- Monitoring and managing new integrated SuDS combined with planting may require a change to existing procedures.





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West Yorkshire Mass Transit: Design Philosophy

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West Yorkshire Mass Transit Design Development Partner
22 August 2023

West Yorkshire Mass Transit: Design Philosophy

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Executive summary

West Yorkshire Combined Authority (the Combined Authority) has produced an in-depth Transport Strategy which sets out its bold vision for a world-class, integrated transport system. The key objectives of the 2040 strategy are based on enhancing the region's Economy, Environment, and People & Places. The strategy aims to connect people to jobs, brings businesses closer together, gets goods to local, national and global markets, provides opportunities for education, training and investment, and reduces social exclusion so that everyone benefits from economic growth.

The Mass Transit system is about moving people effectively across the poly-centric West Yorkshire region, and thereby supporting the delivery of the Strategy vision.

The Transport Strategy is set alongside a wider context, notably, the target to deliver a net zero carbon economy for the Leeds City Region by 2038. The Mass Transit system will support aspirations to make West Yorkshire greener, more inclusive and better connected. The system itself should be delivered in such a way as to maximise the benefits while minimising the risks both from a carbon and wider sustainability perspective.

This Design Philosophy sets out how the Mass Transit strategy and vision will be delivered by providing the framework for the development of designs for a bold and ambitious Mass Transit system. It defines an approach that requires designers to consider a priority order for the transport network, utilising Mass Transit as a facilitator for transformational change, ensuring that walking, cycling and the value of place are given priority over the needs of the car.

This Design Philosophy is underpinned by the other Mass Transit system strategies. This includes the Approach to Placemaking which prioritises place and the people who use those places, making sure that Equalities needs are considered from the outset, that the Sustainability and Carbon Strategy are at the forefront of decision making and that opportunities for Green Infrastructure in its widest sense are sought out and embedded into the design.

This Design Philosophy sets out how the benefits of a Mass Transit system can be maximised when the system provides a fast, efficient, reliable, and preferred alternative to the private motor vehicle. It briefly sets out what such a system could look like in its broadest sense and explains some of the system terminology.

The document then outlines some of the design challenges and issues which need to be considered in order to deliver an effective region wide Mass Transit system. These difficult decisions will relate to how, where and what type of system corridor is needed so it is segregated from general traffic, and how that could be achieved within the different places that the system passes through.

1. Introduction

1.1 Context

The West Yorkshire Transport Strategy 2040 sets out a bold vision for a world-class, integrated transport system which is vital to West Yorkshire's role as a competitive, inclusive economy. It aims to connect people to jobs, bring businesses closer together, get goods to local, national and global markets, provide opportunities for education, training and investment, and reduce social exclusion so that everyone benefits from economic growth.

The Transport Strategy 2040 sets out ambitions for a transport system that serves the needs of businesses and residents as well as enhancing prosperity, health and wellbeing for people and places across West Yorkshire. It also considers the necessity to provide 21st Century infrastructure that will support the City Region to grow and compete globally, so it is able to meet the ambitions of the Leeds City Region Strategic Economic Plan and the Government's emerging Industrial Strategy.



The Strategy is focused on West Yorkshire and recognises the importance and impact of links with the wider Leeds City Region. The Transport Strategy 2040 vision is:

To enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable.

The key objectives that the strategy sets out to realise this vision are:

- **Economy:** Create a more reliable, less congested, better connected transport network
- **Environment:** Have a positive impact on our built and natural environment
- **People and place:** Put people first to create a strong sense of place.

The Strategy aims to reduce traffic emissions to near zero, tackle the damaging impacts of climate change on homes and businesses and reduce road accidents, aspiring to 'zero tolerance' of transport-related deaths with a desire to be known as a great, safe place for cycling and walking.

An ambition to create a 'world class public transport' system is outlined in *The Transport Strategy*, with the delivery of a Mass Transit strategy for the City Region outlined as a key action. *The West Yorkshire Mass Transit Vision 2040* details the Combined Authority's bold ambition to build a modern, world-class public transport system, using new forms of advanced Mass Transit. Key objectives include:

- Connecting West Yorkshire's important places;
- Supporting economic recovery;
- Improving health and wellbeing;
- Supporting levelling up to help rebalance the economy;
- Helping to combat climate change and provide climate resilient infrastructure.

The Mass Transit Vision identifies four design principles which should form the basis of Mass Transit proposals in the West Yorkshire region:

- People first;
- Environmental responsibility;
- Better connected;
- Celebrating West Yorkshire.

1.2 Design Philosophy

This Design Philosophy document sets out the framework for the development of designs for a bold and ambitious Mass Transit system for West Yorkshire which delivers against the aims and objectives of *the West Yorkshire Transport Strategy 2040 and West Yorkshire Mass Transit Vision*.

This document defines a design approach which requires designers to consider a priority order for the transport network which places walking and cycling first and equal to a Mass Transit system. In doing so, the needs of the car no longer take priority over the needs of other transport users or the value of place.

The Design Philosophy does not provide technical guidance and standards which are contained in the associated *West Yorkshire Mass Transit Design Guide*.

1.3 Approach to the Environment, People and Place

This document should be read in conjunction with the following documents which provide further guidance to designers.

They are fundamental to the *Design Philosophy*, should be considered from the outset as an integrated part of the design process and should be considered as essential for the delivery of the Mass Transit Vision objectives. A short summary of the design principles of each is set out below in Figure 1.

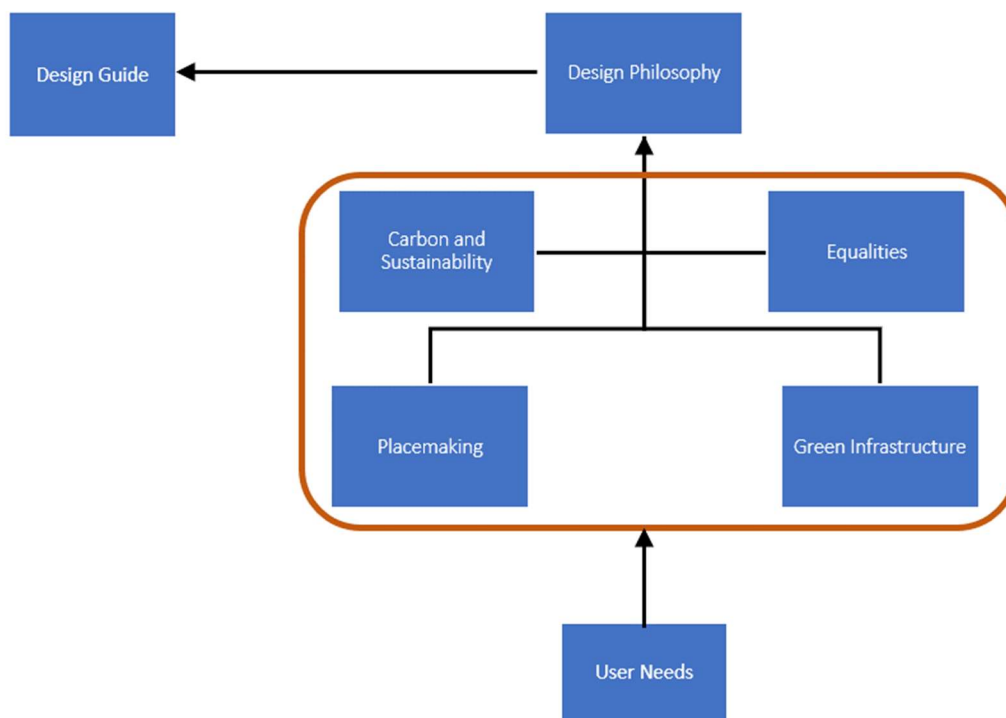


Figure 1. Approach to the Environment, People and Place

- *The Approach to Placemaking:*

Understanding the places that the Mass Transit system connects and passes through is central to the transport system and it must enhance or transform places, not impose Mass Transit infrastructure upon them. West Yorkshire is defined by a range of distinct places and a sound understanding of these characteristics is needed so the MT systems design responds to context and avoids ubiquitous design solutions. Understanding the people, including their social and cultural values, who use the places which the Mass Transit connects and passes through is essential for delivering places that are accessible, active, comfortable and sociable. The essential principles that designers need to consider in delivering good places are centred around health and wellbeing, connectivity, place identity and resilience.

- Equalities needs:

The Combined Authority have a public sector equality duty to have due regard to eliminate unlawful discrimination, advance equality of opportunity between people, and foster good relations between those who share a protected characteristic and those who do not. Our approach to design follows best practice, aligning to the RIBA Stage 2 design. The aim is to ensure that the Combined Authority has demonstrable due regard for the duties from the outset of design options. The aim is to achieve positive outcomes for the protected characteristic groups.

- Sustainability and Carbon Strategy:

The Leeds City Region has a target to achieve a net zero carbon economy by 2038. The Mass Transit Sustainability and Decarbonisation Strategy supports this vision by ensuring the Mass Transit system itself will be delivered in such a way as to maximise the benefits and minimise the risks both from a carbon and wider sustainability perspective.

Designers need to work towards delivering the stated sustainability outcomes, derived from existing policy and the United Nations Sustainable Development Goals: Climate Resilience, Biodiversity and Natural Capital, Inclusive Growth, Health and Wellbeing, Pollution, Waste and Resources, Energy and Carbon.

The Mass Transit Vision states that the system will be net zero during operation and maintenance and should work towards net zero during construction. These are ambitious targets and represent an opportunity for designers to drive low carbon innovation in the construction industry. Carbon will need to be considered by the designers at the 'first principles' stage of the System and be fundamental to all design decisions.

- Green Infrastructure

Green Infrastructure is the use of naturally regulating systems to create a robust and sustainable development and is a way of bringing together many of the outcomes that are required for environment, people and place. The three naturally regulating systems of biodiversity, water, and soils need to be allowed to naturally function and self-regulate, so that the many benefits can be delivered.

Designers must address two principles to create good green infrastructure: connectivity and multifunctionality, and these need to be considered from the beginning of the design process, to achieve the benefits of green infrastructure.

1.4 Relevant Standards and Guidance

The *Design Philosophy* draws on existing standards, guidance and best practice documents relating to the design of urban streets, traffic signs, pavements, public realm etc. A non-exhaustive list of these national and local guidelines is outlined in Section 1.3 of the *West Yorkshire Mass Transit Design Guide*.

This is a design document to assist the design of typical corridor scenarios and layouts. Whilst all corridors will have individual challenges, this document does not purport to address all scenarios. Any constraints in cross section will require a case-by-case approach to design.

2. Why Mass Transit?

2.1 Local Transport Challenges

The aim of the West Yorkshire Mass Transit programme is to transform travel in the region with a series of new interconnected transportation networks between population centres and commercial districts. This is fundamental to addressing current issues with movement and congestion, which are projected to exaggerate with forecasted population growth.

The current levels of motor traffic on the roads in the West Yorkshire region and the impacts of this traffic are a concern for the health of the local economy and of communities. Furthermore, increasing demand for travel is likely to be characterised by longer distances and more dispersed commuting and business trips.

