

# Southgate #2 Connectivity Report



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# HealthInnovation Campus



Proposed Masterplan

## 1.1 The Vision

The overarching vision for the Southgate site is a world class leading Health Campus which integrates health and well-being outcomes into its values as a place. The campus will be a place where people will come to learn, innovate, research, communicate and share the role that health will play in the future success of Huddersfield and Kirklees. The new masterplan carefully considers an environment where relationships between academic, businesses and the public and actively encouraged.

## 1.2 The Framework

The framework is a guide for the strategic development of the Southgate masterplan site and will direct the trajectory of Southgate in becoming an innovative world class Health Campus. The strategic framework diagram sits as a conceptual overview of the site, taking into consideration the key principles that have been developed, all of which are centered around driving the aspiration for a Health Campus.

The framework targets four key objectives;

- Walkability

The objective is to improve connectivity through the site and into

Huddersfield town centre through the means of well designed public realm and walking rules.

- Human Dimension

The objective is to provide a sense of enclosure and activity within the masterplan and create a place which feels accessible for all users.

- Sustainability

The objective is to create a place which promotes health and environmental welfare through its built environment and landscape.

- Built Form

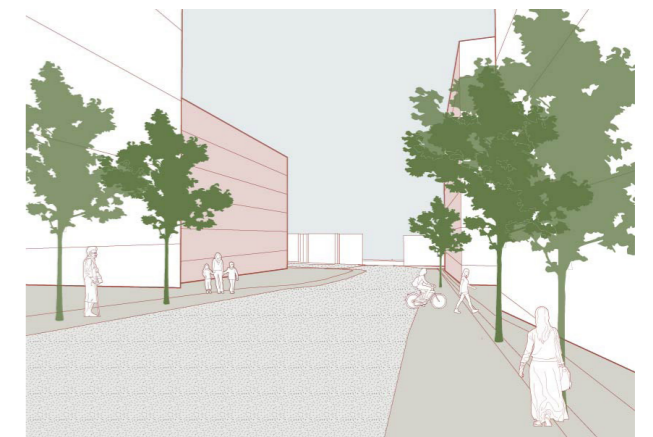
The objective is to connect the site with the existing urban context, creating a place which is legible for its users and in keeping with the vernacular of Huddersfield.

- Future Campus

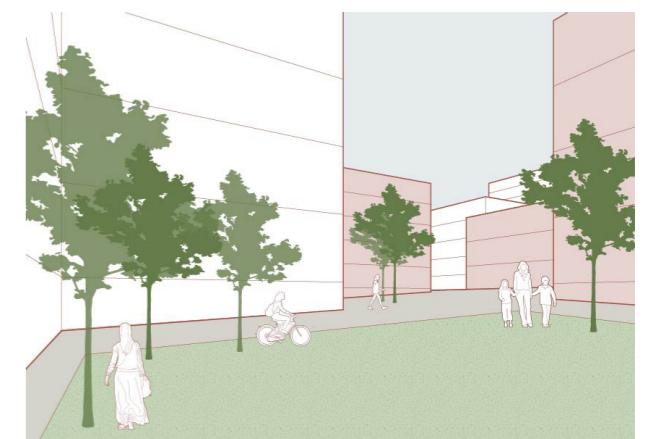
The objective is to create an academic campus which can project and adapt to the needs of future users as well as to users today.



View down the pedestrian boulevard



View down Pine Street



View in toward Pine Street

# University of Huddersfield

## 2.1 Population and Travel

Understanding how university staff and students travel around Huddersfield plays an important role in seeing how their needs can be met. It is also an opportunity to encourage alternative methods of transport that are healthier, more environmentally friendly and improve levels of engagement across the Town centre.

