
Report to: West Yorkshire Combined Authority

Date: 12 October 2023

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

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Is this a key decision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input 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 and seeks the Combined Authority's approval to adopt the principles set out 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 has now been finalised and progressed to the Combined Authority to seek approval to adopt as a supplementary document to the Local Transport Plan.
- 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.

Safety of Users

- 2.15 The Approach to placemaking seeks to ensure that safety and inclusion is at the heart of the approach by placing people first. This will help to ensure that streets and the public realm are well defined, welcoming, safe, inclusive and accessible to all. The document includes details in terms of how approaches such as planting along footpaths, legibility of routes for safety, greater use leading to improved perceptions of safety and safety of alleyways can improve the safety for all.

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 Combined Authority approves the proposal to adopt the Approach to Placemaking and Design Philosophy as a tool for influencing the Mass Transit route development activity and stimulating wider place-based opportunities.
- 10.2 That the Combined Authority notes the intention to prepare an updated Design Guide prior to commencement of the next stage of route design (Feasibility Design). This will be presented to Combined Authority for approval in due course.

11. Background Documents

Mass Transit Vision 2040.

12. Appendices

Appendix 1 – Approach to Placemaking

<https://westyorks-ca.gov.uk/media/11242/item-7-appendix-1-approach-to-placemaking.pdf>

Appendix 2 – Design Philosophy

<https://westyorks-ca.gov.uk/media/11244/item-7-appendix-2-design-philosophy-final.pdf>