The shift to electric cars, although a positive step forward from the perspective of zero carbon emissions and particulate pollution at point of use, there is still a constraint of road space accommodating the volume of private vehicles.

The *West Yorkshire Transport Strategy 2040* highlights a number of challenges which must be overcome to deliver a successful regional transport system. They are:

Transport Capacity & Performance

- Strategic transport connections to the UK's major cities are aging and face increasing demands for travel;
- Traffic congestion on motorway corridors, junctions and routes into the urban centres is impacting on business costs and the accessibility of labour markets;
- Bus journeys are being slowed down and their reliability impacted by road congestion and long dwell times from on-bus payments;
- There is severe crowding on trains in the busiest periods, with services to and from Leeds having some of the worst crowding nationally;
- Car parking at rail stations is insufficient and there are limited bus park and ride options into centres;
- Poor access to key development sites and gateways, including Leeds Bradford Airport, is holding back job creation and house building;
- Poor walking and cycling infrastructure is providing little protection from motorised traffic and is discontinued at difficult places where it is needed the most.

Environmental

- Climate change: there is a slower rate of carbon reduction in the transport sector than in other sectors;
- Poor air quality: the negative impacts of harmful pollutants produced by traffic is linked with a range of illnesses and premature deaths;
- Noise pollution: Exposure to harmful noise levels from road, rail and air transport, can cause mental health problems, poor performance at school and at work, and an increased risk of heart disease.

People & Place

- Over-reliance on car use is contributing to a rise in obesity, diabetes and coronary heart disease;
- Safety on the roads, in particular concerns for those walking, cycling and motorcycling;
- Heavy traffic flows create barriers to communities and the movement of young, elderly, frail and disabled people;

- Some roads are in poor condition with public dissatisfaction with defective roads and footpaths;
- A limited choice of travel options is restricting people's opportunities;
- Car dominance in town and city centres is impacting on the attractiveness of places.

The *West Yorkshire Transport Strategy 2040* concludes with a series of ambitions relating to Inclusive Growth, Environment, Health and Wellbeing; Road Network; Places to live and work; One System Public Transport; Smart futures; and Asset management and resilience.

These ambitions are supported by the Transport Strategy vision and objectives.

"We will enhance business success and people's lives by providing modern, world-class, well-connected transport that makes travel around West Yorkshire easy and reliable. We want a transport system that supports inclusive growth, serving the needs of businesses and people, and enhancing prosperity, health and wellbeing for people and places across West Yorkshire. This Transport Strategy provides the policy framework for the planning and delivery of improved transport infrastructure and services in West Yorkshire, to influence investment decisions to help deliver our vision and objectives".

2.2 Key Principles

A Mass Transit system is well positioned to transform journeys by moving large numbers of transport users between their origins and destinations. It can assist in the regeneration of the corridors and communities that it serves, whilst reducing private motor vehicle traffic and the associated environmental impacts. Successful implementation has the potential to meet the key objectives presented in the *West Yorkshire Mass Transit Vision document*.

For the greatest impact, a Mass Transit system must provide a **fast, efficient, reliable, and a lower cost-alternative** for users to the private motor vehicle. These four metrics are vital to ensure a significant modal shift, which in turn will result in a more efficient use of highway space.

The technology choice for each of the corridors is yet to be determined; and could be in the form of light rail, tram, tram-train or bus rapid transit or indeed future systems. Regardless of the technology selected, segregation is the core consideration when creating a fast, efficient, and reliable Mass Transit system.

Segregation can be achieved in two ways:

- **Full segregation** – this method will place Mass Transit into a dedicated corridor, away from the highway, where the conflict with other users will be reduced, allowing the Mass Transit to achieve full operational speeds.
- **Partial segregation** – this method will allocate dedicated space within the highway cross section, although operation will be unhindered by traffic congestion, operational speeds will be lower to reflect the potential interactions with other users (i.e. at junctions).

Where full segregation is difficult to achieve within the urban fabric of West Yorkshire, decisions will need to be made to create new space or reallocate the available space required to achieve Mass Transit system segregation. There may be instances where 'shared use' corridors with the Mass Transit system and other vehicles are necessary to maintain access or connectivity, but these should be the exception where all other alternatives have been considered. Where shared use corridors are proposed, measures including Traffic Regulation Orders will be implemented to give priority to Mass Transit vehicles wherever possible.

In many instances, existing highways will need to be utilised to host the Mass Transit system, and to achieve segregation it may be necessary to reallocate highway space, for example by the removal of on-street parking, restricting general traffic flow or entirely removing general traffic. The Mass Transit system will take priority in these scenarios, with the remaining users prioritised according to a Strategic Highway and User Hierarchy set out below.

- The Strategic Highway Hierarchy will be applied first to determine where space within the existing highway can be reallocated by firstly restricting general traffic.
- The User Hierarchy can secondly be applied to accommodate the required users within a corridor and maximise the use of the available cross-section width.

2.3 Strategic Highway Hierarchy

The local strategic highway network can be broken into four main tiers: Strategic Local Highway, Major and Minor Distributors, and Local Access Roads, each with their own characterises and purpose:

- **Strategic Local Highway Roads** – Principal A Roads, single and dual carriageway’s that are designed to carry high volumes of motor vehicles as quickly, safely and efficiently as possible between large primary destinations that are used by local and some regional traffic.
- **Major Distributor Roads** - A Roads and some B Roads between major urban areas primarily used by local traffic. Some distributor roads may also incorporate primary bus routes with some frontage access and frequent junctions.
- **Minor Distributor Roads** - Roads linking between the main and secondary distributor network with frontage access and frequent junctions.
- **Local Access Roads** - Roads serving limited numbers of properties carrying only access traffic.

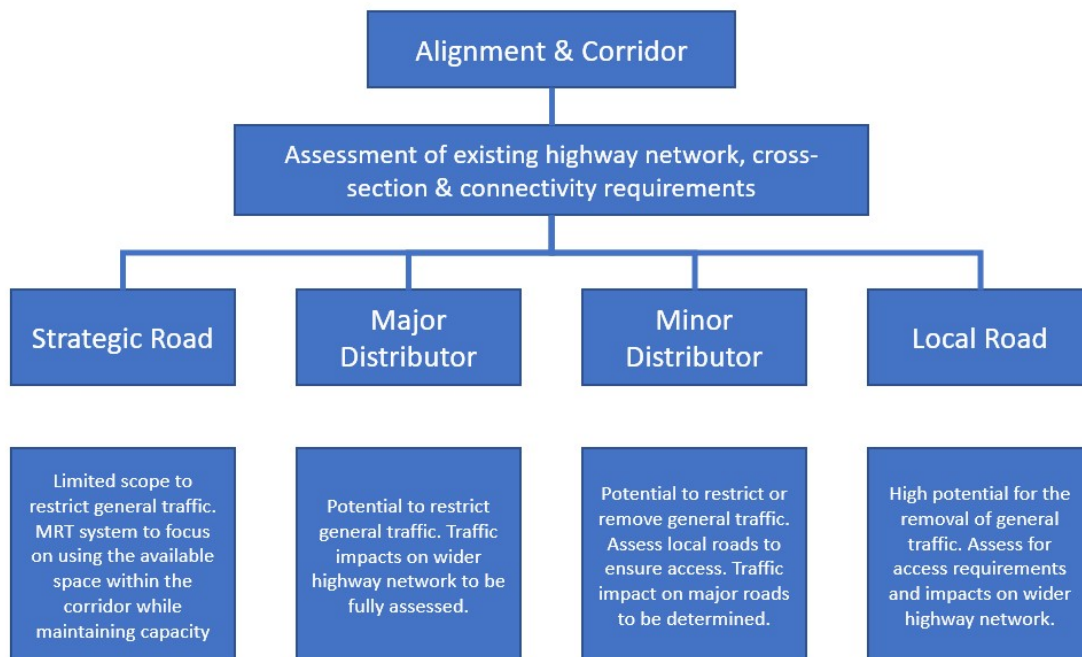


Figure 2-1. Strategic Highway Network Hierarchy

For these roads to accommodate a Mass Transit system, the designer must look at the characteristics of each of these roads and select the most appropriate typical Mass Transit cross-section and apply the *Design Philosophy* accordingly. Figure 2-1 demonstrates some the challenges and opportunities that will need to be made associated with each of the four tiers of the highway network.

2.4 User Hierarchy

A user hierarchy will be considered focussing on both the strategic movement of people en masse and the movement of people within a local area

2.4.1 The strategic movement of people en masse

The aspiration of the Mass Transit programme is to make a contribution to transformational change to travel patterns. As part of this there would be a movement towards more sustainable travel patterns and safer streets, with private motor vehicles being used far less frequently than at present because they are less convenient and flexible than other transport choices. This will require that Mass Transit is prioritised over other modes in some situations to ensure delivery of a system which can function effectively.

2.4.2 The movement of people within a local area

The design team will place the needs of those who are walking (and wheeling) and cycling first within a local area. By placing these needs above private motor vehicles it should not be interpreted as an anti-car stance, however, if the car remains a convenient, flexible, and comfortable choice, a proposed Mass Transit scheme will not achieve the modal shift required for transformational change.

Consideration will be given to people that are reliant on cars, for many users it is currently their only viable option for medium to longer distance journeys, or for journeys with multiple destinations not served by public transport networks. There are also practical considerations, such as the requirement to allow vehicular access to private property. Nevertheless, the needs of the private car should no longer take priority over the needs of other users or the value of place.

3. System Terminology

A Mass Transit system is a public transport system which is used for transporting large numbers of passengers between their origins and destinations.

This *Design Philosophy* has been written at an early conceptual stage of the project prior to the definition of a Mass Transit technology. The design process will allow for a corridor which is suitable for any one of the typical Mass Transit technology choices that are currently available, such as very light rail, light rail, tram, tram-train, or bus rapid transit, which will be defined at a later stage in the project. Regardless of the technology selected, the key to a successful Mass Transit system is an exclusive right of way, or segregation, which creates a fast, efficient, and reliable public transport system.

The images and descriptions below focus on light rail and tram systems. These are used to illustrate a range of issues only and do not reflect a preferred technology method.

3.1 Segregated Mass Transit Corridor

A segregated Mass Transit corridor is set aside for the exclusive use of Mass Transit vehicles. This provides a high-capacity and reliable service with the potential for higher line speed in less built-up urban areas. Where corridor width allows the introduction of bus laybys, a shared use Public Transport corridor can be implemented.

Where vehicular access is not required, the segregated Mass Transit corridor could accommodate a soft landscaping solution such as urban street trees, grass, and low-level planting as shown in Figure 3-1 below, which could also form part of a multifunctional green infrastructure solution. The advantage of soft landscape over a hard landscape is that the planting can absorb surface water run-off reducing the need for traditional drainage methods, trees can provide shade which lowers the average street temperature during more common extreme heat events and help to reduce the noise reflection of Mass Transit vehicles running on rails. Pedestrians can cross the grass anywhere they choose but the paved crossings stand out clearly, without the need for signs. Similarly, it's clear that cars and bikes are not meant to run on the grass, though emergency vehicles can do so if necessary (NACTO).