### STAFF POPULATION

Total University - 2,150

Faculty- 183

### STUDENT POPULATION

Total University - 21,000

Faculty - 1,452

## 2.2 Encouraging Sustainable Travel

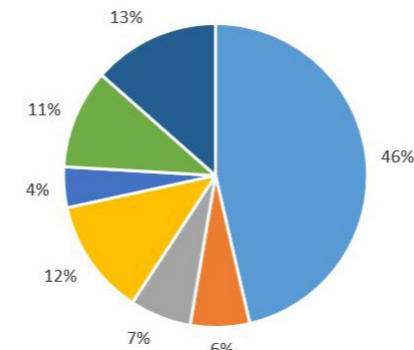
As anticipated post-covid more students opted to work-from-home as opposed to travelling into university. The slight rise in single occupant car journeys is also a result of fewer people taking public transport.

It is expected that the current links between Queensgate campus and the Health Innovation Campus will encourage people to walk or cycle between campuses and will extend access to various local amenities to promote socio-economic growth.

To further support commuters to and from, as well as between campuses, the masterplan for the Health Innovation Campus includes the development of a 'Sustainable Transport Hub' (STH, figure 1.1).

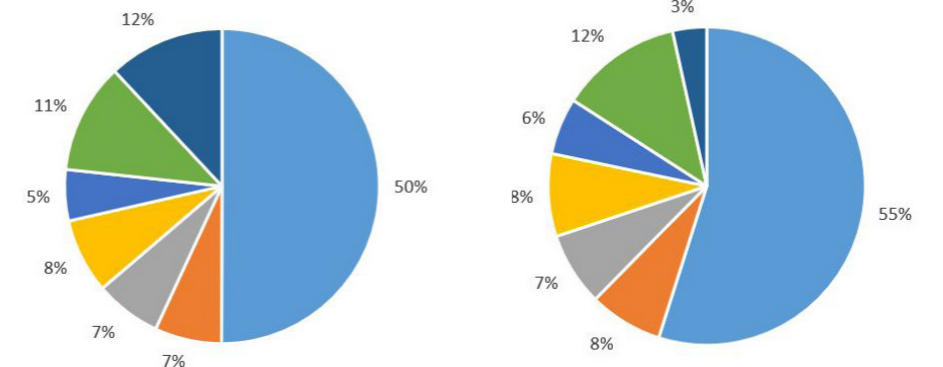
The Hub will provide cycle storage, scooter hire and electric car charging points. Cycle lanes will pass through the site which connect into existing cycle lanes in Huddersfield. Opportunities for parking bikes will also be available across the site as well as at the sustainable transport hub.

Percentage Modal Split For Commuting By Staff (Pre Covid)



Across a full 7 day average staff commuting saw a slight increase in single car journeys and a lower use of trains post-covid. Around 13% of staff continued with 'other' modes which include time spent working from home.

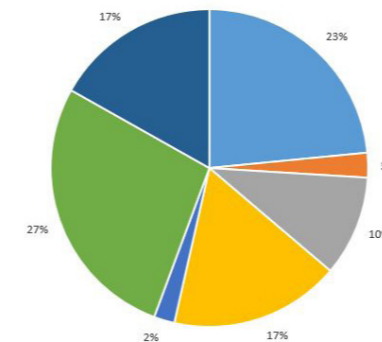
Percentage Modal Split For Commuting By Staff (Post Covid)



Discounted figures for staff working from home currently shows a greater use of single occupancy cars.

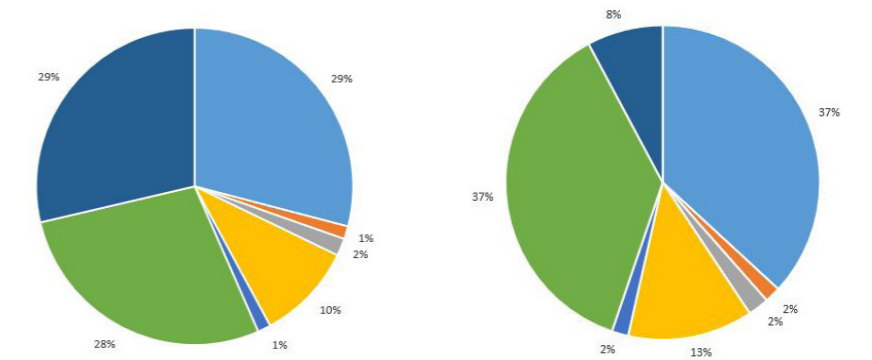
Staff travel statistics

Percentage Modal Split For Commuting By Students (Pre Covid)



Across a full 7 day average student commuting saw a 6% increase in single car journeys post-covid. 'Other' modes which largely include time spent working from home increased by 12% which was countered by a much lower reliance on train and bus journeys.

