

Local Place Shaping

Planning, Regeneration and Transport

Spring/Summer Seminar Series

11/06/2024



Agenda

1. Legislative and policy background
2. What is Placemaking?
3. The Planning Framework
4. Regeneration
5. Transport



1. Legislative and policy background



Wellbeing of Future Generations Act 2015

The five ways of working



Long term



Prevention



Integration



Collaboration



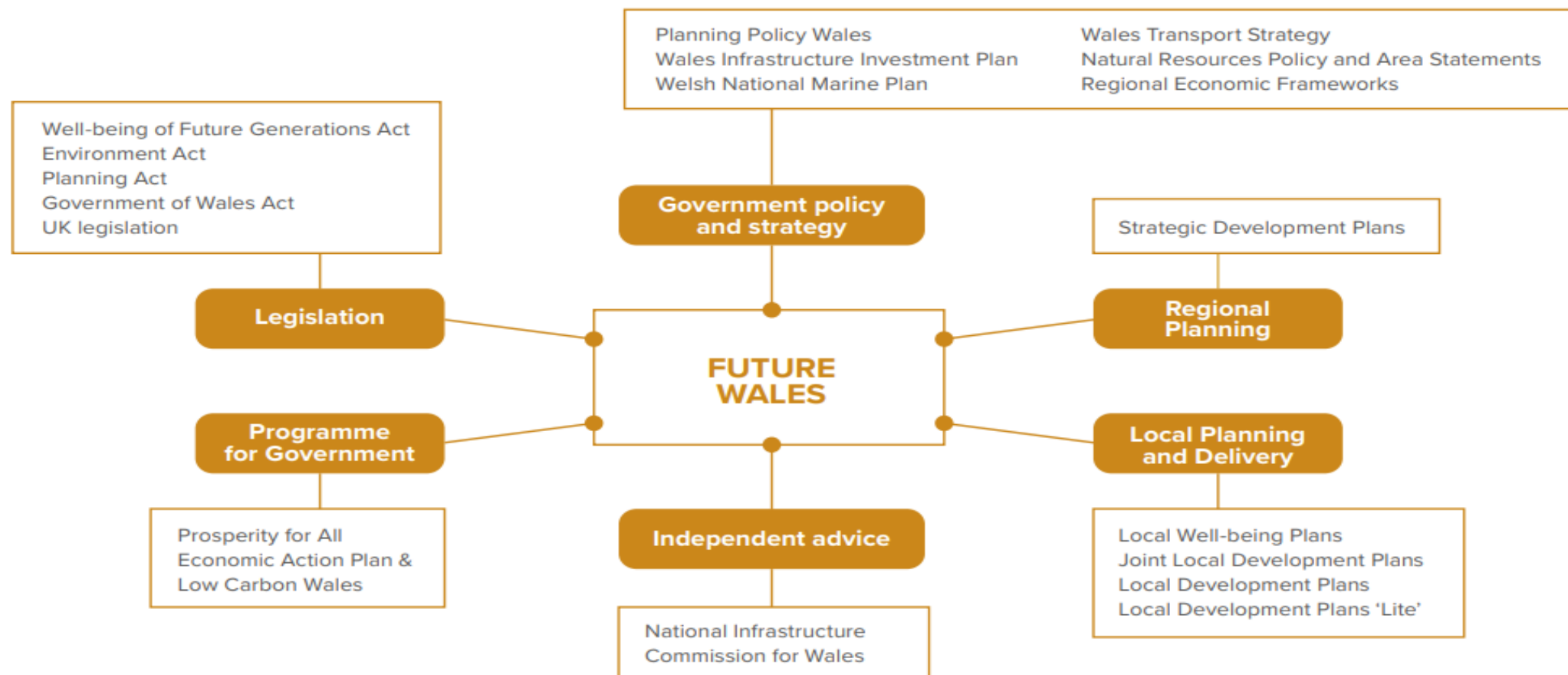
Involvement





Future Wales: The National Plan 2040 (2019)