Figure 3-1. Mass Transit corridor with soft landscape (Bordeaux, France)

3.2 Segregated on Road Mass Transit Corridor

Figure 3-2 shows how a segregated-on road Mass Transit corridor is set aside for the exclusive use of Mass Transit vehicles and works in the same way as a bus lane which is separated from adjacent traffic with a solid white line on the carriageway. The segregated, on-road Mass Transit corridor restricts other modes of transport as per the Traffic Regulation Order (TRO). The TRO would be signed accordingly with road markings and signs that indicate which (if any) other vehicles are permitted to use the lane, such as buses, taxis, and motorcycles.

As with existing bus lanes in urban areas, there is the potential that other motor vehicles could abuse the segregated-on road Mass Transit corridor with illegal loading/unloading and delay any approaching Mass Transit vehicles. It is worth noting that buses can drive around any illegal loading/unloading with minimal delay, however, any track-based Mass Transit vehicle does not have this ability and would be delayed until the obstruction is removed. As a deterrent, enforcement systems could be considered to monitor vehicles illegally making use of the segregated-on road Mass Transit corridor.



Figure 3-2. Segregated on road Mass Transit corridor (Poznan, Poland)

3.3 Time Restricted Mass Transit Corridor

Figure 3-3 illustrates how time a restricted Mass Transit corridor (i.e. Public Transport Only corridor) works in the same way as a segregated-on road Mass Transit corridor with a timed restriction which restricts all other vehicles except public transport vehicles for a whole section of the corridor.

This type of corridor is typically used at busy commercial or neighbourhood corridors whilst allowing restricted vehicular access and deliveries at specific hours. As an example, Princess Street in Edinburgh is restricted to all vehicles except trams, buses, taxis, and cycles, with access for loading between the hours of 8pm and 7am.



Figure 3-3. Mass Transit corridor in shared corridor (Innsbruck, Austria)

3.4 Shared Use Mass Transit Corridor

Figure 3-4 shows a situation where a Mass Transit vehicle is delayed by congestion when there is no segregation from general through traffic.

In this situation, the Mass Transit system has the lowest transformative impact as all journey times are subject to other road users and will not meet the core objectives of fast, efficient, reliable, and cost-effective alternative to the private motor vehicle. These four metrics are vital to ensure a significant modal shift is achieved.

Mass Transit vehicles in shared running with general traffic should be used as a last resort when all other options have been exhausted, even for short sections.



Figure 3-4. Mass Transit corridor shared use corridor (yarratrams.com.au)

3.5 Traffic Signal Junctions

Where Mass Transit integrates with highway, traffic signal-controlled junctions will help to ensure the resilience and reliability by providing the greatest practicable level of priority. Phasing at junctions will be aligned to Mass Transit operation to ensure a flowing network and consistent journey times.

To provide pedestrian priority at traffic signal junctions, in densely populated areas, traffic signal timings will favour pedestrians over general traffic thus reducing pedestrian waiting times. The number of controlled crossing points will also where possible be reduced which simplifies the design of the junction and again will favour pedestrians above general traffic.

To achieve this objective, where possible, the layout of the junction will allow pedestrians to cross the street in a single, direct movement. Staggered/staged crossings will only be used in limited circumstances.

Cyclists can be fully segregated from pedestrians and all motor traffic, with an example from Manchester shown in Figure 3-5 below. This level of Mass Transit walking and cycling segregation at traffic signal junctions will become standard in order to provide the correct level of protection which is a requirement of Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design'.



Figure 3-5. CYCLOPS traffic signal junction incorporating a mass transit corridor – Manchester

3.6 Cycle Lanes and Cycle Tracks

In the UK cities where Mass Transit has been reintroduced, cycling design guidance was limited and some schemes are now deemed not to have sufficiently considered the safety needs of cyclists during the design process. This is due to Mass Transit track (if used) becoming very slippery when wet and along with cycle wheels easily getting caught in the 'groove', which can cause cyclists to fall, causing injury.

Segregated facilities for cyclists shall be considered within Mass Transit corridors wherever width constraints allow. Any new facilities provided could be connected into the wider cycling network to provide safe and alternative routes for cyclists away from the Mass Transit corridor.

In situations where existing cycling facilities are being removed to enable sufficient width for Mass Transit and or providing segregated cycling facilities are not feasible due to width constraints, then cyclists can be encouraged onto parallel active travel routes using Quiet Streets or other existing cycling network where appropriate.

3.7 Quiet Streets

Where a segregated cycle facility is not feasible due to width constraint, a parallel route as close as possible should be investigated which prioritises cycling through adjacent Quiet Streets.

Quiet Streets provide an alternative parallel cycle route, a short distance from the main Mass Transit corridor. Such offline options should be lightly trafficked streets, with some on paths across parks and open spaces. Quiet Streets are low-intervention routes on road, with largely unsegregated cycling provision. The main interventions on most of the network will be direction signing, surfacing improvements, removing barriers such as chicanes and improving the flow of the route. There may need to be some removal of parking.

On busier local highway streets, additional segregated cycling infrastructure may be required to achieve the correct protection for cyclists, to comply with LTN 1/20.

3.8 Traffic Cells

In situations where the Mass Transit corridor runs through a dense residential area with frequent uncontrolled priority junctions which meet with the Mass Transit system, a rationalisation of motor vehicle access points to and from the Mass Transit corridor will be required to maintain a high level of safety, as every conflict point over the Mass Transit corridor increases the risk of collision and or delay.

One potential solution to discourage or remove through traffic from the Mass Transit corridor is the inclusion of a Traffic Cells. There are several ways to implement these, but the main principle is that access is still maintained for residents and businesses, but it is not possible, or significantly more onerous for traffic traversing through. With through-traffic removed, the streets see dramatic reductions in motor traffic levels and often speeds. While residents and businesses in a traffic cell can still complete all their journeys by car, some trips will be more circuitous. This, combined with far quieter, safer-feeling streets provides residents a greater level of amenity from their local streets and enables them to switch to more healthy ways of travelling, particularly for short journeys.

The implementation of traffic cells will cause varying degrees of inconvenience and displacement of traffic onto adjacent routes; therefore, the implementation of traffic cells will be carefully considered to ensure alternative routes are not unduly onerous, and wider network impacts are not disproportionate to the benefits.

3.9 Traffic Regulation Orders

Traffic Regulation Orders (TRO) are legal documents that restrict or prohibit the use of the highway network in certain situations, in line with The Road Traffic Regulation Act 1984. They assist Local Authorities to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities. TROs will be implemented by the scheme to ensure the MT system is resilient and reliable, particularly in 'shared use' corridors where segregation is not feasible and priority.

A TRO can only be proposed for the reasons set out in the legislation and only if the regulations allow it to be signed and lined accordingly. Examples of TRO include:

- Speed limits;
- On-street parking restrictions;
- Weight limits;
- One-way streets and banned turns;
- Prohibition of Driving.

4. Indicative Typical Cross Sections

4.1 Typologies

The Approach to Placemaking sets out a number of generic typologies as corridors and nodes, each with distinct differences in their character and function. Each typology identifies the principles and differing spatial requirements to meet the social and cultural needs of the people within that typology.

Corridor Typology:

- Rural highway;
- Urban highway;
- Interurban highway

Node Typology:

- City & Town Centres;
- Local Centres

By grouping distinct places into specific typology types, analysis and design interventions can be focused on the actual needs of the end user of the streets and spaces, rather than the default engineering solution on how best to design for motor traffic.

The Approach to Placemaking sets out some of the essential and relevant place attributes for the various typologies. In addition, it identifies a range of the inherent landscape and townscape features which define the distinct characteristic of the places.

This assessment determines which user has priority in each of the individual typologies (highest priority at the top).

4.1.1 Corridors Typology

Rural Highway	Urban Highway	Interurban
Mass Transit	Mass Transit	Mass Transit
Segregated Cycle Track(s), or Shared Use Paths	Pedestrians	Segregated Cycle Track(s), or Shared Use Paths
General Through Traffic	Segregated Cycle Track(s)	General Through Traffic
Pedestrians	General Through Traffic	Pedestrians
Green Infrastructure	Green Infrastructure	Green Infrastructure

The **Rural Highway** corridors are typical standard roads that link up urban areas. They have little kerbside activity with long sections between junctions. These rural highway sections of corridor have traditionally ignored the needs of commuter cyclists, but there is a need for some form of segregated cycling facility as only confident cyclists will cycle on unrestricted high volume trafficked rural roads. With very low numbers of pedestrians, it may be possible in some situations to provide a shared use path for both pedestrians and cyclists (compared to dense urban areas).

Urban Highway corridors are the roads with traffic through built up areas with many competing demands in both residential and commercial areas. These links are often narrow and congested, with very high levels of kerbside activity, often with existing bus routes that are delayed due to heavy congestion.

Interurban Highway corridors are typical standard single or dual carriageway roads through urban areas. They have little kerbside activity with long sections between junctions, which may have a parallel access service road that serves residential frontages. These interurban sections of corridor have traditionally ignored the needs of pedestrian and cyclists alike, but there is a need for some form of segregated pedestrian and cycling facilities.

4.1.2 Node Typology

City Centres & Town Centres are traditionally the commercial high streets / office spaces etc. with very high pedestrians flows which are the centre for terminating public transport routes. They are rich in heritage and cultural centres, with varying architecture and materials with their own distinct characteristics.

The Local Centres are community focal points, they have independent local retail shops with frontages, medium pedestrian flows which are on public transport routes. They serve the important day to day needs of the community and can be associated with schools and other important local facilities.

All the nodes have their own key characterises which must be identified, protected and enhanced for a more liveable neighbourhood.

4.1.3 City Centre Worked Example

Figure 4-1 below is a typical cross-sectional design for a City Centre corridor with a segregated Mass Transit. At a local level, the needs of pedestrians are considered first; the footway widths are wide, with the expectation high footfall and active frontages. A segregated cycle track, along with public transport links (if required), public urban space, green infrastructure which can incorporate intermittent loading areas, with general through traffic last in the user list.