Percentage Modal Split For Commuting By Students (Post Covid)



Discounted figures for students working from home currently shows a greater use of single occupancy cars and walking to campus.

Student travel statistics

# 3.0

## Huddersfield Blueprint

### 3.1 10 Year Vision

The Huddersfield Blueprint provides key context around the site in question. The 10 year vision to transform the town to create a thriving town centre proposes improvements to 6 key areas within the ring road of Huddersfield. Part of this strategy also considers the Station to Stadium route - the Southgate site being situated outside the ring road along this key journey.

The 5 key objectives of the Huddersfield Blueprint are;

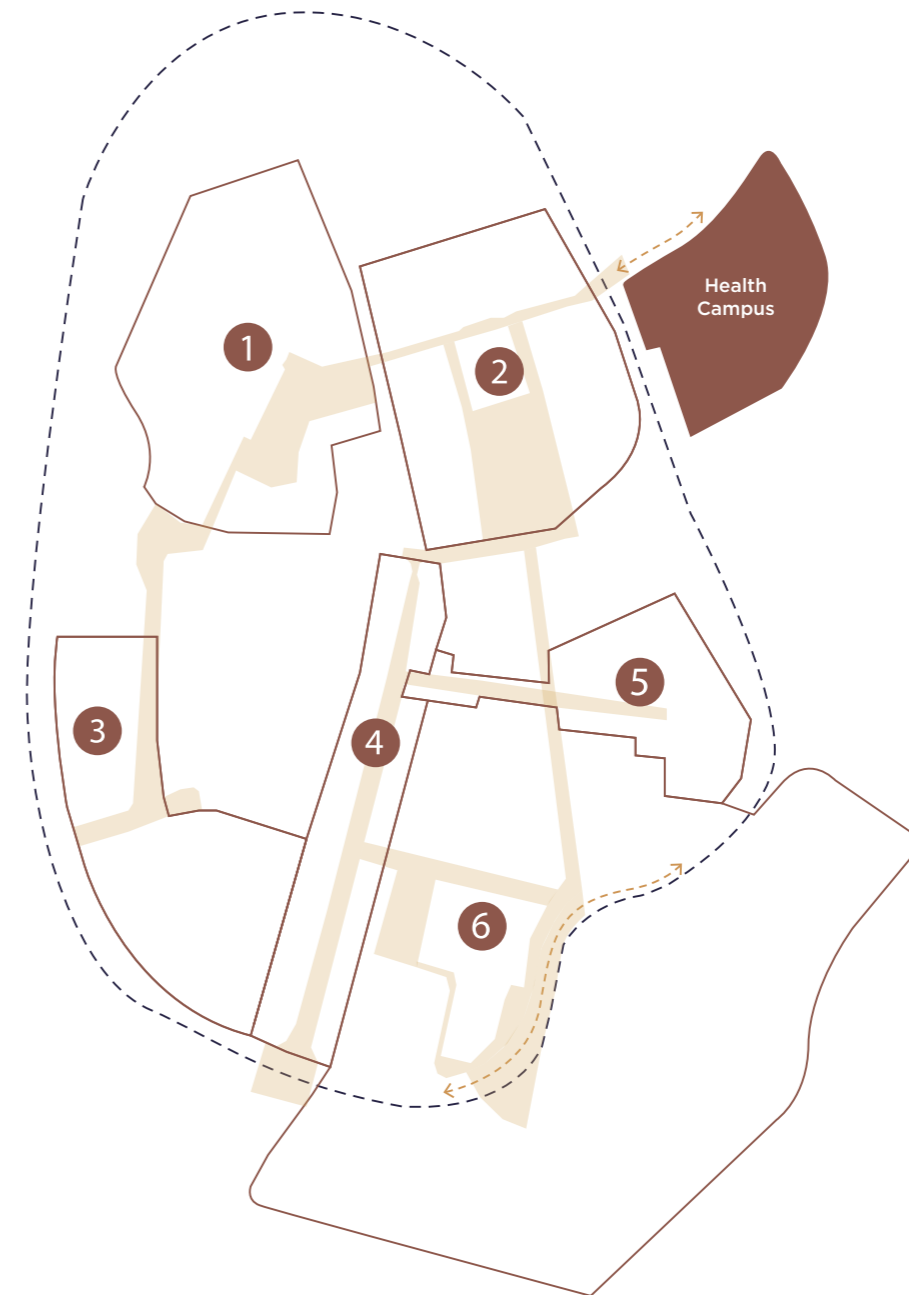
- A vibrant culture, art, leisure and night-life offer
- Thriving business
- A great place to live
- Improved access, and
- Enhanced public spaces

