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**Service Director – Legal, Governance and
Commissioning**

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Monday 1 April 2024

Notice of Meeting

Dear Member

Cabinet

The **Cabinet** will meet in the **Council Chamber - Town Hall, Huddersfield** at **1.30 pm** on **Tuesday 9 April 2024**.

This meeting will be live webcast. To access the webcast please go to the Council's website at the time of the meeting and follow the instructions on the page.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read 'Julie Muscroft', on a light-colored background.

Julie Muscroft

Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

Cabinet Members:-

| Member | Responsible For: |
|-------------------------------|--|
| Councillor Cathy Scott | Leader of the Council |
| Councillor Moses Crook | Cabinet Member – Housing and Highways |
| Councillor Paul Davies | Cabinet Member – Corporate (Deputy Leader) |
| Councillor Aafaq Butt | Cabinet Member – Culture and Greener Kirklees |
| Councillor Viv Kendrick | Children' Services (Statutory responsibility for Children) |
| Councillor Mussarat Pervaiz | Cabinet Member - Communities |
| Councillor Jackie Ramsay | Health & Social Care (Statutory responsibility for Adults) |
| Councillor Elizabeth Reynolds | Cabinet Member – Learning and Aspiration |
| Councillor Graham Turner | Cabinet Member – Finance and Regeneration |

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of Cabinet

To receive apologies for absence from Cabinet Members who are unable to attend this meeting.

2: Minutes of Previous Meeting

1 - 12

To approve the Minutes of the Meeting of the Cabinet held on 12 March 2024.

3: Declaration of Interests

13 - 14

Members will be asked to say if there are any items on the Agenda in which they have any disclosable pecuniary interests or any other interests, which may prevent them from participating in any discussion of the items or participating in any vote upon the items.

4: Admission of the Public

Most agenda items take place in public. This only changes where there is a need to consider exempt information, as contained at Schedule 12A of the Local Government Act 1972. You will be informed at this point which items are to be recommended for exclusion and to be resolved by the Committee.

5: Deputations/Petitions

The Cabinet will receive any petitions and/or deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also submit a petition at the meeting relating to a matter on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10, Members of the Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

6: Questions by Elected Members (Oral Questions)

Cabinet will receive any questions from Elected Members.

In accordance with Executive Procedure Rule 2.3 (2.3.1.6) a period of up to 30 minutes will be allocated.

7: Waste Disposal Contract Procurement 15 - 36

To consider the Waste Disposal Contract Procurement.

Wards affected: all

Contact: Nick Hancock, Programme Manager

8: Kirklees Heritage Strategy 37 - 140

To consider the Kirklees Heritage Strategy and Strategic Heritage Action Plan 2024-2027.

Wards affected: all

Contact: Deborah Marsland, Museums and Galleries Manager

9: Transport Services Capital Investment Vehicle Replacement Programme (VRP); An initial £2.5m Proposed Expenditure 141 - 148

To consider a report in relation to fleet replacement and transformation models.

Wards Affected: All

Contact: Nick Clegg-Brearton, Fleet and Transport Manager

10: 2024/25 Proposed allocation of funding from Children's Directorate Achieve & Aspire Capital Maintenance baseline section of the Capital Plan 149 - 162

To consider the proposed allocation of 2024/25 capital funding from the Directorate for Children's Achieve & Aspire baseline section of the Capital Plan.

Wards affected: all

Contact: Emma Griff, Strategic Manager Facilities - Property

11: Post 16 Transport Statement 2024 / 25 163 - 230

To consider the Post-16 Transport Statement.

Wards affected: all

Contact: Martin Wood, Head of Service – Public Protection

Exempt information is detailed in an appendix to the attached report.

Consideration must be given to whether the public and press should be excluded from the meeting prior to the determination of the matter to

enable the exempt information to be discussed by passing the following resolution: -

To resolve that under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting during consideration of the following item of business, on the grounds that they involve the likely disclosure of exempt information, as defined in Part 1 of Schedule 12A of the Act

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Contact Officer: Yolande Myers

KIRKLEES COUNCIL

CABINET

Tuesday 12th March 2024

Present: Councillor Cathy Scott (Chair)
Councillor Paul Davies
Councillor Graham Turner
Councillor Viv Kendrick
Councillor Jackie Ramsay
Councillor Moses Crook
Councillor Aafaq Butt
Councillor Karen Allison
Councillor Andrew Cooper
Councillor Will Simpson

Observers: Councillor Susan Lee-Richards
Councillor Karen Allison
Councillor Andrew Cooper
Councillor Will Simpson

Apologies: Councillor Elizabeth Reynolds
Councillor Mussarat Pervaiz

153 Membership of Cabinet

Apologies for absence were received on behalf of Councillor Elizabeth Reynolds and Councillor Mussarat Pervaiz.

154 Minutes of Previous Meetings

RESOLVED - That the Minutes of the Meetings held on 13 February 2024 and 20 February 2024 be approved as a correct record.

155 Declaration of Interests

No interests were declared.

156 Admission of the Public

Cabinet noted the submission of exempt information, as set out at Agenda Items 13 and 15 (Minute Nos 165 and 167 refer)

157 Deputations/Petitions

Cabinet received a deputation from Susie Pavey on behalf of UNISON regarding the Customer Service Centres, the integration with library staff and upskilling of the public to reduce face to face enquiries.

A response was provided by the Cabinet Member for Corporate (Cllr Paul Davies)

Cabinet - 12 March 2024

Cabinet received a deputation from Heather Peacock on behalf of Save the Trees Kirklees regarding the trees that had been removed at Queensgate Market, and future removal of trees on Queen Street.

A response was provided by the Cabinet Member for Finance and Regeneration (Cllr Graham Turner)

No petitions were received.

158 Questions by Members of the Public

Cabinet received questions in accordance with Executive Procedure Rule 2.3.

Question from Sarah Newton

“What protection will Kirklees provide for long term dementia care in the later stages where it is no longer safe to live at home? For example Does the option of transferring care include restrictions on changing the use of the home from dementia care only to residents without dementia within a 20-year period?”

A response was provided by the Cabinet member for Health and Social Care (Councillor Ramsay)

Question from Sarah Newton

“What protection will Kirklees provide for our vulnerable loved ones from the private sector closing these homes. For example does the option of transferring care include restrictions on closing the home within a 20-year period?”

A response was provided by the Cabinet member for Health and Social Care (Councillor Ramsay)

159 Questions by Elected Members (Oral Questions)

Cabinet received oral questions under Executive Procedure Rule 2.3

Question from Councillor W Simpson

“I’d like to thank the volunteers of Denby Dale Ward that work in our local libraries. In taking note of their anxiety about the consultation on libraries, can we remind them that we value their contribution and that they will be at the heart of the consultation?”

A response was provided by the Cabinet Member for Corporate (Councillor Paul Davies).

Question from Councillor A Cooper

“In relation to Care Homes, what is regarded as a reasonable restriction on the contract with a private provider to protect the care and the rights of the residents in those care homes?”

A response was provided by the Cabinet Member for Health and Adult Social Care (Councillor J Ramsay)

Question from Councillor S Lee-Richards

“In relation to the Level 4 devolution, what information will be provided to Councillors before that process continues?”

A response was provided by the Leader of the Council (Councillor C Scott)

Question from Councillor W Simpson

“The minutes of the meetings of Denby Dale Parish Council do not note the interest of a Parish Councillor as a local landowner when land belonging to her was discussed. This Councillor currently sits on the Planning Committee of the Parish Council. Can you seek guidance of the Monitoring Officer as to whether the appropriate declarations have been made, and if they have, is a review needed into what declarations are required under the Nolan Principles if the public cannot see the transparency and openness that they have a right to expect, on matters such as this?”

A response was provided by the Leader of the Council (Councillor C Scott)

Question from Councillor A Cooper

“In relation to the Customer Service changes, has the impact of the closure of the Citizens Advice and Law Society been looked along with the impact of losing the advice services, and how much money will be lost in the economy from the public not receiving what they are entitled to?”

A response was provided by the Cabinet Member for Corporate (Councillor P Davies)

160

Future Arrangements for the Council-Run Long Stay Dementia Care Homes

Cabinet considered a report which set out the future arrangements for the Council run long stay dementia care homes.

Cabinet noted the findings of the consultation, the impacts of the proposals on affected residents, family, carers, staff, and the wider local communities along with the mitigating options.

Cabinet was informed that the consultation was based on the preferred option of the closure of both Claremont House and Castle Grange, however also considered was a proposal to maximise bed occupancy, close one home and retain the other with all residents being relocated to the retained home along with securing funding from the NHS.

The report advised that out of the 400 respondents to the consultation, almost 80% said they strongly disagreed with the closures, and as such it was recommended

that the running of the care homes by the independent sector be explored, which if successful would ensure clients being able to stay in their current home and be cared for by the staff currently providing their care.

RESOLVED –

- 1) That the consultation process followed and the feedback and impact from the consultation be noted.
- 2) That authority be given to explore potential opportunities to transfer the dementia care homes to an independent sector provider.

161 Future of Council provided Supported Living Services

Cabinet considered a report which presented it with the findings from a recent consultation on supported living services provided via The Mews (Mirfield), Brighton Court (Heckmondwike) and Wilton Terrace (Cleckheaton).

Cabinet noted the summary findings of the consultation and the viable options considered for the future of services, based on the consultation and subsequent changes in relation to The Mews. Options being considered, based on the findings of the consultation, were outlined in section 6.1 of the considered report.

Cabinet was advised that the retention of the Mews, and the continuation of provision of care across all the schemes was the preferred option but this would require the reconfiguration of the service model to focus resources in supporting more complex service users. For some of the existing tenants, this would involve a review of their individual needs with these needs being met through alternative solutions, as part of a social work reassessment undertaken in accordance with relevant regulations.

RESOLVED –

- 1) That the outcome of the consultation process with stakeholders and Key Partners be noted.
- 2) That the options appraised as part of the consultation process be noted.
- 3) That authority to retain The Mews and to act as care provider across all three schemes including Wilton Terrace and Brighton Court, as consulted upon, be given.
- 4) That authority be given to redesign the current service model, focusing resources in all three schemes to offer support for service users with high levels of complex needs, and create opportunities for those currently placed out of area to return.

162 Redesign of short break, respite and support provision

Cabinet considered a report which sought approval to proceed with the transformation of short breaks, respite and support services for disabled children, young people, and their families moving towards a more personalised flexible, locality-based approach.

Cabinet was advised that the transformation would lead to improved outcomes for children and families, as the service would take a more personalised and enabling

approach, with services delivered closer to where people lived. It would also develop, enhance, and improve accessibility and engagement with local community groups and voluntary sector provision.

Cabinet noted at Appendix A of the considered report, the consultation that had taken place with all relevant stakeholders and noted the targeted engagement that took place with the Parent Carer Forum, Parents of Children with Additional Needs (PCAN), staff at YPAT and Orchard View.

Cabinet was informed that during the development of the proposed model, several different options had been considered, none of which would fully meet the emerging and identified needs of families or realise the financial efficiencies required.

RESOLVED –

- 1) That the views arising out of the consultation and the proposal to move to a personalised flexible, locality-based approach be noted.
- 2) That the Integrated Impact Assessment be noted.
- 3) That authority be given to the Strategic Director – Children and Families to take all necessary steps to implement the transformation of short breaks, respite and support services for disabled children, young people, and their families in Kirklees.

163 Increasing the number of places available at Woodley School and College - Final Decision

(Under the provision of Council Procedure Rule 37, Cabinet received a representation from Ruth Hobson, Chair of Governors – Woodley School and College).

Cabinet considered a report which sought a final decision on the proposal to create additional special school places at Woodley School and College ahead of, and leading up to, the completion of construction on a new and larger school building.

The report advised that Complex Communication and Interaction (which included complex autism) was an area of need where demand was growing with many children and young people with SEND making better, more sustained progress when they attended an appropriate specialist setting with access to specialist teaching and support staff and resources.

Cabinet was advised that satellite opportunities, like the one proposed, in addition to Additionally Resourced Provisions and special school rebuild projects, were intended to increase provision for some areas of need and improve the geographical spread of specialist places across Kirklees, ensuring the needs of more children and young people with SEND across the whole of Kirklees can be met.

Cabinet noted that building on existing good quality provision helped ensure a broad and balanced curriculum, within a learning environment where children could be healthy and stay safe and also provided better value for money than reliance upon independent school provision.

RESOLVED –

- 1) That it be noted that the advice of Kirklees School Organisation Advisory Group that the proposal to increase the number of special school places at Woodley School and College to 194 places gradually over time, using satellite provision, ahead of and leading up to the new school rebuild is valid and that the required statutory process has been carried out correctly.
- 2) That the decision to increase places be taken within the statutory time period, two months from the end of the representation period.
- 3) That the outcomes and recommendations of the Kirklees SOAG meeting on 22 February 2024 and the associated officer recommendations for the proposals be noted.
- 4) That the financial implications of approving the increase in places be noted.
- 5) That it be noted that regard has been given to the Public Sector Equality Duty contained in section 149 of the Equality Act 2010 and the Integrated Impact Assessment.
- 6) That approval be given, without modification or condition, to increase the number of special school places at Woodley School and College to 194 places gradually over time, using satellite provision, ahead of and leading up to the new school rebuild.
- 7) That officers of the Council support and work closely with the governing body of Woodley School and College to finalise arrangements for pupils, parents, staff, and other stakeholders in order to implement the decision in line with the timelines in the considered report.

164 Funding associated with Huddersfield Open Market, Penistone Rail Line, Dewsbury Long-term plan and West Yorkshire Investment Zone; and delivery of Growth & Regeneration portfolio

(Under the provision of Council Procedure Rule 36(1), Cabinet received a representation from Councillor Cooper).

Cabinet gave consideration to a report which sought approval to accept funding and move forward programmes and projects relating to recent grant allocations and announcements, and to put in place the necessary resources to support the delivery of these and projects and programmes and the wider portfolio of schemes.

Cabinet noted that the Council had been successful in securing significant inward investment and funding allocations, in particular from the Government and WYCA. As a result, there was a significant portfolio of projects to be developed and delivered over the next 10 years.

Cabinet was provided with a summary of the Growth & Regeneration portfolio, recent investment announcements along with details of the need to progress with delivery support. The report recommended that Cabinet accept the external funding as not doing so would have significant impact on project delivery and reputational risk. Cabinet was also asked to approve the procurement of a new Strategic Delivery Partner as piecemeal arrangements would present a risk in terms of non-delivery.

RESOLVED –

Cabinet - 12 March 2024

- 1) That the external Levelling Up Funding Round 3 of £16,649,855 from Department of Levelling Up, Housing and Communities (DLUHC) to support the delivery of Huddersfield Open Market Hall Levelling Up project, subject to the terms and conditions of the grant funding agreement, be accepted.
- 2) That the external Levelling Up Funding Round 3 of £47,917,122 from DLUHC to support the delivery of Penistone rail line upgrade, subject to the terms and conditions of the grant funding agreement, be accepted.
- 3) That the external funding of up to £20m (£15m for Capital, and £5m for Revenue) from DLUHC for the development and delivery of the Long-term plan for Dewsbury, subject to the terms and conditions of the grant funding agreement be accepted and that upon acceptance, the £15m would form part of the Council's Capital Plan.
- 4) That the external capital funding of up to £17m from DLUHC, via West Yorkshire Combined Authority (WYCA) as Accountable Body, to develop and deliver Kirklees projects within the West Yorkshire Investment Zone, subject to the terms and conditions of the grant funding agreement be accepted and that upon acceptance, this would form part of the Council's Capital Plan.
- 5) That in accordance with Sections 22.4 to 22.8 of the Financial Procedure Rules grant funding would be accepted for external capital and revenue funding for Kirklees projects within the West Yorkshire Investment Zone from DLUHC via WYCA as Accountable Body, should this become available and subject to any related terms and conditions.
- 6) Pursuant to (5) above, subject to this funding, authority be given to officers to progress projects within the Investment Zone.
- 7) That authority be delegated to the Strategic Director Growth and Regeneration and the Service Director Legal, Governance and Commissioning, in consultation with relevant Portfolio holders, to finalise and execute all necessary legal agreements and to put in place the necessary governance and assurance arrangements including entering into any grant agreements with DLUHC and WYCA to facilitate delivery of the above projects.
- 8) That authority be delegated to the Strategic Director Growth and Regeneration, in consultation with relevant Portfolio holders, to develop and deliver the identified schemes for Huddersfield Open Market, the Penistone rail line upgrade and Kirklees projects within the West Yorkshire Investment Zone.
- 9) That pursuant to (8) above, to include the preparation and submission of necessary statutory consents to ensure delivery and undertake the necessary procurement exercises, including the award of related contracts to deliver the projects, subject to necessary consents and approvals being in place and in accordance with the Council's Contract and Financial Procedure rules.
- 10) That authority be delegated to the Strategic Director Growth and Regeneration, in consultation with the Portfolio holder, to work with the existing Dewsbury Town Deal Board to establish a new Town Board by 1 April 2024, with the Council continuing to act as Accountable Body, and for officers to work with the Board and Portfolio holder to develop and submit a Long-term Plan by 1st August 2024.
- 11) That authority be delegated to the Strategic Director Growth and Regeneration, in consultation with relevant Portfolio holders, to progress all

necessary delivery arrangements including procurement and award of a contract to a Strategic Delivery Partner to provide professional services that facilitate the effective delivery of the project portfolio, and that authority be given to the Strategic Director for Growth & Regeneration, in consultation with the Portfolio Holder and the Service Director Legal, Governance and Commissioning to finalise and execute all necessary contract agreements.

165 Buxton House high-rise block - site assembly

The exempt information was noted prior to the consideration of Agenda Item 13.

(Under the provision of Council Procedure Rule 36(1), Cabinet received a representation from Councillor Cooper).

Cabinet considered a report which updated on the progress with the scheme to remodel Buxton House high-rise block, Huddersfield.

The report sought approval to acquire key interests including the headlease and sublease interests relating to a property at Buxton House, Buxton Way, and Albion Street to facilitate the remodelling scheme. Authority was also sought to begin the process leading to the Council making a Compulsory Purchase Order (CPO), in tandem with negotiating the acquisition of land interests, as a contingency measure.

Cabinet noted the acquisition of the land interests and rights, as outlined at 2.10 of the considered report, would be funded from the £16m budget envelope for the Buxton House project that formed part of the overall £57m High-Rise Programme which had previously been approved.

Cabinet noted that whilst every effort was being made to acquire the interests by negotiation, it was requested to authorise the Strategic Director of Growth and Regeneration to take the necessary preliminary steps required for the Council to make a Compulsory Purchase Order.

RESOLVED –

- 1) That authority be delegated to the Strategic Director Growth and Regeneration to negotiate and agree terms to acquire the interests and rights identified in paragraph 2.10 of the report and as within the terms outlined in the Private Appendix.
- 2) That authority be delegated to the Strategic Director Growth and Regeneration to negotiate and agree terms to acquire any further interests or rights subsequently identified which are required to deliver the remodel of Buxton House, provided that the values are within those contained in the Scheme of Delegation for Corporate Landlord & Capital, and that the cost of such could be met within the allocated project budget.
- 3) That authority be delegated to the Strategic Director of Growth and Regeneration to take the necessary preliminary steps required for the Council to make a Compulsory Purchase Order (“CPO”) including:-
 - (i) The service of statutory requisitions for information from owners/occupiers of land within the proposed CPO area.

- (ii) Instructing land referencing agents to begin liaising with affected landowners/occupiers and to identify the full extent of the land required (either to be acquired permanently or temporarily) and any rights to be acquired as part of the CPO (e.g. rights of way, light, support, easement, or restrictive covenants over the land required as required).
- 4) That authority be delegated to the Service Director Legal Governance and Commissioning to finalise and enter into all appropriate contracts, deeds and documents required.
- 5) That should it prove necessary to make a CPO, a further report would be brought for consideration.
- 6) That it be noted the acquisition of required land interests, and any potential CPO process will be funded from the high-rise budget approved by Cabinet on the 27 July 2021.

166 Council Housing Fire Safety Management Plan and Policy

Cabinet considered a report which provided a Council Housing Fire Safety Management Plan and revised Fire Safety Management Policy both of which were appended to the considered report.

Cabinet noted that the existing Fire Safety Management Policy was produced in October 2017, then revised and approved in July 2022. The Fire Safety Management Policy had been updated to reflect changes in law that have occurred since approval.

Cabinet was advised that the Fire Safety Management Plan had been produced to provide more detailed guidance and procedures to support delivery of the Policy and ensure regulatory compliance. The Plan enables the development and implementation of operational guidance that represents consistent, proportionate, and appropriate processes to manage safety in council housing.

RESOLVED – That the Housing Fire Safety Management Plan and updated Fire Safety Management Policy be adopted.

167 Homes and Neighbourhoods Housing Management IT System Replacement

The exempt information was noted prior to the consideration of Agenda Item 15.

Cabinet considered a report which appraised it on the issues encountered during the implementation of the new Housing Management IT System in Homes and Neighbourhoods and set out the proposed way forward and the additional resources and budget required to successfully deliver the project.

Cabinet was asked to approve the extension of the delivery timetable by eighteen months to approximately September 2025 with an additional budget of £1,279,602.82 capital, funded from the Housing Revenue Account. Cabinet was advised that the implementation of Civica Cx enabled the necessary work on process redesign, data cleansing and data migration to be completed to successfully deliver the implementation of the new system.

RESOLVED – That authority be given to continue with the implementation of Civica Cx and to extend the delivery timetable by eighteen months to approximately September 2025 with an additional budget of £1,279,602.82 capital, funded from the Housing Revenue Account.

168 Council Housing Asset Strategy and Investment Plan

Cabinet considered a report which sought approval to adopt the Asset Management Strategy for Council Housing, which was appended to the considered report and to the capital plan to support delivery of the strategy.

Cabinet was advised that the 5-year Asset Management Strategy for Council Housing would provide a framework for service improvement to enable compliance with statutory requirements and support improved outcomes for residents living in council housing. The 5-year capital plan represented the investment needed to support delivery of the Strategy and to provide safe, good quality homes for council tenants.

The report outlined the proposed 30-year capital plan required an additional £71.2 million investment in Council housing. This would be financed through the Major Repairs Reserve and revenue contributions to capital outlay from the Housing Revenue Account with any additional amounts being financed through new borrowing and reductions to capital proposals for new builds and development activity to support the plan.

RESOLVED –

- 1) That the Asset Management Strategy for Council Housing 2024-2029 be adopted.
- 2) That the 5-year capital plan and the additional £4.4m from the HRA required to fund the strategy be approved.
- 3) That approval be given to the approach of asset option appraisal.
- 4) That authority be delegated to the Strategic Director, Growth and Regeneration and the Service Director Finance to agree annual capital plans and programmes in line with the approved 5-year capital plan.
- 5) That authority be delegated to the Service Director, Homes and Neighbourhoods in consultation with the Service Director Legal, Governance and Commissioning, to agree and negotiate the terms of and to enter into any Funding Agreements and other documentation to enable individual projects and schemes to proceed.
- 6) That authority be delegated to the Service Director, Homes and Neighbourhoods in consultation with the Service Director Legal, Governance and Commissioning, to agree and negotiate the terms of and to enter into any Funding Agreements and other documentation to enable individual projects and schemes to proceed.
- 7) That authority be delegated to the Strategic Director, Growth and Regeneration in consultation with the Service Director Legal, Governance and Commissioning to award future tenders for works within the approved 5-year capital plan, subject to the production of robust and affordable business cases.

169 Level 4 Devolution

(Under the provision of Council Procedure Rule 36(1), Cabinet received a representation from Councillor Cooper).

Cabinet considered a report which provided an overview of the Level 4 Devolution Framework, through which the Combined Authority could apply to access new powers, functions and flexibilities, and the associated readiness conditions. The report also updated on the work that had taken place since November 2023 to develop the West Yorkshire response and the Combined Authority's submission to Government, including the partnership principles.

The report set out the Level 4 Devolution Framework, appended to the considered report, for information which set out the powers and functions available to eligible institutions, across a range of policy areas.

Cabinet noted the key highlights on offer through the Framework being (i) Funding (ii) Transport (iii) Employment and Skills (iv) Housing and Land, (v) Net Zero, Climate Change and Natural Capital, and (vi) Public Health.

RESOLVED –

- 1) That the recent publication of the Government's Level 4 Devolution Framework which sets out guidance and the powers and flexibilities on offer through a Level 4 Devolution Deal and the associated readiness conditions be noted.
- 2) That the work that has taken place across the partnership to consider the opportunities presented through the Level 4 Devolution Framework and activity undertaken to develop the West Yorkshire response, including the partnership principles be noted.
- 3) That approval be given to the Council's support for the Combined Authority's application to begin talks on adopting new Level 4 Devolution powers.

170 Marsden Masterplan - proposed approach

Cabinet considered a report which set out the revised approach to the Marsden Masterplan that included a community led, place based way of working.

The report outlined the need to develop a masterplan for Marsden to holistically consider the planned investments and help both the community and Council envision a longer-term future of Marsden and effectively steer development of the centre while preserving its unique character.

Cabinet was advised of the need to build on the high level of community interest, and in consultation with ward councillors and the Marsden community, the proposal was to establish a community partnership to embed the community and place led approach to shape the masterplan. This would help to maximise local engagement and develop long-term ownership.

RESOLVED –

- 1) That approval be given to develop a Masterplan for Marsden and proposed timescales.
- 2) That the 'Marsden Community Partnership' approach with the Council acting as Accountable Body to re-engage with Ward Councillors and the community and to develop the Partnership, including a Terms of Reference, be approved.
- 3) That authority be given to use £60,000 UKSPF funding and a maximum of £60,000 from local centres capital funding for the development of the masterplan.
- 4) That authority be delegated to the Strategic Director for Growth and Regeneration in consultation with the Portfolio Holder to finalise and execute all necessary agreements to progress development of the Masterplan.
- 5) That authority be delegated to Strategic Director for Growth and Regeneration in consultation with the Portfolio Holder to resource, procure, set up governance arrangements including an agreed Terms of Reference and to any necessary revisions thereto for the oversight and delivery of the project.

171 Local Plan Documents: Statement of Community Involvement and Local Plan Timetable

Cabinet considered a report which set out the statutorily required Planning Policy documents, the Statement of Community Involvement (SCI) and the Local Plan Timetable (LPT).

The report advised that although there was no statutory requirement to consult on an SCI, it was felt important to engage with local communities and stakeholders. A consultation ran from 20 November 2023 to 5 January 2024 in which 18 representations were received. A Consultation Statement had been prepared and was appended to the considered report. The LPT was also not subject to formal consultation, however, the Local Plan Timetable would be launched as part of the early engagement to ensure the local communities and other stakeholders were aware of when they can expect to be consulted.

RESOLVED –

- 1) That the Statement of Community Involvement be adopted and published on the council's website.
- 2) That the Local Plan Timetable be adopted and published on the council's website.
- 3) That authority be delegated to the Strategic Director for Growth & Regeneration to make any necessary minor amendments and corrections to the Statement of Community Involvement and the Local Plan Timetable.

| KIRKLEES COUNCIL | | | |
|---|--|--|---|
| COUNCIL/CABINET/COMMITTEE MEETINGS ETC | | | |
| DECLARATION OF INTERESTS | | | |
| Name of Councillor | | | |
| Item in which you have an interest | Type of interest (eg a disclosable pecuniary interest or an "Other Interest") | Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N] | Brief description of your interest |
| | | | |
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Signed: Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

(a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and

(b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



REPORT TITLE: Waste Disposal Contract Procurement

| | |
|---|-------------------------------------|
| Cabinet date | 9 th April 2024 |
| Cabinet Member | Councillor Aafaq Butt – Environment |
| Key Decision | Yes |
| Eligible for Call In | Yes |
| <p>Purpose of Report</p> <p>This report serves several purposes:</p> <ol style="list-style-type: none"> 1. Information on Policy Changes and Project Dependencies To provide information on the significant number of matters that have arisen since publishing the waste disposal procurement outline business case (OBC) in 2022. The affect they have had on identifying future requirements and decision making, has resulted in a need to extend the existing interim contract arrangements by a further 3 years. 2. Update on the Waste Disposal Contract Procurement Strategy To provide an update on the progress made on preparations for expiry of the current Waste PFI contract and development of the procurement strategy for the future Operation and Maintenance (O&M) of the Council’s waste infrastructure. This includes the Energy from Waste Facility (EfW), Materials Recovery Facility (MRF), 2 Waste Transfer Stations (WTS) and the Household Waste Recycling Centres (HWRC). 3. Decision on Officer Recommendations Several officer recommended options are proposed for Cabinet approval, including areas of the (OBC) that required further analysis to confirm the final structure of the future waste contract, identifying the infrastructure and investment required to implement, and deliver the required changes to statutory waste services. <p>Cabinet are asked to approve the revised procurement strategy timeline that extends the expiry date of the current contract by 3 years, and continues the existing interim arrangements to prepare for the new contract.</p> <p>Approval is also sought for a future delegated officer decision to progress with any potential further efficiency opportunities, such as HWRC and MRF operations, and the Network Rail Infrastructure Limited (NRIL) replacement of the Weaving Lane HWRC.</p> | |
| <p>Recommendations</p> <p><u>Extension of the Existing Interim Arrangements</u></p> <p>The current interim arrangements are extended for a further 3 years and the contract expiry is reprofiled to March 2028 under the Heads of Terms agreement with Suez and a deed of variation (DoV2) is developed.</p> <p><u>Procurement Strategy</u></p> | |

The revised procurement Strategy is approved based on the recommended option of a fully integrated contract including HWRCs.