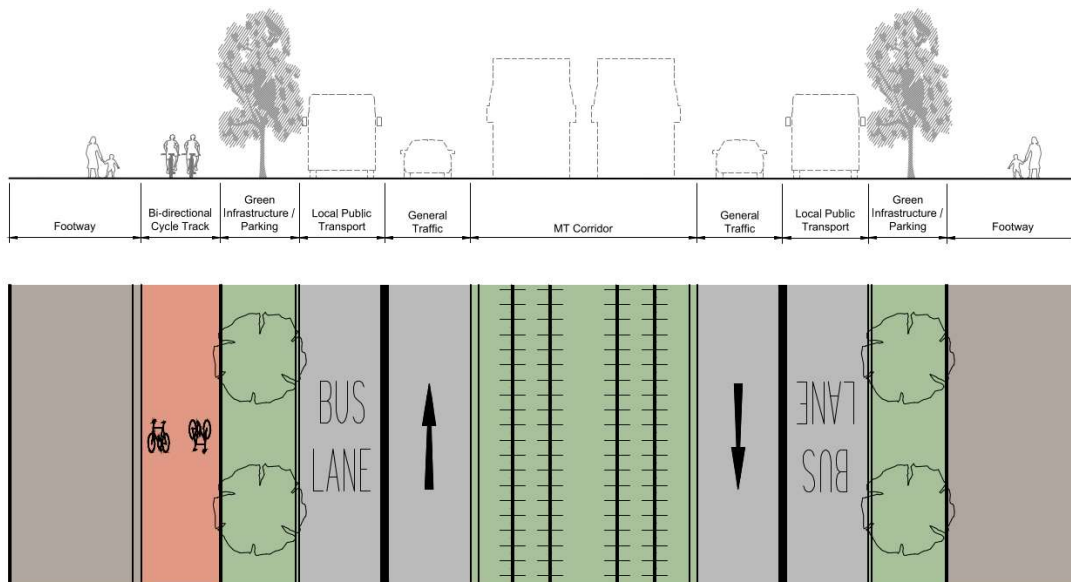


Figure 4-1. Typical city centre typology cross section

In many situations a wide corridor (to accommodate all the above) is not achievable and therefore the design solution will be dictated by the available effective width of the highway boundary.

Applying the principles of the user hierarchy, the corridor can be reduced by removing the general traffic lanes, which creates a new corridor as per Figure 4-2

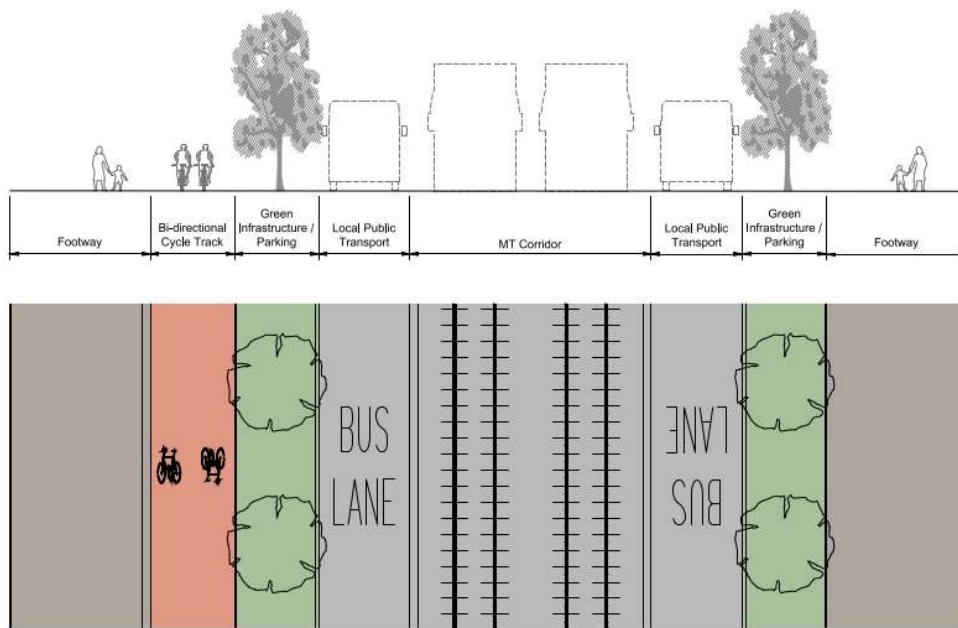


Figure 4-2. Typical city centre typology - reduced cross section

Further concessions can be made such as removing the segregated local public transport (either to be re-routed or share the same space as the Mass Transit vehicles) and placing them in the same space as Mass Transit to create a Public Transport Only corridor. Where space permits, the creation of intermittent parking / loading bays along with green infrastructure can be incorporated, as shown in Figure 4-3

Once a chosen cross section broadly fits with the available highway space, local pinch points can be designed out using the same principles of the user hierarchy.

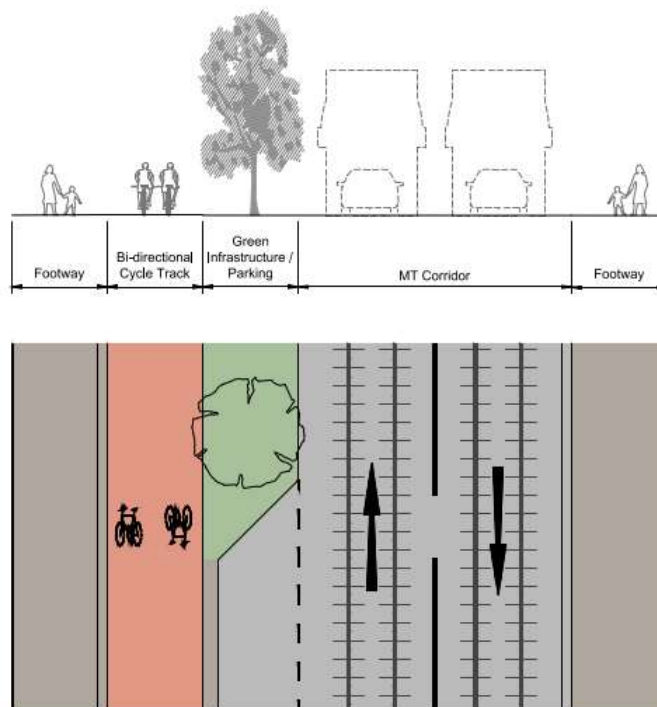


Figure 4-3. Typical city centre typology narrowed cross section

4.2 Example Mass Transit Corridors

4.2.1 Central Segregated Mass Transit Corridor

Figure 4-4 below is a typical cross-sectional design where a segregated Mass Transit corridor is integrated into existing highway. This situation is best suited to urban distributor roads where road space can be reallocated in favour of Mass Transit. As mentioned in Section 4.1.1, interurban sections of corridor have traditionally ignored the needs of pedestrian and cyclists alike, but this can be addressed with a segregated Active Travel corridor which can allow alternative transport mode into city / town centres.

The adjacent single trafficked lanes facilitate local access (albeit in a much-reduced capacity), however, in the event of a broken-down vehicle, traffic will be able to pass the blockage by using the hard paved segregated Mass Transit corridor adjacent before returning to the trafficked lane.

This layout provides a good level of spatial provision for pedestrians and cyclists as well as intermittent green infrastructure; parking / loading bays, where space permits.

In many situations a wide corridor (to accommodate all of the above) is not achievable and therefore the design solution will be dictated by the available effective width of the highway boundary.

Applying the principles of the user hierarchy, the corridor can be reduced by removing the Green Infrastructure / parking bays .

Further concessions can be made such as diverting the cycle track onto a parallel corridor noting that additional off-site measures will be required to meet the five core principles as set out in LTN 1/20 Cycle Infrastructure Design. Alternatively in densely populated areas where the needs of Active Travel are placed about General Traffic, a traffic lane could be removed instead thus creating a one-way road with bidirectional Mass Transit.

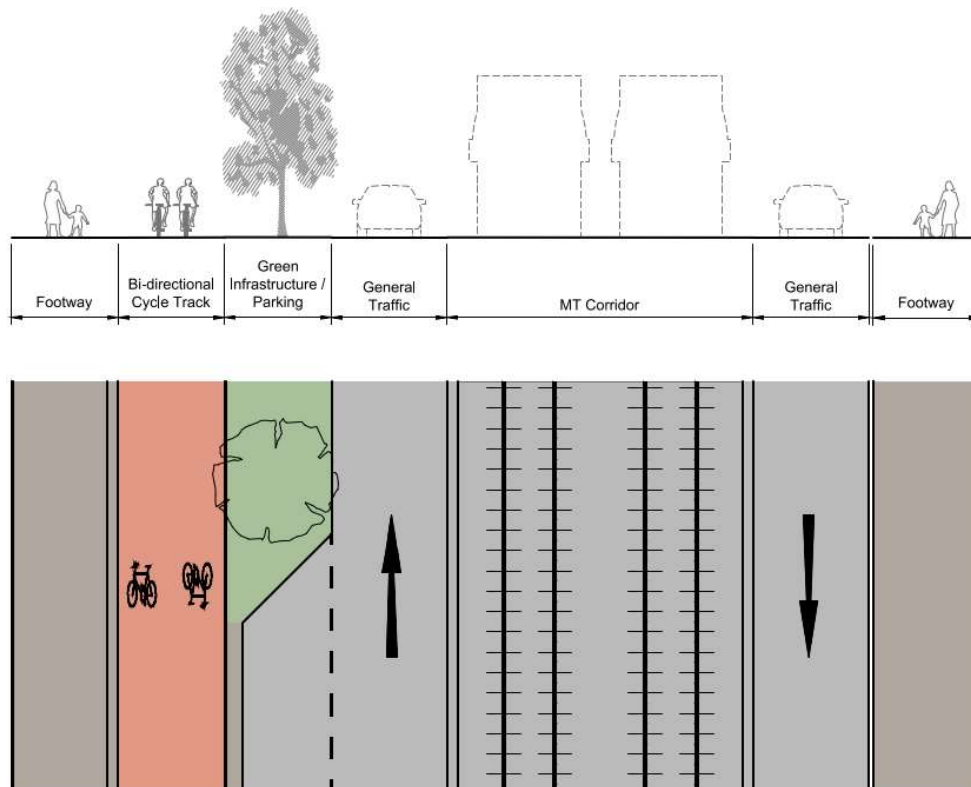


Figure 4-4. Central segregated Mass Transit corridor

4.2.2 Parallel Segregated Mass Transit Corridor

Figure 4-5 below is an alternative typical cross-sectional design where a segregated Mass Transit corridor is integrated into existing highway. This situation is best suited for dual carriageways where road space can be reallocated in favour of Mass Transit. As mentioned in Section 4.1.1, interurban sections of corridor have traditionally ignored the needs of pedestrian and cyclists alike, but this can be addressed with a segregated Active Travel corridor which can allow alternative transport mode into city / town centres.

One side of the dual carriageway can be assigned to Mass Transit, whilst the opposing side can be modified to a bi-directional, single carriageway road. The existing central median can therefore be removed to allow for intermittent green infrastructure; off street parking; loading bays; and pedestrian crossing points.

Careful consideration is required with regards to which side of the dual carriageway to allocate to Mass Transit, such as third-party accesses, uncontrolled side road junctions and traffic signal junctions.

Placement of the cycle track also requires careful thought, with regards to linking into the adjacent cycleway network and how to protect the cycle track from illegal parking / loading.