### 3.2 Accessibility

Sufficient transport links by train, bus and car allow the Southgate site to be easily accessible to the town and wider region, as well as being within reasonable walking distance from key points throughout the Town Centre and main University Campus. The site sits within 0.2 miles of Huddersfield Train Station and is serviced by buses along Southgate and Leeds Rd.

Areas for development:

1. Station Gateway
2. Kingsgate
3. Civic Quarter
4. New Street
5. St Peter's
6. Queensgate



Huddersfield Blueprint



Kingsgate



St Peter's



Northumberland St

# University Connection

## 4.1 Future Development

The Health Innovation Campus will become a part of the University of Huddersfield, adding to their strategic development. The site's position provides an opportunity for it to become a key connection from the East of Huddersfield into the town centre. The campus will also sit along the strategic route of 'station to stadium' which highlights the journey of sports fans through the town.

To support these connections between campus, the Broad canal becomes an excellent opportunity to create an easy journey between the two. The canal will become a 'back bone' between the two campuses with routes provided for students, academics and the public to move through the town this way. This therefore connects the Southgate site to both the Town Centre and University campus, solidifying its position as a central part of the town-connecting not only physically, but via its re-establishment of the importance of the Huddersfield Broad Canal within the heritage of the town.

The surrounding area of the site also shows potential for development. In the future, these sites could be developed to support the regeneration of the area, contributing to a new neighbourhood for Huddersfield and further solidifying the areas prominence as a vital part of the Town Centre.