Model of Future Wales Influence

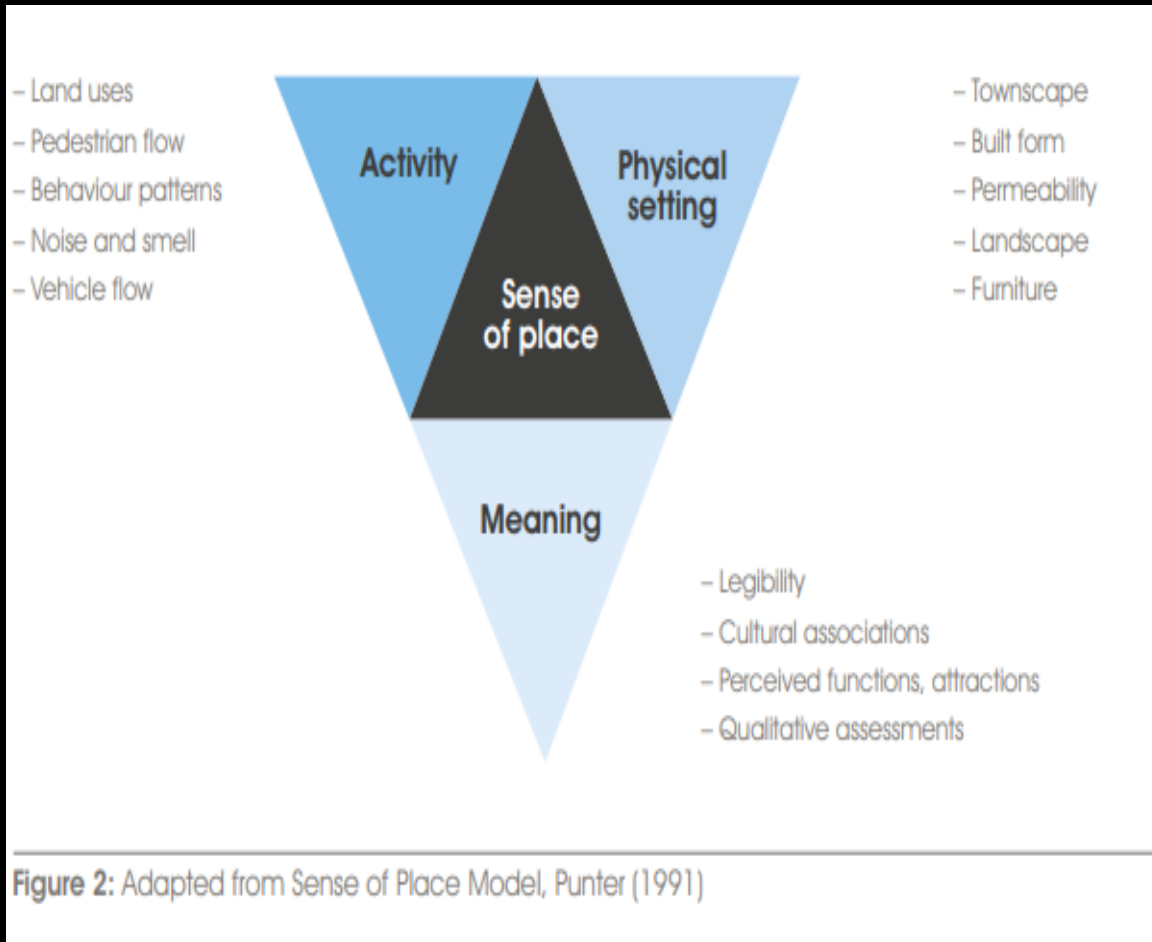




2. What is Placemaking?



Placemaking: A definition



Planning Policy Wales states that placemaking is:

'a holistic approach to the planning and design of development and spaces, focused on positive outcomes. It draws upon an area's potential to create high quality development and public spaces that promote people's prosperity, health, happiness and well-being in the widest sense.'

Placemaking considers the context, function and relationships between a development site and its wider surroundings. This will be true for major developments creating new places as well as small developments created within a wider place.

Placemaking should not add additional cost to a development, but will require smart, multi-dimensional and innovative thinking to implement and should be considered at the earliest possible stage. Placemaking adds social, economic, environmental and cultural value to development proposals resulting in benefits which go beyond a physical development boundary and embed wider resilience into planning decisions.'