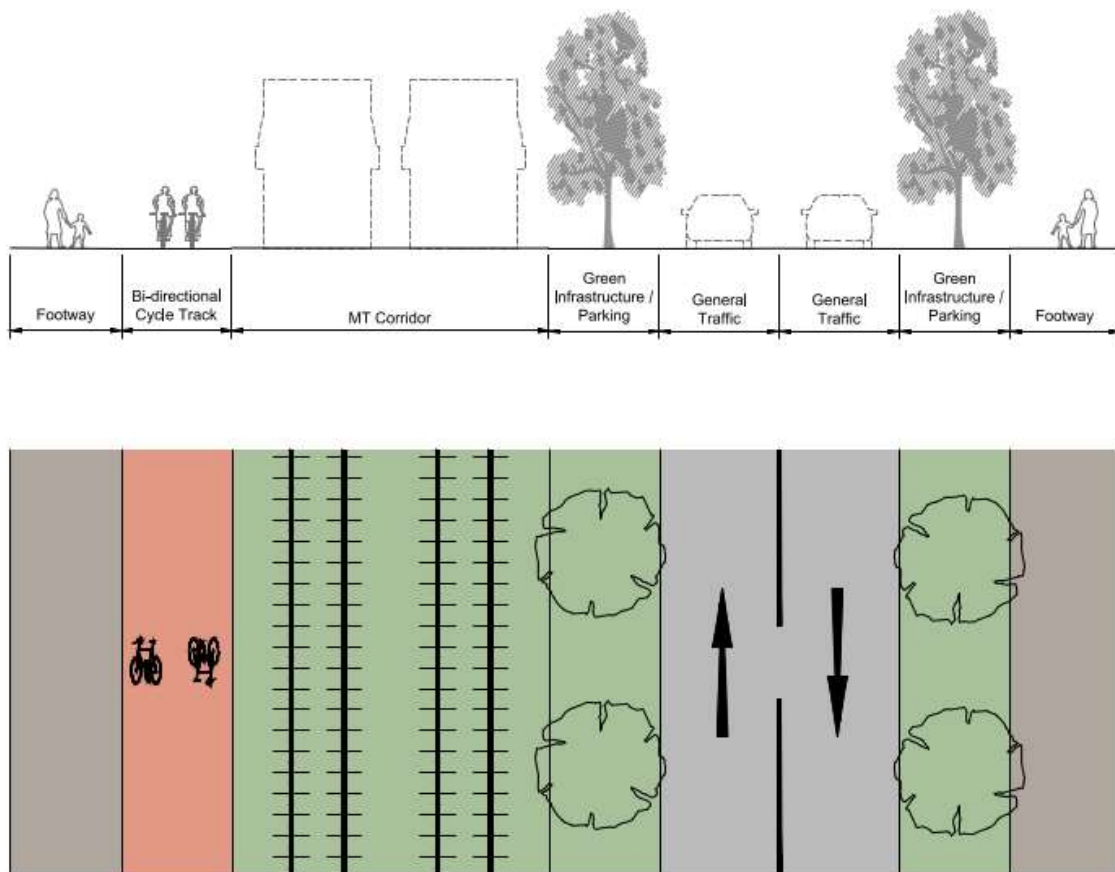


Figure 4-5. Parallel segregated Mass Transit corridor

In some situations, a wide corridor (to accommodate all of the above) is not achievable and therefore the design solution will be dictated by the available effective width of the highway boundary.

Applying the principles of the user hierarchy, the corridor can be reduced by removing the Green Infrastructure / parking bays .

Further concessions can be made such as diverting the cycle track onto a parallel corridor noting that additional off-site measures will be required to meet the five core principles as set out in LTN 1/20 Cycle Infrastructure Design. Alternatively in densely populated areas where the needs of Active Travel are placed about General Traffic, a traffic lane could be removed instead thus creating a one-way road with bidirectional Mass Transit.

4.2.3 Offline Segregated Mass Transit Corridor

The indicative typical cross section as per Figure 4-6 shows the scenario where the Mass Transit corridor is completely segregated from the highway and forms its own corridor alongside a segregated cycling track and footway. Pedestrian and cycling connections over the Mass Transit track will be achievable in locations with adequate line of sight uncontrolled crossings.

Planting could be located on the embankments which would screen the corridor from any sensitive visual receptors.

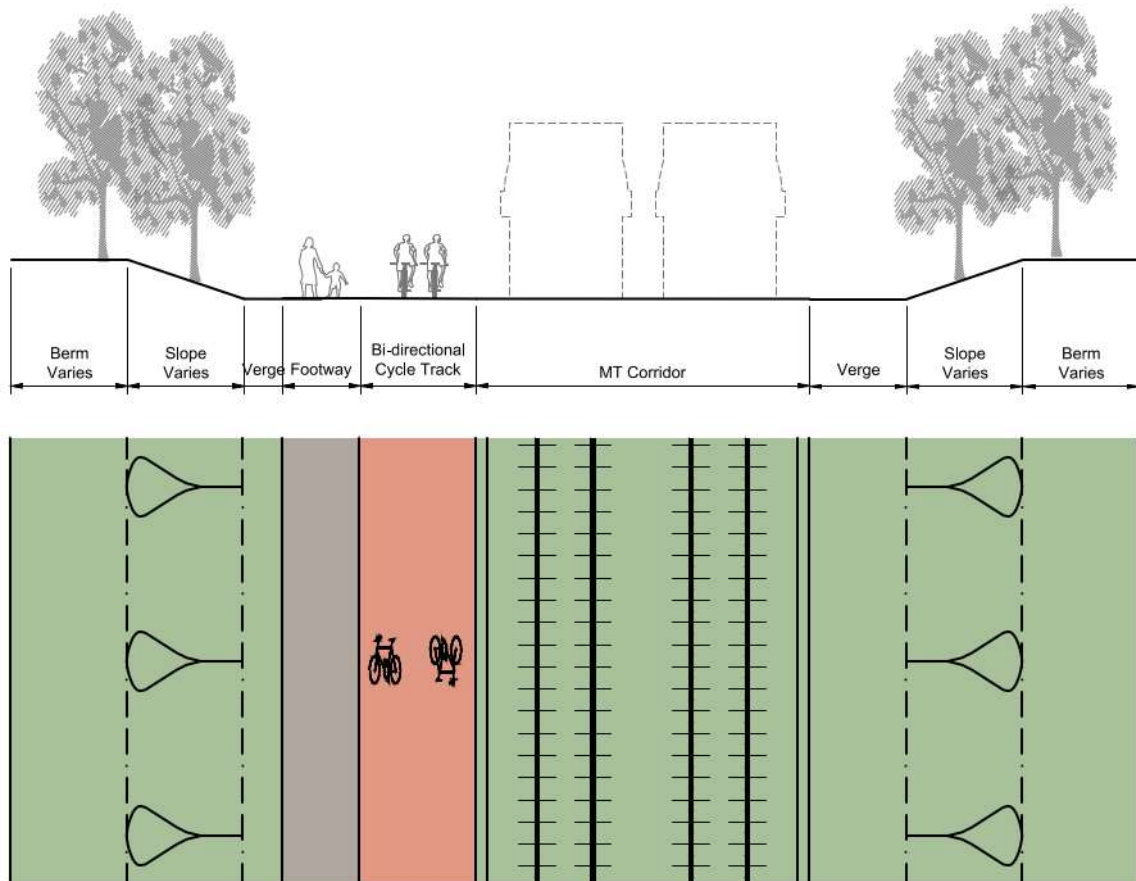


Figure 4-6. Offline segregated Mass Transit corridor

4.3 Segregated On-Street and or Shared Use Mass Transit Corridor

The indicative cross-sectional images Figure 4-7 below can be used in corridors with restricted width where full segregation is not possible. In those situations, the Mass Transit corridor will be located on the carriageway in three distinct scenarios:

- A segregated-on road Mass Transit corridor is set aside for the exclusive use of Mass Transit vehicles, such as in central urban areas where space is limited.
- A time restricted Mass Transit corridor (i.e. Public Transport Only (PTO) corridor) works in the same way as a segregated-on road Mass Transit corridor with a TRO which restricts all vehicles except public transport for a section of the corridor. This is typically used at busy commercial or neighbourhood corridors whilst allowing restricted vehicular access and deliveries at specific hours. As an example, Princess Street in Edinburgh is restricted to all vehicles except trams, buses, taxis, and cycles, with access for loading between the hours of 8pm and 7am.
- A shared use Mass Transit corridor are roads and streets where Mass Transit vehicles share the same road space with other road users with no Mass Transit priority as per Figure 4-7. In this situation, the Mass Transit system has the lowest transformative impact as all journey times are subject to other road users and will not meet the core objectives of fast, efficient, reliable, and cost-effective alternative to the private motor vehicle. Mass Transit vehicles in shared running with general traffic should be used as a last resort when all other options have been exhausted, even for short sections.

This cross-sectional layout has the dedicated central corridor removed with the associated green infrastructure and placemaking opportunities remaining for route continuity.

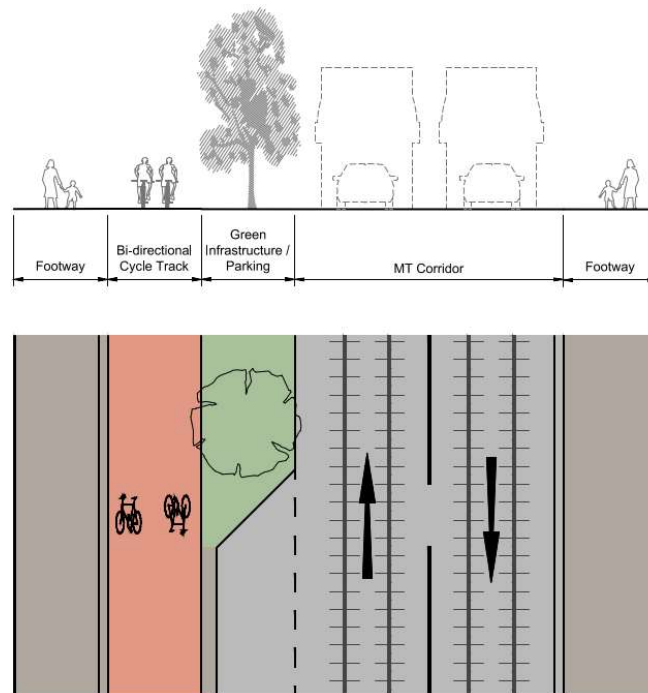


Figure 4-7. Segregated on-street or shared use Mass Transit corridor

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Report to: Place, Regeneration and Housing Committee

Date: 31 August 2023

Subject: **Housing Update**

Director: Liz Hunter, Director Policing, Environment and Place

Author: Rebecca Greenwood, Head of Housing

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

1. Purpose of this Report

- 1.1. To provide the Committee with an update on the workstreams relating to the Combined Authority’s activity to support the housing growth activity across the region, including an update on the Strategic Place Partnership with Homes England a summary of our revenue and capital programmes supporting delivery of housing in the region.

2. Information

Background

West Yorkshire / Homes England Strategic Place Partnership

- 2.1 The West Yorkshire / Homes England Strategic Place Partnership (SPP) sets out the shared ambition of West Yorkshire Combined Authority, Homes England and the five West Yorkshire Local Authorities to realise the untapped potential of West Yorkshire to further contribute to the delivery of much needed new homes as part of a co-ordinated approach to the regeneration and transformation of its places. The SPP was formally launched at UKREiiF on 16th May 2023 by the Mayor of West Yorkshire and Chief Executive of Homes England.