A full business case is presented to Cabinet in Autumn 2026 to approve the appointment of the preferred contractor prior to commencement of the new contract.

Delegated Authority

Delegated authority is given to the Strategic Director (Growth & Regeneration), and Service Director for Legal, Governance and Commissioning and Service Director for Finance to:

Sign off and implement the required contract deed of variation (DoV2) and draw down the approved Capital and Revenue expenditure for extending the interim arrangements.

Commence a procurement process from December 2024 and to draw down the approved Capital and Revenue expenditure.

Take a decision following a further review to identify if efficiency opportunities can be made by mothballing the Kirklees MRF and using a 3rd party facility and/or changes to HWRC services.

Sign off and implement the required Deed of Variation to cover the NRIL replacement of the Weaving Lane HWRC.

Reasons for Recommendations

The officers' recommendations are in order to achieve value for money, align the current contract with the Council's and national strategy and allow critical time to prepare for the re-procurement of the waste disposal services.

Resource Implications:

Internal requirements of a waste programme office and technical team, and support from: procurement; legal; finance and external advisors for: legal, technical and financial issues.

Date signed off by Strategic Director & name

David Shepherd, Strategic Director, (Growth & Regeneration) – **15/03/2024**

Is it also signed off by the Service Director for Finance?

Isabel Brittain, Service Director - Finance (S151 Officer) – **27/03/2024**

Is it also signed off by the Service Director for Legal Governance and Commissioning?

Julie Muscroft, Service Director - Legal, Governance and Commissioning – **28/03/2024**

Electoral wards affected: All.

Ward councillors consulted: The following ward councillors were consulted through the cross-party Member Reference Group:

Councillor Aafaq Butt; Councillor John Taylor; Councillor Paul Davies; Councillor Susan Lee-Richards; Councillor Tim Bamford; Councillor Charles Greaves; Councillor Graham Turner.

Public or private: Public.

Has GDPR been considered? Yes.

1. Executive Summary

- 1.1** The Council's 25-year waste PFI agreement signed in 1998 has the option to extend by a maximum of 5 years, 2 years have been used up by interim arrangements that are providing value for money and performing well but they are due to expire in March 2025.
- 1.2** The Council's assets used to deliver the contracted waste services are ageing and need investment to continue operating for a new 10 -15-year contract and meet the mandatory policy changes and interdependencies that significantly impact the future requirements.
- 1.3** An external assessment by the Government's Infrastructure Project Authority advised that more time is needed to prepare for expiry and align a procurement with the Resource and Waste Strategies, other policies and dependencies. To achieve this alignment will require the existing interim contract arrangements to be extended for a further 3 years to March 2028 to provide the critical time to prepare and procure a new contract.
- 1.4** The additional capital/revenue costs and associated risk set out in this report for extending the existing contractual arrangements with the incumbent supplier are lower than the potential costs and risks of procuring whilst there remains uncertainty surrounding the unresolved issues of national obligations.
- 1.5** Procuring under the current circumstances, with global and national flux, would also require the Council to take a disproportionate level of risk in order to manage budget envelopes.

2. Information required to take a decision

2.1 Background

- 2.1.1** The Council entered into a 25-year waste PFI agreement in 1998 that had the option to extend it up to 5 years. The contract included the design, build, finance, operation and maintenance of waste facilities incorporating: an Energy from Waste (EfW) plant; Materials Recovery Facility (MRF); 2 Waste Transfer Stations (WTS); and 5 Household waste recycling centres (HWRC). All facilities will be handed back to the Council on expiry of the contract.
- 2.1.2** Interim contract arrangements to 2025 were agreed by Cabinet on the 21st of September 2021, this facilitated early implementation of some areas of the waste strategy and capital investment in the EfW facility. The resulting deed of variation (DoV) dated 14th December 2021 supported preparations for expiry and provided additional time for the Council to better position itself and de-risk areas that would have carried significant additional cost to a new service contract.
- 2.1.3** Following implementation of the DoV, the contract is evidenced to be providing value for money and performing well against the agreed levels of 85% diversion from landfill. Annual condition surveys are completed on the EfW, providing assurance that maintenance is carried out in line with the agreed plan. The surveys also provide bidders

with valuable information of the facilities good condition, this was identified in a Soft Market Testing (SMT) exercise as a critical requirement.

- 2.1.4 On 14th December 2021, cabinet approved the Outline Business Case (OBC) for the procurement of a semi-integrated waste management contract on the recommendation of progressing a pre-procurement phase that was to be completed by Autumn/Winter 2022. The OBC also identified a number of key interfaces and considerations that required further analysis to be undertaken in the pre-procurement process. The considered options and the officer recommendations are outlined in section 7 of this report.
- 2.1.5 In December 2021, the Infrastructure Projects Authority (IPA), completed an independent follow up review of the Council's preparations for expiry and procurement. The IPA noted the DoV agreement to be an exemplary template to formalise a contract agreement to deal with the issues left out of many earlier PFI projects.
- 2.1.6 Preparations for the procurement commenced in January 2022 with oversight provided by the new Waste Transformation Board and Member Reference Group, as recommended in the report to cabinet in December 2021.
- 2.1.7 A Prior Information Notice (PIN) was issued in May 2022, to notify the market of the forthcoming procurement and publication of a Soft Market Testing (SMT) exercise, that successfully obtained the markets view on the procurement proposals.
- 2.1.8 Numerous workshops involving stakeholders and advisors have taken place to support preparation of the future contract, its schedules, specifications and financial modelling documents that are to be used in the competitive dialogue procurement process. During this period many significant external factors developed that are beyond the control of the project, and when added to the number of delayed policy changes that impact on waste services, it became difficult to efficiently continue developing the documents and meet the procurement plan timeframe.
- 2.1.9 A Waste ambition check-point workshop was held towards the end of 2022, this opportunity was taken to review the current position and a pause was put on the procurement to develop a strategy around what was certain. This resulted in revisions to and reprofiling of the Kirklees Resources and Waste Strategy 2021-30, the new strategy was approved by Cabinet on 17th October 2023. The development and implementation of the Resource & Waste Strategy sets the context for the proposed development and investment for both the collections and processing or disposal of waste.
- 2.1.10 Given the continued uncertainty and advice of the IPA, procuring new services for 2025 is not a realistic or viable option and extending the interim arrangements to 2028, and continuing to make the best use of and invest in the existing facilities carries the lowest risk and impact on future costs.

2.2 Policy Changes and Project Dependencies

- 2.2.1 There are a significant number of project dependencies that have made it increasingly difficult and complex to make informed decisions on the future requirements for procuring the waste management services and these are as follows:

2.2.2 Imminent Policy Changes

- 2.2.3 There has been a great deal of uncertainty on the future statutory requirements and funding arrangements for local authority waste services that bring long term waste treatment challenges. Further delays have been recently announced and it is likely that further consultation will be required to identify how the numerous imminent policy changes impact on waste contracts.
- 2.2.4 The changes will attract significant additional costs to the Council and affect the collection systems for recycling materials and waste streams. The changes are expected to significantly reduce critical feedstock for both the MRF and EfW, and they are also likely to affect the composition of materials, and the calorific value of waste that is incinerated to create energy. Further delays in receiving clarity from government departments will require future service delivery models and contracts to be flexible enough to adapt to change, but this will come at a cost. Funding for New Burdens will only be provided for new food waste collections and disposal of packaging waste through the Extended Producer Responsibility scheme, however all other costs will need to be absorbed by Council budgets. To date the funding allocations that have been provided by Government have fallen significantly short of the implementation costs.
- 2.2.5 Extended Producer Responsibility (EPR)
- 2.2.6 The local authority cost of managing packaging waste will be passed to producers via the EPR scheme that is scheduled to go live in October 2025. DEFRA are currently working on the funding formula to local authorities who should be informed of their allocations in November 2024, however the first payment will not be made until December 2025. Payments will be made on the basis of effective service delivery and DEFRA are to define the measure of this and will exemplify efficiency and effectiveness. There is no certainty over when this information will be provided by DEFRA in order to benchmark our services.
- 2.2.7 Deposit Return Scheme (DRS)
- 2.2.8 The DRS implementation is likely to be from 2025, this scheme will remove plastic bottles, aluminium & steel cans from recycling bins in England. This will have a significant impact on reducing the volume of materials delivered into the MRF and subsequently the operational effectiveness, and value of the revenue returns from recycling markets.
- 2.2.9 Simpler Recycling (SR)
- 2.2.10 Councils will be required to provide a recycling collection service that separates plastic, paper / card, glass, metal and food waste, from every household and business it collects from. Any variance from the separation of materials will need a robust assessment to demonstrate the rationale. Local authorities are likely to be able to continue charging for garden waste services, however local authorities continue to await clarity on SR requirements. It has been indicated that mandatory implementation of SR is likely to follow EPR.
- 2.2.11 SR - Separate Glass Collections
- 2.2.12 The Deposit Return Scheme for England does not include the return of glass bottles, and separate glass collections are to be mandated in the consistent collections scheme. Expanding the Council's current system of using glass bring banks is being explored as an alternative to costly doorstep collections.

2.2.13 SR - Separate Food Waste Collections

2.2.14 The mandate for implementing separate food waste collections is likely to be from 2026, and the cost of this new service will be met by New Burdens funding. It is uncertain when this funding will be available to local authorities, but it could be as soon as 2024, however the funding formula is unknown at this time and there is a risk that it may not cover the full cost of the service to the Council, but details of this are emerging during the writing of this report.

2.2.15 Recently the Council has received notification from DEFRA that a capital allocation of £2.9m has been awarded to fund the implementation. The detail of this allocation has yet to be provided but would only fund c. 60% of the frontline costs of containers and vehicles, and there is no allocation for depot or transfer station infrastructure. The Council has written to DEFRA requesting this detail and how the shortfall is intended to be funded. There is no information or timeline on the revenue position.

2.2.16 Following conversations and communication between council officers and DEFRA, a specific dispensation has been approved by government ministers for Kirklees Council to delay mandatory implementation of separate food waste collections to 2028; to align with the start of the new waste contract.

2.2.17 Implementation of the separate food waste collections will have the following impacts:

- Time for procurement of vehicles etc. and mobilisation period.
- Additional depot space and staffing.
- Reduced volume and Calorific Value (CV) into the EFW.
- Permitting & environmental consents.
- Conversion of transfer station infrastructure.

2.2.18 The level of financial exposure for noncompliance with statute is unknown, but DEFRA have indicated that the New Burden Funding associated with the introduction of food waste would not be available where a local authority is not complying. It is also expected that access to potential future income from Extended Producer Responsibility would also be curtailed.

2.2.19 Procurement Reforms

2.2.20 In addition to the above policy changes that directly affect waste services, the Procurement Bill, will reform the existing Procurement Rules. This received Royal Assent in October 2023 and in early 2024 secondary legislation will be laid to bring in some elements of the Bill and the wider regime into effect, this is anticipated to be October 2024. The existing legislation will apply until the new regime goes live and will also continue to apply to procurements started under the old rules. There is a key dependency on when the waste procurement commences to determine if it is to progress under the existing regulations of the Public Contracts Regulations 2015 or the new Procurement Act 2023.

2.2.21 **The Future of Energy from Waste**

2.2.22 DEFRA have forecast that future waste volumes will reduce significantly due to the Resource and Waste Strategy (RWS) policies that are identified above. This creates a risk that Kirklees will not collect enough residual waste to keep the EfW plant running.

This could be mitigated by accepting third party waste, that potentially presents an opportunity in the new contract to benefit from third party revenue income.

2.2.23 Implementation of the RWS will also bring significant change to waste composition, affecting the calorific value of residual waste. This may affect the EfW plant performance, its emissions and generation of electricity. The Government have capped the excess income revenues on electricity sales, however this should not affect the current contract.

2.2.24 Carbon Capture Utilisation and Storage (CCUS)

2.2.25 DEFRA are working to ensure that the existing EfW infrastructure network is maintained effectively, because future developments of EfW plants will be restricted and require fitting with CCUS, that requires significant investment, and it is only currently cost effective in large scale plants. This means that, at the end of the Kirklees EfW plant life expectancy, the most likely future option may be to use a third-party facility. A 10-year break point in the new contract will provide the opportunity for the Council to consider the point at which to pull back on investing in its EfW.

2.2.26 The Emissions Trading Scheme (ETS)

2.2.27 Following a consultation on ETS the Government has confirmed that the scheme will be extended to apply to Energy from Waste (EFW) plants from 2028. This involves EfW operators paying for the CO₂ emissions produced from burning waste, and the cost of this is more than likely to be passed on to local authorities through qualifying change in Law clauses and cheaper alternatives of processing waste could be available.

2.2.28 The ETS will be implemented in 2 stages:

- Stage 1: from 2026 operators of EfW will have to implement monitoring, this will need installation of monitoring equipment under the existing contract.
- Stage 2: from 2028 operators will have to pay for the carbon emissions produced from EfWs.

2.2.29 WIDP have completed an assessment of the impact ETS will have for the Kirklees EfW, and although it is difficult to identify the actual costings for 2028, the estimates are not as severe as first assumed. There is however still a significant additional cost exposure, this is estimated to be between c£2.8 and £5.6 million pounds per annum and it is currently unknown if Combined Heat and Power (CHP) linked to the HDEN will benefit from lower carbon prices.

2.2.30 ETS is a major concern to local authorities, who have alongside their representing organisations, raised the issues on the Government's multiple waste proposals and policies across multiple departments. These policies are creating a difficult legislative and financial landscape for LAs to operate within and there continues to be a lack of reference to funding and resourcing a service that is already stretched. The Government understand that ETS may raise the costs of waste disposal for LAs, and they will discuss this further to confirm the impacts before establishing the exact policy.

2.2.31 Reliability of the EfW Facility Steam Turbine

2.2.32 The Turbine is not a standard design for a UK EfW facility, and feedback from the market engagement, including Suez, raised big concerns over the risk of turbine failure. The

turbine is now obsolete and is no longer supported by the supplier and bidders will not provide any guarantees on a turbine of this age or configuration.

2.2.33 Vibrational issues starting in February 2018 took the turbine offline for approximately 10 months and it was brought back online following a major overhaul, but it was taken offline again in January 2019 for further commissioning. Around 9 months turbine operations were also lost during 2019-2020 due to a failure in the turbine gearbox, which required time to fabricate the new parts.

2.2.34 Timing is critical for replacing the turbine because of the long lead in time to specify, design, procure, manufacture, install and commission. Collectively this will culminate to approximately 8 months planned down time. Suez receive 100% of the revenue income from energy generation that is fed into the national grid which offsets the gate fees, and a compensatory payment to Suez would be required if the turbine was replaced under the existing contract.

2.2.35 The Huddersfield District Energy Network (HDEN)

2.2.36 The Huddersfield EfW facility was originally designed with the intention to export heat into a district heat network. The council has accessed Government support (via the Heat Networks Delivery Unit and more recently the Green Heat Networks Fund (GHNF)) in order to develop a heat network scheme for Huddersfield Town Centre, intended to take heat from the EfW and deliver it to supply premises in the town centre area. Heat supply from EfWs is a secure source of low carbon heat that can be accessed alongside the electricity production of these facilities. Whilst this scheme is separate to the Waste Contract there are significant interdependencies between the two schemes.

2.2.37 The Outline Business Case for the HDEN was approved by Cabinet in September 2022 and the Full Business Case is currently in development. The HDEN has also benefitted from a £8.2m funding award from the GHNF (£1m for commercialisation support and £7.2m for construction subject to successful completion of the FBC).

2.2.38 The development of the HDEN is complex in its own right due to the complexities around network route design and potential customer engagement in the town centre, alongside the EfW as the identified heat source. The latter interface and the role of the EfW as the intended heat source for the HDEN provides a significant interdependency between both programmes. There is a key interface between the Waste Contract Procurement timetable and the development of the HDEN Full Business Case.

2.2.39 As noted above, early market engagement (soft market testing) in relation to the Waste contract in 2022 identified that EfW operators were comfortable with the supply of heat-to-heat networks, but significantly less so with the potential 'private wire' supply of electricity, primarily due to the significantly more complicated regulatory regime associated with electricity provision. Consequently, the HDEN FBC is currently being developed on a 'heat only' basis without the private wire electricity element.

2.2.40 There is ongoing technical and commercial engagement between the HDEN consultant team and Suez in order to inform the HDEN FBC and ensure that the benefits offered by HDEN are realised and the corresponding risks managed.

2.2.41 The process is underway to agree Heads of Terms between Suez and the Council (via the HDEN consultancy team) for the supply of heat. The underpinning principle is that the operator of the EfW will not be worse-off (and will ideally be better off) compared with

current business as usual energy / income generation. The supply of heat to a heat network is considered a potentially more commercially beneficial activity rather than the generation of electricity for export to the National Grid. Technical liaison meetings are also underway to work through and agree the engineering requirements (Suez and HDEN/AECOM).

2.2.42 Affordability of Future Waste Services

A core objective of the procurement exercise is to ensure value for money is achieved and although the principals are the same as always for important services, the right level of due diligence checks are needed to achieve a balance of affordability against risk, this is especially important in the current economic climate that has contributed to the rising cost of goods and services.

2.2.43 Depot Provision

2.2.44 The availability of the waste collection service is critical to delivering feedstock into the council's waste facilities but capacity for staff and vehicles at the existing depots is limited. The George St depot is already at its capacity limit, for both normal waste collection operations and future requirements such as separate food waste collection can't be accommodated at this site. The Vine St depot has some capacity but nowhere near the amount needed, and both sites also need to accommodate the waste growth of the Local Plan to build 30k new properties, a depot strategy is under development to deal with these issues.

2.2.45 Infrastructure Project Authority (IPA) and DEFRA Project Assurance

2.2.46 During Autumn 2022 the IPA conducted a review of the Council's preparations for expiry and procurement of new waste services, this included looking at documented evidence and interviewing senior officers. Their report was published in December 2022, and this confirmed that a lot of progress had been made since the last review, but there were still concerns in the following areas:

- The draft hand back plan requires revision to meet the required standard.
- The dependencies of DEFRA and other legislative changes remain a significant risk to future service provision.
- An early decision and time is needed to work through the interdependencies of the District Heat Network (HDEN).
- Given the complexity, risk and current challenges of the project, there is still a lot to do in the short time that is left to expiry and the Council will need to utilise at least some of the available further 3 years to extend.

2.3 Waste Disposal Procurement Strategy

2.3.1 Engaging the Markets on Project Proposals (SMT)

2.3.2 At the time of publishing the OBC there was a concern over a lack of bidders due to a narrowing market and the potential merger of Suez and Veolia, however this was later stopped by the Competition and Markets Authority. A soft market engagement exercise was completed in July 2022 and feedback from the markets confirmed that there was a healthy interest in the Kirklees procurement opportunity and the markets also gave confidence in the facilities continuing to operate for a further 15-year contract. However concern was raised around the turbine that will need to be replaced at some point, and

that bidders will require detailed asset data, and site visits, to form their own assumptions in order to provide value for money bids.

- 2.3.3 It was preferred that the Council should fund any future major capital lifecycle refurbishment work because the maximum contract period of 15 years is short in contract terms. The availability of capacity at alternative facilities was also confirmed, if required during an extended shutdown to complete any work.
- 2.3.4 The markets agreed there should be a benefit and risk sharing agreement between the Contractor and the Council, on income from both electricity generation and the recycling markets, which both carry risk and fluctuating financial returns.
- 2.3.5 When asked about including the Huddersfield District Energy Network (HDEN), the markets experience of heat supply for heat networks was standard practice, however significant concerns were raised on the complexity of issues placed upon the EfW operator for the private wire (electricity supply) element. The markets made it very clear that waste was their core business.
- 2.3.6 Treatment of Food Waste
- 2.3.7 A feasibility study was conducted for building a Council owned Anaerobic Digester (AD) facility in Kirklees to process food waste when separate collections are introduced. Site investigations on the only 2 potential and available locations for the development of an AD facility, have unfortunately identified that both sites are not suitable for substantial development.
- 2.3.8 Work completed in the meantime by the Waste Infrastructure Delivery Programme (WIDP) has also identified that, for economies of scale, an efficient AD facility would require an annual input capacity of c40k tonnes, and the estimated Kirklees food waste tonnage is only c11k tonnes per annum, this leaves a significant shortfall in filling a facility if one were to be developed in Kirklees.
- 2.3.9 Development of the new service contract has therefore taken the direction of the Council sourcing and securing a best price with a 3rd party food waste for processor, and the waste contractor providing the reception, transfer and haulage services.
- 2.3.10 Review of the Material Recovery Facility (MRF)
- 2.3.11 The recycling materials collected at kerbside are currently sorted at the MRF and a recent change to the collection system introduced plastic pots tubs and trays. Some upgrades have been carried out to the existing MRF, including the addition of a near infrared (NIR) sorter to capture better quality materials and attract a greater market position for the sale of recyclable material. However, the remaining MRF equipment and manual sorting methods, reflect its age and it may require significant refurbishment or replacement to accommodate future change and continue providing high quality reliable services into a new contract.
- 2.3.12 The procurement project's technical advisors WSP, were commissioned to review and examine the various options available for the MRF to process of material received from kerbside collections, as these influence the requirements of the MRF operations. The preferred options within the report depend on the Councils budget position and risk appetite and the assessed options and the recommendation is included in section 6 of this report.

2.3.13 The impact that pending policy changes will have on the MRF are not known at this time and in planning for future requirements the viability and affordability of continuing to operate the facility will be evaluated and if potential savings can be made by closing the Kirklees MRF and using a 3rd party facility.

2.3.14 In-house delivery of Household Waste Recycling Centres (HWRCs)

2.3.15 The HWRC services are currently being provided as part of the integrated PFI contract, issues with this model were raised during the Covid Pandemic which included political and resident perception, ownership and future availability.

2.3.16 The council commissioned WSP to look at the most suitable delivery model for the provision of the HWRC services and provide a report to give an overall view of opportunities and risks associated with each option. Four service delivery model options were considered, and the preferred options depended on the Council's budget position and risk appetite.

2.3.17 Network Rail Infrastructure Upgrade

2.3.18 In October 2021, the Council and Network Rail Infrastructure Limited (NRIL) signed a legal side agreement related to waste as part of the Transport and Works Act Order for the TransPennine Route Upgrade project. The agreement obligates NRIL, amongst other commitments, to construct a replacement HWRC at Weaving Lane so that the existing site adjacent to the current live railway line can be occupied entirely by NRIL and its sub contractors for the purposes of building a retaining wall along the length of the embankment for the TRU project, to accommodate the new high-speed lines above. A variation to the council's contract with Suez is required specifically to accommodate the operation of the replacement HWRC. Alongside this, the Council will need to issue a supplemental lease agreement as the new site lies just outside the boundary of the current lease.

2.3.19 The construction of the replacement HWRC site will be entirely at NRIL cost. The only costs likely to be incurred by the Council are related to the engagement of external legal consultants to undertake the variation and potentially to cover the supplemental lease work. It may be possible to claw back some or all of this cost from NRIL, but this is not guaranteed.

2.3.20 Approval to make a specific variation to cover the new HWRC at Weaving Lane may also be requested separately via the scheme of delegation powers at Strategic Director level if the risks presented by a longer process are considered significant.

3. Implications for the Council

3.1 Working with People

3.1.1 The outline business case was developed following feedback from a comprehensive public engagement exercise on the Council's Resource and Waste Strategy in Autumn 2020 which was one of the most successful public engagement exercises undertaken by the council with almost 8,000 responses.

3.1.2 The scale and value of the new contract presents significant opportunities for delivering social value outcomes to support people and local communities.

3.2 Working with Partners

- 3.2.1 The Soft Market Testing (SMT) exercise engaged with Suez and other key waste disposal operators in the market, the experience of other Local Authorities and government bodies has also been sought, to gain a full understanding of the opportunities available to provide the best service possible for Kirklees residents.
- 3.2.2 Ongoing support from DEFRA, WIDP and the IPA provides extensive local authority waste management experience of managing operational waste Private Finance Initiative (PFI) contracts. This is backed with access to network groups and experience of contract management reviews to provide project assurance that will facilitate in Kirklees Council securing a waste contract that continues to provide value for money.

3.3 Place Based Working

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3.4 Climate Change and Air Quality

- 3.4.1 The preparations for expiry and procurement makes use of the existing facilities and ensures they are maintained to a good standard to continue running efficiently and perform within what is considered to be best practice. The EfW plant has been adapted to meet changes in BREF legislation to ensure the emissions to air are set within the current and known future environmental limits. The new contract focuses on delivering a Waste Hierarchy approach to waste management, alongside zero waste to landfill which supports the Council's aim of achieving zero emissions by 2038.
- 3.4.2 The HDEN project is running in parallel to the procurement and is intended to provide a valuable opportunity to use locally generated low carbon heat energy from the EfW to heat nearby buildings. Utilising the EfW for this purpose provides a recognised source of low carbon heat and aligns with the Government's ambitions for the decarbonisation of the built environment in line with national and local 'net zero' targets.

3.5 Improving outcomes for children

XXX

3.6 Financial Implications

3.6.1 Capital

- 3.6.2 The existing Capital Plan includes a £5.984m allocation to fund investment in EfW maintenance agreed as part of DoV interim contract arrangement. An additional £9.679m of investment is built into budget proposals agreed at Budget Council on 6th March 2024. The additional capital will enable EfW Gold Standard Maintenance to continue to 2028, replace obsolete infrastructure, meet legislative requirements, and £3m of the £9.679m is earmarked for a Depot Strategy i.e. feasibility & design work.

Table 1 – Capital Investment

| Item | 2023/24 £'000 | 2024/25 £'000 | 2025/26 £'000 | 2026/27 £'000 | 2027/28 £'000 | Total £'000 |
|---|------------------|------------------|------------------|------------------|------------------|----------------|
| Current Extension already Approved | 1,694 | 1,727 | 1,762 | 801 | 0 | 5,984 |
| Approved for Medium Term Plan - Full Council 6th March | | | | | | |
| Proposed Extension | 0 | 0 | 2,690 | 1,401 | 2,018 | 6,109 |
| Legislation requirements | 0 | 500 | 70 | 0 | 0 | 570 |
| Proposed Depot (feasibility) | 0 | 3,000 | 0 | 0 | 0 | 3,000 |
| Total Approved for Medium Term Plan | 0 | 3,500 | 2,760 | 1,401 | 2,018 | 9,679 |

3.6.3 Several capital pressures are classified as 'pipeline' schemes at this stage and are currently excluded from the Capital Plan. The projects include the development of depot and HWRC sites (c£27m), and post-2028 investment associated with the Waste Disposal Contract procurement, these pipeline schemes will be kept under regular review by the Capital Assurance Board.

3.6.3 Food waste

3.6.4 DEFRA have recently announced the funding allocations for Local Authorities based on WRAP modelling and for Kirklees this is a total of £2,945,184 for internal/external caddies at each property and collection vehicles. The Council's Modelling, also carried out in collaboration with WRAP identified a total capital requirement of £4,142,500, this leaves the Council with a shortfall of £1,197,316.

3.6.5 DEFRA have not identified any allocation of funding to communal properties and capital costs will also be incurred for additional critical infrastructure requirements for depots, and the reception and bulking at Waste Transfer Stations (WTSs). Space is also required to manage another separated material stream and WTSs are already under pressure because of other waste stream changes such as Persistent Organic Pollutants (POPs). These issues have been highlighted to DEFRA and this is going through a process of providing evidence.