PPW10, p16



Activity – Form - Meaning



Activity
The activities that occur in the place supported by land uses, pedestrian and cycle movement, play and social life within the public realm and events.



Physical Form
The physical setting that makes up the place including the townscape, built form, landscape, topography, ecology, microclimate and public realm.



Meaning
The unique features of a place including the context, identity of existing places, unique sense of place, significant built and natural features, cultural associations, sensory experiences, safety and inclusiveness and sense of belonging.

Figure 1: Examples of different aspects of a place at different scales



Themes of Placemaking

Planning Policy Wales | Edition 12

Figure 6: PPW Themes Collectively Contribute to Placemaking



Placemaking Wales Charter



In September 2020 the Placemaking Wales Charter was launched. It is accompanied by a Placemaking Guide produced by the Design Commission Wales.

The aim of the Charter is to strengthen the focus on Placemaking in policy and practice in Wales.

6 Placemaking Principles:

- People and Community
- Location
- Movement
- Mix of Use
- Public Realm
- Identity

To date there are approximately 145 signatories to the Charter.



Placemaking Wales Charter

The Placemaking Wales Charter has been developed in collaboration with the Placemaking Wales Partnership which is made up of stakeholders representing a wide range of interests. The Charter reflects the collective and individual commitment of these organisations to support the development of high-quality places across Wales for the benefit of communities.

In signing the Placemaking Wales Charter I/my organisation agree to support placemaking in all relevant areas of my/our work and promote the following principles in the planning, design and management of new and existing places:

People and community

The local community are involved in the development of proposals. The needs, aspirations, health and well-being of all people are considered at the outset. Proposals are shaped to help to meet these needs as well as create, integrate, protect and/or enhance a sense of community and promote equality.

Location

Places grow and develop in a way that uses land efficiently, supports and enhances existing places and is well connected. The location of housing, employment and leisure and other facilities are planned to help reduce the need to travel.

Movement

Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated.

Mix of uses

Places have a range of purposes which provide opportunities for community development, local business growth and access to jobs, services and facilities via walking, cycling or public transport. Development density and a mix of uses and tenures helps to support a diverse community and vibrant public realm.

Public realm

Streets and public spaces are well defined, welcoming, safe and inclusive with a distinct identity. They are designed to be robust and adaptable with landscape, green infrastructure and sustainable drainage well integrated. They are well connected to existing places and promote opportunities for social interaction and a range of activities for all people.

Identity

The positive, distinctive qualities of existing places are valued and respected. The unique features and opportunities of a location including heritage, culture, language, built and natural physical attributes are identified and responded to.