- 2.2 On Monday 24th July, the Secretary of State for the Department for Levelling Up, Housing and Communities outlined the Government's long-term plan for housing. Of particular relevance to the strategic priorities for West Yorkshire, the Secretary of State announced:
- The launch of Homes England's Brownfield, Infrastructure and Land (BIL) Fund. This is a £1billion fund aims to support large scale transformative projects of regional or national significance and can include acquisition, infrastructure, provision of place-making and community facilities and S106 infrastructure (excluding affordable housing). There are two routes to delivery – either via continuous market engagement (CME) or through the strategic pipeline. Via the strategic pipeline route Homes England have stated that Strategic Place Partnerships are at the core of this work. At present, West Yorkshire is one of only three places with a formal SPP in place.
 - A commitment to work with partner to regenerate Leeds city centre focussing on the South Bank, Innovation Arc and Mabgate areas. These areas align with the Leeds City and City rim focus area identified in the SPP. The Government also provided further commitment to embedding mass transit in the region and working with local authorities to adapt existing HS2 land safeguarded in Leeds to support economic growth and housing delivery. The Combined Authority is working closely with Leeds Council, Homes England and the Department to support continued partnership working across the Leeds City Centre focus area of the SPP.
- 2.3 The Secretary of State also announced plans to support constraints within the planning process including a national £24million Planning Skills Delivery Fund and a 'super-squad' team of planners to support unlocking major housing developments. Whilst this team will first be deployed to Cambridge, there was commitment to roll this out across Investment Zone areas in future.
- 2.4 Since the launch of the SPP, work has been underway to progress the three strategic priorities set out within the SPP. A summary of the progress against each of the objective areas is provides below.

Strategic Objective 1 – Develop investment ready proposals to unlock and accelerate housing delivery and regeneration across West Yorkshire, supporting the region's levelling up, economic growth and inclusivity objectives

Key progress milestones

- Governance arrangements in place and SPP Board established with membership and terms of reference agreed and confirmed
- SPP Delivery Plan developed including actions matrix across each strategic objective and focus areas
- Quarterly pipeline meetings established with Local Authority teams (collectively with Homes England and WYCA) to identify the investment needs and delivery strategies across the 16 SPP focus areas (relative to each Local Authority)
- Initial work packages for each focus area in development and revenue funding proposals being taken forward through the Combined

Authority's Housing Accelerator Fund (subject to approval) and Homes England funding streams (subject to approval)

Priorities actions for next quarter

- SPP engagement with wider Government stakeholders (DLUHC, Historic England etc)
- Approval of revenue funding streams to commence activity across focus areas
- Organisation of West Yorkshire development event to engage the wider private sector in the SPP ambitions

Strategic Objective 2 – Realise opportunities to create and grow sustainable neighbourhoods contributing to the region's net zero carbon ambitions

Key progress milestones

- Priority areas of activity identified for the next quarter by the workstream group that has now convened
- Review of other regional strategies and research regarding sustainable and net zero delivery commenced
- Initial discussions held to support developing the future ambition for net zero and sustainable new build

Priorities for next quarter

- Work with partners to deepen our understanding of the market appetite to deliver net zero in West Yorkshire and the mechanisms for doing so
- Review the pipeline in relation to opportunities for sustainable and net zero development

Strategic Objective 3 – Improve the supply of good quality and affordable homes providing greater choice and opportunity for people to access a home in West Yorkshire that meets their housing need.

Key progress milestones

- Priority areas of activity identified for the next quarter by the workstream group that has now convened
- Proposal to build on Leeds Affordable Housing Growth Plan at a regional level in development
- Ongoing dialogue with West Yorkshire Housing Partnership regarding the barriers, challenges and opportunities for affordable housing development in West Yorkshire

Priorities for next quarter

- Roll out commission to cover affordable housing delivery models across West Yorkshire (brief to be developed and agreed)
- Identify with West Yorkshire Housing Partnership support required to maintain and build on existing affordable housing delivery pipelines.

- 2.5 The SPP board will meet in November to discuss in detail the progress made against the strategic objectives in the first six months of the partnership and to set the priorities for the next six months. A further update will be brought to committee following this meeting.

Housing Accelerator Fund Development

- 2.6 The Housing Accelerator Fund (HAF) is promoted by the Combined Authority and is included in the West Yorkshire Investment Strategy (WYIS) under the Investment Priority 3 - Creating Great Places and Accelerated Infrastructure programme. The programme of activity was subject to the approval of the Strategic Assessment by the Combined Authority at their meeting on 16 March 2023.
- 2.7 The proposed Housing Accelerator Fund will build on the predecessor Housing Pipeline Revenue Fund programme to support projects across the strategic housing pipeline to reach an investment ready position to access suitable capital funding programmes and/or secure private sector investment.
- 2.8 The Combined Authority's role in strategic housing pipeline development has evolved since the inception of the Housing Pipeline Revenue Fund (HPRF) programme with an elected Mayor setting a clear mandate to boost the delivery of affordable and sustainable homes and priorities for housing delivery set out as part of the Strategic Place Partnership. Views from the committee were also sought at the meeting on 1st June which have been incorporated into the Housing Accelerator Funds overarching objective and included in the preferred delivery option.
- 2.9 The Housing Accelerator Fund has four key proposed objectives that will support accelerating housing delivery in West Yorkshire:
- 1) **Developing the Strategic Place Partnership Focus Areas:** To support the development of the SPP focus areas identified within the Partnership Business Plan with Homes England.
 - 2) **Accelerating Public Sector Land Release:** To support the release of public sector land for housing, where the public sector has control and has a greater role in place making/shaping and achieving objectives in relation to sustainability and affordability in particular
 - 3) **Boosting local resource and capacity:** To support Local Authority teams to increase capacity and resource to support the delivery of West Yorkshire Strategic Housing Pipeline
 - 4) **Regional capacity building:** Develop the Combined Authority's capacity to take a more proactive role across the West Yorkshire Strategic Housing Pipeline, aligned to the mayoral pledge to support the delivery of affordable and sustainable homes.
- 2.10 The programme will include two cross cutting themes aligned to Mayoral pledge to support the delivery of affordable and sustainable homes.

- 1) **Affordability:** Each project supported through the Housing Accelerator Fund will be tested against the ability to support the development of affordable homes. It is recognised that affordable housing is not suitable for every site and every location, however this would be reviewed across each of the project with a view to identifying the best tenure mix working with partner local authorities and supporting the development of sustainable places.
 - 2) **Sustainability:** Each project supported through the Housing Accelerator Fund will be tested against the ability to develop sustainable homes and places. This will include consideration of the land type (with brownfield land being sustainable), site locations and the potential of the homes to be constructed using low/zero carbon methods and identifying if the homes built can be built to higher energy efficiency/net zero standards. It is recognised that in the current market, zero carbon often presents an immediate negative impact upon viability which will be taken into account on a project level basis.
- 2.11 A long list option appraisal exercise has been carried out to identify the preferred way forward for the programme with a proposed 'hybrid facilitation' model being identified as the route to programme delivery. This proposed route will include three primary activity areas the meet the programme objectives.
- 1) Procurement of a central consultancy that can be utilised over the life of the programme to develop strategic housing pipeline site investment proposals and delivery strategies (this method has been tried and tested through the delivery of the HPRF)
 - 2) Direct recruitment of resource to increase capacity and capability at local levels particularly where resource has been reduced due to budget constraints.
 - 3) Bespoke consultancy packages commissioned directly by Local Authorities where specialist work is required to progress pipeline sites. This was found to be necessary across a number of the HPRF programme projects.
- 2.12 The HAF programme will run from 22/23 for three years through to 25/26 and will have a total funding envelope of £3.2million to support strategic housing pipeline development. The programme is currently in appraisal and is expected to be presented to the Combined Authority for approval in October 2023, after which time delivery will commence.

Brownfield Housing Fund

- 2.13 The Brownfield Housing Fund is an £89 million allocation of funding from Government to bring forward new housing developments on brownfield sites where a market failure has prevented development from taking place. The identification of projects suitable for the Fund has been facilitated through two 'Calls for Projects' managed by the BHF team, and the approval of individual projects is subject to their successful progression through the Assurance Framework and related legal and commercial due diligence.

- 2.14 In addition, and in recognition of the Mayor’s wider housing and climate aspirations for the region, projects which include affordable housing and/or building designs with low carbon characteristics have been prioritised where possible. This aligns with the approach taken to identify projects across the wider Strategic Housing Pipeline and the focus areas of the Strategic Place Partnership.
- 2.15 At the June 2023 meeting, Committee members received an update on the challenges entailed in delivering the programme including, but not limited to: annual spend targets; private sector ownership; low land values impacting Benefit Cost Ratio calculations; capacity constraints; and challenging market conditions. Officers have reviewed mitigation options with Internal Leadership Board and district partners¹ to ensure the region maximises opportunities to deliver positive place-based outcomes for our communities.
- 2.16 Officers continue to work with scheme promoters to progress projects and four business cases were submitted for formal appraisal through the Assurance Framework in July which have an estimated combined value of £16.208m grant, delivering 1482 homes, including 233 affordable homes. Three of these projects are scheduled for approval by the Combined Authority in September (to maintain momentum) and one was previously approved by Committee at Outline Business Case stage and therefore has an existing delegation to the Chief Executive to approve the Full Business Case once recommended for approval. Further details will be given at the next Place, Regeneration and Housing Committee in late October.

3. Tackling the Climate Emergency Implications

- 3.1. The activity to support the housing pledge seeks to maximise opportunities to deliver net zero carbon housing wherever possible. In some circumstances that is directly through exploring retrofit solutions to existing stock and in other circumstances that is through our revenue and capital programmes which prioritise projects that will have a low carbon impact.
- 3.2 As part of the business case development for the Brownfield Housing Fund each project is required to undertake a carbon impact assessment and demonstrate how the project is making best endeavours to minimise carbon impact.

4. Inclusive Growth Implications

- 4.1. The focus on affordable housing will support inclusive growth across the region. Supporting pipeline development and delivery through capital programmes will enable faster delivery of much needed new homes including a proportion of affordable and higher quality, better insulated homes with subsequently lower running costs for residents. Particularly in the context of

¹ Directors of Development

the current cost of living crisis, ensuring housing is affordable is a key priority across the region and for our Local Authority partners.

5. Equality and Diversity Implications

- 5.1. Many of the most challenging housing market areas in the region are within the most deprived locations. A focus on delivering affordable and sustainable homes in the right places means that our investment and strategies are focussed on delivering outcomes to ensure good quality housing is available for all. To that extent, equality and diversity implications are embedded within the pledge delivery and integrated across the items outlined in this report to ensure fairer access to housing across the region.

6. Financial Implications

- 6.1. There are no financial implications directly arising from this report.

7. Legal Implications

- 7.1. There are no legal implications directly arising from this report.

8. Staffing Implications

- 8.1. There are no staffing implications directly arising from this report.