3.6.6 Because Kirklees have a dispensation to implement food waste collections in 2028 to align with the new contract start, DEFRA will not release the funding to us until 2026, however this is not guaranteed because it would need to go through a government approval process.

3.6.7 **Revenue Financial Implications**

3.6.8 The remaining balance of Waste Transformation Reserve (opening balance of £502k at 23/24) coupled with a £200k per annum base budget (total funding allocation of £1.5m from 2023 to 2028) is earmarked to fund the programme office and external advisors required to deliver the Councils Resource and Waste Strategy, including the expiry and procurement of the waste contract. Arrangements to draw down the Waste Transformation Reserve continue to be subject to approval from of the Service Director Finance.

3.6.9 Proposed Extension

3.6.10 The Proposed extension is expected to increase the revenue requirements to make the extension a viable option to SUEZ and mitigate the uncertainty within the industry and rising costs of inflation during the extension period.

- 3.6.11 Areas of discussion currently include the level of capital investment and future proofing of the facilities, the use of Third-Party facilities under the incentive scheme, which is designed to ensure high landfill diversion rates, as well as indexation of wages.
- 3.6.12 Proposals to make efficiency savings linked to the proposed extension have also been explored and put forward on the Councils Budget Savings Plan that was agreed by Council on the 6th of March.
- 3.6.13 Options for further potential efficiencies are subject to completion of a further review of a proposed option to mothball the Kirklees MRF and use an alternative 3rd party facility instead.
- 3.6.14 The revenue implications will be kept under regular review by the Waste Transformation Board.
- 3.6.15 Food waste
- 3.6.16 DEFRA's forthcoming transitional and revenue new burdens funding will be paid to Local Authorities for delivering the separate food waste collection, the Council's expected annual operating costs are in the region of £3.9m. DEFRA funding related to the transfer and processing elements of the system has not yet been announced, issues such as drainage, odour and vermin/pest management will also have revenue impacts.
- 3.6.17 Emissions Trading Scheme (ETS)
- 3.6.18 The Council are working with DEFRA on the emerging process and costs for the ETS (Plastic Tax). This could see a bill to Kirklees ranging from £2.8m up to £5.6m per annum, work is ongoing to explore the options for mitigation. Currently the cheapest cost option would be to separate out plastics and landfill them to avoid the higher ETS charges, which appears to undermine the environmental intentions of the legislation. One element that DEFRA are still working through is the 'credit' that may be allocated should an EfW also have a heat network offtake, but this is still emerging.
- 3.6.19 Extended Producer Responsibility
- 3.6.20 The EPR will provide a new revenue income to offset the Council's cost of managing packaging waste that will be passed to producers via the EPR scheme, this is currently scheduled to go live in October 2025. DEFRA are currently working on the funding formula to local authorities who should be informed of their allocations in November 2024, however the first payment will not be made until December 2025. Payments will be made on the basis of effective service delivery and DEFRA are still to define the measure of this and will exemplify efficiency and effectiveness, so there is no guarantee that the Council will receive the full cost.
- 3.6.21 Share Agreements
- 3.6.22 The energy and recycling markets are subject to significant fluctuations and the recent introduction of the Energy Generation Levy has been introduced to tax the exceptional profits made on electricity sales during the energy crisis, whilst there have been downturns in some recycling markets. It is difficult to predict the future of energy and recycling markets, but the Council's financial modelling suggests that over a 10-year contract period, the costs payable by the Council are estimated to be £285m with an

income share of £47.7m to offset costs, and leave a net position of £237.4m, this is with an estimated capital investment of £14.3m which includes replacing the turbine.

3.6.23 In summary there are still a number of unknowns that make it difficult to identify the final net revenue position, efforts are being made to explore opportunities for savings and mitigate increasing costs. At the same time the Government are imposing some policies with a funding shortfall or without any funding at all that will present unfunded revenue pressures on baseline budgets, and these will be considered in the next round of the Council budget process for 2025/26.

3.7 Legal Implications

3.7.1 Legal services are engaged to support any variations pursuant to clause 3 of the PFI contract and the Council will be required to enter into the Deed of Variation to extend from the current expiry date of 31 March 2025 for an additional 3 years.

3.7.2 The Council has a duty of Best Value under section 3 of the Local Government Act 1999 to make arrangements for continuous improvement in the way its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.

3.7.3 The Council in carrying out its functions must comply with the Public Sector Equality duty under section 149 Equality Act 2010 before exercising any decision on a particular policy or strategy is taken ; namely it must have due regard to the need to eliminate unlawful discrimination, harassment, victimisation; advance equality of opportunity between persons who share protected characteristics and those who do not, and foster good relations between those who share protected characteristics and those who do not.

3.7.4 The Council will comply with its Contract Procedure Rules and Financial Procedure Rules; and the Public Contracts Regulations 2015 and/or the Procurement Act 2023 when brought fully into force (c. Autumn 2024) in relation to Goods, Works and Services.

3.7.5 The Council must comply with its duty under the Public Services (Social Value) Act 2012 to consider how services are procured might improve economic, social and environmental wellbeing of the area.

3.8 Risk

3.8.1 The new contract is introducing a new risk for the Council by developing a partnership approach to sharing risk and benefit on commodities and energy generation, this currently sits with the Contractor.

3.8.2 The Council is also investing Capital in the facilities that without it would have seen the Contractor managing down performance of the facility to the minimum level as the contract expired, affecting the condition of the facility and future running costs and remaining life.

3.8.3 Extending the contract allows the time to understand the impacts of Extended Producer Responsibility; Deposit Return Scheme; and other policies that affect the recycling; waste volumes and composition for the EfW and MRF avoids the risk of making the wrong assumptions, reducing the risk of a failed procurement or unnecessarily high costs.

3.8.4 Continuing a good standard of Maintenance on ageing facilities, managing lifecycle and obsolescence to operate within performance capabilities, reduces the risk of unknown

breakdown being priced into bids and maximises the life expectancy of assets for a new 10–15-year contract.

3.8.5 The Emissions Trading Scheme charges to be applied from 2028 of c.£5m is a corporate risk, and the service is working through the options for managing plastics to mitigate the impact and DEFRA are still working through ‘credits’ that may be allocated for EfW’s that have offtake for heat networks (such as the HDEN).

3.8.6 Interdependency of the Waste Contract with the HDEN

3.8.7 Whilst this proposal is primarily concerned with the delivery of the Council’s Waste disposal contract, there is a significant interdependency with the development of the HDEN scheme, with heat from the EfW intended as the primary heat source for the HDEN. Whilst this interdependency is intended to result in an additional income stream into the Council and help deliver the Council’s carbon reduction targets, it also adds risk to the delivery of core waste services.

3.8.8 In mitigation, regular dialogue and alignment between both project teams is maintained (including between the HDEN consultant team and Suez as the Waste contract incumbent) in order to ensure that the opportunities offered by the EfW are balanced against the resulting level of risk. Whilst there is longer-term uncertainty over policies on the future role of energy-from-waste, harnessing of these facilities for provision of low carbon heat is likely to help provide longer-term certainty.

3.8.9 HDEN Scheme risk is mitigated through the network design that is ‘technology agnostic’ in that it will be possible to switch to alternative independent heat sources with relatively little disruption should circumstances require this (though this may be less economically attractive). Furthermore, the HDEN network infrastructure is intended to be long-lasting (circa 40-50 years plus) and designed to be switched to an alternative heat source(s) once the EfW reaches end of life.

3.8.10 In summary, the risks associated with retaining and adjusting the existing contractual arrangements with the incumbent supplier are lower than the potential costs and risks of uncertainty arising from unresolved issues surrounding national obligations. Issues still to be confirmed or made certain to feature in the specification and procurement exercise may not be fully resolved by the time a competitive tender process takes place, but more time does potentially improve certainty, the relevant risk registers have been reviewed and updated as required.

4. Consultation

4.1 A public consultation on the Resources & Waste Strategy took place from October 2020 to January 2021, the waste markets were also consulted from April to May 2022 and the Procurement Strategy incorporates the findings of both these exercises.

5. Engagement

5.1 An extensive engagement process was conducted in Autumn 2020 to formulate the Resources & Waste Strategy that sets out the future requirements for waste treatment, processing, and the necessary infrastructure to enable delivery of services. An engagement exercise was completed over Spring and Summer 2022 to test market appetite and discuss proposals to aid development of a Waste Procurement Strategy that is deliverable and attracts good competition.

5.2 The Procurement Strategy update has been formulated with further assessment and engagement with waste experts, a cross party member reference group, public scrutiny and it has also seen external challenge and review from the Government's Infrastructure Projects Authority and DEFRA.

5.3 Engagement has confirmed that more time is needed to understand the requirements of emerging Government legislation and incorporate the approved changes to the Councils Resource & Waste Strategy that will require investment in the ageing waste infrastructure to ensure future operation.

6. Options

6.1 Options considered:

6.1.1 Extension of Interim Arrangements 2025 to 2028 (DoV2)

6.1.2 The ICO confirmed the existing DoV agreement to be an exemplary template and that project dependencies of DEFRA and other legislative changes remained a significant risk to future service provision. The new service contract needs to align with implementation of the resource and waste strategy that deferred additional cost of food waste and glass collections to 2028. They advised that the Council needs to utilise some of the available further 3 years to extend to allow time to understand the impacts of the Extended Producer Responsibility, Deposit Return Scheme and other policies that affect recycling, waste volumes and composition. An early decision and time are also needed to work through the District Heat Network interdependencies.

6.1.3 Extend on the existing contract and DoV terms for a further 3 years (Recommended).

6.1.4 Extend the contract 5 years beyond the contract conditions. (Not recommended)

- There is no realistic legal reason for extending the contract period beyond the scope of the original contract and doing so would also fall outside the allowance permitted in regulations.

6.1.5 Continue to procure (Business As Usual) for DoV expiry 2025. (Not recommended)

- Goes against the advice of the IPA.
- Lack of clarity of future service requirements.
- Very short time left to run a competitive dialogue procurement process.
- Would require the Council take hold the risk on the majority of items such as plant performance, income, change of law.
- No longer a realistic or viable option.

6.1.6 Turbine Replacement

- The existing turbine is aged, is of unusual configuration for an EfW, is obsolete and is not supported by the manufacturer.
- Spare parts are not readily available and may now require bespoke manufacture.
- Around 9 months of turbine operations were lost in 2019-2020 due to breakdown, resulting in significant loss of income revenue for the incumbent contractor.
- Other vibration issues followed, the incumbent contractor now has early monitoring and check for issues and solutions available, no immediate concerns at present.

- The long-term reliability of turbine availability cannot be guaranteed for electricity generation and a heat network.
- Discussions with markets raised their concern that the turbine will need replacing to guarantee future performance. (Note: the point of failure cannot be determined)

6.1.7 Replace the turbine and equipment in the new contract post 2028, reviewing the funding options and cost profiling, and discuss mitigation measures with SUEZ under DoV2 for the interim period. (Recommended)

6.1.8 Replace the turbine in the existing contract (Not recommended)

- Significant compensation payment for energy loss and capital in 2024/5.

6.1.9 Do not replace the turbine (Not recommended)

- Risk of catastrophic failure and damage to equipment with significant downtime and associated cost.
- No guarantee of future performance requirement for electricity generation and heat offtake for the HDEN.

6.1.10 Use a third-party facility (Not recommended)

- Gate fees would be significantly higher and additional costs in decommissioning and new transfer station.
- 3rd party facilities are also likely to see a future rise in gate fees to recover the cost of CCSU and ETS.

6.1.11 Materials Recovery Facility

6.1.12 The options were assessed against the future requirements for sorting comingled recycling materials using the existing MRF and best available technologies for automated sorting either with or without glass included. The requirements for operating for a further 15 years took account of obsolescence of parts, availability of interim solutions to avoid breaks in service, and the impact and options for career or job creation. Potential alternative uses for the building to provide an undercover HWRC or expansion of the reception hall for transfer of food waste were also considered.

6.1.13 Continue to operate the MRF and maintain business as usual, reviewing efficiency of the facility and wider use of SUEZ network. (Recommended)

6.1.14 Build a new MRF manual or automatic operation (Not recommended)

- Significant capital investment required (£4m) and alternative facility needed during construction period.

6.1.15 Build a new MRF automatic with glass included (Not recommended)

- Additional capital investment required (£4.5m) for glass and alternative facility needed during construction period.
- Strategy for glass collections unknown.
- Reduces quality and value of other recycling materials.
- Increased maintenance cost.

6.1.16 Use a third-party facility (Not recommended)

- Capital cost to decommission existing facility and increased haulage cost.
- Third party risk and issues.

6.1.17 Household Waste Recycling Centres

The options were assessed against HWRC operations and management, materials marketing, transport/haulage, this included an evaluation of 31 local authorities that have procured HWRC materials off take contracts since January 2017.

The options of 'In-house DSO' and 'Outsourced Separate' are considered to be the most suitable options dependent on the Council's preference and needs, although the cost differential assessment indicates that 'In-House Separate' option is likely to have the lowest annualised service costs from a service delivery cost perspective only.

6.1.18 Services retained within the integrated waste contract (Recommended)

6.1.19 Service procured as a standalone contract (Not recommended)

- A separate procurement would require additional procurement resource and cost.
- Additional contract management resources would be required to manage another contract.

6.1.20 Council provides services through a Direct Service Organisation (DSO) (Not recommended)

- Exposes the Council to new liabilities and risk on fluctuations in recycling income would sit with the Council.
- Legislation stops Councils profiting from DSO service delivery.
- Potential interference from trade unions and exposure to industrial action.
- Council staff have no recent operational experience of delivering HWRC services.
- Differential costs offer minimal benefit for the commitment the Council would be taking on.

6.1.21 Funding Capital Investments

6.1.22 The following funding options were considered for investing in the Council's waste infrastructure.

6.1.23 The Council borrow the Capital (Recommended)

6.1.24 The incumbent or incoming contractor provided the Capital (Not recommended)

- There would be a significant increase in the gate fee.
- Market engagement established that bidders are unlikely to be willing to borrow on what is considered to be a short-term contract.

6.2 Reasons for recommended options

6.2.1 Extend the existing contract and DoV terms for a further 3 years (Recommended).

- Allows deferring the implementation of food waste collections to coincide with the new waste disposal contract.
- Gives time to explore compliance of expanding glass banks to meet criteria of collections from kerbside.
- Gain benefit of a good performing and value for money contract, within the scope of affordability.
- Risk of energy generation sits with the contractor.
- Clarity on government policy, de-risking contract and avoidance of contract variations
- Continued DoV maintenance arrangements and monitoring to expiry.
- Delays capital cost of asset transfer at expiry.
- Gives time to assess feasibility of turbine location, design fit & operate prior to new contract and alignment with HDEN.
- Continues the same benefits of the existing DoV in de-risking the next contract and lower priced incoming contractor.

6.2.2 Replace turbine and equipment in the new contract post 2028 (Recommended)

- Removes risk of failure and guarantee for new contract.
- Delays some significant capital and revenue costs to 2027/28.
- Manages obsolescence and lifecycle in EfW and MRF and protects against legislation change and insurance requirements.
- Avoids payment to the incumbent contractor for significant loss of income on energy sales.
- Investment guarantees energy generation into a new 15-year contract and heat offtake for HDEN.

6.2.3 Continue to operate the MRF and maintain business as usual (Recommended)

- Capital and maintenance costs remain the same.
- Has the flexibility to add or remove materials and increase through put with additional shift.
- Use of wider SUEZ network can be explored.

6.2.4 HWRC Services retained within the integrated waste contract (Recommended)

- Modern contracts have well established and robust change mechanisms.
- Specialist providers have access to a wider pool of operating experience.
- Support functions are likely to be delivered remotely with cost savings.
- Reduces the need for a separate procurement exercise, reducing resource and costs.
- TUPE and workforce integration is complex and creates a financial risk.

6.2.5 The Council borrow the Capital to invest in its waste infrastructure (Recommended)

- Loan options can be secured at lower rates than 3rd parties.
- Loan can be paid back over life of the asset (20-25 years) rather than the period of the contract (10-15 years).
- Market engagement identified this as the preferred option of potential bidders.

7. Next steps and timelines

| Waste Disposal Contract Expiry and Procurement Process | | |
|---|--|---|
| Year | Month | Activity |
| 2024 | February | Finalise - Heads of Terms (extension of interim arrangements) |
| | March | Approval - Council Budget (capital plan 2024-25) |
| | April | Approval - Cabinet Report (Procurement; Ext.; DoV2) |
| | May | Signing - Deed of Variation 2 (extension of interim arrangements) |
| | | Engagement - Market Testing Phase 2 |
| | | Pipeline Notice (if required) |
| | October | Start - Procurement Act 2023 (anticipated) |
| | | Publish - Preliminary Market Engagement Notice |
| | December | Approval - Cabinet HDEN Final Business Case |
| | | Publish - Tender Notice (Procurement Act 2023) |
| Hand-back Plan Agreed | | |
| 2025 | March | Issue - Selection Questionnaire |
| | | Receive - Request to Participate in Dialogue (Phase 1) |
| | April | Expiry - Current Interim Arrangements |
| | | Start - Deed of Variation 2 |
| | | Dialogue - Phase 1 |
| | September | Invitation - to Take Part in Dialogue Phase 2 (ITPD) |
| | | Invitation - to Submit Outline Proposals (ISOP) |
| | December | Dialogue - Phase 2 |
| Funding - EPR Packaging Waste payments | | |
| 2026 | February | Start - HDEN Construction Phase |
| | April | Funding - Food Waste Capital |
| | | Start - Monitoring Phase of Emissions Trading Scheme |
| | | Stage - Final Tender |
| July | Approval - Internal Governance Process | |
| 2027 | April | Start - Hand-back Process |
| | August | Award - New Contract |
| | | Start - Mobilisation Period |
| | | Planning - Turbine Replacement |
| 2028 | March | Complete - Hand-back |
| | April | Start - New Contract |
| | | Start - Separate food waste collections |
| | | Funding - Food Waste Collections Revenue |
| | | Start - Charges for Emissions Trading Scheme |
| 2029 | April | Complete - Turbine Replacement |

8. Contact officers

Nigel Hancock, Programme Manager.

Tristan Fethney, Commercial & Technical Development Manager.

Will Acornley, Head of Operational Services, Highways and Streetscene.

9. Background Papers and History of Decisions

Waste Disposal, Interim Contract Arrangements Approval (September 2021)

<https://democracy.kirklees.gov.uk/documents/s42976/2021.09.21%20Interim%20Contract%20Arrangements%20-PUBLIC%20Cabinet%20Report%20FINAL%20V1.pdf>

Procurement Options for Waste Management - OBC Pre-decision Scrutiny Panel
(November 2021)

<https://democracy.kirklees.gov.uk/documents/s44016/PDS%20Procurement%20Options%20for%20Waste%20Management%20301121%20OBC%20Public.pdf>

Procurement Options for waste Management - OBC Approval (December 2021)

<https://democracy.kirklees.gov.uk/documents/s44215/Procurement%20Options%20for%20Waste%20Management.pdf>

Huddersfield District Energy Network (HDEN) Outline Business Case Approval
(September 2022):

<https://democracy.kirklees.gov.uk/documents/s48219/2022%2009%2007%20HDEN%20OBC%20Cabinet%20report%20v1.pdf>

10. Appendices

XXX

11. Service Director responsible

Graham West - Highways & Streetscene, Growth and Regeneration.

REPORT TITLE: Kirklees Heritage Strategy

| | |
|---|---|
| Meeting: | Cabinet |
| Date: | 9 April 2024 |
| Cabinet Member (if applicable) | Councillor Aafaq Butt Cabinet Member for Culture and Greener Kirklees |
| Key Decision | Yes - Likely to have a significant positive effect on heritage and Council Outcomes in all Wards |
| Eligible for Call In | Yes |
| Purpose of Report To seek approval for the Kirklees Heritage Strategy and Strategic Heritage Action Plan (SHAP) 2024-2027– Appendix 1 | |
| Recommendations <ul style="list-style-type: none"> • To consider the outcomes of Kirklees Heritage Strategy - Summary of Consultation Feedback – Appendix 2 • To approve the Heritage Strategy and Strategic Heritage Action Plan • To agree to the proposal to seek funds from external sources in order to begin implementation of the Strategic Heritage Action Plan | |
| Reasons for Recommendations <ul style="list-style-type: none"> • To enable Kirklees Council to set a strategic future for heritage in the district, thereby realising the resulting opportunities and benefits, and reducing the risk to heritage in all its forms. | |
| Resource Implications: Staff resources (through Museums and Galleries Team) will continue to be required to launch the Heritage Strategy and to complete a funding bid to obtain resources to implement and deliver the SHAP. There will be some requirement from the council’s Communications Team to support the launch of the Heritage Strategy. | |
| Date signed off by <u>Strategic Director</u> & name | Richard Parry, Strategic Director for Adults and Health – 28/02/24 |
| Is it also signed off by the Service Director for Finance? | Isabel Brittain, Service Director S151 Officer – 29/02/24 |
| Is it also signed off by the Service Director for Legal Governance and Commissioning? | Karl Larrad, – Head of Corporate, Legal, Governance and Monitoring - 22/03/2024 |

Electoral wards affected: ALL

Ward councillors consulted: 21 Councillors attended a members' engagement session on the Heritage Strategy on 15 November 2022.

Public or private: Public Cabinet Report

Has GDPR been considered? Yes, no personal data involved

1. Executive Summary

- 'We are Making History', a Heritage Strategy for Kirklees, has been in development since 2019. The catalyst was the Bringing out the Best (BB) project, which was delivered by the Kirklees Museums and Galleries (KMAG) team and funded by the National Lottery Heritage Fund (NLHF). The NLHF funding provided an opportunity for strategic planning for heritage in Kirklees and the concept of a Heritage Strategy was endorsed by the BB project board, Portfolio Holder and senior council officers.
- Public consultation on the draft strategy took place between November 2022 and January 2023 and a resulting public engagement report will be published on Kirklees Council's Involve database, concurrent with the publication of this cabinet report.
- The aims of the Heritage Strategy are to create and support conditions which will enhance, celebrate, care for and maximise the incredible potential of heritage in all its forms in Kirklees. It sets out an overarching strategic approach to heritage over the next three years.
- The ambitions of the strategy will be implemented through its Strategic Heritage Action Plan (SHAP) 2024-2027, which will enable a dynamic approach to realise new opportunities and adapt to changing circumstances.
- External funding will be sought to create additional capacity to deliver the SHAP and other heritage projects. This strategy provides information for funders against which to assess heritage related applications from the Kirklees district.
- The SHAP will contribute significantly to the production of local Cultural Delivery Plans (CDPs) to be created as part of a new Cultural Strategy for Kirklees, which is in development currently. The CDPs will involve key stakeholders and local communities in developing inclusive priorities for culture and heritage which are relevant to the diverse districts across Kirklees.
- The Heritage Strategy has been developed in conjunction with closely associated Tourism and Cultural Strategies, also in development. The Cultural Strategy will be the overarching strategy, produced in partnership with the Cultural Sector and complementing the West Yorkshire Culture, Heritage and Sport Framework.
- '*We are Making History*,' was chosen to highlight the past, the present and future. Kirklees has always been an area of change making and innovation, creating global impact and making history. Alongside this, every day each person in Kirklees is making their own personal history and connectivity with the past helps to shape the future of our district.

2. Information required to take a decision

2.1 Background

During the Heritage Strategy's development, there has been enthusiastic support from a range of stakeholders and the public. In particular, heritage and cultural sector partners have consistently indicated that the strategy will give Kirklees a strong base for future partnerships and funding opportunities by providing clarity about long term plans and addressing challenges.

The main NLHF approved purpose of the BB project was to *‘Provide holistic strategy for heritage within the place-making agenda in Kirklees, demonstrating cross-council support and full external stakeholder commitment.’*

Expectations were set out in Kirklees Council’s Chief Executive’s 2018 letter of support for the funding bid to NLHF:

- *To ‘strengthen the links between the management and development of our heritage and key Council strategies and visions, particularly town centre master planning and regeneration across Kirklees.’*
- *To ‘strengthen the close and long-term relationship between the Heritage Lottery Fund and Kirklees Council and our joint aims to create a sustainable future for heritage in Kirklees.’*
- *‘The heritage of Kirklees will play a significant role in achieving the regeneration of the district by using the remarkable and unique stories of our past and present as a catalyst for an exciting, dynamic and innovatory future.’*
- *‘...cross-council teams to ensure that the project is well embedded into wider strategic planning and public engagement so that heritage can contribute significantly to ... place making, economic development, early intervention and community cohesion impacts... we will ensure that the right connections are enabled across the organisation at the appropriate levels and that relevant information is shared with the project team so that key milestones and opportunities are connected.’*
- *‘The opportunities this project offers for engaging with stakeholders on the future of their museums and galleries in a positive way will be of great benefit to improving the relationship with the Council and its communities.’*

2.2 Regional and Strategic Context

Until recently, Kirklees was the only local authority in the West Yorkshire region to develop a specific heritage strategy, though most have cultural strategies. Other local authorities are now also developing them and KMAG has been invited by NLHF to share learning with local authorities across the Yorkshire and North East Lincolnshire districts.

The Heritage Strategy reflects the ambitions the Council has set out for regeneration through programmes such as the Dewsbury and Huddersfield Blueprints, Historic England funded High Streets Heritage Action Zones and the Cultural Heart, one of the most significant cultural regeneration programmes in the country.

The strategy also reflects the Council’s Vision and Outcomes linked to improving people’s lives in Kirklees, through heritage’s ability to deliver on wellbeing, learning and aspiration and community cohesion. It is an embodiment of the place-based approach which the Council is promoting as a framework for current and future planning.

2.3 Cost Breakdown

So far, development work for the strategy has been funded externally as one element within wider heritage resilience projects – NLHF BB project £216,000 (2019-21), and Arts Council England (ACE) / Department for Culture, Media and Sport (DCMS) Cultural Recovery Fund £125,000 (2021) to continue the legacy of the BB project.

To develop the strategy further and implement the SHAP, external funding will be necessary. (See Section 3.6 Financial Implications below)

2.4 Expected Impact/Outcomes, Benefits & Risks

2.4.1 Impacts/Outcomes

Outcomes of the Kirklees Heritage Strategy are set out in detail in Section 7 of the strategy. They are:

- **Confidence** - Increased confidence in the Council's long term strategic approach to its heritage, which will lead to increased investment
- **Sustainability** - Heritage assets are adequately protected through appropriate uses, delivering financial and environmental sustainability for those assets
- **Duty of Care** - Heritage assets are preserved, protected and enhanced to improve the visitor and community offer or for other appropriate uses
- **Ambition & Opportunity** - Economic and visitor growth in Kirklees is delivered through heritage led regeneration programmes
- **Engagement** – Increased aspiration and a sense of identity and belonging amongst Kirklees' residents
- **Participation** – Improved awareness of and engagement with heritage by residents and visitors leading to increased well-being and enabling residents to make decisions about their heritage

The outcomes have not changed since the draft strategy was produced in 2022 and were generally supported in the public consultation. It is expected that the strategy will continue to raise interest locally and regionally, as it connects to the Cultural Heart and role of culture in the regeneration of our town centres.

2.4.2 Benefits/Opportunities

As well as delivering the Outcomes above, the Heritage Strategy also plays an active role in supporting and reflecting the Council's Vision and Shared Outcomes for improving people's lives in Kirklees (See Section 2 and Section 10 of the Heritage Strategy for links to and delivery of the Council's Shared Outcomes). Heritage can deliver on wellbeing, learning, aspiration and community cohesion. It is an embodiment of the Council's place-based approach and reflects Council ambitions for regeneration, e.g., heritage assets enhanced through town blueprints and the Huddersfield Cultural Heart.

Its Vision (Section 6 of the Heritage Strategy) for Kirklees and its people about realising the benefits and opportunities created by a strong heritage offer can be summarised as follows:

- Creation of a strong sense of identity informing an aspirational future
- Achieving a widely recognised positive profile, making more people aware of what Kirklees has to offer
- Creation of conditions for heritage to thrive
- Promotion of collaboration between communities and with the Council, to support communities' needs
- Championing diversity and strengthening inclusion for all our communities
- Creation of regenerative change through an award winning heritage offer and positive economic impacts through visitor, tourism and regeneration growth

In particular, the strategy seeks to deliver on significant current opportunities:

- Recognises that heritage is not only about physical assets such as buildings but also the history of Kirklees, in particular its people, identity and stories and how these are told.