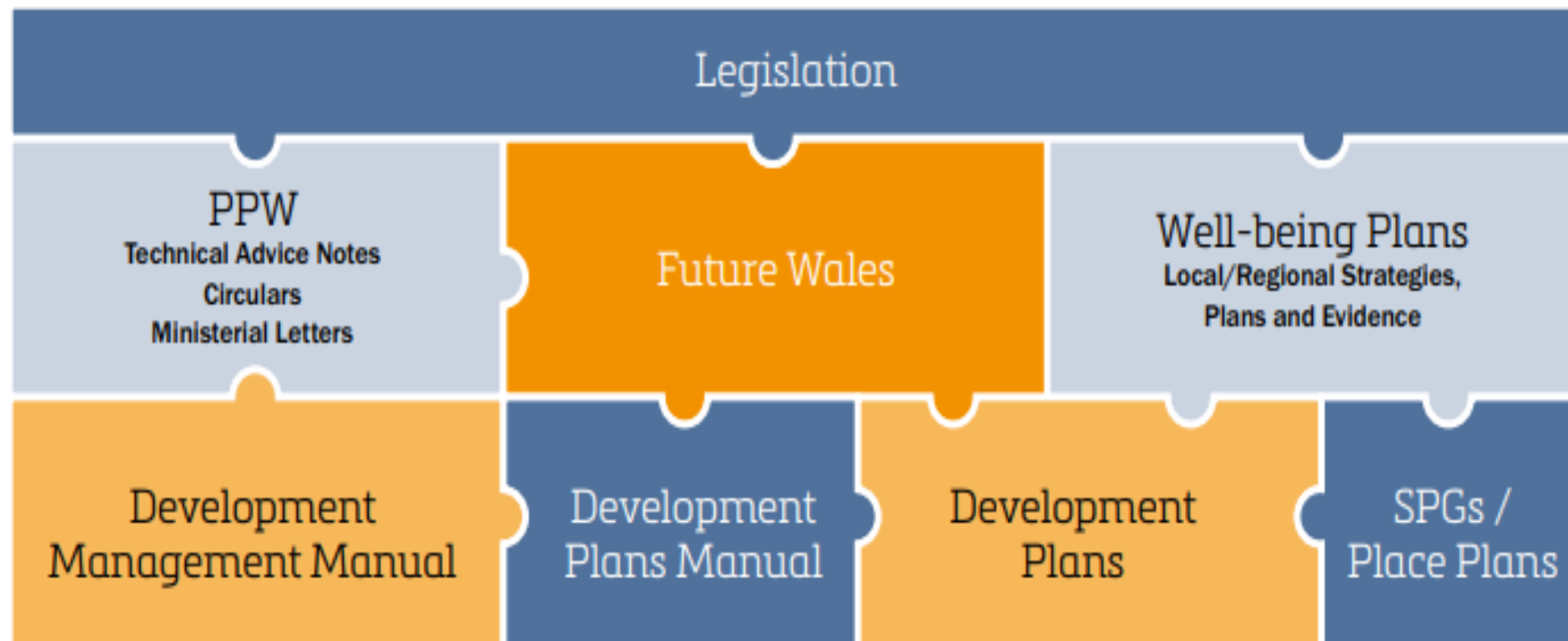


3. The Planning Framework

Planning Policy Wales, Edition 12, February 2024



Figure 1: The Planning Framework



Corporate Joint Committees (CJCs)



In 2021, the Senedd passed the Local Government and Elections (Wales) Act to drive a *‘more coherent, consistent, simplified and democratically controlled mechanism for regional working’* by establishing Corporate Joint Committees (CJCs).

Each of the four CJCs is a stand-alone corporate body which can employ staff and hold assets. A CJC must have a governance structure that reflects those of its constituent councils.

There are three initial functions prescribed to be discharged by the CJC, two of which are mandatory:

- the CJC must prepare, monitor, review and revise a regional Strategic Development Plan;
- the CJC must develop a Regional Transport Plan with policies for regional transport;
- the CJC may do anything which is likely to promote economic wellbeing.

CJCs - Regional Transport Plans



Although the *duty to produce* a Regional Transport Plan (RTP) sits with the CJCs, the *duty to deliver* the RTP sits with the local authorities. Despite this, it is expected that the local authorities in each CJC will collaborate on a single collective delivery plan, a Regional Transport Delivery Plan (RTDP).

A CJC must develop policies for local authorities to implement the WTS. These policies must include transport facilities and services that are:

- Required to meet the needs of people living or working in the region, visiting or travelling through the region;
- Required for the transportation of freight; and
- Facilities and services for pedestrians.

CJCs are to submit the final version of their RTP and accompanying papers to the Welsh Government by 29 March 2025.

CJCs – Strategic Development Plans



Transport is a key element in place-making, so it is important that Regional Transport Plans and Strategic Development Plans for each CJC are closely aligned.

The Strategic Development Plan is intended to enable a more consistent, cost effective and efficient mechanism for plan-making, with key decisions taken once at the strategic level.

This will allow larger than local issues such as the scale of housing, jobs and spatial distribution across a number of Local Planning Authorities to be planned for in an integrated and comprehensive way.