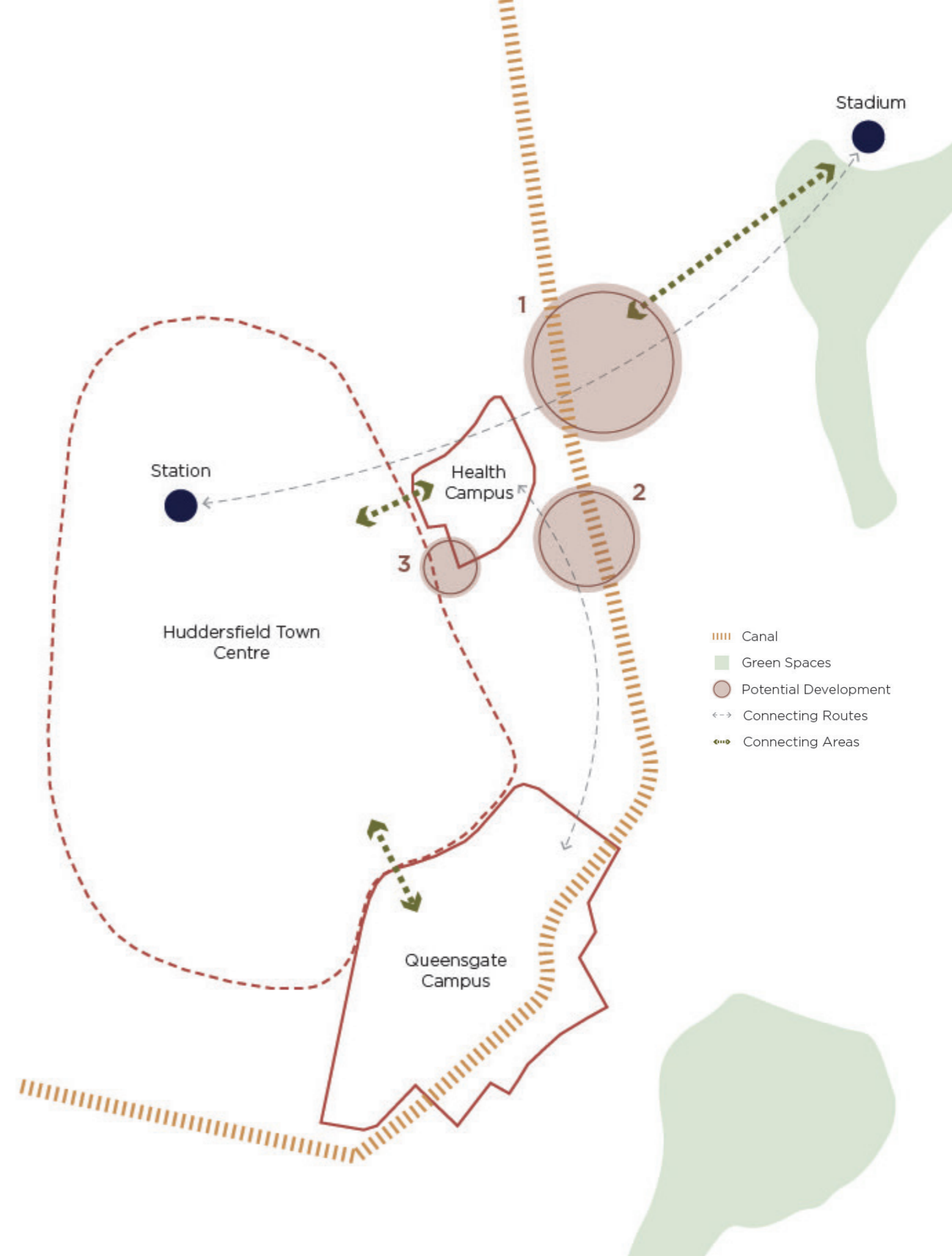
## 4.2 Future Campus

Designing for longevity is a key aspect of this framework. As the masterplan evolves over the next 5-15 years, it is vital that it still addresses key needs of the users. In designing for the academic campus there are key ingredients that should be implemented into the strategy for the masterplan.

- A knowledge economy
- Incorporating student residential
- Embracing technology
- Rethinking the academic workplace
- Public good/Private benefit
- 'Sticky' Campus

## 4.2 Sticky Campus

The idea of a 'sticky' campus is to create spaces which encourage students to stay on campus, instead of going back and forth between home. More than 50% of students at the University of Huddersfield live and travel from home to study. Therefore, it is of utmost importance that the campus creates opportunities for students to want to stay, engage and integrate with activities on campus.



Potential Future Development

# Southgate Analysis

## 5.1 Future Development

**Pedestrians** – The Southgate masterplan has been developed specifically to improve permeability of the site for pedestrians. Since the houses were demolished after the war, the site was developed as a municipal leisure centre with other council buildings and two tower blocks, limiting pedestrian movement across the site.

**Views** - The topography of Huddersfield means that there are a significant number of views both into and out of the proposed site. The site has an extremely prominent corner to Leeds Road and Southgate and will a focus of views from the train station and ring road.