- Raises the profile of the unique rich and diverse heritage of Kirklees, recognising its importance to the district.
- Seeks to be proactive, collaborative and innovative in the way our heritage is cared for and made sustainable (both financial and environmental), finding creative ways we can enjoy and learn from it, developing it in a way we can ensure it thrives for future generations.
- Strengthens partner relationships due to confidence in long term plans and opportunities to collaborate and as a result unlocks investment from funders, sponsors and donors. This is particularly important at the current time when local councils are experiencing financial challenges as a result of various post-Covid factors and have pressing priorities for their own funding.
- Provides a relevance to national and sector funding, for example Levelling Up and Priority Place initiatives, which emphasise connections with local place and identity, as well as cross region cultural growth. Kirklees is a Levelling up for Culture and Arts Council England Priority Place, which will help to attract investment.
- Makes links with Planning Service functions to ensure future guidance documents including conservation and design, and planning policies such as the Kirklees Local Plan, take into account the outcomes of the Heritage Strategy and help to manage the requirements of the National Planning Policy Framework.

2.5 Evaluation

The strategy will be evaluated using the success measures highlighted in Section 7 – Outcomes of the strategy. An audit of existing performance data relating to heritage will be conducted as part of the SHAP implementation and new measures developed.

Lead officers from the Museums and Galleries service will work with the Council's Corporate Policy team and Planning Policy and Strategy, Conservation and Design teams to ensure that the SHAP is monitored and updated annually, with appropriate levels of member, public and sector engagement, reporting to the Service Director for Culture and Visitor Economy for approval.

2.6 Sustainability

The strategy will be delivered through the SHAP, which will be reviewed annually, though the strategy itself needs to stand the test of time and remain a constant for at least the next 10 year period. This will ensure that aims for heritage are prioritised for the long term.

2.7 Services and Agencies involved

External heritage sector agencies NLHF, ACE, Museum Development Yorkshire and Historic England, who were all members of the BB Board, and key services such as Libraries and West Yorkshire Archives Service have provided input into the development of the strategy at key points.

Services across the Council were also involved through BB Board membership. They have included Public Health, Communities, Growth and Regeneration Development, Development and Master Planning, Planning Policy and Strategy, Conservation and Design and Arts and Creative Development.

The Policy Team has been involved in shaping and editing the strategy and ensuring it is consistent with the Council's approach and language for policy development. The strategy links to the draft Tourism Strategy and the Cultural Strategy, which are in development currently.

Local voluntary heritage sector groups have been engaged as part of the development of the strategy.

3. Implications for the Council

3.1 Working with People

One of the key aspects of the Heritage Strategy is the recognition that heritage is not solely about physical assets but also about the people of Kirklees, their identity and stories and how they are told.

The SHAP will contribute to the development of a number of CDPs across the Kirklees district. The aim of this approach will be to collaborate with local communities and partners to identify heritage and community priorities and take action to address them in a co-produced way. This could mean for example that new community driven futures for heritage assets are planned and delivered.

The strategy also proposes the concept of 'Heritage as Theatre' to demonstrate the exciting potential of Kirklees' heritage in an enjoyable and accessible way, so that everyone can understand and feel they can be involved.

Engagement with people has been undertaken throughout the development of this strategy with the result that there is positive support for the strategy and the SHAP. This has been particularly demonstrated through the findings of the public consultation relating to the Heritage Strategy (See Section 4 Consultation).

3.2 Working with Partners

Heritage/cultural partners who were members of the BB Board (See Section 2.7 above) have all commented on the strategy as have other local partners e.g. Huddersfield Local History Society and the University of Huddersfield. The existence of the draft strategy has already resulted in a wider awareness of the need for strategic developments to be better connected. It is helping to kickstart wider partnerships and collaboration and has improved communication between organisations with a heritage focus. Some partners for example Shape North and Woven in Kirklees are already using the draft Heritage Strategy which was created at public consultation stage as a framework with which to plan and focus their programmes

3.3 Place Based Working

The Heritage Strategy promotes the place-based approach strongly. Local heritage has uniquely shaped our local identity and the nature of our neighbourhoods, making them both distinct from each other and from other parts of the country and region, as well as uniting places across the district with common elements. The Heritage Strategy Action Plan will strengthen place-based co-ordination by focusing on heritage assets and activity in specific areas, linking with communities' needs and aspirations. There was strong support for local CDPs evidenced in the recent public consultation, however there are further stages of development to test how localised areas would be determined and what capacity would be available for this to work fairly. This will be tested during a pilot phase. Feedback also suggested that the term 'place-based' was not clear to members of the public and therefore a Kirklees definition has been applied for clarity.

3.4 Climate Change and Air Quality

One of the strategy's Key Principles addresses the need to respond to Climate Emergency in the development of heritage and to raise awareness through heritage interpretation and learning activity. This approach was well supported in the consultation feedback. Future actions relating to the strategy will need to recognise the practical challenges of applying energy saving measures to historic buildings and provide information and support to residents and businesses.

3.5 Improving outcomes for children

The strategy links to the Inclusive Communities Framework and Kirklees Futures Strategy for Learning. Heritage will be a key contributor to these strategies by delivering education, skills development and health improvements through access to heritage experiences. Feedback from the public consultation strongly supported the role of heritage in learning for all ages.

3.6 Financial Implications

The SHAP highlights the need to establish additional capacity and resources in order for the Council to deliver the actions of the Heritage Strategy. External funding will be required to drive this forward in the longer term as expectations will be raised by the publication of the strategy. A costed programme to address this will be developed, including the creation of a new post of Strategic Heritage Development Lead. To enable programme delivery we propose seeking funding from heritage and cultural funders who have expressed interest in such a proposal, which would build on and further embed the legacy of their previous investment in the development of heritage in Kirklees.

In the meantime, the publication of the Heritage Strategy is being managed by the Museums and Galleries team as part of the ongoing commitment to delivering council priorities.

The SHAP also highlights the need to establish a long-term Heritage Commercial Investment Plan to support the financial sustainability of heritage within the framework of the strategy, by developing further commercial activity where appropriate.

The Heritage Strategy enables the council, its partners and communities to secure external funding for heritage development and investment as it provides a clear statement about the priorities for heritage in Kirklees and a commitment to caring for, enhancing and promoting our heritage in all its forms.

3.7 Legal Implications

The Heritage Strategy has been developed in consultation with the council's Conservation Planning and Planning Policy teams, who have advised on implications for delivery of statutory requirements relating to heritage planning as it relates to the strategy. The strategy delivery will take account of changes in associated policies and statutory planning needs, for example, taking account of the Heritage Strategy in future planning policies, guidance and design codes/guidance as well as requirements to produce new documents such as Conservation Area Appraisals and an audit of Non-Designated Heritage Assets.

3.8 Other (eg Risk, Integrated Impact Assessment or Human Resources)

3.8.1 Risk

As a result of publication of the Heritage Strategy, there is likely to be scrutiny of plans for heritage across the district. Public consultation showed that there is strong interest in the future of key heritage sites, some of which are Council owned, such as Castle Hill and the Tolson Museum. The Heritage Strategy is in its own right a response to this interest and the implementation of the SHAP will create important community heritage development capacity to progress action. The SHAP will support and co-ordinate future plans linked to priorities identified through local Cultural Delivery Plans (CDPs). CDPs will be place based and developed as part of the creation of the forthcoming Cultural Strategy for Kirklees, the pilots for which will be funded by ACE and WYCA (West Yorkshire Combined Authority). CDPs will be developed with local communities and partners in different locations across the district and therefore address the heritage priorities which communities feel strongly about. The SHAP and Cultural Strategy roll out will work together and with existing place based initiatives, to develop a manageable number of CDPs across Kirklees.

The aim of this approach will be to collaborate with communities and partners to identify priorities and take some action to address them, for example by raising funds, co-ordinating volunteers and running heritage activities.

One key risk raised by feedback from the consultation is the importance of securing investment to ensure that the strategy is successfully implemented, with the need for external funding highlighted to deliver the SHAP. The first stage of the SHAP will therefore be the seeking of funds to meet expectations raised through the strategy's publication. Planning is underway to scope out an approach for an external funding bid to support an initial phase of work to deliver the implementation of the SHAP. Once initial external funding is secured, this will create the foundation to take a 'think funding' approach and seek further rounds of external funding to deliver further phases of the SHAP based on evidence of successful delivery. It will also enable the scoping out of investment plans for collaborative heritage programmes and assets across Kirklees. This will ensure that there is minimal financial risk to the council and that opportunities to maximise relevant funding streams are fully explored throughout the lifetime of the strategy.

The Heritage Strategy aims to increase heritage sustainability therefore reducing risks relating to heritage assets and collections appearing in the corporate risk register and Historic England's Heritage at Risk Register.

3.8.2 Integrated Impact Assessment

An initial IIA has been undertaken which shows that the impacts will be positive for heritage and people in Kirklees. This will be published alongside the publication of the Heritage Strategy on the Council's [Integrated Impact Assessments - IntegratedImpactAssessment \(kirklees.gov.uk\)](https://www.kirklees.gov.uk/integrated-impact-assessments) and should be considered by Member to inform their decision. This strategy will not involve changes that will be detrimental to specific communities of interest, as its outcomes include improving equity of access to heritage for communities, the inclusive sharing of stories from diverse perspectives and to ensure heritage development actions take environmental impacts into account.

Specific locality based Cultural Delivery Plans may require IIAs once these are in development.

4. Consultation

4.1 Public Consultation

The draft Heritage Strategy public consultation process from November 2022 – January 2023 was widely promoted by the Council's Communications team (see Appendix 2: Kirklees Heritage Strategy - Summary of Consultation Feedback). This can also be found on Kirklees Council's Involve website [Involve: Kirklees \[Draft\] Heritage Strategy: We Are Making History](https://www.kirklees.gov.uk/involve/kirklees-draft-heritage-strategy-we-are-making-history). The consultation included:

- Simple online survey including questions on the strategy and SHAP content
- Paper surveys available at museum sites, Kirklees events and via a phone request line
- Two public events in North Kirklees and South Kirklees
- One online members' engagement session
- Existing stakeholders - community and heritage groups - signposted to the consultation
- Discussions with key heritage partner stakeholders to review their response to the Strategy.

As a result:

- 135 comments were received from Kirklees residents, cultural partners, funders and other stakeholders such as Historic England and West Yorkshire Archives Service, as well as key internal Council services such as Conservation Planning and Libraries.
- These comments have been reviewed by the Council's Research and Intelligence Team and the strategy amended as appropriate.

- The full consultation report is being added to the Council's Involve database concurrently with the publication of this Cabinet Report.

Common themes which prompted further review to create a final draft Heritage Strategy included:

- Clarity and cohesion when outlining the strategy's objectives, outcomes, actions and what difference it will make to residents
- Ensuring that the strategy appropriately reflects and represents the diverse population of Kirklees
- Roles of key partners such as Libraries and educational organisations and demonstrative impact for business/local economy, wellbeing and learning
- Transparency about investment and how this will be raised and sustained to deliver the strategy

As a result, the way the strategy is presented and designed has been amended to better communicate the key elements and include those areas that were seen to be missing or not highlighted sufficiently, as per the feedback received.

Based on responses, the strategy and SHAP were generally felt to be a positive step in ensuring the successful protection of and engagement with heritage assets within Kirklees. Many agreed that heritage is a valuable asset to Kirklees and a particular focus on the collaborative place-based approach was seen to be the way forward.

Respondents highlighted a number of specific areas of heritage which they felt should be included or addressed and actions will be developed with communities as the CDPs are created and through the work of the SHAP. People were keen to see more tangible detail about what this would mean for heritage in their communities and how they could get involved. The CDP approach, with a concentration on community need for local areas, received favourable comments and was felt to be a positive way to tackle the size and diversity of heritage in Kirklees. CDPs were welcomed as opportunities to offer people a voice and ensure heritage is sustainable across the district.

"It is immensely positive that this strategy is being produced, illustrating the Council's commitment to the appreciation and celebration of the district's varied heritage, both tangible and intangible." – Historic England.

"We welcome your proposal to develop place-based CDPs, with "local engagement and co-production ... to ensure that they are rooted in community need." – Denby Dale Parish Council.

"I completely agree that the Heritage Strategy is important and that local heritage is of prime importance for social identity and pride in a community." - Local Resident Survey Response.

The proposal for a Heritage Partnership Group and the local Heritage Asset List were also received well, with key partners emphasising the continued good work already happening and the need to develop this into a more sustainable model of working:

"We welcome the proposed Heritage Partnership group and would like to be involved. A wider partnership than we have built so far could provide a more sustainable umbrella for HODs in future years." – Heritage Open Days Committee.

“Stresses the crucial importance to work in local history and, therefore to the Heritage Sector as a whole, of the provision of continuing and enhanced access to source material in the shape of libraries, museums and archives.” - Huddersfield Local History Society.

4.2 Overview and Scrutiny Management Committee

Reports on the Culture, Heritage and Tourism Strategies were presented to the Overview and Scrutiny Management Committee on 11 February 2021:

[Culture-Tourism-Heritage Strategies.pdf \(kirklees.gov.uk\)](#)

[Minutes Template \(kirklees.gov.uk\)](#)

And the Economy and Neighbourhood Scrutiny Panel on 22 November 2022:

[Culture Heritage and Tourism Strategies Scrutiny 25.11.2022 .pdf \(kirklees.gov.uk\)](#)

[EconomyandNeighbourhoodScrutinyPanel22.11.2022](#)

Feedback from these panels have been used to shape the development and plans for implementation of the Heritage Strategy and SHAP.

4.3 Portfolio Briefings, Culture and Greener Kirklees

Portfolio Briefings have taken place throughout the development of the Heritage Strategy with full support. A draft of the public engagement report was provided to Portfolio Holder Cllr Aafaq Butt on 15 January 2024.

5. Engagement

Public Engagement undertaken for the new Huddersfield Museum and Gallery and for Kirklees Museums in North Kirklees as part of the BB project in 2020-21 provided important community background information to help shape the Heritage Strategy. See [Public engagement report | Kirklees Council](#). This focused mostly on the development of current sites managed by the Council through the Museums and Galleries team.

See section 2.3.5 Services and Agencies Involved for information about engagement with a range of organisations and teams throughout the development of the strategy.

6. Options

6.1 Options considered

- Approval of the publication and launch of the Kirklees Heritage Strategy and Strategic Heritage Action Plan – recommended option
- Rejection of the Kirklees Heritage Strategy and Strategic Heritage Action Plan leading to the creation of an alternative plan
- Amendment of the Kirklees Heritage Strategy and Strategic Heritage Action Plan

6.2 Reasons for recommended option

Approval of the publication and launch of the Kirklees Heritage Strategy and SHAP is important to the Kirklees district at this time.

The strategy reflects Council ambitions for regeneration through heritage which are already underway (e.g., The George Hotel, Dewsbury Arcade) and is designed to be a tool to recover and regenerate from the impacts of financial instability. Any delay would be detrimental to opportunities to seek external partner support and funding for heritage, re-enforced by Kirklees' current position as an Arts Council Priority Place and a Levelling Up for Culture Place.

There is general support and anticipation of the publication of the Heritage Strategy and SHAP as evidenced from the public consultation (see Section 4 Consultation)

7. Next steps and timelines

Subject to approval, the Heritage Strategy document will be published on the Council's website.

If the Heritage Strategy is adopted by the Council, it will set an overarching strategic direction for heritage for the next ten years and into the future. Once external funding has been secured and a Heritage Development team is in place, actions outlined in the SHAP will be delivered, resulting in the Outcomes outlined in Section 7 of the Heritage Strategy and Section 2.3.1 of this report.

| | |
|------------------------|--|
| 9 April 2024 | Approval of Heritage Strategy by Cabinet Preparation of launch and initial funding bid to support Heritage Strategy and SHAP implementation |
| July 2024: | Initial Action Plan Implementation: Development and submission of funding bid |
| October 2024: | Funding decision and start recruitment of Heritage Development Team |
| November 2024 onwards: | Implementation of first phase Strategic Heritage Action Plan |

8. Contact officer

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deborah.marsland@kirklees.gov.uk

9. Background Papers and History of Decisions

Reports on the Culture, Heritage and Tourism Strategies (see section 4.2) were presented to the Overview and Scrutiny Management Committee and the Economy and Neighbourhood Scrutiny Panel on the following dates:

11 February 2021

[Culture-Tourism-Heritage Strategies.pdf \(kirklees.gov.uk\)](#)

22 November 2022

[Culture Heritage and Tourism Strategies Scrutiny 25.11.2022 .pdf \(kirklees.gov.uk\)](#)

10. Appendices

Appendix 1: Kirklees Heritage Strategy *We Are Making History* and *Strategic Heritage Action Plan*

Appendix 2: Kirklees Heritage Strategy - Summary of Consultation Feedback

11. Service Director responsible

Adele Poppleton, Service Director for Culture and Visitor Economy
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WE ARE MAKING HISTORY

A HERITAGE STRATEGY FOR KIRKLEES

APRIL 2024



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Huddersfield Railway Station

SECTION 1 FOREWORD

The heritage of Kirklees is the unique story of our people and our place.

It is something that we should be extremely proud of. It is not just our magnificent buildings, parks, landscapes and monuments but the story of our people, our rich and diverse communities, which make Kirklees and each of our unique places so special.

Kirklees is an incredible district made up of proud towns and villages, each with their own distinctive personalities, bound together by an administrative border.

Each of our communities has a distinctive identity and their own story to tell. This can present challenges but it is also our greatest strength and our greatest opportunity. And they also have much in common.

This Heritage Strategy will play a crucial role in helping us to tell those stories: the stories of our communities and the story of Kirklees.

It will also help us to sustain and develop our heritage assets, to take them with us into the future and establish local place-based cultural plans to deliver on opportunities and local priorities across the district.

We hope that everyone across Kirklees in the years to come – and many years in the future – will feel the impact of this strategy as we uplift our ambitions and take essential steps to not only sustain our heritage assets but better tell the story of Kirklees – and make sure it can be told for many years to come.



*Councillor Cathy Scott,
Leader of Kirklees Council*

SECTION 2 INTRODUCTION

This strategy provides a set of objectives and key principles to help deliver our vision for heritage in Kirklees from 2024 -2033. It is underpinned by a **Strategic Heritage Action Plan** for 2024-2027 (see Section 10), which includes the development of an online **Heritage Hub** as a central point for connectivity, coordination, collaboration and showcasing of heritage activity across Kirklees, also supplemented by other non-digital communication.

What is a Heritage Hub?

The Heritage Hub will be an online platform that will showcase the amazing heritage offer in Kirklees, acting as a gateway for people to get involved in activities across the region and help us to collaborate and connect our region's heritage.

THIS ACTION PLAN COVERS PRIORITIES FOR THE WHOLE OF KIRKLEES

A fundamental part of the action plan is through the creation of local **Cultural Delivery Plans** (CDPs). These delivery plans will explore unique aspects and the identity of Kirklees through heritage activity. We recognise that one size doesn't fit all and so we will aim to create these Cultural Delivery Plans by developing them with communities, partners, businesses, and local councillors. They will focus on coordinating localised priorities for the delivery of culture, heritage, and tourism in line with the Heritage Strategy and the soon to be published Tourism and Cultural Strategies¹. We refer to this approach, working with people, partners and place, as 'place-based' working in Our Council Plan².

What is a Cultural Delivery Plan?

A Cultural Delivery Plan (CDP) is a collaboratively designed action plan for key areas of cultural development, including heritage, created by local communities to ensure that the plans are fit for purpose in each Kirklees district.

This Heritage Strategy encourages inclusive opportunities for everyone to understand, enjoy and share our common heritage

Whilst the focus of the strategy is the heritage that is managed by Kirklees Council, it also provides a vision and support for the work of the local voluntary heritage sector by creating the conditions for collaboration and growth which will support individuals and communities to tell their stories. It will also offer a strategic approach for private sector organisations to care for the heritage assets in their ownership.

SECTION 2 INTRODUCTION (CONT.)

Kirklees has a remarkable story to tell

We have the greatest number of Listed Buildings in Yorkshire³ – more than tourist centres like York and Harrogate. But heritage is not just a question of physical assets such as Listed Buildings, Conservation Areas and significant landscapes. It is the story of our area, its people and identity, which have formed the communities we live, work, and learn in today.

HERITAGE IN ACTION

This strategy is designed to change the way we appreciate heritage and takes a proactive and innovative approach to how we protect, care for and sustain all our heritage. It encourages us to think in a creative way about how our unique assets can be used for the benefit of the people of Kirklees and to support communities in meeting the challenges of inequalities, climate change, the economy and key Council priorities.

The heritage sector has faced a number of challenges in recent years, such as Covid-19 recovery and financial pressures, which this strategy seeks to address. Kirklees Council takes the responsibility of being the guardian of heritage in the area seriously and will lead by example in the management of its own heritage assets, including the built heritage and landscapes of the area as well as the portable heritage of museum, gallery, library and archival collections. This is already seen in the Blueprints for Huddersfield and Dewsbury⁴ town centres and will be developed in the future as this strategy framework for heritage is adopted. Lead heritage sector bodies, such as Arts Council England, the National Heritage Lottery Fund and Historic England, have supported and funded recent major place-based developments in Kirklees such as the Huddersfield High Street⁵ and Dewsbury Living Market Town⁶ Heritage Action Zones (HAZ). They have also welcomed the development of a heritage strategy for Kirklees and provided support to develop its vision.

The Council will also contribute to the wider development of heritage across the region and nationally to ensure that economic and regeneration benefits are maximised across West Yorkshire and beyond.

SECTION 2 INTRODUCTION (CONT.)

KEY OBJECTIVES OF THIS STRATEGY

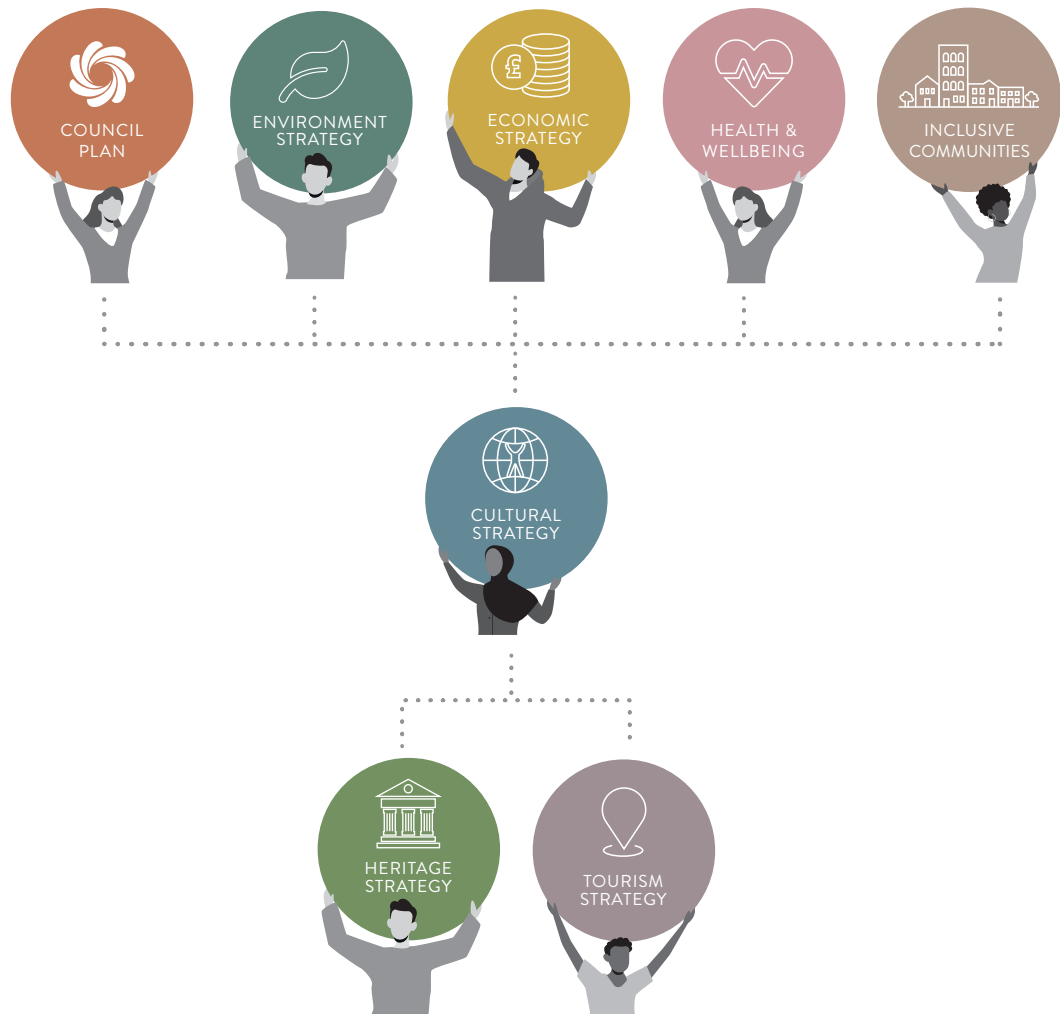
1. To demonstrate clarity in the Council's approach to heritage
2. To contribute to an ambitious approach to heritage, culture and tourism in Kirklees – which will better tell the story of our communities
3. To connect heritage assets and people so that they can best benefit their communities
4. To adopt a creative, collaborative and innovative approach to heritage sustainability
5. To improve collaboration in planning, to ensure that heritage assets and activity in the district are well connected
6. To support place-making and the delivery of the Council's ambitions

06

This Heritage Strategy links closely to new Cultural and Tourism Strategies and complements existing key local, regional and national policies and plans⁷. Heritage is a key theme in the new Cultural and Tourism Strategies and all three strategies continue a journey started in 2016 with the publication of Culture Kirklees⁷. This vision document identified music and textiles as initial priorities for development, as they are part of the fabric of what makes Kirklees special, and placed culture and heritage at the core of major town centre regeneration programmes such as Huddersfield's Our Cultural Heart⁹. These strategies will provide clarity about what we want to do, why and how and prioritise the areas in which resources will be invested and for which external investment will be secured. And they complement other strategies and frameworks such as the West Yorkshire Culture, Heritage and Sport Framework¹⁰, Kirklees Council's Economic Strategy¹¹, the Joint Health and Well-being Strategy¹² the Inclusive Communities Framework¹³, and Kirklees Local Plan¹⁴.

SECTION 2 INTRODUCTION

OUR CONNECTED STRATEGIES



07

SECTION 2 INTRODUCTION (CONT.)

The Outcomes set out in the Heritage Strategy will also support the delivery of Kirklees Council's Shared Outcomes set out in Our Council Plan², which are:



08

THE STORY OF KIRKLEES

Our intention for the Heritage, Cultural and Tourism strategies is that they will all be centrally linked through telling the story of Kirklees. Our heritage is our story; cultural activities enable us to explore those stories and tell them creatively; and tourism enables us to promote these stories and attract people to learn more about them.

SECTION 3 CONTEXT

Kirklees Council recognises the need for a Heritage Strategy to explore opportunities created by ambitions for regeneration and place-based working and the important economic benefits which a focus on heritage can bring to the district. The Council also recognises that there is much to gain through heritage programmes which support communities to recover from global upheavals such as the Covid-19 pandemic and cost of living crisis, which can readily deliver positive impacts for wellbeing, aspiration and skills development.

Given the challenges our children and young people face, there are particularly strong benefits through heritage learning outside the classroom and this can apply to informal learning throughout all stages of life. Heritage also has a significant role to play in bringing diverse communities together to share individual experiences, cultural traditions and hopes for the future.

The strategy has been developed with support from a key heritage partner, the National Lottery Heritage Fund (NLHF) and peer assessment from sector organisations; Arts Council England, Historic England and Museum Development Yorkshire. Funding from NLHF enabled engagement to be carried out as part of the 'Bringing out the Best' programme. One of the aims of this programme was: 'The provision of a holistic strategy for heritage within the place-making agenda in Kirklees, demonstrating cross-Council support and full external stakeholder commitment.'

The strategy aims to ensure that the approach to heritage in Kirklees meets national statutory requirements and heritage sector guidance, which includes:

- **Government Guidance for the Historic Environment**¹⁶
- **National Planning Policy Framework**¹⁷
- **Public Libraries and Museum Act 1964**¹⁸
- **Public Records Act 1958**¹⁹
- **UK Archive Service Accreditation**²⁰
- **Arts Council England Museums Accreditation**²¹
- **Arts Council England Investment Principles**²²

The strategy also aims to acknowledge, strengthen and continue existing heritage programmes active in Kirklees as well as enabling and supporting heritage partnerships and the ongoing excellent work of heritage groups and other organisations in the district including the voluntary community sector.