The RTP and SDP Alignment Challenge



	Regional Transport Plan stages (5-year plan)
31 October 2023	CJCs to submit Implementation Plan to Welsh Government (WG)
29 February 2024	CJCs to submit RTP Case for Change including SMART objectives to WG
29 May 2024	CJCs to submit initial draft RTP, Integrated Well-being Appraisal (IWBA) and RTDP to WG
31 October 2024	CJCs to submit final draft RTP, IWBA and RTDP to WG
29 March 2025	CJCs to submit final RTP, IWBA and RTDP to WG
30 June 2025	WG decision on approval of RTPs

	Strategic Development Plan stages (25-year plan)
December 2024* <i>(Initially the DA was due by 31 March 2024)</i>	1) CJC to submit Delivery Agreement to Welsh Government
3 years (2028)	2) CJC to prepare Pre-Deposit Plan and undertake community involvement. 3) CJC to prepare Preferred Strategy consultation
1 year (2029)	4) CJC to prepare Deposit and undertake consultation 5) Submission to WG
1 year (2030)	6) Examination 7) Inspector's Report 8) Adoption by CJC
2030 onwards	Review of LDPs by LPAs, preparation of LDP Lites

It is anticipated that SDP 1 will align with RTP 2



4. Regeneration



Local place shaping – key role of councils

Community Leadership role

Key enablers and facilitators

- Provide the necessary environment for places to thrive – across all services.
- Facilitate Local Regeneration Partnerships and wider networks with key partners and stakeholders e.g. local businesses, voluntary and community organisations, housing associations and wider public sector partners.

Delivering funding programmes and projects

WG and UKG funded programmes, initiatives and funding streams



Welsh Government Funded Programmes

Transforming Towns Programme (WG Regeneration)

£100 million available across Wales from 2022 to 2025. Funding is indicatively split across the 4 Economic Regions as follows:

- North Wales: £22 million
- Mid Wales: £7 million
- South-East Wales: £44 million
- South-West Wales: £27 million

Transforming Towns Loan Fund

£25 million available across Wales from 2022 to 2025.

The fund is an interest free loan to support projects which reduce the number of empty or underused sites and properties in town centres.



Welsh Government Funded Programmes

Placemaking Grant

A core allocation to local authorities which supports co-ordinated developments including residential, green infrastructure, public realm, meanwhile uses, digital and active travel.

Placemaking Plans

£850k revenue funding for the development of Placemaking Plans supported by specialist advice from Design Commission for Wales.

Correlation between making local areas better places to live, work and play and nurturing a sense of pride and place leading to reductions in anti-social behaviour and local crime figures over time...



UK Government Funded Programmes

Levelling Up Missions

Mission 9: Pride in Place

‘By 2030, pride in place, such as people’s satisfaction with their town centre and engagement in local culture and community, will have risen in every area of the UK, with the gap between top performing and other areas closing.’

Mission 11: Crime

‘By 2030, homicide, serious violence and neighbourhood crime will have fallen, focused on the worst affected areas.’



Levelling Up Funds

Levelling Up Funds

- UK Shared Prosperity Fund (SPF)
- Levelling Up Fund (LUF)
- Community Ownership Fund
- Long Term Plan for Towns

No role for Devolved Governments – direct funding from UKG to councils and communities within a devolved policy area (economic development) via the spending powers of the UK Internal Market Act (post Brexit).

A new team of Civil Servants established in Wales to support councils and communities to manage and access the funding – Department for Levelling Up, Housing and Communities Wales Area Team – based in Cardiff and in the 4 Economic Regions of Wales.



Overall challenges and opportunities

- Lack of revenue funding to support and deliver key services.
- Short term nature of funding programmes.
- Overly bureaucratic funding programmes operating in silos e.g. plethora of different WG funded initiatives across different departments.
- Working within devolved and non-devolved areas of activity.
- Working with two very different Governments in Wales & UK – different priorities, agendas and requirements e.g. UKG requirements for councils to work with local MPs as part of delivering its funding programmes – change with a new UKG?
- Corporate Joint Committees – Economic Wellbeing Function – no agreed approach – pressure on council’s capacity and resources in their economic development and regeneration teams as not statutory services.
- Financial outlook forcing different approaches e.g. breaking down of barriers between service areas and different government departments and sharing capacity and resources across councils and regional WG teams?
- Local areas and the 4 Economic Regions to develop their asks of both governments e.g. business rates retention, devolution of powers and funding streams.