**Views of Landmarks** – There a number of Huddersfield landmarks which will be seen from the building including the St Peters Church, the sports stadium, Castle Hill, the mechanics institute and the main university campus.

**Noise** – There are a number of roads immediately adjacent to the site including Southgate to the west and Leeds road to the north. Further to the east id Leeds Old Road.

**Roads** – There are a number of roads immediately adjacent to the site including Pine Street to the west and Smithdown Lane to the south. Mount Vernon Road is one block to the north and Low Hill beyond that. Further to the west is Brownlow Hill which connects the site to the city centre.

**Parking** – Temporary Site wide parking has been provided in a surface car park to the east, accessed from Pine Street. There is a future Transport Hub planned for the masterplan.

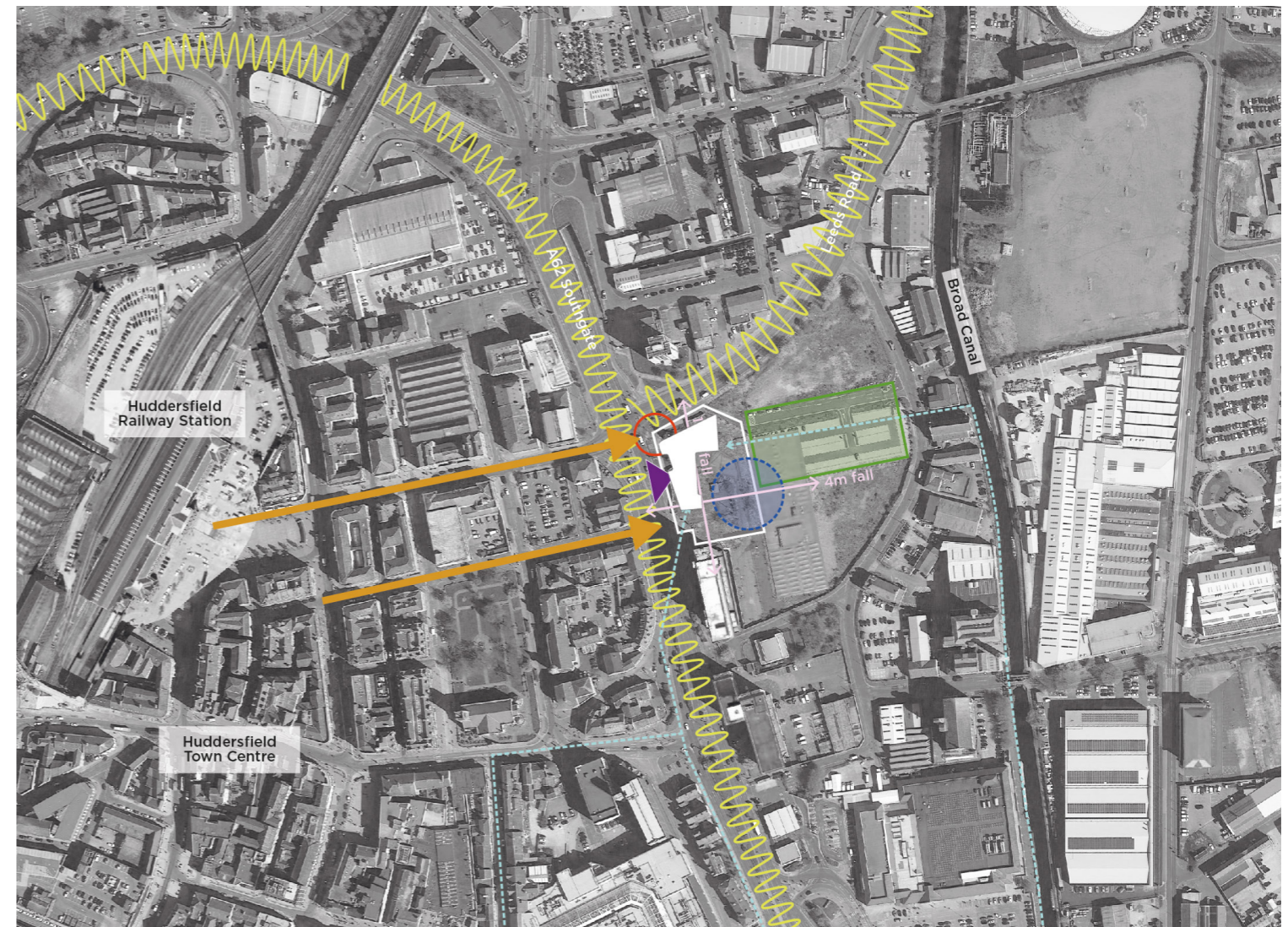
**Surrounding Uses** – There are a variety of surrounding land uses including residential to the north and commercial development to the south although this is vacant. Land uses beyond this include industrial to the east and retail to the west.