SECTION 3 CONTEXT (CONT.)

WHERE AND WHAT IS KIRKLEES?

At the centre of the North of England and with a combination of striking landscape, proud industrial heritage and causes that shaped the world, Kirklees is and has always been an ordinary but extraordinary place, one which has thought locally but acted globally.

Kirklees' strength is in its diversity.

Our towns, villages and rural communities were brought together as a local government district in 1974, taking its name from Kirklees Priory, the supposed burial place of Robin Hood.

Kirklees isn't a single town or settlement. From Batley, Birstall, Cleckheaton, Denby Dale, Dewsbury, Heckmondwike, Holmfirth, Huddersfield, Kirkburton, Marsden, Meltham, Mirfield and Slaithwaite, to many other proud villages – we have many communities, each with their own distinctive personalities.

There is a long and powerful history from the early settlers through to the industrial revolution, which brought significance to the Kirklees area as a place at the forefront of innovation and technical development in a range of industries, particularly the textile industry.

Industry has shaped every aspect of the district's built heritage, from weavers' cottages and pit villages to mills, canals, packhorse bridges, grand civic architecture and terraced streets.

Industry has also had a strong influence on the area's social activity and has resulted in outstandingly creative communities.

Kirklees has also had its fair share of influential people, who strengthened its heritage credentials and raised the profile of the district, like Harold Wilson and Joseph Priestley and visitors like Charlotte Brontë and John Wesley. Radical thinkers from across the borough played crucial roles in industrial struggles and the fight for civil, political and social rights.

The district's shared culture and creativity has also been shaped significantly by a diverse range of communities migrating to the area's towns to work in industry over several centuries and, more recently, to study. This has created a strong and varied culture which is the heart and soul of our people and places.

SECTION 3 CONTEXT (CONT.)

WHERE AND WHAT IS KIRKLEES?

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SECTION 4 DEFINITION OF HERITAGE AND SCOPE OF THIS STRATEGY

WHAT IS 'HERITAGE'?

“

Our heritage is all around us. In our towns and cities and in our villages and rural areas. In historic buildings, places of worship, inspiring landscapes, ancient ruins and archaeological sites, statues, and memorials. In places where great events happened, where famous figures of the past wrote their names in the history books and where countless ordinary men and women lived and worked. It speaks to us of who we are and where we have come from, of how we came to be the people and the nation we are today...”

Department for Digital, Culture, Media and Sport, The Heritage Statement, 2017²³

THE SCOPE OF THIS HERITAGE STRATEGY

As well as our built heritage, natural landscape and our collections, this strategy supports the stories and identities of our communities and people and the crucial role they have as the foundations and the fabric of our place today and into the future.

We believe that 'heritage is the unique story and spirit of place' and so includes a capacity to describe a wide range of assets and resources which reflect the stories of our community. These can be both tangible – things we can see and touch – and the intangible – those we cannot grasp physically, such as the cultural heritage of music and sport, as well as memories, stories, skills and crafts handed on from person to person. The strategy will seek to create conditions which support and raise awareness of heritage in all forms and help to take both the famous stories and those which are lesser known into the future.

SECTION 4 DEFINITION OF HERITAGE AND SCOPE OF THIS STRATEGY (CONT.)

WHAT IS IMPORTANT?

To reflect this ambition, after engagement with key council teams, sector stakeholders and members of the public, we chose the following types of heritage as being within the scope of this strategy.

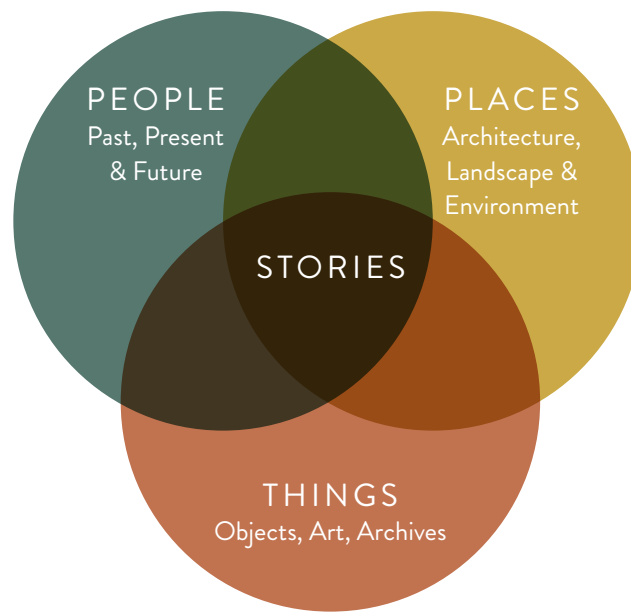
- **Museums, art galleries, archives, libraries and their collections**
- **The historic environment (including historic buildings and structures, archaeological sites, townscapes and landscapes, Scheduled Ancient Monuments, registered parks and gardens and conservation areas)**
- **Parks, natural habitats and rural heritage, including areas of the district within the Peak District National Park, South Pennines Park and areas of Ancient Woodland**
- **Historic transport infrastructure such as canals, waterways, and railways**
- **Mills and other industrial heritage which is unique to the landscape, history and culture of the area**
- **Public art, music, festivals, events, sport and the wider culture, which make a place and its people distinctive and special**
- **People and communities and their personal archives and collections**
- **'Intangible' heritage such as oral history, craft skills, stories, cultures and memories**

As well as the types of heritage listed above, Kirklees benefits from a number of distinctive and important heritage assets, including the Emley Moor transmitter, the tallest freestanding structure in the UK, and part of the Adwalton Moor Registered Battlefield²⁴. Kirklees is also home to important historic structures associated with the Pennine transport gateway, such as Huddersfield's grand Grade I Listed railway station and the incredible engineering masterpiece of the longest, highest, and deepest canal tunnel in the UK, Standedge Tunnel.

SECTION 4 DEFINITION OF HERITAGE AND SCOPE OF THIS STRATEGY (CONT.)

PEOPLE, PLACES AND THINGS

Heritage is the unique story of people, places and things.



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HERITAGE AS THEATRE

If we take the People, Places and Things approach one step further, we can imagine heritage as 'Theatre'.

Kirklees is the stage where stories of our history and people are performed for an audience of those in our local communities, tourists, and investors. Our landscapes become backdrops to these shows – with moors and mills, historic houses and villages that help to inspire and intrigue those who live and visit here.

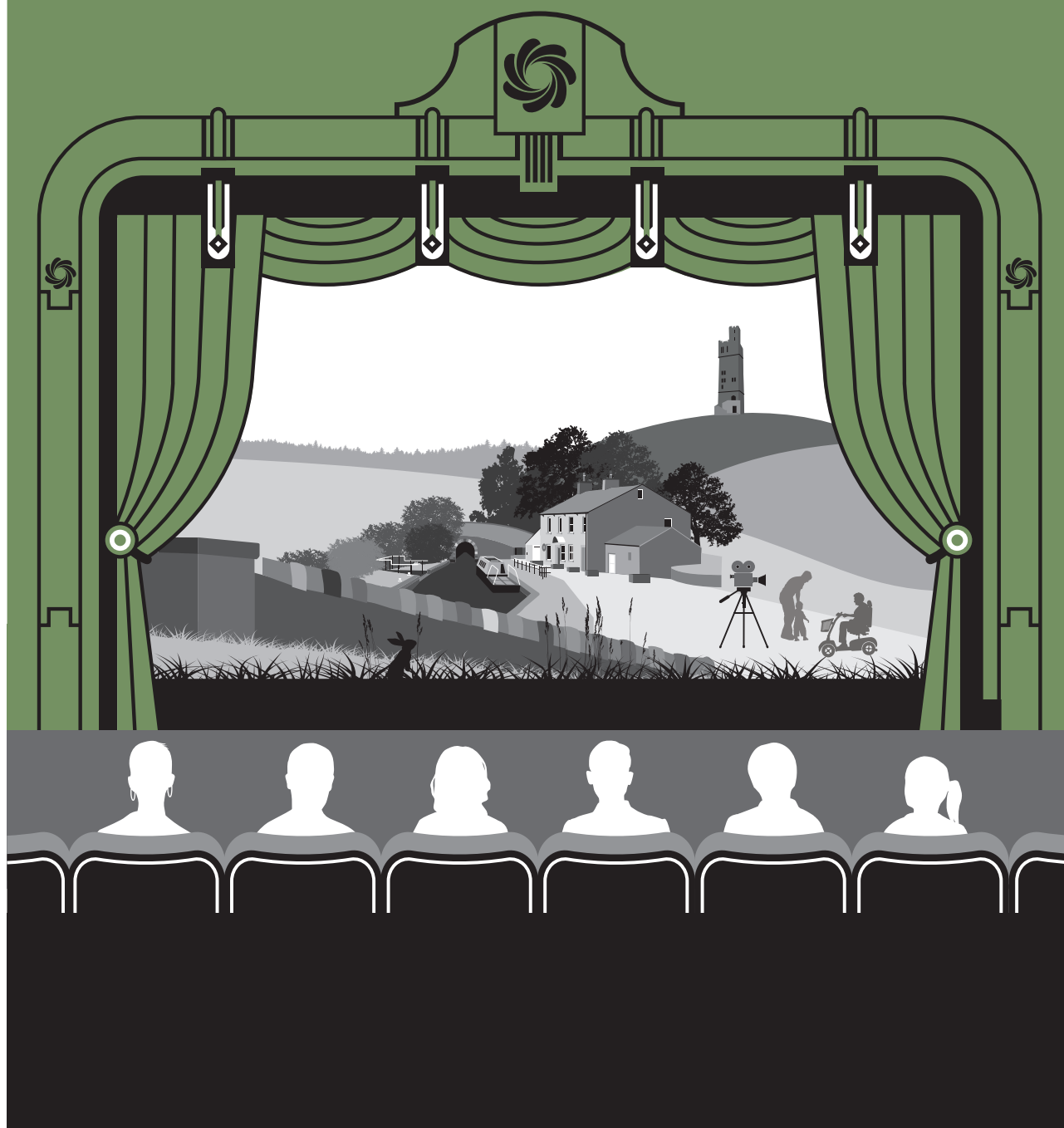
We also have 'props' in our objects and art collected in museums, galleries, archives and libraries, and through community collections, that will capture the imagination of those audiences and demonstrate the stories that we want to tell.

And finally, we have our people – the writers and directors of these shows, sharing their experience of and connection to Kirklees in their own words.

In this way we can share a huge range of amazing stories across many different types of show, presenting the past and present of our place to support and inspire the future.

HERITAGE AS THEATRE

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SECTION 5 KEY PRINCIPLES

We have developed a set of principles which will lead to improved creative solutions to challenges and problems. Together with the Council's approach of working with people, partners and place, as set out in Our Council Plan 2024-2025, the key principles which inform the Strategic Heritage Action Plan and its delivery are:

PERCEPTION

We see heritage as an asset

Heritage is an asset to our communities and an opportunity, not a liability. We will encourage others to see the potential which heritage presents and establish new and innovative partnerships. We will develop and promote our heritage and cultural offer to share the story of Kirklees as widely as we can and help shape the perceptions of our communities.

PRESERVATION, INNOVATION AND SUSTAINABILITY

How we care for our heritage is important

We will find ways to protect, care for and sustain our heritage which will continue long into the future. To do this, we will think creatively about future use, working with partners and local communities, so that together the heritage of our district will not only be sustained but thrive, in a financially and environmentally sustainable way, supporting Climate Emergency ambitions.

PLACE-BASED COLLABORATION AND INCLUSION

Heritage should reflect our shared cultural history

We will share resources, listen to communities and their priorities, involve partners and work to create solutions together. Heritage will become a basis for sharing the stories of all our communities which have made Kirklees what it is today, ensuring equity of access to heritage. We will support people as we explore challenging aspects of our heritage together, to acknowledge it and to learn from it.

REGENERATION AND CELEBRATION

Our unique heritage can attract economic benefits

We will utilise our rich and diverse heritage assets as a stimulus for wider investment and engagement to promote tourism and growth. We will use heritage to celebrate what is great and special about our unique people, places and businesses and communicate this widely, with confidence.

SECTION 6 VISION

What difference will this make for people and heritage in Kirklees in the future?

A VISION FOR HERITAGE IN KIRKLEES

By 2033 in Kirklees, we will have a strong sense of where we have come from and how this has shaped the shared heritage of our families, communities and places. We will have built on strong foundations to create an aspirational future based on understanding, pride and identity. Our extraordinary stories will be known to the world in creative, contemporary ways so that Kirklees is recognised and celebrated globally.

Kirklees' heritage will be an undeniable reason to visit, live, invest, study and work here and is a catalyst for regenerative change.

By creating the conditions for heritage in all its forms to thrive and be sustained and enhanced in innovative and relevant ways, the health and vibrancy of our citizens and communities will be positively impacted.

Because heritage is readily visible and accessible digitally and in communities, local places, town centres, historic buildings and landscapes, opportunities to get involved will include everyone. As a result, our heritage collections will be valued as fully reflective of the strong character and diversity of our area, telling the stories of all our communities and making us feel at home.

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SECTION 6 VISION (CONT.)

With our regional partners, we will have created an award-winning heritage offer in the North of England. This shall benefit our citizens and businesses by attracting inward investment, creating jobs and bringing skills and talent to the area, while also attracting visitors from around the world who are assured a warm welcome and wide choice of heritage experiences and activities.



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SECTION 7 OUTCOMES

If the Heritage Strategy is successful, through the things we do together, we will see a number of positive benefits or 'outcomes'. Through adopting the strategy, we will deliver the following Outcomes:

- **Confidence** - Increased confidence in the Council's long term strategic approach to its heritage, which will lead to increased investment
- **Sustainability** - Heritage assets will be adequately protected through appropriate uses, delivering financial and environmental sustainability for those assets
- **Duty of Care** - Heritage assets are preserved, protected and enhanced to improve the visitor and community offer or for other appropriate uses
- **Ambition & Opportunity** - Economic and visitor growth in Kirklees is delivered through heritage led regeneration programmes
- **Engagement** - There will be an increased aspiration and a sense of identity and belonging amongst Kirklees' residents
- **Participation** - There will be improved awareness of and engagement with heritage by residents and visitors leading to increased well-being and enabling residents to make decisions about their heritage.

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The Outcomes will contribute to the achievement of Heritage Strategy Objectives (Section 2) and create the following outputs:

- A Heritage Partnership Group
- An Online Heritage Hub
- A Local Heritage List
- Localised Cultural Delivery Plans
- Investment Strategy for heritage
- Fabric condition Risk Assessment of all statutorily designated (Listed and Scheduled) Council owned buildings/monuments
- A long-term Heritage Commercial Investment Plan

Development of Success Measures

Success will be measured by a range of performance and benchmarking indicators, some of which are already in existence; others will need to be established and implemented through the delivery of the Strategic Heritage Action Plan. Kirklees Council will actively seek to identify opportunities within existing community research and partnership working to demonstrate the outcomes set out, such as through Arts Council England National Portfolio Organisation reporting and similar methods. This will ensure outcomes can be demonstrated and feed into the long-term sustainable development of the strategy. Wherever possible, measures are to be designed and agreed in partnership with communities as part of the Cultural Delivery Plans and heritage partnerships to ensure stakeholder buy-in, local ownership and collaborative commitment to the outcomes outlined.

SECTION 7 OUTCOMES

SUCCESS MEASURES

| HERITAGE STRATEGY OBJECTIVE | OUTCOMES | HOW WE WILL MEASURE SUCCESS |
|---|--------------------------|--|
| 1. To demonstrate clarity in the Council's approach to heritage. | • CONFIDENCE | Increased investment levels for Kirklees heritage from external funders and other investors. |
| | • SUSTAINABILITY | Reduced number of heritage at risk assets. |
| | • ENGAGEMENT | Increased numbers of heritage related partnership projects initiated and complete. Numbers of partners and Council Services involved in Heritage Partnership Group. |
| 2. To contribute to an ambitious approach to heritage, culture and tourism in Kirklees – which will better tell the story of our communities. | • AMBITION & OPPORTUNITY | Increased visitor attendances at key heritage sites and participation in programmes. Increased number of diverse community attendance at heritage sites and taking part in heritage programmes. |
| | • PARTICIPATION | Increased number of people participating in heritage engagement programmes and involved in the development of local Cultural Delivery Plans. |
| | • DUTY OF CARE | Increased numbers of heritage related partnership projects initiated and complete. |
| 3. To connect heritage assets and people so that they can best benefit their communities. | • PARTICIPATION | Increased levels of use for heritage wellbeing programmes such as social prescribing. |
| | • DUTY OF CARE | Increased number of heritage assets being used by communities. Increased percentage of unused heritage assets with secured appropriate future. |
| | • ENGAGEMENT | Increased levels of satisfaction in heritage programmes by a greater range of under-represented groups. Number of partners and Council Services involved in CDPs. |

SECTION 7 OUTCOMES

SUCCESS MEASURES

| HERITAGE STRATEGY OBJECTIVE | OUTCOMES | HOW WE WILL MEASURE SUCCESS |
|--|-------------------------------------|--|
| 4. To adopt a creative, collaborative and innovative approach to heritage sustainability. | • CONFIDENCE | Increased percentage of heritage sites are achieving awards and standards such as VAQAS and Green Flag. |
| | • SUSTAINABILITY | Increased percentage of unused heritage assets with secured appropriate future. Reduced climate impact of heritage assets in line with Council Climate Change Action Plan ²⁵ . |
| | • PARTICIPATION | Number of partners and Council Services involved in CDPs and Heritage Partnership Group. |
| 5. To improve collaboration in planning, to ensure that heritage assets and activity in the district are well connected. | • CONFIDENCE | Increased percentage of unused heritage assets with secured appropriate future. |
| | • AMBITION & OPPORTUNITY | Increased levels of economic benefits including employment opportunities created through heritage led regeneration programmes. |
| | • PARTICIPATION | Number of partners and Council Services involved in CDPs and Heritage Partnership Group. |
| 6. To support place-making and the delivery of the Council's ambitions. | • DUTY OF CARE | Increased levels of positive feedback from residents and stakeholders about heritage assets in the district. |
| | • SUSTAINABILITY | Increased investment levels for Kirklees heritage from external funders and other investors. |
| | • AMBITION & OPPORTUNITY | Increased levels of economic benefits including employment opportunities created through heritage led regeneration programmes. |

SECTION 8 WHAT DOES SUCCESS LOOK LIKE?

Once adopted, this strategy will create a long-term pathway for heritage in Kirklees for the next decade and beyond. The overall delivery of the associated Strategic Heritage Action Plan will take us many years into the future and will determine how we raise investment to support our vision. Its priorities will change and adapt to circumstances. However, the Vision, Key Principles and Objectives will remain constant, providing vision and certainty for heritage assets and activity across the district, increasing trust in the Council and creating conditions for long term collaboration and investment.

More people, including those currently underrepresented in heritage activity, will be able to participate actively in sharing their stories and enjoying the benefits to health and well-being, community cohesion, learning and aspiration that heritage brings to everyone. Heritage provision will be sustained for the long term through innovative, appropriate opportunities for re-use and commercial development of our heritage and we will seek additional funding to support the aims outlined in this strategy and deliver the action plan.

This will result in the improved profile of Kirklees as a destination, better facilities for residents and visitors and a contribution to economic regeneration and local pride of place.

Success will be demonstrated through being true to the spirit of the strategy across the Council and the Kirklees district, with our communities, partners and stakeholders. The achievement of the Outcomes highlighted in the Strategic Heritage Action Plan will be evaluated on an annual basis.

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SECTION 9 HOW WILL WE DO THIS?

GOVERNANCE

The Heritage Strategy and Strategic Heritage Action Plan is approved by Cabinet, having been mandated by the necessary executive level groups within the Council and submitted to the Oversight and Scrutiny Panel. It was developed via the Bringing out the Best Programme Board, which included peer review by the National Lottery Heritage Fund, Arts Council England, Historic England and Museum Development Yorkshire.

The Museums and Galleries team (part of a wider Culture and Tourism Service) is the custodian of the Heritage Strategy on behalf of the sector, working with the Council's Conservation Planning, Corporate Landlord, Regeneration and Corporate Policy teams and other cross-Council services as required. The Council (through the Museums and Galleries team) will oversee the implementation of the Heritage Strategy. Any initiatives within the Strategic Heritage Action Plan specifically led by the Council and requiring resources will be presented for approvals using the Council's usual governance processes.



Dewsbury Town Hall

SECTION 9 HOW WILL WE DO THIS? (CONT.)

HOW WILL THE HERITAGE STRATEGY BE IMPLEMENTED?

Resources will be required and sought to deliver the ambitions in the Heritage Strategy and connect them to the objectives set out in other key regional and Council strategies and policies (Section 2).

One key strand of delivery will be through contribution to the creation of Cultural Delivery Plans implemented in key areas and developed in collaboration with relevant stakeholders and local communities to ensure appropriate care, use and sustainability of both physical and intangible heritage.

Another strand will consist of the development of the Heritage Hub, which will become a central place for this activity to be recorded online and shared by other means, providing connectivity and collaboration across the Kirklees district.

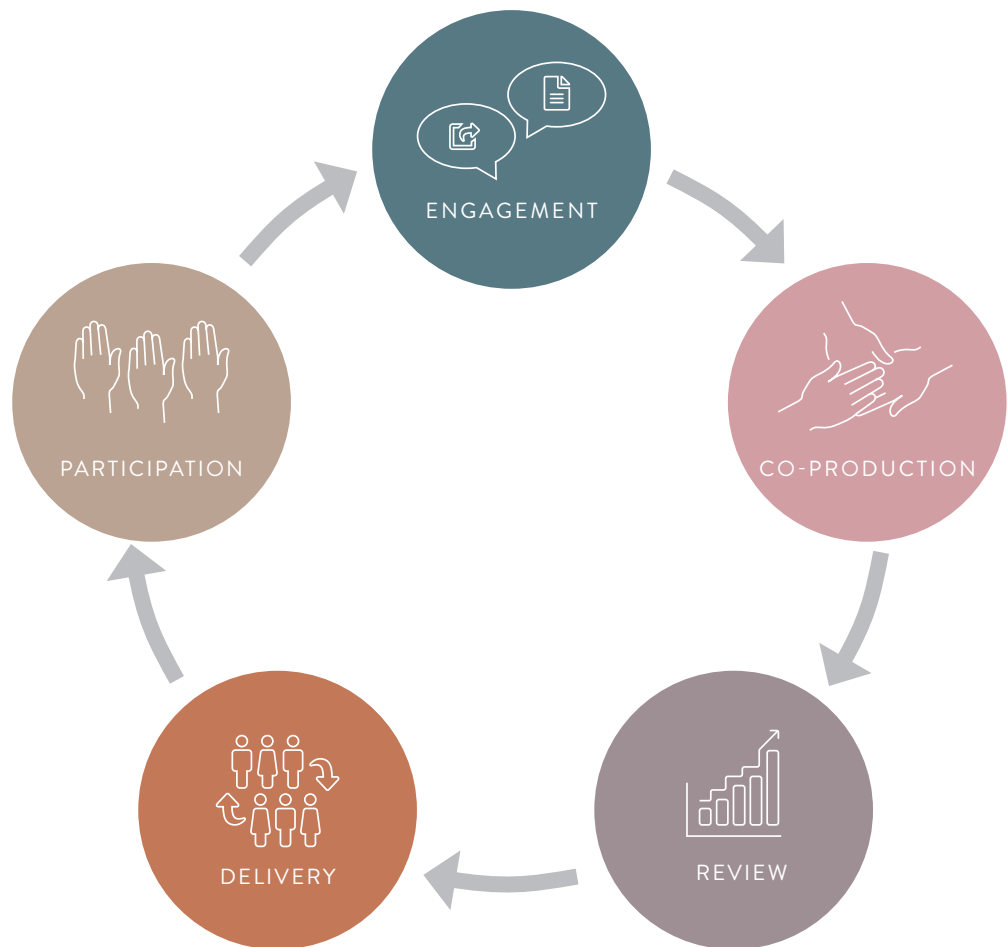
Lead officers from the Museums and Galleries service will work with the Council's Corporate Policy team to ensure that the Strategic Heritage Action Plan is updated annually, with appropriate levels of member, public and sector engagement. They will also work with the Planning Policy and Conservation Planning teams to ensure that the strategy considers changes in associated policies and statutory planning needs, for example, taking account of the Heritage Strategy in future planning policies, guidance and design codes/guidance as well as requirements to produce new documents such as Conservation Area Appraisals and an audit of Non-Designated Heritage Assets and to inform the context of the next Kirklees Local Plan.

Officers working on the implementation of the Heritage Strategy are also involved in the implementation of the Cultural and Tourism Strategies and the Historic England funded Huddersfield and Dewsbury High Streets Heritage Action Zones⁴ and their legacy, which will ensure that these various strands of work are complementary.



SECTION 9 HOW WILL WE DO THIS? (CONT.)

The Council will build on existing heritage and culture related networks and, working with key stakeholders, explore options for developing a Heritage Partnership Group for Kirklees establishing how this could best connect with creating local place-based Cultural Delivery Plans. This group will operate as a subgroup of a proposed Kirklees Cultural Partnership and will feed back plans and activity through relevant Council officers, who will communicate this information through the usual Council reporting processes.



SECTION 10 STRATEGIC HERITAGE ACTION PLAN – 2024 - 2027

Scope of this Action Plan

A Strategic Heritage Action Plan will sit alongside the Heritage Strategy for the duration of the strategy. Each plan will cover a three-year period. The first plan will cover 2024 - 2027 and focus on key actions for that period.

It is recognised that some actions will not be completed within a three-year action plan and therefore will continue through to the next three-year plan. This approach to long-term planning is necessary to achieve truly transformational results.

Resourcing the Action Plan

Funds and capacity will be sought both externally, internally and with partners to deliver the actions set out in this plan for its duration. This programme of work will form a major heritage development focus for the Kirklees district which is additional to current Council services' capacity.

Local Cultural Delivery Plans



An immediate focus for this Strategic Heritage Action Plan will be to identify key resources needed to contribute to local Cultural Delivery Plans (CDPs), which will be developed by the Council as a new approach to place-based co-production for cultural activity.

As part of the Kirklees Cultural Strategy development, community engagement will take place in order to pilot the approach to the CDPs in localised areas in Kirklees. Once adopted, CDPs will be the main driver for heritage development across the district. Local engagement and co-production will be at the heart of the CDPs to ensure that they are rooted in community need.



The CDPs will coordinate more detailed and localised heritage, culture and tourism related actions in specific localities across the Kirklees district in collaboration with local communities and organisations. For example, actions at Castle Hill will be included in the CDP relevant to the Huddersfield area and actions for Oakwell Hall will be included in the CDP relevant to the Spen Valley.

CDPs will incorporate planning for the future of Kirklees's leading heritage assets, linked to local need and any existing plans. They will include significant Council managed assets such as Oakwell Hall and Country Park, Bagshaw Museum, Tolson Museum and Castle Hill; heritage parks such as Greenhead, Beaumont; Heritage Action Zones such as those in Huddersfield and Dewsbury; Town Halls; community heritage assets; and others identified as the CDPs are developed.