5. Transport



Llwybr Newydd – The Wales Transport Strategy 2021

OUR VISION

An accessible, sustainable and efficient transport system

Priority 1 Bring services to people in order to reduce the need to travel	Priority 2 Allow people and goods to move easily from door to door by accessible, sustainable transport	Priority 3 Encourage people to make the change to more sustainable transport
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WELL BEING AMBITIONS

Good for people and communities	Good for the environment	Good for places and the economy	Good for culture and the Welsh language
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National Transport Delivery Plan 2022-2027

1 Strategic Context

Llwybr Newydd The Wales Transport Strategy 2021

OUR VISION

An accessible, sustainable and efficient transport system

OUR 5-YEAR PRIORITIES

- 1 Bring services to people in order to reduce the need to travel
- 2 Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure
- 3 Encourage people to make the change to more sustainable transport



OUR WELLBEING AMBITIONS



Good for people and communities

A transport system that contributes to a more equal Wales and to be a healthier Wales, that everyone has the confidence to use.

Good for the environment

A transport system that delivers a significant reduction in greenhouse gas emissions, maintains biodiversity, enhances ecosystem resilience and reduces waste.

Good for places and the economy

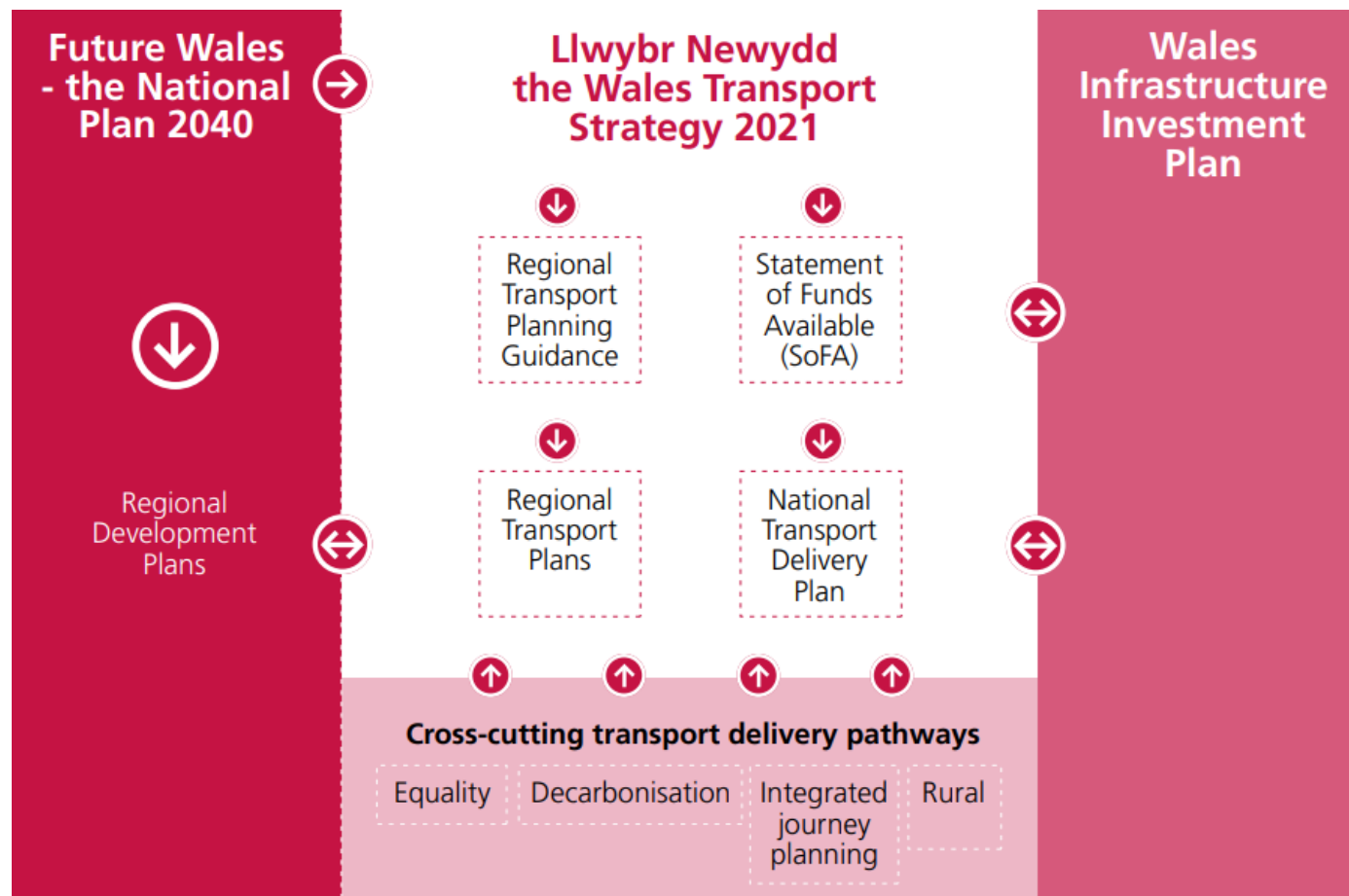
A transport system that contributes to our wider economic ambitions and helps local communities, supports a more sustainable supply chain, uses the latest innovations and addresses transport affordability.