**Masterplan Phasing** – The Southgate masterplan is programmed to be delivered in a number phases. The Health and Wellbeing Academy will be the first phase although it is anticipated that further developments will commence quite soon due to the expanding nature of a number of course at the university.

**Levels** – The level changes across the Southgate masterplan are a challenge with a 6m drop from west to east. Within the Building 2 site there is a 2,5m level change between the west and east of the building.

**Traffic** – In general, the building is to be located in traffic free zone on the Southgate site. However, Southgate to the west will remain a main route in the town along with Leeds Road to the north.

**Access onto Site** – Access onto the site is generally good with a good link from local bus and train routes.



Key

- Traffic Noise
- Key Views
- Car Park
- Landmark
- Transport Hub
- Pedestrian Route to University Campus
- Site Fall

Distance from Huddersfield Train Station	0.3 mile
Distance from Huddersfield Bus Station	0.5 mile
Distance from Leeds Rd Great Northern St bus stop	200 yards
Distance from Southgate bus stop	350 yards
Distance from University	0.4 mile

# Southgate Population

## 6.1 Proximity to Services

From the Southgate site there are numerous options available to all occupants for travel whether across the town or further afield.

### Travel by Train

Heading west it is a short 5 minute walk to Huddersfield train station which regularly offers commuters direct connections to cities such as Manchester, Liverpool, Sheffield, Leeds & Newcastle.

### Travel by Bus

Only a few minutes away from the campus commuters can travel on a number of different lines that extend bus routes outside and into Huddersfield Town Centre.