OBJECTIVE 1: To demonstrate clarity in the Council's approach to heritage






| OUTCOMES | KEY ACTIONS | TIMESCALE | COUNCIL PRIORITY |
|---|---|------------|--|
| CONFIDENCE SUSTAINABILITY ENGAGEMENT | <ul style="list-style-type: none"> Establish and deliver a long-term communications plan for the Heritage Strategy to promote and raise awareness of Heritage across Kirklees and more widely. | Start 2024 |   |
| | <ul style="list-style-type: none"> Establish an externally funded heritage development team to co-ordinate the delivery of this action plan, to build capacity to improve the collation of data and intelligence around heritage and develop strategic partnerships. | 2024 | |
| | <ul style="list-style-type: none"> Improve auditing of existing performance management information in relation to statutory heritage duty of care including heritage at risk assets. | 2025 | |

OBJECTIVE 2: To contribute to an ambitious approach to heritage, culture and tourism in Kirklees – which will better tell the story of our communities

| OUTCOMES | KEY ACTIONS | TIMESCALE | COUNCIL PRIORITY |
|--|---|--|--|
| PARTICIPATION AMBITION & OPPORTUNITY DUTY OF CARE | <ul style="list-style-type: none"> Adopt and deliver marketing of Kirklees district as a visitor destination, based upon the Heritage, Tourism and Cultural strategies, supporting growth and investment. | Start 2024 |   |
| | <ul style="list-style-type: none"> Embed heritage themes strongly into the district's cultural programmes and their legacy including Kirklees Year of Music 2023 and textiles festival, WOVEN. | Throughout duration of Heritage Strategy | |
| | <ul style="list-style-type: none"> Create and implement a Workforce Development Plan for heritage, which takes account of the need for inclusion in opportunities, recruitment and training. | 2027 | |
| | <ul style="list-style-type: none"> Complete delivery of the Historic England funded Huddersfield High Street⁵ and Dewsbury Living Market Town⁶ Heritage Action Zone programmes, and determine their legacy programmes. | Start 2024 Complete 2025 | |




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OBJECTIVE 3: To connect heritage assets and people so that they can best benefit their communities

| OUTCOMES | KEY ACTIONS | TIMESCALE | COUNCIL PRIORITY |
|--|---|---|---|
| PARTICIPATION DUTY OF CARE ENGAGEMENT | <ul style="list-style-type: none"> Develop Phase 1 of an online Heritage Hub to provide a central point for connectivity, co-ordination, collaboration and showcasing of heritage activity across Kirklees. | Start 2024 | |
| | <ul style="list-style-type: none"> Work with partners to develop programme of heritage interpretation across Kirklees linked to Blueprints for our towns and other key local developments and gateways and linked to Tourism and Cultural Strategy actions. | Throughout duration of Heritage Strategy linked to timescales for key development programmes |  |
| | <ul style="list-style-type: none"> Create and integrate community co-production approaches into future plans for heritage development. | Throughout duration of Heritage Strategy |  |
| | <ul style="list-style-type: none"> Through cross Council co-ordination, integrate heritage opportunities into the Council's Inclusive Communities Framework and Kirklees Futures Strategy for Learning resulting in education, skills development and health improvements. | Throughout duration of Heritage Strategy linked to timescales for Council strategy implementation |  |
| | <ul style="list-style-type: none"> Work with partners and communities and through CDPs to develop further heritage led learning opportunities for all ages, ensuring they are accessible and their impacts can be evaluated. | Throughout duration of Heritage Strategy |  |
| | <ul style="list-style-type: none"> Increase heritage partnerships delivering wellbeing activity and make them sustainable. | 2027 |  |



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OBJECTIVE 4: To adopt a creative, collaborative and innovative approach to heritage sustainability




| OUTCOMES | KEY ACTIONS | TIMESCALE | COUNCIL PRIORITY |
|---|---|---|--|
| <p>CONFIDENCE</p> <p>SUSTAINABILITY</p> <p>PARTICIPATION</p> | <ul style="list-style-type: none"> Develop and implement an Investment Strategy for heritage in partnership with partners and funders. | <p>Start 2025</p> <p>Complete 2027</p> |    |
| | <ul style="list-style-type: none"> Maintain links with Planning Service functions to ensure future guidance documents including conservation and design, and planning policies such as the Kirklees Local Plan, take into account the outcomes of the Heritage Strategy and help to manage the requirements of the National Planning Policy Framework. | <p>Throughout duration of Heritage Strategy</p> | |
| | <ul style="list-style-type: none"> Establish and manage a Local Heritage List (by which locally cherished and significant assets will be assessed and added to Kirklees' local list of Non-Designated Heritage Assets), including procedures and mechanisms to manage and maintain the list. | <p>2026</p> | |
| | <ul style="list-style-type: none"> Collate a fabric condition risk assessment of all statutorily designated (Listed and Scheduled) Council owned buildings/monuments to inform future management options. | <p>2026</p> | |
| | <ul style="list-style-type: none"> Explore the re-establishment of a Kirklees Building Preservation Trust as a means to deliver key heritage priorities. | <p>2027</p> | |
| | <ul style="list-style-type: none"> Continue to maintain Arts Council England Museum Accredited status via application every five years. | <p>2024</p> | |
| | <ul style="list-style-type: none"> Continue to maintain UK Archive Service Accreditation for West Yorkshire Archive Service (Kirklees) by making substantive progress towards meeting the 'Required Action' for the next Accreditation to provide improved storage for the Kirklees archive collections. | <p>2024</p> | |
| | <ul style="list-style-type: none"> Create a long-term Heritage Commercial Investment Plan with a multi-site commercial focus, where appropriate, to support the sustainability of heritage assets managed by the Council. | <p>Complete 2027</p> | |

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OBJECTIVE 5: To improve collaboration in planning, to ensure that heritage assets and activity in the district are well connected

| OUTCOMES | KEY ACTIONS | TIMESCALE | COUNCIL PRIORITY |
|--|--|--|---|
| CONFIDENCE AMBITION & OPPORTUNITY PARTICIPATION | <ul style="list-style-type: none"> Set up a Heritage Partnership group, comprising Council officers, key heritage partners, relevant organisations and community representatives, to report to a newly formed Cultural Partnership Board/ Compact for Kirklees. | 2024 |  ASPIRE AND ACHIEVE  SUSTAINABLE ECONOMY |
| | <ul style="list-style-type: none"> Support the district's heritage sector to recover from challenges such as Covid-19 and cost of living crisis through collaboration, sharing resources and expertise, and linked to Tourism and Cultural Strategy actions. | Throughout duration of Heritage Strategy | |
| | <ul style="list-style-type: none"> Develop systems to enable collaborative reporting to the Kirklees Cultural Partnership Board/Compact on a range of heritage sector benchmarking information (See Section 9). | 2025 | |

OBJECTIVE 6: To support place-making and the delivery of the Council's ambitions

| OUTCOMES | KEY ACTIONS | TIMESCALE | COUNCIL PRIORITY |
|--|--|---|--|
| CONFIDENCE AMBITION & OPPORTUNITY PARTICIPATION | <ul style="list-style-type: none"> Make links with the Tourism Strategy and Cultural Strategy to ensure heritage plays a key role in increasing the Visitor Economy and is promoted and supported accordingly in the long term. | Throughout duration of Heritage Strategy |  ASPIRE AND ACHIEVE  SUSTAINABLE ECONOMY  SHAPED BY PEOPLE |
| | <ul style="list-style-type: none"> Support the heritage sector to create climate emergency plans for their organisations. | Throughout duration of Heritage Strategy | |
| | <ul style="list-style-type: none"> Create opportunities through heritage related programmes and activity to raise awareness of climate change and integrate climate control measures into the delivery of heritage projects. | Throughout duration of Heritage Strategy | |
| | <ul style="list-style-type: none"> Complete and further develop approaches for appropriate repurposing and renewal of significant heritage assets across the district e.g., Kirklees Blueprints, Huddersfield Cultural Heart, Dewsbury Arcade, The George Hotel Huddersfield. | Throughout duration of Heritage Strategy and linked to relevant regeneration project timescales | |

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SECTION 11 THANKS AND ACKNOWLEDGEMENTS

We would like to thank the organisations and individuals who have provided ideas and information to develop this strategy and look forward to ongoing dialogue and collaboration through the Strategic Heritage Action Plan development.



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For further information or updates about this Heritage Strategy and Strategic Heritage Action Plan please contact us:

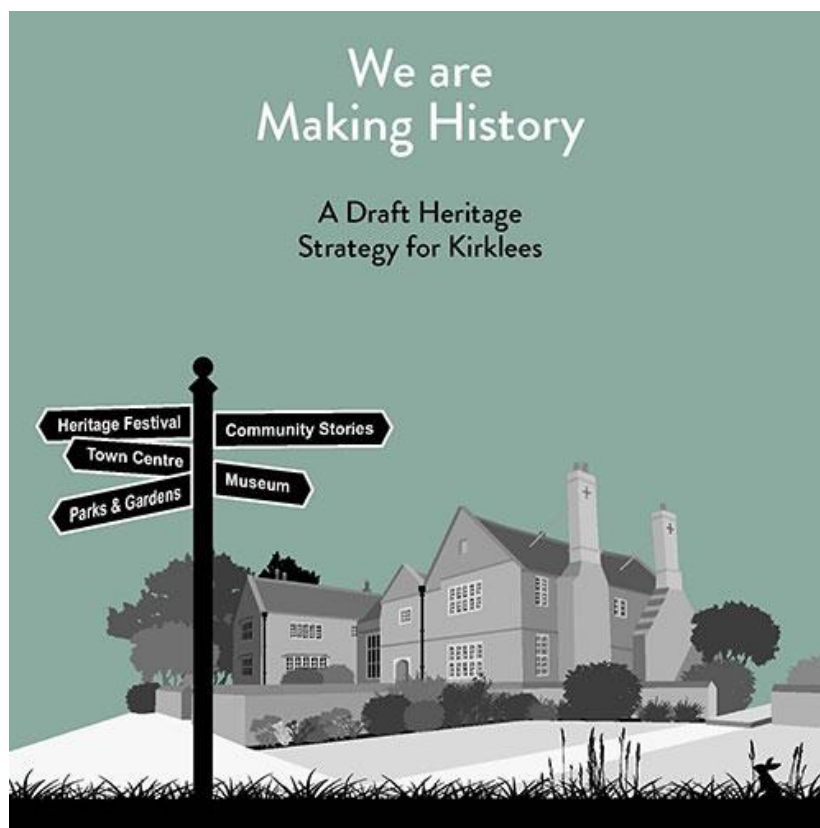
✉ museum.development@kirklees.gov.uk

Front cover image: Oakwell Hall, Birstall

We are Making History
A Draft Heritage Strategy for Kirklees Council

Summary of Consultation Feedback

November 2022 - January 2023



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1: Introduction

Kirklees Council is developing a new Heritage Strategy that will encourage inclusive opportunities for everyone to understand, enjoy, and share heritage.

The Heritage Strategy, which is currently at the draft stage, has been created with support from the National Lottery Heritage Fund through their Resilient Heritage funding programme. It will sit alongside new Tourism and Cultural Strategies currently being developed and will tell the stories of Kirklees in new and exciting ways, encouraging collaboration, promotion, and participation in heritage and culture, and attracting interest and visitors to the district. The Heritage Strategy also aims to shape an aspirational future for Kirklees, built on strong foundations of local identity and to find new ways to invest in, enhance, and sustain our heritage.

2: Summary

2:1 Steps to Date

- A public consultation on the draft Heritage Strategy and the linked Strategic Heritage Action Plan was undertaken from November 2022 – January 2023
- 135 responses to the online survey were received and 3 paper responses to the survey
- Kirklees residents, cultural organisations and partners, funders and other stakeholders such as Historic England and West Yorkshire Archives Service, as well as key internal Council services such as Conservation Planning and Libraries also provided responses
- These comments have been reviewed by the Kirklees Museums and Galleries team with the Council's Research and Intelligence Team, and the strategy amended as appropriate
- The revised Heritage Strategy and Action Plan will be submitted to the Council's Cabinet for approval in the autumn of 2023
- This report on the findings will be added to Kirklees Council's Involve database

2:2 Summary Findings

Support for the Heritage Strategy is strong, with positive feedback from key partners and valuable comments from residents that they welcome the ambition of the outcomes and commitments the strategy offers.

Responses to the consultation were less positive in relation to how the ambitions would be achieved, how the Cultural Delivery Plans would be resourced, and whether the process would be transparent and be representative of the diversity of heritage and communities in Kirklees.

There was a great deal of constructive comment which has informed the way key elements of the revised Heritage Strategy and Strategic Heritage Action Plan will be presented for better understanding.

There is not a fundamental change of message or narrative in the revised version but an emphasis on certain aspects which did not seem to be noticed or understood by everyone.

There were also suggestions for removing duplication, clearer language and making linkages with existing heritage programmes and organisations, and for omissions, which will be considered as part of the implementation of the action plan and the development of the Cultural Delivery Plans.

*“We welcome the proposed Heritage Partnership group and would like to be involved. A wider partnership than we have built so far could provide a more sustainable umbrella for HODs in future years” – **Heritage Open Days Committee***

*“We welcome your proposal to develop place-based CDPs, with “local engagement and co-production to ensure that they are rooted in community need” - **Denby Dale Parish Council***

“It is immensely positive that this strategy is being produced, illustrating the Council’s commitment to the appreciation and celebration of the district’s varied heritage, both tangible and intangible.

*We recommend further consideration of how to reflect the diverse cultural heritage of the district. This could be explored in tandem with plans to engage with new or marginalised communities to foster an increased sense of place and belonging. It would also be interesting to see how this might relate to initiatives such as Creative People and Places, which has a specific remit to increase arts participation from communities with low engagement levels. Finally, it is essential that there is sufficient partner and community buy-in to the framework.” - **Historic England***

*“Great that Kirklees now recognises the central role heritage plays in economic growth, jobs, visitors, reputation etc. A change from viewing its heritage buildings etc as liabilities, and instead viewing them as potential assets is long overdue and very welcome. Many KMC libraries have important local history or local studies sections, or history groups. Libraries could be used more to showcase Kirklees heritage, putting on events, performances, displays etc and pulling more local residents in.” - **Spen Valley Civic Society***

*“We welcome Kirklees Council’s commitment to that heritage in its ‘We Are Making History’ Draft Heritage Strategy It is also re-assuring to see, on p.07 and 09, Kirklees’ commitment to ensuring that it meets national statutory requirements. Stresses the crucial importance to work in local history and, therefore to the Heritage Sector as a whole, of the provision of continuing and enhanced access to source material in the shape of libraries, museums and archives” - **Huddersfield Local History Society***

3: Methodology

The draft Heritage Strategy was published for consultation with local residents, communities and key stakeholders between November 2022 and January 2023. It was launched at the [Culture is Ordinary](#) conference in November 2022 and communicated via the Council’s Communications team.

The Strategy was available online via the Kirklees Council, Kirklees Together and Huddersfield Unlimited websites, alongside an online survey to gather feedback. Paper copies of the survey were also available, and the survey engagement was promoted on social media. Examples of the social media publicity and the survey questions are included in [Section 7:4 of the Appendix](#) to this report.

The survey, using a mix of structured (quantitative) and open-ended (qualitative) questions, focused on the following areas:

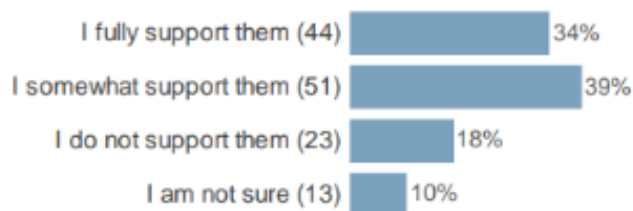
- Whether people felt the strategy will have a positive impact on heritage in Kirklees
- Whether it will make a difference to those living and visiting Kirklees
- Whether the strategic action plan is likely to increase people's engagement with heritage and help them to learn about the local area

In total, 135 online and 3 paper responses to the survey were received. Thematic analysis of qualitative responses was carried out in order to identify key themes, and descriptive statistics were produced for quantitative responses. A summary of key findings is below, and these informed the drafting of a final version of the Heritage Strategy to be submitted to Cabinet.

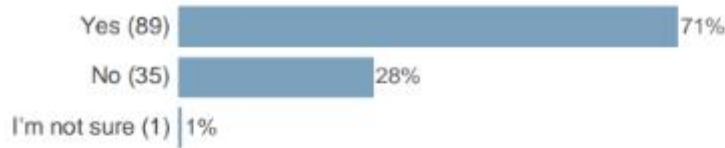
4: Summary of Survey Findings

4:1 Quantitative Responses

Overall, how do you feel about the proposals in the Heritage Strategy?



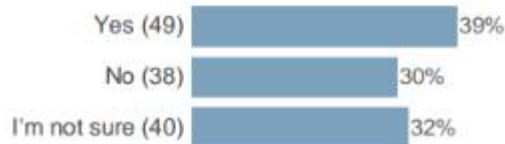
Have you read the full Strategic Heritage Action Plan?



Do you think the Strategic Heritage Action Plan includes the actions needed to improve heritage in Kirklees?

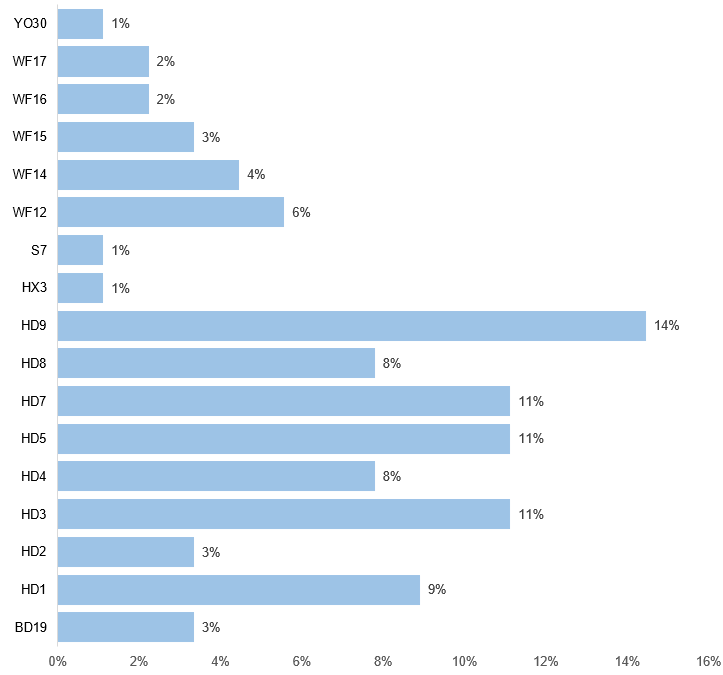


Do you think the Strategic Heritage Action Plan includes actions which will increase people's engagement with heritage and help them to learn about the district?

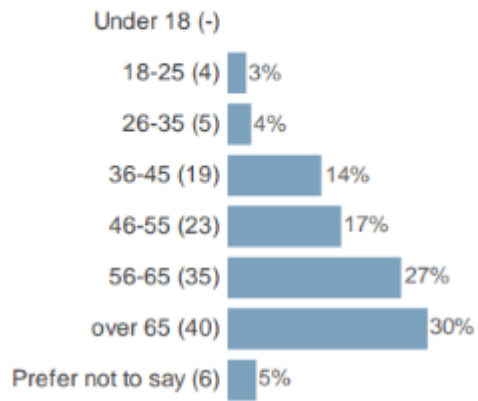


Please tell us the first part of your postcode leaving no spaces, e.g. WF12 (this will be 3 or 4 characters)

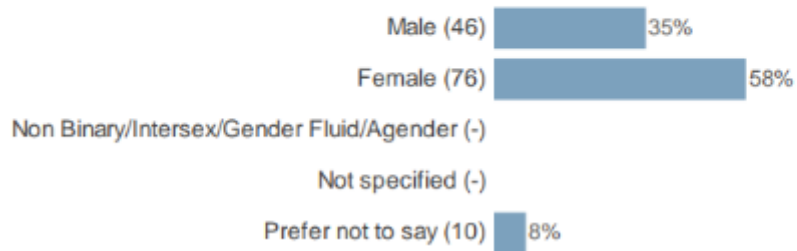
| | | | | | | | | | | |
|------|------|------|------|------|-----|------|------|------|------|------|
| WF12 | HD7 | HD1 | HD5 | WF12 | HD9 | HD5 | hd9 | Wf17 | HD7 | HD3 |
| Wf12 | WF12 | HD3 | WF15 | HD9 | HD3 | Bd19 | HD3 | HD2 | HD7 | WF14 |
| HD7 | WF14 | HD9 | HD5 | HD5 | HD3 | HD1 | HD1 | HD4 | BD19 | HD1 |
| HD8 | HD4 | HD5 | Wf16 | HD1 | HD4 | HD4 | HD4 | HD7 | HD9 | HD1 |
| WF12 | HD3 | HD3 | Hx3 | HD2 | HD9 | HD5 | HD5 | HD9 | HD7 | Hd7 |
| HD2 | S7 | YO30 | HD8 | Hd1 | HD9 | Hd8 | HD1 | HD7 | WF14 | Hd8 |
| WF16 | Hd3 | HD9 | WF15 | HD4 | Hd7 | Hd5 | HD3 | HD9 | HD8 | HD9 |
| HD7 | HD5 | HD8 | WF14 | WF12 | HD3 | BD19 | WF17 | HD9 | WF15 | Hd8 |
| HD5 | HD4 | HD9 | | | | | | | | |



How old are you...



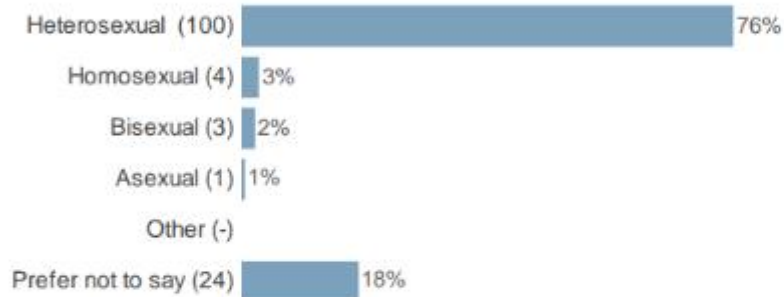
Are you...



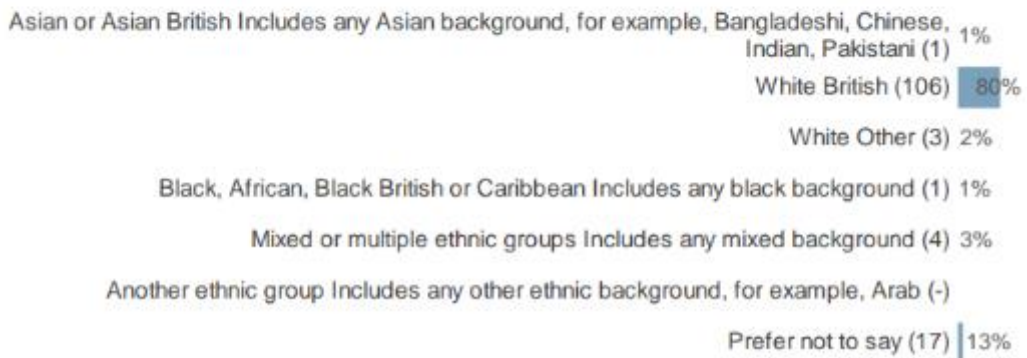
Is your gender the same as the sex you were registered at birth?



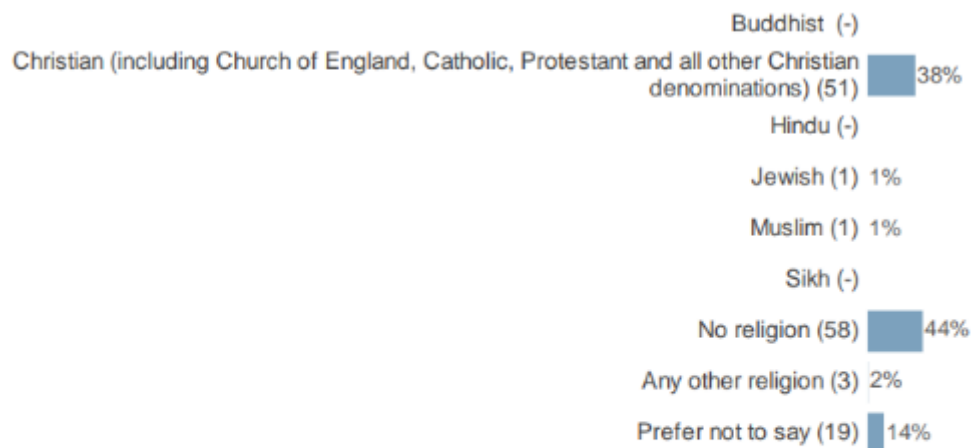
What is your sexuality?



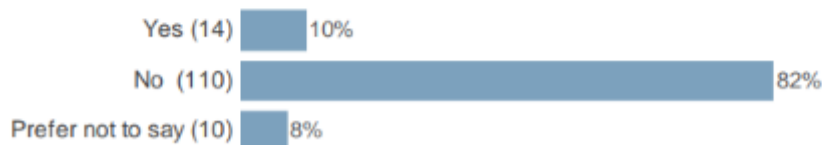
What is your ethnic group?



What is your religion?



Would you describe yourself as disabled?



4:2 Qualitative Responses

4:2:1 Ideas/feedback which would help make the Heritage Strategy successful

Investment

Respondents felt that investment is key to ensuring the strategy is successful. The need for investment to achieve the ambitions of the strategy should be highlighted in the strategy. There should be transparency around decisions on investment in key heritage sites (such as Crow Nest Park, Tolson Museum, George Hotel, Victoria Tower, Castle Hill and Huddersfield Town Hall).

“Investment levels into heritage assets’...How much investment? From what level to what level?”

Tangible Actions and Clear Performance Measures

Feedback on the suggested success measures was that some did not adequately demonstrate progress. Having a clearer focus on tangible actions and better performance measures, with outcomes directly evidencing the impact of the Strategy and how well it is working in practice would be key to success.

“Section 7 on Outcomes provides an unfocused template for any sort of workable action plan for heritage development. Many of the performance indices listed cannot be measured objectively”

Accessible Language

The Strategy also needs simpler, clearer language so that it is more easily understandable and relatable, particularly in relation to how it can have an impact on the daily lives of local residents and communities.

“Having read it through carefully I am not convinced that I have understood the whole of it or can appreciate exactly what you are trying to achieve. Even for a degree educated person the language used and the concepts are quite difficult to absorb”

“...the realities of what it actually means to me as a resident in Kirklees are not totally clear”

Inclusion, Engagement and Co-Production

To ensure the Strategy’s success, there is a need to focus on co-production/engagement and the voices of local residents and communities, and on inclusion, particularly in relation to ethnic and cultural diversity and history, including migrant history.

“Whilst the strategy speaks of “communities” it does not make reference to the rich ethnic diversity within Kirklees. The danger of the strategy being viewed as “white heritage” should definitely be avoided”

Need for Collaboration

Ensuring the successful implementation of the Strategy should be the collective responsibility of a wider partnership (for example, including the archive service, history groups, civic societies, libraries, independent museums, planning and other Council services), to ensure integrated thinking and ownership.

“In the long run it would be great to see even more close collaboration than there is at present between Museums, galleries, archives and Local History library provision and between them and the university and local creative industries and heritage organisations. E.g. development of exhibitions, podcasts, plays and films created based on local stories and local places and people. There seems to be too much separation at present.”

4:2:2 Feedback on what is missing from the Strategy

Specific Detail

Respondents felt that the Strategy needs more specific detail, for example in relation to the future of a number of important heritage assets, such as Tolson Museum; at risk buildings; plans for assets such as photograph and sound archives; and protection for local heritage such as Crow Nest Park, Heckmondwike and Cleckheaton.

It was also felt that reference to the following was missing:

- Library/archive services
- Musical history (e.g. brass bands and choral societies)
- Wildlife, flora and fauna
- Woodlands and rural habitats
- Rural heritage (e.g. small holdings, drystone walls, hedges)
- Industry/pre-industry heritage
- Local history groups
- Twinned towns
- Textiles heritage
- Black abolitionist history
- Local heritage trails
- Coal mining industry
- Engineering pioneers
- Tramway and railway sites
- Links to river/canal corridors.

Some also felt that the Strategy is missing links to wider cultural/tourist objectives. Linked to comments around investment, it was felt important to provide an outline of how conservators/archivists and other heritage staff will be funded. Greater emphasis and acknowledgement/support of the work undertaken by voluntary groups and organisations in preserving, promoting and protecting heritage should be made.

There was also a perception that the strategy would benefit from further emphasis on the wider geographical area of Kirklees, for example North Kirklees, smaller villages and outlying areas (and their histories), and not just a focus on major developments in Huddersfield.

Privately Owned Heritage Buildings

There were comments around the Strategy outlining support for the maintenance/restoration of privately owned properties to help preserve heritage and prevent buildings falling into disrepair; and including consideration of when modernisation might be appropriate as opposed to restoration alone.

“There is far too much emphasis on preserving things as they are purely because they are old instead of taking key heritage points of particular sites and encouraging positive development that can incorporate, enhance, and make the heritage features more accessible to a wider public”

However other respondents felt that there was too much emphasis on stories and non-tangible heritage and not enough on preserving existing heritage assets.

Funding to Deliver Strategy Ambitions

It was also felt that the Strategy would benefit from clarity around the support available from within the Council in relation to implementation, as well as identifying partnership links with other Councils (e.g. where there is shared heritage). Reference to funding/how the Strategy will be funded in the future is also needed.