9. External Consultees

- 9.1. No external consultations have been undertaken.

10. Recommendations

- 10.1. That the Committee notes the content of the report and provides feedback.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

None.

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Report to: Place, Regeneration and Housing Committee

Date: 31st August 2023

Subject: **West Yorkshire Digital Infrastructure Programme**

Director: Liz Hunter, Director Policing, Environment and Place

Author: Justin Wilson, Head of Environment and Infrastructure

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	
Are there implications for equality and diversity?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

1. Purpose of this report

- 1.1 To provide the Place, Regeneration and Housing Committee Members with an overview of West Yorkshire digital and broadband infrastructure landscape and delivery programmes.
- 1.2 To engage and seek views from Place, Regeneration and Housing Committee Members on the emerging digital infrastructure programme business case.

2. Information

Context

Strategic and Policy Context

- 2.1 In 2019, a Digital Framework for the Leeds City Region was issued – made up of 5 outcomes – for activity and investment and to provide a collective narrative/ambition for ‘digital’ in the city region. One of the 5 outcomes of the framework was ‘*world class digital infrastructure.*’ This included investing in world class connectivity through fibre, mobile, wireless, and new technologies.
- 2.2 In April 2021, the Local Enterprise Partnership’s (LEP) geographic remit altered to encompass the whole of West Yorkshire. Alongside this, there has been increased digital adaptation by residents and businesses during COVID,

new trading relations with the European Union, and significant advances in technology. It is therefore timely to refresh this framework.

- 2.3 A refreshed framework will be known as a West Yorkshire Digital Blueprint. This will provide an update on how lives are transformed by digital technologies and will include a coherent strategy for delivery and partnership working, framed into three strands: place, people, and businesses. Of particular importance for this committee is *'Place'* - ensuring the region is a well-connected place providing the latest digital infrastructure networks such as 5G mobile connectivity and gigabit capable broadband.
- 2.4 The Mayor has pledged to *'support local businesses and be a champion for our regional economy.'* Digital Infrastructure is a key component of this pledge, not only increasing the number of premises connected to gigabit capable broadband but taking advantage of opportunities from Internet of Things (IoT) technologies and the connected places (or *'Smart Cities'*). Digital Infrastructure underpins many other of the mayor's priorities and has a place in tackling the Climate Emergency.
- 2.5 Delivering fast and reliable broadband is vital to the economic performance of West Yorkshire and supports the Combined Authority's strategic objective of delivering inclusive growth by removing barriers to education, training, and employment opportunities. Digital Infrastructure can also enhance transport experience and support our aspirations for modal shift by allowing for seamless, connected journeys on public transport. Wireless and mobile networks will allow for passengers to work enroute and ensure they can connect to onwards journeys with ease. With the push for more people to use public transport, and more people able to connect to gigabit-capable infrastructure, this in turn can result in fewer car journeys, leading to better air quality.

Coverage and Take Up

- 2.6 84.73% of West Yorkshire premises have access to gigabit-capable broadband infrastructure, which is just above the national average. Poor coverage is often found in rural areas, there are still many pockets of poor coverage in urban areas.
- 2.7 The Government is aiming for 85% of the population to have gigabit broadband by 2025, and for at least 99% by 2030. This will only be possible through public investment to address areas of market failure e.g., by Project Gigabit at the national level. Currently known commercial and public sector investment is likely to get the nation to c.85-90% gigabit coverage. There is a role for the public sector (particularly at the regional level) in unlocking gigabit coverage for the *'final 5-10%'* and accelerating commercial investment to secure the benefits sooner.

Emerging Digital Infrastructure Proposals

- 2.8 The Committee (7 July 2022) received an update on proposals for development work on a new digital infrastructure programme utilising

Broadband Gainshare. The ongoing work was endorsed, with a view to returning to the Committee at a later date.

2.9 A presentation accompanies this item (see Appendix 1). The presentation provides an update on the digital infrastructure programme development work. The slides provide an overview of:

- Policy Context: outline of the overarching policy content for the Leeds City Region Digital Framework 2019 and emerging Digital Blueprint.
- Outline of Previous and Current Digital Infrastructure Delivery Programmes: including Superfast West Yorkshire and York Broadband Programme and Project Gigabit.
- Digital Inclusion and Broadband Take Up: an outline of the wider digital landscape and the work of WYCA, including digital inclusion and broadband take up.
- Bridging the Gap: outlining the remaining digital infrastructure challenge, the role of the public sector and why it's important for us to step in.
- Emerging Future Digital Programmes and Funding: summary of headline options considered, key areas of programme development and funding opportunities.
- 5G Innovation Regions – Department for Science, Innovation and Technology Fund: a brief overview of the fund and summary of the local approach to this opportunity.
- Next Steps: overview of timelines for programme development and Project Gigabit.
- Discussion Points: the views of the Committee are invited on the emerging framework for the programme. Including: Emerging Approach; Scale and Phasing; Residential vs. Business Users; Scheme Development; Other Considerations.

3. Tackling the Climate Emergency Implications

3.1 Climate change is being driven by carbon emissions caused by human activity. Delivery of digital infrastructure offers cross cutting benefits and opportunities that support the move towards net zero.

3.2 The programmes outlined in this paper provide enhanced opportunities for businesses to innovate and boost their productivity and for residents to work more flexibly, reducing the need to travel and cutting the amount of car journeys being made, leading to improvements in air quality. Digital technology also supports smart technologies including deployment of smart meters, smart energy grids and other opportunities to use energy more efficiently.

3.3 Migrating communications infrastructure from older copper technology to more resilient and energy efficient fibre optic services will significantly reduce the energy demands for delivering telecoms services.

4. Inclusive Growth Implications

4.1 Many of the communities targeted by public sector digital programmes are in areas of market failure which are unlikely to receive enhanced connectivity via commercial means.

4.2 Areas of poor coverage are likely to find it more difficult to make best use of digital services which may increase social exclusion. These areas are predominantly rural but there are also small pockets of poor coverage in urban locations.

5. Equality and Diversity Implications

5.1 Many of the proposed digital programmes will have a focus on rural and/or hard to reach areas which are experiencing market failure. This has a positive EDI impact as these communities are currently experiencing an element of digital exclusion.

5.2 Any new project proposals will be subject to an Equality Impact Assessment as part of the project's development.

6. Financial Implications

6.1 No funding commitments or decisions are sought at this stage. As the programme is developed detailed financial work will be completed. It is envisaged that Broadband Gainshare funding may be suitable for the proposed programmes. Consideration also needs to be given to how other funding sources could support, enhance or accelerate the proposals.

7. Legal Implications

7.1 There are no legal implications directly arising from this report.

8. Staffing Implications

8.1 Work is currently ongoing to determine delivery options for this emerging work programme. This includes consideration of delivery by the Combined Authority (which would require new delivery staff), deliver in partnership with local authority partners and procuring external resources.

9. External Consultees

9.1 The proposals outlined in this update have been developed using a partnership approach. This includes engaging with industry, central government and the wider public sector.

10. Recommendations

10.1 That Committee Members are asked to:

1. Consider the programme of work highlighted in the paper above and agree for work to continue in the development of a digital infrastructure programme business case.

11. Background Documents

There are no background documents referenced in this report.

12. Appendices

Appendix 1 – West Yorkshire Digital Infrastructure Programme (Slide Deck)

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Digital Infrastructure Programme Place, Regeneration and Housing Committee

31 August 2023

Policy Context 1/2

National Policy

- UK Government recognises that digital infrastructure plays a vital roles in unlocking potential and is the foundation of a thriving digital economy.
- Department for Science, Innovation and Technology (DSIT) are using policy levers to encourage competition, investment and removing barriers. Industry has invested over £30 billion.
- DSIT aim to have 85% gigabit-capable (1,000 Megabits/sec) broadband coverage by 2025 and at least 99% by 2030.
- 148 • Government announced their Wireless Infrastructure Strategy in April 2023. This strategy sets out a policy framework to extend coverage of 4G to 95% of the population and to deliver standalone 5G to all populated areas in the UK by 2030. As part of this, government have announced a £40 million fund to establish eight to ten 5G Innovation Regions.

Leeds City Region Digital Framework 2019

- One of the five outcomes of this framework was ‘world class digital infrastructure.’ This included investing in world class connectivity through fibre, mobile, wireless, and new technologies.
- In April 2021, the LEP's geographic remit altered. Alongside this, there has been an increased digital adaptation by residents and businesses during COVID, new trading relations with the European Union due to Brexit, and significant advances in technology. It is therefore timey to refresh the Digital Framework.

Policy Context 2/2

Emerging West Yorkshire Digital Blueprint

The Digital Blueprint will update on how lives are transformed by digital technologies and will include a coherent strategy for delivery and partnership working, which is expected to be framed into three strands: place, people and businesses.

- **Place** – ensuring the region is a well-connected place providing the latest digital infrastructure networks such as a 5G and gigabit broadband. This will pave the way for smarter cities, incorporating how towns and cities build smart infrastructure and provide real-time urban management. For example, connectivity will underpin the ability to provide real-time travel updates in mobility hubs.
- **People** – ensuring that the Digital Skills Plan is incorporated as an enabler within the wider digital aims of the region, building on the pillars of digital inclusion, the digital workforce for the future, SME and third sector digital growth, and simplifying the digital offer. This includes higher level skills for the tech sector, skills for all businesses, upskilling of the existing workforce, and education in schools.
- **Businesses** – updating the Digital Framework of 2018/19's 'digital opportunities for all businesses', given the seismic changes to digital for businesses over the last 4-5 years. This recognises the higher productivity and sustainability that can be unleashed through additional digital capabilities, as well as the benefits and opportunities of West Yorkshire's thriving digital business ecosystem.