### Pedestrian routes

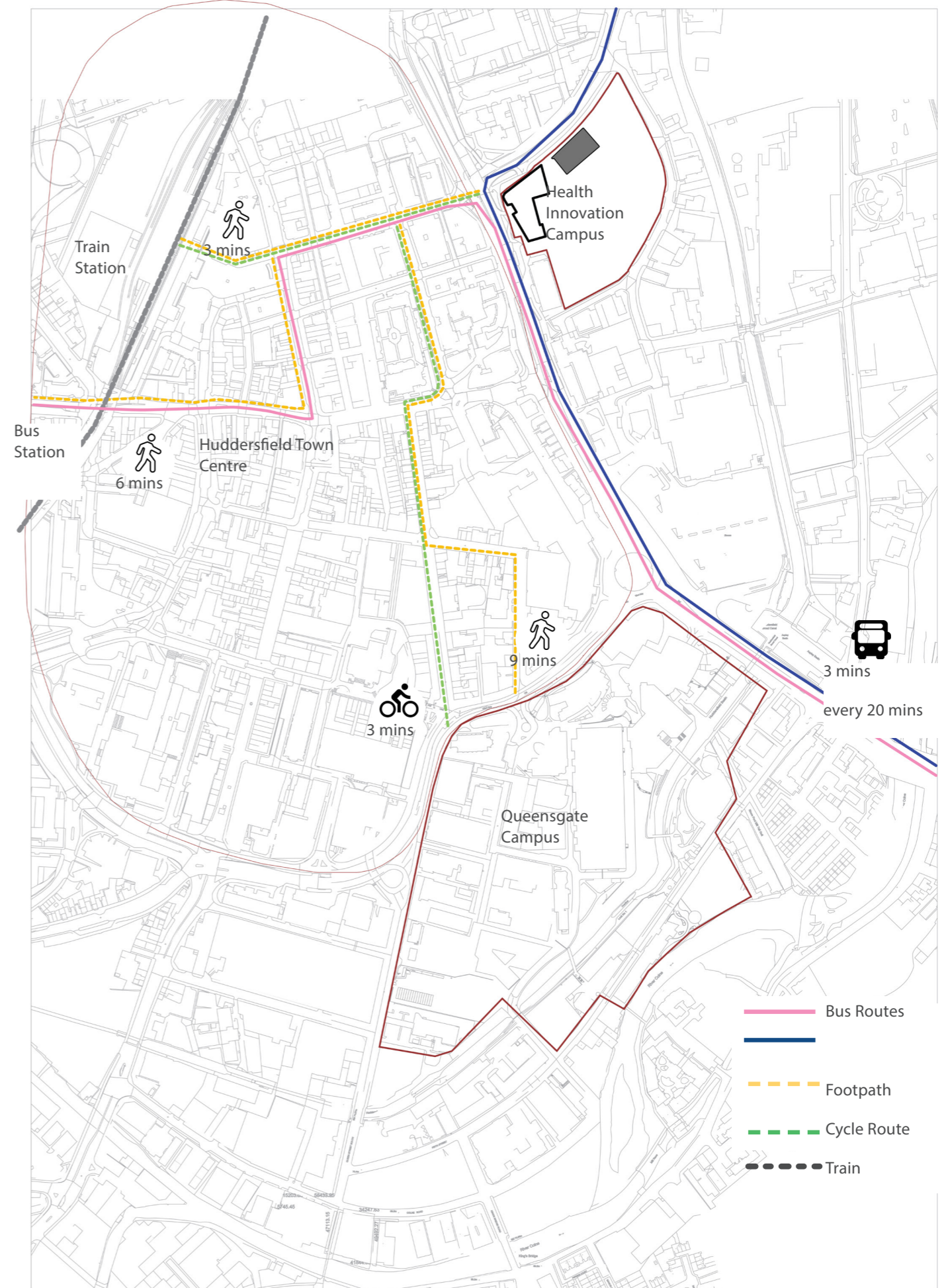
There are currently several options for pedestrians to travel to and from the Health Innovation Campus. With many staff and students likely to go between here and Queensgate campus it is important to understand the likely routes that will be taken.

Figure 5.1 (right) highlights existing routes which on average take 10 minutes or less. A key route is past Kingsgate Shopping Centre toward St. Peter's Church. This route should be promoted as it keeps foot traffic away from busy roads and contributes toward engagement with a high number of local amenities on and surrounding Cross Church Street.

As expressed earlier in this report there is also great potential for development along the canal to create another key access route between the two campuses.

### Cycle routes

There are many routes that enable students and staff to cycle to and from the Health Innovation Campus. It has been planned in such a way to create a sustainable transport mentality that feeds and supports the underpinning ethos of the University and the masterplan as a whole. Routes for cyclists through the heart of the site will encourage this method of transport alongside further links through the Town Centre that connect both campuses.



# Road Works

## 7.1 Leeds Road

The section of Leeds Road adjacent to the Southgate Masterplan has been recently gone through a redesign to better cater for pedestrian and cycling users providing safe crossings and improving the quality of the public realm through an extensive planting scheme that includes trees and borders.

Development along this route will create convenient and safe access for pedestrians to the new campus, Queensgate campus and the town centre as a whole.

For occupants of the new campus, whether student/staff body or members of the public, the proximity to this new development will encourage walking as a preferred method of transport, reducing the reliance on vehicles.

Along this route are several destinations that occupants will likely travel to from the campus; two retail parks and the stadium less than 1 mile away. By providing better footpaths for people to use it is anticipated to encourage walking which will help to reduce carbon emissions in the town.



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