The Heritage of Tomorrow

Respondents would also like to see the Strategy incorporate scope to evolve, for example alongside Government policy and in terms of identifying future (modern day) heritage.

4:2:3 Feedback on what is missing from the Strategic Heritage Action Plan

Commitment to Tangible and Practical Actions

Respondents felt there should be clear commitment to actions, and that these need to be much more tangible/practical. This was particularly in relation to engagement with residents (of all ages; including North Kirklees; including Parish Councils) and ensuring a focus on co-production/shared ownership of the Strategy.

“My concern is that the action plan is still quite light on what the ‘actions’ actually mean...what will happen on the ground? What will I, as a resident, see that is different? I don’t know.”

Marketing and Promotion

Actions are also needed around the marketing and promotion of local heritage (locally and nationally, via schools, a community heritage hubs network, heritage days, leaflets and oral history projects) in order to generate interest. This should also focus on improving people’s understanding and engagement with heritage.

4:2:4 Other Comments

Other comments made by local residents and communities related to ensuring new developments are not detrimental to heritage; enabling each heritage site to have its own parking facilities; and focusing equally on both small and large heritage sites.

There was reference to the Strategy needing to reflect sustainability given the current economic climate; and that a stronger focus on political support and collaborations/partnerships is needed (with examples of these highlighted within the Strategy). It was suggested that the expertise and knowledge of existing Council staff could also be harnessed to help ensure the Strategy is successful.

There was also a comment that the publishing of the Cultural Delivery Plans would help with understanding responsibilities/areas in relation to the Heritage Strategy.

There were some suggestions around generating income, for example by using the upper floors of heritage buildings as accommodation for local residents, or by making heritage sites multi-purpose (e.g., shared use for school learning, weddings, film locations).

It was also commented that there could be better identification of and custodianship of heritage assets.

5: Additional Feedback from Public Engagement, Meetings and Briefings

A range of engagement in addition to the online survey was carried out (see [Appendix Section 7:2](#)). This included public events, Members' briefings, public Council meetings and meetings with key stakeholders. Common themes represented from this engagement included:

- Positive feedback for the collaborative and place-based community approach
- The need for representative diversity across Kirklees and in local areas
- The need to acknowledge and build on the existing partnerships that have underpinned the development of the strategy
- The broader concept of heritage should be communicated more effectively
- The role of some key stakeholders – such as libraries and schools/young people – need more emphasis and further development in the action plan

Based on responses, the strategy and action plan were generally felt to be a positive step in ensuring the successful protection and engagement of heritage assets within Kirklees. Many agreed that heritage is a valuable asset to Kirklees and a particular focus on the collaborative place-based approach was seen to be the way forward.

The Cultural Delivery Plan approach with a concentration on community need for local areas, received positive comments and was felt to be a positive way to tackle the size and diversity of Kirklees. These were welcomed as opportunities to offer people a voice and ensure heritage is sustainable across the district.

The proposal for a Heritage Partnership Group and the local Heritage Asset List were also received well, with key partners emphasising the continued good work already happening and the need to develop this into a more sustainable model of working:

6: Recommendations

It is recommended that as the Heritage Strategy is revised as a result of consultation feedback highlighted in this report and the Strategic Heritage Action Plan is implemented:

- Cultural Delivery Plans are co-produced with local residents, using a range of methods which remove barriers to ensure wide engagement and understanding. A focus on males, those aged under 45 and those from ethnic/diverse communities will ensure a more representative and inclusive range of involvement than has resulted from this phase of consultation.

- The revised strategy and plan use simpler language to ensure that they are more easily understandable and relatable
- Tangible actions are identified, and outcomes that directly evidence impact of the strategy
- Elements that residents and communities feel are currently missing are considered for inclusion in the strategy itself or feature in the next level of development, as the action plan is implemented and the local Cultural Delivery Plans are developed with communities
- The investment process is transparent
- Future sustainability is considered
- Continue to ensure that there are strong links to the Cultural and Tourism Strategies, which are currently in development
- The strategy continues to be developed as a high-level strategic document and specific areas of heritage noted in the suggested omissions and feedback will be looked at when the local Cultural Delivery Plans are developed in collaboration with communities

To ensure success, it is also recommended that there is targeted public engagement and a partnership/collaborative approach to implementation and ownership, along with effective marketing and promotion of local heritage.

7: Appendices

7:1 Additional written responses

Historic England Response

Historic England
37, Tanner Row
York
YO1 6WP

Deborah Marsland
Kirklees Museums & Galleries
Market Office
Queensgate Market
Huddersfield
West Yorkshire HD1 2UJ

04 January 2023

Dear Deborah,

We are Making History: a draft heritage strategy for Kirklees Initial consultation

We are grateful for the opportunity to comment on the draft heritage strategy for Kirklees.

Historic England was a member of the *Bringing Out the Best* Programme Board, for which the production of the strategy was a key ambition. We are also actively working with Kirklees Council on several conservation and regeneration projects across the district, including providing funding for the *Heritage Action Zones* in Dewsbury and Huddersfield.

It is immensely positive that this strategy is being produced, illustrating the Council's commitment to the appreciation and celebration of the district's varied heritage, both tangible and intangible. We particularly welcome the proposal for more focussed delivery through local Cultural Delivery Plans, responding to the district's size and diversity.

The document comprises a high-level strategy and an action plan. In our comments below we have set out areas where we consider the two documents would benefit from further detail. The first section provides additional reflections on what makes Kirklees special; the second section covers specific elements which are either absent from the strategy or would benefit from further development.

Areas for enhancement or further consideration within the strategy:

Kirklees heritage- what makes Kirklees special?

- All examples of designation asset types in Kirklees should be cited: listed buildings, conservation areas, scheduled monuments, registered parks and gardens and part of the Adwalton Moor registered battlefield.
- The district's significance as a transport gateway to the Pennines should be referenced. The canals, railways and associated structures are nationally important, such as Huddersfield's grand railway station and the incredible engineering masterpiece of Standedge Tunnel. These transport networks still form an important part of people's lives and are features of which they can be justifiably proud.
- Mills are worthy of specific mention, as they are fundamental to the landscape, history and culture of the district. This is something Historic England is currently highlighting through our [Mills of the North](#) campaign. Mills also provide great opportunities for regeneration, with potential to house the homes and businesses of the future.
- The district also has fine assemblages of 18th and 19th century housing and non-conformist chapels built from local stone, some of which have been converted to new uses.
- While Kirklees has a strong industrial history, largely focussed in the area's urban settlements, the value of the district's rural heritage should also be recognised. Parts of the district lie within the Peak District National Park and there are substantial areas of Ancient Woodland, particularly to the south and east of the district.
- It may be worth further noting the Council's specific roles and responsibilities for managing the tangible heritage of the past in your definition, spanning the built heritage and landscapes of the areas as well as the portable heritage in museums and galleries.

Areas for further consideration

- We welcome the reference to addressing the climate change emergency but would recommend inclusion of more proactive actions, in particular:
 - recognition of the carbon benefits of retaining and repurposing historic buildings, rather than building new.
 - the need to undertake informed – not necessarily standard - energy efficiency measures for historic homes, noting that around a quarter of Kirklees households live in pre-1919 buildings ([link](#)).
 - tackling the increased risk to built heritage as a result of climate change causing flooding, increased rainfall and higher temperatures.

Addressing these issues would make a positive difference to people living in and visiting Kirklees.

- There is scope to give greater prominence to the economic value of the historic environment. The action plan should identify the importance of integration with other departments and external partners to create the right investment opportunities and deliver high quality development solutions for heritage assets. In particular, the Council's Conservation Planning and Regeneration teams should play an active and integrated role.
- Heritage-led regeneration is key to town centre renewal. The action to complete delivery of the High Street Heritage Action Zones (page 27) would benefit from a reference to securing their legacy. Further, we would recommend more detailed reference to other existing investment programmes, including the Blueprints for Huddersfield and Dewsbury, as well as any planned investment in secondary towns.
- Only one third of conservation areas in Kirklees currently have an appraisal or management plan. The strategy would benefit from actions that support bringing forward plans for management and enhancement of these places to make them ready for investment.
- Craft skills and use of traditional materials should be promoted. The Kirklees district is remarkable for its high-quality building stone, which is still being quarried. Traditional construction and craft skills do not only represent intangible heritage but are also essential to support the protection and enhancement of the district's historic places.
- Collaboration with other local authorities is important, particularly over joint assets such as Kirklees Park, Bretton Hall, National Coal Mining Museum and Adwalton Battlefield, and cross-boundary projects such as the TransPennine Rail Upgrade. There would also be benefits from greater collaboration with University of Huddersfield and colleges, amenity societies and community groups.
- The analogy between heritage and theatre is a striking one, which will encourage readers to think of heritage in fresh ways. However, it is less clear what it might mean to 'stage a wonderful heritage show', who this is for and the role of residents and visitors as audience members and participants.
- Pride in Place is implicit in the concept of 'Perception' in your 5 key principles section. Use of the term 'pride in place' could be used to relate to the role of heritage in levelling-up.
- We recommend further consideration of how to reflect the diverse cultural heritage of the district. This could be explored in tandem with plans to engage with new or marginalised communities to foster an increased sense of place and belonging. It would also be interesting to see how this might relate to initiatives such as Creative People and Places, which has a specific remit to increase arts participation from communities with low engagement levels.

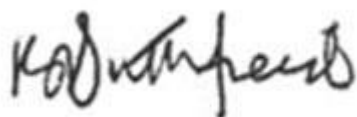
- Is there more potential for 'community ownership' of places, with heritage as part of the mix, to support the aims of the framework? There are some excellent local examples of this in Kirklees, including Britain in Bloom and other grassroots activity where community activism has been mobilised.
- Finally, it is essential that there is sufficient partner and community buy-in to the framework. To some extent we assume that this will come through the pilot work on Cultural Delivery Plans but building networks and relationships locally and corporately will be required. Planning and resourcing this activity will be key to unlocking the potential which the framework provides to engage a wider coalition of support for the heritage across Kirklees.

Next Steps

We reiterate our support for the Heritage Strategy and the associated activities on which we are working with the Council. We would welcome ongoing discussions about the Strategy as part of our continued partnership working with Kirklees.

In the meantime, if you would like to discuss anything further please do get in touch.

Kind regards,



Richard Butterfield

Partnerships Team Leader (Yorkshire) richard.butterfield@historicengland.org.uk

Heritage Open Days Committee



Kirklees

Heritage Open Days

Committee

Please reply to: kirkleeshod@gmail.com

RESPONSE TO 'WE ARE MAKING HISTORY' (DRAFT HERITAGE STRATEGY FOR KIRKLEES)

Heritage Open Days (HODs) is England's largest festival of history and culture, involving thousands of local volunteers and organisations. Every year in September it brings people together for 10 days to celebrate their heritage, community and history. Stories are told, traditions explored, and histories brought to life. Thus it exemplifies the 'People, Places and Things' definition of heritage at the heart of the draft strategy, and we welcome the strategy's renewed focus on heritage in all its aspects.

In Kirklees, HOD events are co-ordinated by our Committee, a voluntary partnership of civic and local history societies from across the Borough, with Council representation from Museums & Galleries and Libraries. Though very dependent on voluntary effort, we have been successful over recent years in substantially boosting the profile of HODs in Kirklees, but could do more if our efforts were more strongly embedded in, and supported by, a wider heritage strategy. We are tantalised by the 'Heritage Festival' which appears on the draft strategy's graphic signpost motif, a concept which is not developed within the draft but which we believe we are already offering as best we can (and return to below).

Looking at the last five years, 2017-22 inclusive (excluding 2020 when Covid precluded most activities), there has been an average each year of 65 events within the Kirklees HOD programme, and a total of about 175 unique events, reflecting a baseline of regular annual participants plus a healthy turnover of new events each year. A rough breakdown shows events and openings falling into the following broad categories:

- 42 secular buildings opened to the public, ranging in age from the 16th to 21st centuries.
- 40 places of worship – largely but not exclusively Christian churches, and with a big opportunity via wider networks to extend the participation of other faith groups.

- 37 walks introducing locations and stories of historical interest.
- 27 talks, workshops, artistic performances and other hard-to-categorise events.
- 15 exhibitions specifically put on for the occasion.
- 7 events in parks and gardens
- 6 museums – the major Kirklees Council sites make a large contribution, but others are involved too.

Geographically, all parts of the District have been involved, albeit inevitably with some unevenness, which we continually strive to redress. We wonder if Libraries could play a stronger role here in securing wide coverage.

Of course the individual events have been organised, not by ourselves, but by a wide range of building owners and community groups, informing the public about histories and heritage assets while engaging many hundreds of volunteers across the district. Their dedication and imagination are the great strengths of HODs – our role is to co-ordinate, support and promote, albeit with very limited resources.

In doing that, lines of communication have been established with other key players such as WOVEN, the Council's community cohesion team and, now, the Year of Music, always with the aim of maximising the synergies between Heritage Open Days (which has an annual, optional national theme) and the local cultural offer.

We suggest, therefore, that Heritage Open Days has much to build on and much to offer as one visible focal point, annually, for the Heritage Strategy. In particular:

- We welcome the proposed Heritage Partnership group and would like to be involved. A wider partnership than we have built so far could provide a more sustainable umbrella for HODs in future years.
- We see promise in the proposed online Heritage Hub as a central point of reference. However, we note that not all audiences for heritage are digital, and that to date there have only been two digital events within the Kirklees HOD programme. It is vital that digital promotion continues to be balanced by print media.
- We would like to know more about the 'Heritage Festival' concept. We note, for example, that the locally-branded Halifax Heritage Festival coincides with Heritage Open Days, and believe that building on an existing national profile with an established position in the calendar could be an excellent foundation for a Kirklees 'Heritage Festival'.
- Alternatively, if there is a risk of cramming too much into one 10-day period, HODs could be complemented by a local spring heritage festival, to which we could bring our network of contacts and experience. One drawback of the September fixture is the difficulty of involving schools at the start of the school year, which this could redress.
- Many listed buildings already open for HODs, and HODs or a further festival could also highlight additions to the proposed Local Heritage Assets List.

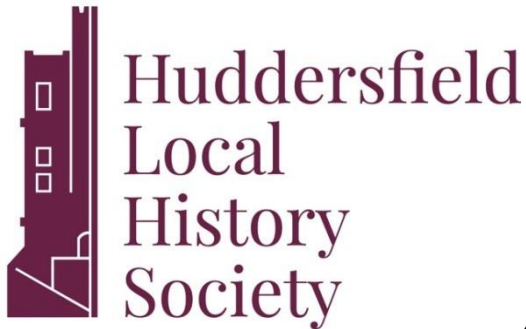
If we have a criticism of the draft strategy, it would be that as it stands it seems somewhat abstract. It could be enriched by the wealth of practical experience in engagement with heritage represented by the HODs community in Kirklees; just as that community could draw strength from greater recognition and support at corporate level.

**DAVID GRIFFITHS, Chair, for Kirklees Heritage Open Days Committee
December 2022.**

NB This response is the view of the voluntary members of the KHOD Committee. The constituent organisations may be responding individually to the Strategy as a whole.

KHOD Committee members: Discover Huddersfield, Holme Valley Civic Society, Huddersfield Civic Society, Huddersfield Local History Society, Kirklees Libraries, Kirklees Museums & Galleries, Spen Valley Civic Society.

Huddersfield Local History Society



‘We are making History’ – a draft Heritage

Strategy for Kirklees

A response from Huddersfield Local History Society

Huddersfield Local History Society (HLHS) is a membership organisation now approaching its fiftieth anniversary – a history almost co-terminus with that of Kirklees Council. Its object is to support people of all ages and levels of experience in their shared interest in and enjoyment of the history of Huddersfield and district. To that end it is committed to encouraging original research into local history topics by its members and others and to sharing the results of that work in whatever forms and through whatever partnerships might be appropriate.

Current membership exceeds 250 drawn principally from Huddersfield and the Pennine Valleys of the Colne the Holme and Dearne. It also has a much wider UK and international reach with Huddersfield ex-pats and their families around the world. That reach is augmented by its website (<https://www.huddersfieldhistory.org.uk/>) and was significantly extended during the Covid Lock-Downs when the HLHS monthly talks were recorded and posted on YouTube.

It has an annual programme – September to June – of monthly talks and an annual visit. All its talks are open to members and non-members and, as such, constitute ‘Public’ events. Speakers are drawn from the HLHS membership as well as from visiting researchers with a shared interest in our local history. Each year there is a ‘History Day’ with contributions from members and visiting academics all addressing the same theme. The 2022 History Day was on the theme of *Huddersfield at Play* with contributions on Music, Rugby League, Cricket and Bhangra.

An important aspect of the Society’s role is its collaboration with the University of Huddersfield’s Centre for History, Culture and Memory. That collaboration takes a number of forms but principally by all the HLHS monthly talks being held at the University and by the joint sponsorship of an annual public *Luddite Memorial Lecture*. That lecture, delivered by nationally important historians, ranges across the wide spectrum of British, and particularly West Yorkshire, Social History. The University also collaborates with HLHS in promoting a prize for research in local history, open to hitherto unpublished researchers, and named for the late Edward Law, a much-respected local historian.

The commitment to sharing the results of new research in local history also takes the form of publications. HLHS has an annual *Journal*, regularly celebrated by the British Association for Local History, to which members and others submit the results of their research. In addition to that HLHS has an ambitious programme of more substantial publications which are promoted in a much wider market and, to which end, feature regularly in Waterstones Huddersfield bookshop, Huddersfield Local Studies Library, the Tolson Museum, Colne Valley Museum and other retail outlets.

HLHS collaborations and its members’ contributions are also evident in *Discover Huddersfield*, where HLHS members have written and led many of its trails. The same is also true of the *Heritage Open*

Days and in the Memories of Our Square project which is led by two of the Society's Committee members. This three-year project is funded by the High Street Heritage Action Zone (HSHAZ) programme, led by Historic England and supported by Kirklees Council.

In the breadth of its activities currently and over almost fifty years, the Society has done much to sustain the notion and understanding of the unique – and still developing – sense of our local heritage. For that reason we welcome Kirklees Council's commitment to that heritage in its 'We Are Making History' Draft Heritage Strategy. In particular (p.04) its 'vision and support for the work of the local voluntary heritage sector' and its intention to create 'the conditions for collaboration and growth which will support individuals and communities to tell their stories'. It is also re-assuring to see, on p.07 and 09, Kirklees' commitment to ensuring that it meets national statutory requirements. As is the inclusion within the Heritage Strategy of 'Museums, art galleries, archives, libraries and their collections' and in doing so acknowledges the institutions which make possible the research, collaboration and sharing which constantly refresh and renew our understanding of the detailed reality of our local history. Without that work notions of 'heritage' can slip too easily into stereotype and cliché.

Further, Huddersfield Local History Society,

- Understands that such 'strategy' reports are written at a remote level of abstraction but would prefer its generalities to be illustrated by real-world examples
- Welcomes the report's emphasis on place and diversity
- Stresses the crucial importance to work in local history and, therefore to the Heritage Sector as a whole, of the provision of continuing and enhanced access to source material in the shape of libraries, museums and archives.
- Welcomes the proposed Heritage Partnership Group and would like to be involved, similarly the place-based Cultural Delivery Plans.
- Looks to the Heritage Strategy to encourage further collaborative working with other Heritage Sector providers and support for events publicity and for the dissemination of publications.

CYRIL PEARCE

Chair, Huddersfield Local History Society

23 December 2022

NOTE: Page references above are to the printed rather than the on-line version of 'We are making History' – a draft Heritage Strategy for Kirklees.

Denby Dale Parish Council Response

Kirklees Draft Heritage Strategy

response from Denby Dale Parish Council

- We fully recognize the importance of Kirklees managing its own heritage assets but are pleased with the intention to “involve partners” and “create the conditions for collaboration and growth”.
- We welcome your proposal to develop place-based CDPs, with “local engagement and co-production to ensure that they are rooted in community need”.
- We hope that Denby Dale will be one of the “specific localities” referred to and are keen to engage with any such place-based CDP.

.....
Denby Dale Parish Council already has a Heritage Working Party.

-We fund and manage a local history website www.denbydalekirkburtonarchives.co.uk which aims to preserve and give public access to the work of several notable local historians.

-We have published 6 local history books (5 new, one a re-print), which reflect the “stories and identities of our communities”.

-We have supported the Skelmanthorpe Textile Heritage Centre in a former Weaver’s Cottage.

(see <https://fosthc.wixsite.com/skeltexheritage>)

-We have supported the Denby Dale Walkers are Welcome Group, many of whose trail leaflets have a strong heritage element (see www.denbydalewalkersarewelcome.org.uk) and link to your forthcoming tourism strategy.

.....
The Denby Dale area has a fascinating and diverse heritage.

This includes:

- textiles, coal, clay, quarrying and farming
- the Iron Age Hill Fort at Castle Hill High Flatts
- the High Flatts Conservation Area, home of Quakers since 1652
- the Denby Dale Pies
- the Penistone Line railway with the former Clayton West Branch Line (a major tourist attraction)
- the magnificent Denby Dale Viaduct with its fascinating story
- the Clayton West packhorse bridge
- the Emley Moor TV mast

Spen Valley Civic Society

As the Secretary of Spen Valley Civic Society I was not aware of the development of the strategy, nor of the public consultation, and I don't think other relevant organisations in Spen Valley are aware of it either. So I shall be forwarding Deborah Marsland's email to them and inviting them to respond. I hope that Huddersfield, Holme Valley Civic Societies will be responding too!

The points that strike me are:

1. Great that Kirklees now proposes to create a Local Heritage Assets List – other Local Authorities have had these for years and the lack of one in Kirklees has been an impediment to saving/sustaining local assets.
2. Great that Kirklees now recognises the central role heritage plays in economic growth, jobs, visitors, reputation etc. A change from viewing its heritage buildings etc as liabilities, and instead viewing them as potential assets is long overdue and very welcome.
3. As with its Local Plan, this strategy focuses on Huddersfield and Dewsbury (apart from mention of its museums outside those settlements) and so the only mechanism of including all the other places in Kirklees seems to be Cultural Development Plans.
4. Libraries are included in the definition of heritage on page 11 but are not mentioned again. Many KMC libraries have important local history or local studies sections, or history groups. Libraries could be used more to showcase Kirklees heritage, putting on events, performances, displays etc and pulling more local residents in.
5. The strategy doesn't include anything specific about how Kirklees could (already does??) support schools in Kirklees to teach our local heritage.

Re your response you could stress that building on the existing HODs festival to make it co-function as a Kirklees Heritage Festival would be a win-win option. Also, our group has improved the "coverage" with events now spread across Kirklees, not just in Huddersfield. That's been achieved by face to face engagement, not by digital means.

7:2 Additional Public Engagement, Meetings and Briefings

Kirklees Council Overview and Scrutiny Management Committee

Reports on the Culture, Heritage and Tourism Strategies were presented to the Overview and Scrutiny Management Committee on 11 February 2021 and 22 November 2022.

[Culture-Tourism-Heritage Strategies.pdf \(kirklees.gov.uk\)](#)

[EconomyandNeighbourhoodScrutinyPanel22.11.2022](#)

Culture is Ordinary Conference

A breakout session on the development of the Heritage Strategy was held as part of the Culture is Ordinary conference and attended by 15 people in November 2022.

Pop up Events

Pop up stalls, at Oakwell Hall, Birstall as part of a Christmas event and at Tolson Museum's Mondays at the Museum social prescribing day in Huddersfield, attracted 88 people.

Meetings

A Members' briefing on 15 November 2022 was attended by 23 Councillors. Meetings were held with key services to discuss feedback on the draft strategy, including the Council's Conservation Planning team, Libraries, and West Yorkshire Archives Service. Meetings were also held with key sector stakeholders, including National Heritage Lottery Fund, Historic England and Arts Council England, and with the Friends of Tolson and Ravensknowle and Huddersfield University's School of Arts and Humanities.

Social Media

Promotion of the survey on social media throughout the consultation period resulted in over 30,000 impressions and almost 750 click-throughs to the survey page.

7:3 Previous Engagement

Bringing out the Best

The National Lottery Heritage Fund Bringing out the Best programme, which ran from 2019-2021, initiated the development of the Heritage Strategy. The approach to its development and early drafts were discussed at Bringing out the Best Board meetings. Board members included external organisations (Historic England, Arts Council England, the National Lottery Heritage Fund, Museum Development Yorkshire) and Council services, including representatives from Policy, Cohesion, Conservation Planning and Assets teams. Public engagement linked to the development of the new museum and gallery in Huddersfield and in North Kirklees linked to existing museum sites also helped to inform the creation of the strategy.

The public engagement reports are available on Involve and the Council website:

<https://www.kirklees.gov.uk/beta/museums-and-galleries/pdf/public-engagement-report.pdf>

7:4 Survey Questions



Kirklees Heritage Strategy Feedback Form

Kirklees Council wants your views on a new Heritage Strategy for the district.

The strategy 'We are Making History' is currently at draft stage and has been created with support from the National Lottery Heritage Fund through their Resilient Heritage funding programme.

The council wants to promote, enhance, and make more accessible the rich heritage of the district, encouraging more people to participate in heritage activity, and is seeking your views on the ideas in the strategy.

Your feedback is important and will be considered and used to improve the strategy and the action plan, before being presented to Kirklees Council's Cabinet for approval and implementation in 2023.

For any help with this form please contact museum.development@kirklees.gov.uk.

This survey will close on 8 January 2023.

We are all making history every day.

The people and places which make up Kirklees have an amazing story to tell and with your help we can make a strategy for heritage in Kirklees.



Kirklees Heritage Strategy

These first few questions are on the Kirklees Heritage Strategy

Have you read the full Heritage Strategy?

- Yes
- No
- I'm not sure

If you don't have time to read the full strategy but still want to give feedback, the summary below provides an overview.

The Heritage Strategy:

- Recognises heritage is not only about physical assets such as buildings but also the history of Kirklees, in particular its people, identity and stories and how we tell these.
- Raises the profile of the unique rich and diverse heritage of Kirklees, recognising its importance to the district.
- Seeks to be proactive and innovative in the way our heritage is cared for and sustained, finding creative ways we can enjoy and learn from it, developing it in a way we can ensure it thrives for future generations.

Do you think the Heritage Strategy covers what you think is important about heritage in Kirklees?

- Yes
- No
- I'm not sure

Do you think the Heritage Strategy will make a positive impact on heritage in Kirklees?

- Yes
- No
- I'm not sure



Overall, do you think the Heritage Strategy will make a difference to people living in and visiting Kirklees?

- Yes
- No
- I'm not sure

Overall, how do you feel about the proposals in the Heritage Strategy?

- I fully support them
- I somewhat support them
- I do not support them
- I am not sure

Please tell us any ideas or feedback you have which you feel would help make the Heritage Strategy successful and anything you think is missing and should be included.



Kirklees Strategic Heritage Action Plan

These next few questions are on the Strategic Heritage Action Plan.

Have you read the full Strategic Heritage Action Plan?

- Yes
- No
- I'm not sure

If you don't have time to read the full Strategic Heritage Action Plan but still want to give feedback, the summary below provides an overview.

The Strategic Heritage Action Plan will improve:

- Engagement with communities, creating more opportunities to work together and take part in heritage activity.
- Communication, collaboration and co-ordination across Kirklees and the heritage sector.
- Long term planning for sustainable investment and enhancement of our heritage.

Do you think the Strategic Heritage Action Plan includes the actions needed to improve heritage in Kirklees?

- Yes
- No
- I'm not sure

Do you think the Strategic Heritage Action Plan includes actions which will increase people's engagement with heritage and help them to learn about the district?

- Yes
- No
- I'm not sure



Please explain your answer above and tell us any actions you feel should be included which are presently missing.



About You

This section asks you for some details about you.

This information will help us to understand who has responded to the consultation and any differences in views between groups.

As with all the questions, your answers are completely confidential.

None of the questions in this section are mandatory and your responses will not enable us to identify you as an individual.

Please tell us the first part of your postcode leaving no spaces, e.g. WF12 (this will be 3 or 4 characters)

How old are you...

- | | |
|-----------------------------------|--|
| <input type="checkbox"/> Under 18 | <input type="checkbox"/> 46-55 |
| <input type="checkbox"/> 18-25 | <input type="checkbox"/> 56-65 |
| <input type="checkbox"/> 26-35 | <input type="checkbox"/> over 65 |
| <input type="checkbox"/> 36-45 | <input type="checkbox"/> Prefer not to say |

Are you...