Key dates in the development of a Digital Blueprint

- **5th September 2023** – Ongoing engagement with businesses and private sector
- **Month of October 2023** – Public consultation
- **January and February 2024** - Committee engagement
- **21st March 2024** – Combined Authority approval

Previous and Current Digital Infrastructure Programmes

Superfast West Yorkshire and York Broadband Programme

- Contract 1 - delivered Fibre to the Cabinet (FTTC) to over 67k premises
- Contract 2 - delivered a blend of FTTC & Fibre to the Premises (FTTP) to reach 98% access across West Yorkshire and York & over 41k premises.
- Contract 3 - delivered a blend of Fixed Wireless Access (FWA), FTTP & 5G to over 5k premises - completed June 2023.
- Total public sector investment - c.£30.23m

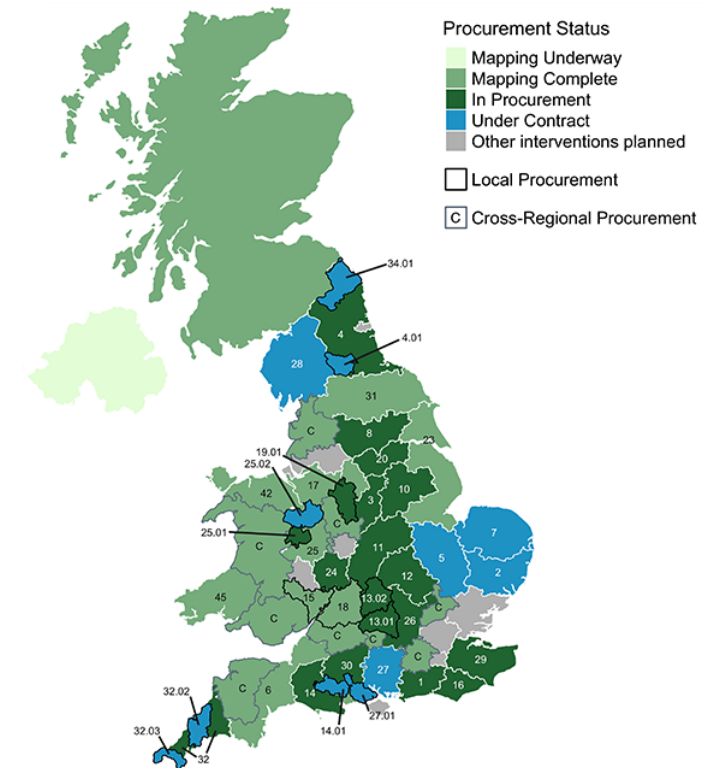
Project Gigabit

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- A national £5billion investment programme in rural broadband infrastructure which is procured centrally by Building Digital UK, an executive agency, sponsored by DSIT, in regional 'lots' (see *plan*)
- West Yorkshire's rural area will be subject to a large procurement referred to as Lot 8 (Estimated contract value: £60.9 million; Prems in scope c.29,000).

West Yorkshire Coverage

- The relatively urban nature of the region alongside strong commercial investment has had a positive impact on coverage. However, poor coverage is predominately in rural areas, with pockets of poor coverage in urban areas.
- 84.73% of West Yorkshire Premises are covered by gigabit-capable internet connections (national average 75.76%).
- Around 86% premises have mobile 4G coverage (national average 83%).



Digital Inclusion

Digital Inclusion

- 25% of adult residents in Yorkshire and Humber don't have essential digital skills for life. 7% of these are digitally excluded, meaning they cannot complete a single 'foundational' digital task, and 4% remain entirely offline. The close association between digital exclusion and other dimensions of inequality underpins an urgent social and economic need to act.
- On 22nd June 2023, the Combined Authority Committee approved a Green, Digital and Skills for Business programme which includes a project on digital inclusion. This will boost the capacity of community organisations to deliver digital inclusion. The programme has been developed with extensive collaboration with Local Authority Digital Leads.
- Digital projects that have been approved, working closely alongside Local Authority Employment and Skills colleagues, include:
 - **Skills support for employers, with a focus on green and digital** – training needs will be identified via a diagnostic process and business will be supported to identify provisions needed.
 - **Digital inclusion** – Local authority advisors to link community organisations with digital inclusion tools/funding to help the digitally excluded get online.
 - **Digital Skills in School** – specialist suppliers to be commissioned to deliver primary and secondary school activity to increase student's knowledge of skills and careers related to digital.

Broadband Take Up

Broadband Take up

- We recognise that take up of Superfast (30 Mbps) is about 73% in England. West Yorkshire is at a similar but slightly higher level. Nationally take up of higher speed broadband services is on the increase as demand digital services grows.
- Take up will also increase as the older (and slower speed) copper telephone network is phased out in the future.
- Work is ongoing with commercial providers to improve take up - including work on increasing access to Social Tariffs, delivering social value within publicly funded contracts and supporting the digital skills agenda.

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Bridging the Gap – 100% Gigabit Connectivity

Context

The Covid-19 pandemic demonstrated the importance of digital infrastructure – ensuring business continuity and reducing isolation.

- Improved digital connectivity has the potential to drive growth and productivity and widen job opportunities through remote working. Higher levels of remote working in turn has positive impacts on the environment, with less car journeys being made.
- Governments aims are for 85% of the population to have gigabit broadband by 2025, and for at least 99% by 2030. This will only be possible through public investment to address areas of market failure.
- Current known commercial and public sector investment is likely to get the nation to c.85-90% gigabit coverage. This will become clearer following procurement and delivery of Project Gigabit.
- There is a role for the public sector (particularly at the regional level) in unlocking gigabit coverage for the ‘final 5-10%’ and accelerating commercial investment to secure the benefits sooner and ensuring rural and hard to reach communities are not left behind.

Development so far

- The Committee (7 July 2022) endorsed proposals to commence project development work on a new digital infrastructure programme utilising Broadband Gainshare.
- Engagement has taken place with a range of stakeholders seeking out learning from previous programmes. This includes engagement with delivery colleagues on Superfast and Wakefield Gigabit Voucher Schemes, neighbouring regions, BDUK and the commercial sector.

Summary of Headline Options Considered

Option	Summary of Suitability
<p>Large scale roll out programme via single procurement e.g. further Superfast Broadband Programme phase</p>	<ul style="list-style-type: none"> • Potential delivery conflict between Project Gigabit Lot 8 and any ongoing local Superfast Programme in rural areas • Significant State Aid issues that would need to be addressed through procurement. • Requires a single supplier - higher risk of low supplier interest and/or failed procurement • Resource intensive to deliver • Shortage of in-house specialist technical skills to support delivery of programme
<p>Digital inclusion & skills e.g. education in schools, Free data plans, data plans via social landlords</p>	<ul style="list-style-type: none"> • Funding available for activities elsewhere and a range of programmes already in delivery across West Yorkshire. • Potentially technical and resource intensive to deliver at scale whilst ensuring those in most need are targeted. • Digital education in schools is included as a Social Value element within Project Gigabit, potential for duplication. • Lack of alignment with general purposes of Broadband Gainshare - support infrastructure roll out – to go faster & further with coverage
<p>Gigabit voucher product</p>	<ul style="list-style-type: none"> • Strong support from the West Yorkshire partnership. • Aligns with the general purposes of Broadband Gainshare, which is to support infrastructure roll out – to go faster & further with digital coverage. • Straight forward to deliver based on local and national gigabit voucher experience • Scalable and can be deployed at a variety of scales • Low risk of failed procurement – delivery would be via a suite of potential suppliers
<p>Digital infrastructure accelerator</p>	<ul style="list-style-type: none"> • Flexible approach would allow the programme to address abnormal infrastructure issues which impact the viability of commercial roll out & clusters of poor coverage. • Potential to unlock significant amounts of follow on commercial investment. • Agile programme framework allowing delivery of schemes that meet local needs and aspirations

Future Digital Programmes: Scope, Outputs and Outcomes

Proposed Programmes

- **Urban Gigabit Vouchers:** this will increase gigabit-capable coverage across urban areas, especially those with persistent poor coverage (sub 30 Mbps), with no prospect of commercial coverage in the next 3 years, often due to a lack of interest. Vouchers will be provided to SME businesses and/or residents to gap fund the installation of high-speed broadband into commercial or residential property by their chosen commercial provider
- **Digital Infrastructure Accelerator:** this product will allow for the development of individual schemes to deliver infrastructure to accelerate commercial digital infrastructure delivery. This could be delivery of fibre ready ducting, complete connections or other ancillary infrastructure.

Outcomes and Outputs

Increased number of premises with access to high quality and superfast connections will result in wider scheme benefits, including:

- **Commercial Investment** – the programmes rely on and would unlock follow on commercial investment in digital infrastructure after the initial public sector support.
- **Unlock economic growth** – improved connectivity can be directly linked to business growth, supporting home working and expanding job markets.
- **Improved health outcomes** - access to high quality digital infrastructure can help maximise the benefit of digital health initiatives including better self-care and management of long-term conditions.
- **Education** – improved connectivity leads to diversification and improved learning methods within schools and at home, teaching children and young people the digital skills then need to succeed in later life.
- **Climate change** - increased connectivity makes it easier for businesses to explore greater use of remote and home working, leading to a reduction in the number of car journeys, improving air quality. Fibre networks also consume less power than older networks and are more resilient to extreme weather.

Future Digital Programmes: Funding

Broadband Gainshare

- This is held as an investment fund managed by Openreach as part of the Superfast Broadband programme. As a measure to manage the State Aid implications of the programme.
- Local partners (via the West Yorkshire and York Superfast Programme Board) agreed that the general purpose of Broadband Gainshare is to:

‘support infrastructure roll out, by going further and faster with coverage’

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- The Contract 1 Fund includes West Yorkshire and York for Contract 2.
- The Fund is partner authority money based on the contributions made by the original parties.
- The Combined Authority holds the Fund on behalf of West Yorkshire (and York) partners as the Accountable Body for the Superfast Programme.
- Place, Regeneration and Housing Committee (June 2022) supported the principle that development work commenced on the proposed programme with a view to utilising Broadband Gainshare.

Further work is being completed with partners to establish the potential size of Broadband Gainshare and the quantum of funding that may be available for West Yorkshire partners over the forthcoming years

5G Innovation Regions: DSIT Fund

Background

- 5G Innovation Regions (5GIRs) is a £40m Fund launched by DSIT designed to accelerate innovation in sectors of the UK economy.
- DSIT are looking to establish 8-10 5GIRs funded by up to c.£3.8m each.
- DSIT are seeking proposals that promote the development and scaled up adoption of 5G and other wireless technologies in business and public services to generate value and growth.
- Open to all UK Local Authorities and Combined Authorities.

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Timescales

- DSIT Briefing Session (1 August 2023)
- WY Stakeholder engagement (July – September 2023)
- DSIT 6 week 'Call' (closes Sunday 10 September 2023)
- Successful applicants notified (Mid-late October 2023)
- Project mobilisation (November 2023)
- Grant funding period (November 2023 – 31 March 2025)

Due to the Fund timescales officers will provide a verbal update on this Fund at the Committee meeting.

Potential Timescales & Next Steps

Project Gigabit (procured by Building Digital UK - BDUK)

- **4 July 2023:** Invitation for tender opens for a 60-day period
- **27 September – 30 October 2023:** Combined Authority officers, alongside Local Authorities, to evaluate social value question
- **November/December 2023 (at the earliest):** Procurement and contract start

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West Yorkshire Digital Infrastructure Programme Development

- **Place Committee (31 August 2023):** Seeking input on the scope of the programme, funding options and emerging programme business case
- **Committee Engagement (early 2024):** Seeking approval of the Programme business case

Discussion Points

Views of the Committee are invited on the emerging framework for the programme.

1. **Emerging Approach:** Do you agree with our approach and proposed programmes?
2. **Scale and Phasing:** Do you agree with a pilot (spatially focused) approach initially, or should we be aiming for a larger scale West Yorkshire-wide programme from the start?
3. **Residential vs. Business Users:** within the Urban Gigabit Voucher product prioritise delivery to specific users?
4. **Scheme Development:** There are currently only a limited number of investment-ready projects in the Digital Infrastructure Accelerator Programme. How could we develop a pipeline of schemes?
5. **Other Considerations:** Are there any other considerations officers should be considering as the programme is developed?

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