Good for culture and the Welsh language

A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.



Links between Transport and Planning





20mph and next steps

- National default 20mph speed limit on restricted roads came into force on 17th of September 2023
- The case for change:
 - **Road safety:** There is overwhelming evidence that lower speeds result in fewer collisions and in reduced severity of collisions and injuries.
 - **Encouraging walking and cycling**
 - **Social cohesion**
 - **Noise**
 - **Air quality**
- WG is going to publish updated guidance on where highway authorities may consider raising the speed limit from the default 20mph to 30mph in July 2024
- Further guidance on speed limits where people live to be published in April 2025



Links to local place shaping

10.	Welsh Government should establish a fund for communities to plan, design and implement low-cost changes to their local streets which improve local places, help develop stronger community cohesion and achieve lower traffic speeds; and provide support and accessible guidance to assist them.	The Welsh Government will review how current funding streams could be used for this purpose and consider if additional funding is needed.
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- GoSafe: Community Speed Watch and Operation Ugain
- (Relatively) low-cost speed management measures: removing centre lines, reducing carriageway width, parking bays, planters etc.
- Funding initially to come from 20mph funding this FY (and maybe next) and then road safety funding, potentially combined with other funding for placemaking



TfL toolkit for achieving lower speeds

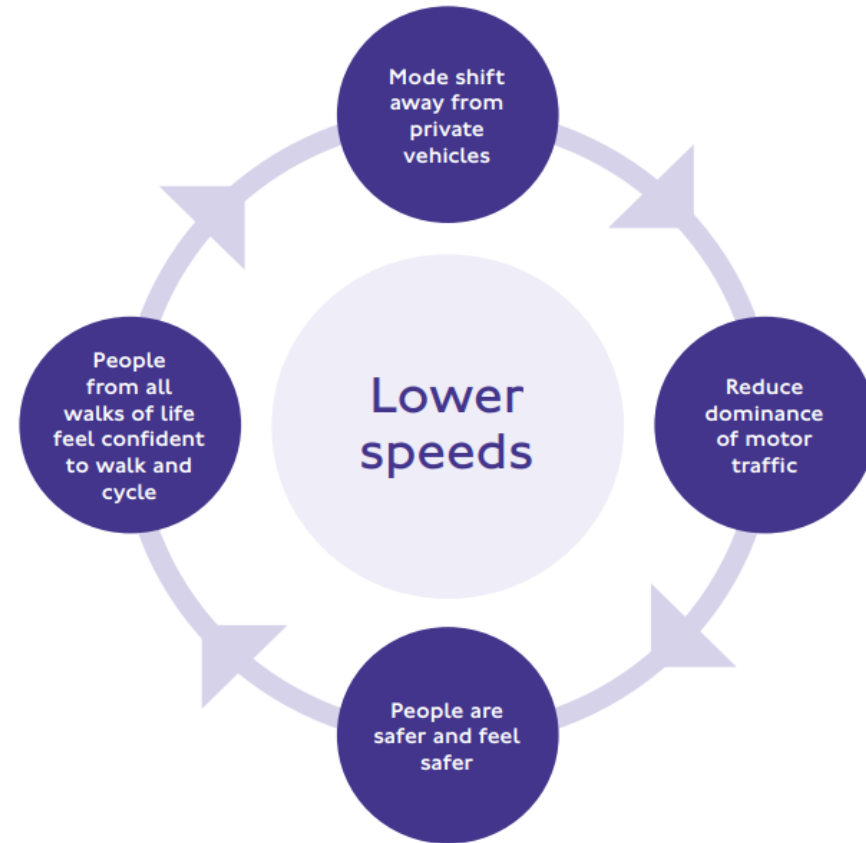
Figure 3: The 10 Healthy Street Indicators



Source: Lucy Saunders

Lowering speeds can contribute to each of the ten Healthy Streets Indicators in some way

Figure 4: How lowering speeds supports mode shift towards active travel



By making our streets safer and feel safer, we will create streets where people want to walk, cycle and use public transport.



Pavement parking



- Programme for Government commitment
- Pavement parking obstructs pedestrians and is a serious and widespread problem across Wales.
- It puts people in danger when they are forced to walk in the carriageway where they may come into conflict with moving traffic.
- It is a particular problem for disabled people as well as anyone with a child or a pushchair. A survey of over 1000 people in Wales carried out in 2019 found that 83% view it as a common, large or very large problem.
- Although there is no specific offence of parking on pavements in Wales (as in most of England), but '*wilfully obstructing the free passage of the highway*' (Section 137 of the Highways Act 1908) is an existing criminal offence, albeit one that is seldom enforced by the Police.



Brief history of pavement parking

- Pavement Parking Task Force Group established in July 2019
- Report published in October 2020
- The initial plan depended on the amendment of the offence of obstruction of the road (which includes the pavement) by the UK Government's Secretary of State for Transport to expressly carve out the 'pavement' from 'road'
- WG wanting to progress, instructed the TFG to reconvene in April 2022
- Recommended to amend legislation to add the offence of obstruction of the road, without amendment by the Secretary of State to carve out the pavement
- Addendum to report published in July 2022 & WG response in January 2023
- Delayed in April 2023 (no public consultation until beginning of 2024)



Links to local place shaping

- Promoting, supporting and advancing the rights of pedestrians to ensure that pavements and roads are accessible for all
- Creating parking bays where they are needed (link to 20mph speed management)
- Local communication campaigns about ‘Selfish parking’ and ‘Keeping roads and pavements clear’
- Cost of repairing damaged pavements and damage increases risk of trips and falls
- Low priority given to pedestrians: sign clutter on pavements, overgrown hedgerows, unrepaired potholes, wheelie bins etc.



Useful links

Background

- [Well-being of Future Generations \(Wales\) Act 2015: the essentials \[HTML\] | GOV.WALES](#)
- [Future Wales: the national plan 2040 | GOV.WALES](#)
- [Planning Policy Wales - Edition 12 \(gov.wales\)](#)

Transport

- [Llwybr Newydd: the Wales transport strategy 2021 | GOV.WALES](#)
- [National transport delivery plan 2022 to 2027 | GOV.WALES](#)

20mph and speed management

- [20mph speed limits | Sub-topic | GOV.WALES](#)
- [Achieving lower speeds: the toolkit \(tfl.gov.uk\)](#)



Useful links continued

Pavement parking

- [Welsh Pavement Parking Task Force Group report | GOV.WALES](#)
- [Welsh Government response to the recommendations made in the Pavement Parking Task Force report \[HTML\] | GOV.WALES](#)
- [The Welsh Government response to the recommendations made in the Addendum to the Welsh Pavement Parking Task Force Group Report July 2022 \[HTML\] | GOV.WALES](#)
- [Written Statement: Pavement Parking – Proposed Legislation for Unnecessary Obstruction of the Road \(3 April 2023\) | GOV.WALES](#)
- [Microsoft Word - PAVEMENT PARKING IN WALES REPORT \(livingstreets.org.uk\)](#)

Health and planning

[PHW-Spatial-Planning-for-Health-report-English-Final.pdf \(phwwhocc.co.uk\)](#)