- | | |
|---|--|
| <input type="checkbox"/> Male | <input type="checkbox"/> Not specified |
| <input type="checkbox"/> Female | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Non-Binary/Intersex/ Gender Fluid/Agender | |

Is your gender the same as the sex you were registered at birth?

- | |
|--|
| <input type="checkbox"/> Yes |
| <input type="checkbox"/> No |
| <input type="checkbox"/> Prefer not to say |



What is your sexuality?

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Heterosexual | <input type="checkbox"/> Asexual |
| <input type="checkbox"/> Homosexual | <input type="checkbox"/> Other |
| <input type="checkbox"/> Bisexual | <input type="checkbox"/> Prefer not to say |

What is your ethnic group?

- Asian or Asian British Includes any Asian background, for example, Bangladeshi, Chinese, Indian, Pakistani
- White British
- White Other
- Black, African, Black British or Caribbean Includes any black background
- Mixed or multiple ethnic groups Includes any mixed background
- Another ethnic group Includes any other ethnic background, for example, Arab
- Prefer not to say

What is your religion?

- | | |
|--|---|
| <input type="checkbox"/> Buddhist | <input type="checkbox"/> Sikh |
| <input type="checkbox"/> Christian (including Church of England, Catholic, Protestant and all other Christian denominations) | <input type="checkbox"/> No religion |
| <input type="checkbox"/> Hindu | <input type="checkbox"/> Any other religion |
| <input type="checkbox"/> Jewish | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> Muslim | |

Would you describe yourself as disabled?

- Yes
- No
- Prefer not to say



Keeping Informed and Getting Involved

This final set of questions is optional and offers you the opportunity to become more involved and to be kept informed. If you choose to provide your contact details, we won't link them back to your previous responses in the survey and this information will be kept secure and only be used for the purpose we have said. You can ask for your details to be removed at any point by contacting museum.development@kirklees.gov.uk.

Are you interested in getting involved with the development of the place based Cultural Delivery Plans within your community (as described in the Strategic Heritage Action Plan)?

- Yes
- No
- I'm not sure

Please provide your e-mail or contact number so we can contact you about heritage activity and engagement. *Please note, by leaving your contact details, you are agreeing to be contacted by Kirklees Council. You can opt out of this by contacting museum.development@kirklees.gov.uk.*

The Heritage Strategy is being developed alongside a Culture Strategy and a Tourism Strategy.

If you would like us to keep you updated on the Kirklees Heritage Strategy and related strategies, please provide your email address, or contact number below. *Please note, by leaving your contact details, you are agreeing to be contacted by Kirklees Council about the Heritage, Culture and Tourism Strategies. You can opt out of this by contacting museum.development@kirklees.gov.uk.*

Thank you for taking the time to complete this survey.
Please return completed paper surveys to:

**Freepost Kirklees Council
Heritage Strategy**

No stamp is required.



---- End of Survey ----

Example Twitter Post:

From 22 December 2022 and 8 January 2023.



7:5 Individual Survey Comments

7.5:1 In response to: Ideas & Feedback

Please use this box to tell us any ideas or feedback you have which you feel would help make the Heritage Strategy successful and anything you think is missing and should be included. (open text unlimited word count)

The Strategy is a positive development. My comments mainly cover activity and engagement, esp in areas that don't relate directly to council-owned assets and organisations. I agree a key measure here can be 'Increased percentage of residents who are satisfied to with their local place as a place to live' (NB to / with typo) but suggest this may arise from other factors such as perceptions of crime, employment opportunities, rather than heritage. It would be good to know that heritage was a factor in that increased satisfaction. And that would suggest a need to be more specific about what activity and engagement is intended. Focus on heritage in events such as WOVEN and Year of Music is a good start, but there needs to be more direction here. There isn't much sense of the convening power of the council operating amongst a range of organisations and groups with an interest in heritage.

It is very high level and the realities of what it actually means to me as a resident in Kirklees are not totally clear.

Broader focus on tangible action and the importance of investment in our small towns, parks and museums.

You need to add and celebrate our local coal mining industry

local heritage trails

I'm not sure if the strategy just includes council properties etc when it refers to the "stage" or environment on which it will tell its story. We do have lovely buildings but we don't own them all and some privately owned properties are bound to let the side down. Just look at what happened with the George Hotel. What can the council do about buildings it doesn't own. Is it clear about the ownership of key buildings and is the hit list/naughty list being checked against the Business Rates list to ensure that these bills are being paid. Is it possible to survey those buildings owners eg in Huddersfield town centre which are falling apart, to see what the owners plans are. Do they need some sort of financial support or

even just the support in principle of the council of any ideas they may have for their properties. To work closely with them and ensure they understand the sorts of things the council would support eg with planning for instance. Let us have a section in our strategy to look at these. Also, my usual complaint, enforcement of things like the horrific shop front/signage on John William Street which I understand is in breach of planning

regulations. We need to simply apply the rules and not let some people/businesses destroy our heritage. Come on, how hard can this be.

I think co-production is key. Local heritage sites also need to be given as much attention as the larger sites such as the Tolston Museum. The voices of local people need to be central.

Re-open museum at Crow Nest Park

As someone working in Kirklees Local Studies Library I thought the library service should be included in with Museums, Galleries, Archives and collections on page 28 and/or elsewhere. The local studies library collection relates to the culture and heritage of Kirklees and much of our resources are old and of archival quality. In the long run it would be great to see even more close collaboration than there is at present between Museums, galleries, archives and Local History library provision and between them and the university and local creative industries and heritage organisations. E.g. development of exhibitions, podcasts, plays and films created based on local stories and local places and people. There seems to be too much separation at present. Staff from these different organisations might meet at HAZ meetings perhaps but otherwise have to actively seek each other out.

If this strategy provides a mechanism to make practical, purposeful repairs and enhancements to conserve and develop council owned heritage properties which are currently in dis-repair and fading fast then it will have achieved something great. Your research shows that people feel libraries are very important to them- and as such these buildings could play a huge part in your vision for Kirklees, being the embodiment of how our heritage buildings are still embedded in the daily lives of residents and communities, still providing what they were intended to provide when they were built by our ancestors. Heckmondwike library for example is a Carnegie library building, which is a beautiful building with a green space around it but is sadly falling apart and in need of urgent care so that the upper floor could be used again. How wonderful it would be to see it transformed as part of your programme!

This initiative is laudable and I support it. The council is to Be commended for even thinking of it. But this is a very dense document. Having read it through carefully I am not convinced that I have understood the whole of it or can appreciate exactly what you are trying to achieve. Even for a degree educated person the language used and the concepts are quite difficult to absorb. In my view it would be helpful to present and explain the strategy through a number of presentations throughout Kirklees which the public could attend, as an alternative to the drop in sessions. I think members of the public would have to be quite committed to plough their way through this document (assuming that they know of its existence). If you want to engage ordinary folk, and people in significant numbers, I believe a different and more inclusive approach is needed.

Whilst the strategy speaks of "communities" it does not make reference to the rich ethnic diversity within Kirklees. Lack of such a reference my result in members of some communities being less willing to engage. The danger of the strategy being viewed as "white heritage" should definitely be avoided.

You start from the position that Kirklees' strength is in its diversity. I would dispute that. Kirklees' weakness is in its randomness. It was cobbled together in 1974 from two unlike county boroughs and the odd remaining bits of the West Riding County Council that Halifax, Bradford and Leeds didn't fancy incorporating into their patches. To add insult to injury it was then named after a dissolved former nunnery which Halifax actually did want to incorporate into Calderdale and which doesn't form part of the Borough of Kirklees even now. You can't make a silk purse out of a sow's ear. Kirklees still has no common heritage worth mentioning and it never will have. Admit defeat and abandon the attempt to manufacture one.

Heritage Kirklees I hope that the council are including Crow Nest Park in this. It's disgusting they why you are letting it decline. It's a beautiful park, with lots of visitor. Especially Saturday when there are over 100 people there doing the park run. There's no cafe, even though it's advertised. And only 1 unisex toilet. Which if your lucky is open for a few hours. It's a beautiful park, the small staff and volunteers who work there do a great job.

Black Abolitionist Kirklees History is missing!!! It really needs to be included! Black Abolitionists visited Kirklees in the 1800s. Incredible people such as Sarah Remond and Henry Box Brown campaigned in Dewsbury. Frederick Douglas and Moses Roper. Ellen Craft and James Watkins. Together, they visited Kirklees to campaign for the end of slavery and lectured to thousands of local people. Including this Kirklees History will ensure your strategy is more diverse and will represent people of colour. For more information - see the Power of Protest - an online event organised by Kirklees libraries and Kirklees Council BAME network. A recent event at Elim Church, organised jointly by Kirklees libraries, Locala, Elim Church, Kirklees Council staff BAME network was part of the national Heritage Days programme and focused on the Black Abolitionist History of Dewsbury. A cycle trail and walking trail in planned for 2023. For more details - contact Joanne Vaughan joanne.vaughan@locala.org.uk

Tolson Museum has given an insight into the heritage of this area for over 100 years. The building is an integral part of it. Moving this museum to the town centre will remove all the atmosphere, will be difficult to access because the parking is terrible, and will remove all incentives to visit Ravensknowle Park

While the strategy sets out the key objectives for community co-production and the investment of local areas in sharing their heritage, what systems and processes are in place to support this within the Council? The strategy does not outline how this will be approached, or if the inclusion of this will be diverse and representative to the local population. How diverse and inclusive was the panel that put this Strategy together, and how will equity be embedded?

“Kirklees’ strength is in its diversity”... woke, cultural Marxist, nonsense. Diversity is absolutely not a strength. It has increased crime, violence, child grooming, and destroyed social cohesion. “Diversity is a strength” is a lie that is constantly repeated and zero

evidence ever given to support it. The strategy is fundamentally flawed, as its basis is Woke, cultural Marxist, neoliberal, toxic feminist, antiindigenous, nonsense.

I think the strategy was very general and didn't cover specifics like where the new museum will be located (I think this is in the Huddersfield Blueprint) or what will happen to Tolson museum once the museum there has been relocated

-I read the first 20 pages of this document which could be summed up in a single page of A4
- There is a large amount of spin and jargonist language which is completely meaningless and provides no tangible strategy for safeguarding or developing the heritage of the district
- There is very little defined scope or vision for municipal assets. I am concerned that this document is rather an ill-defined smokescreen for 'asset management'. The reference to heritage as more than about buildings appears to be a validation for disposal of key cultural assets such as Tolson Museum and Bagshaw Museum which are already high on the agenda of Kirklees authority, despite a high amount of local opposition. - There is a large amount of ambiguous and unqualified language. What exactly is meant by terms such as 'place-based working' or nebulous phrases such as 'heritage as an asset to our communities and as an opportunity, not a liability'? - This is supplemented by frankly inane analogies such as "Kirklees as a place of theatre, with the 'Kirklees Story' told through the medium of theatre" and buildings as simply 'props' - again a marker of physical cultural assets seen as disposable as a cost saving measure - Section 7 on Outcomes provides an unfocused template for any sort of workable action plan for heritage development. Many of the performance indices listed cannot be measured objectively and are overly generalised cliched statements which are lacking in any clear purpose. - There is a large overlap in performance measures for different outcomes with repetition of the same outcome measures under different workstreams. - One stated performance measure is 'percentage of unused heritage assets with secured funding' - this needs qualification, what percentage, how is it measured, are we talking about a reduction or increase in this percentage and what is the existing figure? - Similarly the phrase "Investment levels into heritage assets". How much investment? From what level to what level? By what percentage? - The same can be said of the aim to 'improve auditing of existing performance management' that appears on page 27 in the Appendix headed under Duty of Care. How will this be achieved? Through what actions? - The whole strategy needs to be better defined, far more focused in its scope and overall less sensationalist in an attempt to justify restructuring of the cultural estate.

I think that Kirklees Textile heritage and rich cultural diversity should be at the forefront of the strategy.

The SHAP will have to publish the ugly truth about Kirklees past. How the BME community were/are treated, down to the housing offered in 1950-2000 before moving forward. For example Springwood, Bath Street, Deighton, Fartown areas etc. These areas had condemned buildings and were only offered the BME community to purchase as no one else wanted to live there. These properties housed several families in separate rooms due to the large immigration influx at the time based on the invitation from Mr Enoch Powell, the then Health Minister for people from "Colonies" to come to The Motherland to work for the NHS and in the local mills. These people weren't welcomed with open arms. Still,

today some are still struggling to survive and be accepted in Kirklees. Their children, grandchildren and great-grandchildren are still suffering and trying to find a space in Kirklees where they can fit in, be accepted and one day find a place called "Home". When I say "Home" I'm not just talking about bricks and mortar here, I'm talking about feeling safe and secure in and around the town centres as well as walking down their own street and going to school. You need to target people in their own homes...do a leaflet drop to every home in Kirklees, especially those homes which SHAP's decisions will affect. Not everyone has internet access. You NEED to get to EVERY COMMUNITY.

Given the scope of the policy I would like to see a broader group of people involved in driving it forward. From the document it would appear that Kirklees Museum & galleries Service will be put in charge of the strategic action plan and revisiting updating this. How will other partners such as the archive service, local history libraries, independent museums and groups be included? Without them I feel that the strategy is likely to be narrow in focus and not representative of all of the great local heritage assets Kirklees has to offer.

Heritage strategy was a word salad, didn't see any concrete recommendations and a lot of touchyfeely aspirations. I am degree educated and in History and English so I know whereof I speak and I didn't read anything really tangible. All talk and few real plans. What's happening at the Tolson for instance?

Leave our Castle hill alone. Make the present owners rebuild the hotel and pub that they demolished illegally

I think the Heritage Strategy will have a negative impact on thee people of Kirklees. Schemes such as this, along with the input from Historic England serve to thwart progress and positive development of the town and ultimately discourage investment. There is far too much emphasis on preserving things as they are purely because they are old instead of taking key heritage points of particular sites and encouraging positive development that can incorporate, enhance, and make the heritage features more accessible to a wider public. Castle Hill for instance would have far greater appeal and has the potential to become a huge draw for visitors if it included some decent facilities; restaurant/coffee shop, visitor centre, toilets, visitor centre etc. Instead of simply being a bleak, unwelcoming hill with little to encourage visitors apart from being a place to toilet their dogs. Similarly The George Hotel could have been totally demolished apart from the classic facade. Behind it could have been a completely new-build structure in tune with the needs of a modern town - work space, residential, retail, leisure or a combination, in an environmentally friendly and energy efficient facility. Outwardly it could have maintained its iconic status as part of the character of the town, whilst inside being a stateof-the art modern, fit for purpose building. The millions squandered on re-furbishment will achieve the mediocre at very best. Time for Kirklees to think outside the box, stop concentrating so much on the past and look forward to what could be a bright new, dynamic and modern future. Perhaps take a leaf out of the University's book!

I object to the redevelopment of Castle Hill. The profile of the tower is now iconic for the area. A hotel will detract from this.

For goodness sake leave Castle Hill alone. It's Rediculous to put a massive hotel etc there. It's almost criminal.Plus Huddersfield will be the laughing stock of the country playing about with Castle Hill.

Generally, I feel the Strategy addresses current conceptions of heritage but does have adequate scope to evolve as circumstances (such as government policy or the conception of heritage evolves).

Ensure the Tolson Museum is kept open! Rescind building permission on Castle Hill! Scrap the so called " Blueprint " ! Use the George Hotel for the "reason " it was bought for! That is to house the Rugby League Museum! Clean up Birkby, Brackenhall, Sheepridge and Deighton! Clean out the drug dealing, the gangs,the stabbings! Clean up Cross Church Street by clearing out all the rat-infested, hygiene in-rated take aways , this street is a disgrace to our once great Town! SHO! CARRY ON??

The current document is incredilbly generic and vacuous - some sections could represent any local authority. It needs more nuance and it also needs more honesty about the current situation - which buildings / museums are at risk for example, what plans exist for sites and assets such as the photographic and sound archives in Kirklees and how this strategy meshes with wider cultural and tourist objectives. At the moment there is very little detail. I realise that there will be place based objectives but there also needs to be an overarching vision for the district. The involvement of partner organisations is not clear as yet.

Instead of spending stupid amounts of money on paintings and flower pots. Use it to restore our lovely old buildings and rid the streets of leggers and street drinkers

I agree with the heritage strategy in principle but I am concerned this sounds like Kirklees is making a concerted shift away from preserving structural heritage (which is costly) towards cheaper alternatives I.e. the stories of people. The local history of the area and its people are of course vitally important but only within the context of the physical history of the area and its buildings. It is so so important that these buildings are not lost. I have seen this a lot in the local area lately with calderdale council selling the beautiful Hipperholme Library building to Kirklees planning to change the use of the Tolston Museum. I completely understand the financial pressures on local councils with all the budget cuts but this local heritage is so so important I think there should be a real shit towards repurposing these buildings into multi use spaces that better benefit the community. For example, could the Tolston museum not only be a museum and school learning resource but perhaps some of the spaces inside could be used to host weddings and functions which could draw in a lot of extra money which could be used to maintain and repair the building. Could this building also be used as a filming location or events space? Perhaps the way to draw attention to the unique, rich and diverse heritage of the area to draw attention to it could be made

through promoting it via famous or influential people who live in or are from the area to grasp the attention of the local people and those outside the area. Just a few thoughts.

You want to engage people in the Strategy and obtain their views but it is not written in their language. The whole thing is "council-speak" written for the Council and referring to the Council as an internal audience to get through Cabinet. Unless you translate it will mean nothing to residents. What exactly does it mean you plan to do and how will it affect their "place".

Beautifully written but I feel it is wordy and not of a language that will connect with the people of Kirklees, if that is its intention of the document. I worry too that the outcomes are vague and not specific enough. I guess if the aim of the strategy is a document to be circulated to funding agencies, council members and senior council officers, the broad aspirations come across well. But I don't see it as a working document, unless a more detailed plan will follow that specifically outlines more detailed outputs people will see on the ground. These will be the things that the people of Kirklees can ultimately relate to. At the moment it says the right things, about working with local people and communities for example, but people will want to know how will this work in practice.

Could we have a place in Dewsbury that shows our town's Heritage, and also offers a place to learn about our history and do courses dedicated to history that have access to archives and information that would be relevant to Dewsbury and its villages. We have a learning quarter with the Kirklees collage could we also have a heritage quarter added to it? the only places that offer GCSE's or degrees in history or Archaeology is at Durham University and the like often people have to be highly qualified to attend. could the Council offer courses to the public that want to learn this but do not have the capability to go long distances or have qualifications coming out of their ears. if any of this is a good idea, I would be interested in Volunteering to help out.

I feel that the strategy should also include links to twinned towns and why they're twinned and whether each town/village can help with each other's heritage. Town twinning happened for a reason, right?

E.g. Holme Valley and Canton D'Imphy, Unna way in Huddersfield etc. I feel like these partners have not been consulted and it would be a shame not to include them as they are part of Kirklees' heritage

The heritage strategy seems vague and doesn't actually make any solid, definite commitments, as far as I can tell. It would be good to have some clarity on the future of the Tolson Museum. While it has been made public that there will be a museum in the centre of Huddersfield, and it has been suggested that the Tolson will no longer be used as a museum, I have been able to find no firm ideas about how the council might use the building. The building is, in itself, a memorial, and there is a covenant on the building stating that it must be used for educational or recreational purposes. I cannot see how the council can commit to opening a new museum in the town centre in the absence of a clear plan for the future of the Tolson Museum.

On repurposing buildings. Dewsbury Museum and Red House Museum closed 2016 - no new purpose, or community use has been established. Tolson Museum, proposed closure / repurposing, when new museum and art gallery is built in Huddersfield town centre. No date confirmed for target completion of this key element of Cultural Heart project. Tolson, although locally enjoyed is commonly regarded as a museum where nothing changes and something the Council want to be rid of. Regardless of what eventually materialises in the town centre, Tolson Museum needs investment now, to prevent further disrepair and to develop it's displays and exhibitions and events programme, demonstrating the Council's commitment to delivering and promoting heritage, culture and tourism. Victoria Tower, Castle Hill, also could be a significant tourist attraction if invested in and developed to a high standard of visitor experience. Creating links between various strategies, tourism etc. and developing local CDPs is all well and good, however, straightforward investment in existing infrastructure and services would have more of an impact than another strategy.

I think that Kirklees should be looking to reopen/open more often the museums in every town in Kirklees. Our magnificent buildings, parks, landscapes and monuments are THE MOST IMPORTANT PART OF OUR HERITAGE. Stories could be written about the people, crafts created, photographs framed, historical artefacts renovated, and displayed in our current museums, and the recently closed museums should be reopened and used to show our history.

The great things about Kirklees have been created by white people and capitalism. Today in Holmfirth, Marsden and Slawit you can still see these wonderful communities and traditions hanging on for dear life, surrounded by the low IQ criminal classes brought into the area by the council. Kirklees Council's recent track record is that of cultural terrorists importing and supporting Pakistani and Gujarati religious fundamentalists and drug dealers who have destroyed the culture of everywhere they live. How can you be the ones to protect the area's heritage?

Full of meaningless 'woke words, which would be beyond comprehension to those who created the heritage you claim to wish to celebrate.

The museums and libraries of Kirklees give a comprehensive and enjoyable way of learning about the heritage of the area. Yes people can give their stories but we need a permanent record which can be visited by children and visitors to the area. Kirklees take notice of the people who have lived and worked here and whose families were born and bred here for generations. Please listen for once!!!

The strategic plan is again too heavily focused on Huddersfield, with little consideration for North Kirklees. Support for Dewsbury is piecemeal at best, reflecting a limited consideration outside Huddersfield.

Clearly, the strategy has been well produced and thought out. The corresponding action plan also appears well produced. My concern is that the action plan is still quite light on

what the 'actions' actually mean. There is a lot of strategy and policy aims: collaboration/co-creation and new boards being set up but what will happen on the ground? What will I, as a resident, see that is different? I don't know.

Little mention of music as part of the heritage of Kirklees, particularly brass bands and choral societies. Also would like reference to rural heritage in the form of small holdings, drystone walls, hedges etc. Important to help these sections of the areas heritage to be protected for the future.

Keep the local history at Tolson museum. Promote interest by involving local schools to interact with the museum.

Ensure multicultural engagement. Heritage is not just the activities of white middle class. Focus has to be on developing pride in the community. Sadly, too many are negative about Huddersfield and cynical about the council's ability to deliver. Increase the pace!

Make sure you tell our story honestly.

I love the heritage open days but if there could be more opportunities for those and better advertising that would be beneficial.

Stop closing museums Stop merging towns so there are no boundaries Stop building on green spaces Stop giving planning permission to Amazon which will destroy towns and communities

Kirklees have, since it's formation, allowed many buildings in it's 'ownership' to fall into disrepair. Why would anyone think that it is fit to have stewardship over anywhere. Producing a "plan" and following it are two very different things.

Likely to struggle to achieve given real term reductions in council funding and likely increase in demand for council to support impact of cost of living crisis. Great ambition but as ever council will be criticised if not achieved due to other pressures. Good Luck

Unclear about the precise aims in respect to certain aspects eg concrete proposals about future of museums such as Tolson, Castle Hill (especially as part of the site is in private ownership). Strategy mentions eg Red House which is no longer open so quite what the strategy means about sites like this is not clear. Welcome the focus on heritage and the wider meaning of that word as it can encompass some innovative and creative activities.

This is a good idea but unless you provide more parking facilities near each individual site . Take a leaf out of the National Trust I am a member and have visited lots of sites the first thing I do before planing a visit is to see if there is near by parking.

The physical assets are very important to the museum is not yours to take away it belongs to the people of Dalton if you don't want to be responsible for its upkeep then give us a chance to take it over as a community.

Considering the importance and global significance of our heritage and stories e.g. the global significance of Mary Taylor and her feminist writings. Being specific about what conditions are required to achieve the strategy ambitions. Considering a performance measure around the number of heritage groups grown or sustained.

The Heritage Strategy if implemented will take on a massive list of crumbling heritage sites. I support the scheme and just hope the funds to be provided will enable the strategy to be fulfilled.

The heritage as theatre framework is quite helpful but raises a number of issues: Local stories are not enough on their own - they need to be connected and set within contexts that embrace regional, national and international events, processes of change and continuity. If not they remain local fragments that do not provide a coherent understanding of the links between past, present and future. Legacies of empire/imperialism, international trade, settlement, environmental transformation, power, protest, identity, belonging cannot only be understood by fragments. Stories approach also requires sustainability and longevity. Ensuring that these programmes of activity contribute to lasting understanding is important. Ensuring that heritage planning and programming helps to develop resources and outputs that are of lasting value and remain accessible after short term funding ends. This is where the theatre metaphor is weaker unless you have a wide notion of different kinds of theatre - touring, regional, local. A theatre relies on bringing in new audiences for new productions. Your history and heritage strategy needs to build and retain its assets from one season to the next. A theatre programme requires catering for different interests, minority as well as mainstream. Culturally led development fosters uplift, well-being, cohesion etc but it should also inspire, challenge and encourage awareness. It should not just be about entertaining. Ensure that your strategy provokes and liberates creativity and originality too. Where is MUSIC in your planning? Carnival, Steel pan, choral, Bhangra, orchestra etc Where is practical demonstration of inclusivity in your strategy. You need to demonstrate that commitment in your examples even at a strategic level - visitors might include Paul Robeson, abolitionists/self-liberators. Why signs only in English (okay there's a variety in Kirklees so you avoid singling out others by just having English)? Film heritage is very strong locally - a symbol indicates its inclusion but please ensure this visual heritage is made available from all its different sources scattered locally. Natural heritage - landscape may be indicated but what about wildlife, flora and fauna? Integrated thinking is key to your strategy working.

The linkages between geographical parts of the District need weaving together ie the river and canal corridors. Also we need to capture the stories of migrant workers - many Ukrainian and Italian citizens came here in the 50s. Their stories are dying with them.

The professional language may be too complex for most readers. A simplified version could be useful.

Need to build on things that are happening successfully already.

I think it falls short of what is required for Kirklees as there is a long history of demolishing the history of the region in favour of new buildings which quickly become dated looking. These then get a "regeneration program" which would not have been needed if the original building had been kept. Half of the town centre is concrete, and not from the Roman era.

A total waste a money money would be better spent on Tolson Museum and the Town Hall in Huddersfield

It's very important that ALL aspects of Kirklees heritage is covered. I hope that there will be separate groups covering the out lying areas of Kirklees.

You should be safeguarding not destroying our heritage. Keep and renovate Tolson museum, keep our current library and, if necessary, extend it to return the art gallery to its rightful home, not the representation of an operating theatre it is currently housed in. Stop destroying our architecture and closing our shops, reduce rents so they can afford to remain open. People don't shop in Huddersfield because there are no shops, they go to Halifax instead where there are shops. We don't need more bars, there are too many. Advertise the birthplace of rugby league, ensure the George Hotel has its museum. Make use of what we have and promote it, the town hall could host concerts, events and theatre to be enjoyed by people of all ages, not just the pre-war generation. Promoting and utilising what we have will increase footfall and bring in investment, knocking it all down and turning the centre into a field surrounded by bars will create a no go zone for the majority.

The strategy is full of buzzwords around 'heritage' yet is detail light on how the council plan to fund conservators or archivists in this time of economic squeeze, not much has been made of the need to conserve the assets presently working eg Tolson museum, or is this to be found an 'appropriate used as a 'heritage asset' whilst we spend money on a 'talking heads' museum to represent 'diversity and inclusion' and the 'here and now' You cannot claim this strategy is about the people, identity and stories when you ignore the people of Kirklees when they object to the building of huge developments without looking at updating the supporting infrastructure whilst protecting the history.

Protection and celebration of our local natural heritage- our ancient woodlands etc, our rural habitats Kirklees pre- industrial past.

Concentrate more on small villages such as Birstall, rather than Huddersfield, there is a wealth of history in the village relating to Joseph Priestley and the Brontes yet Kirklees do very little to promote this.

I hope this strategy will recognise more of the areas rich heritage that is not currently protected such as the centres of Heckmondwike and cleckheaton. Both areas that were, perhaps until recently, worthy of conservation area protection. Local lists must reflect this. Also ensure planning applications and allocations pay their legal regard to our heritage and their settings. So many poor decisions in north kirklees especially.

Huddersfield focussed, nothing for anywhere that isn't a HD postcode. It wont attract me to any venue, especially the ones which are being closed and will be missed. a complete waste of council tax payers money, once again.

You have systematically destroyed many examples of Heritage over the last 20+ years Red House, Crow Nest being examples. The area has a rich and vibrant history, equally important to the modern day heritage.

I really appreciate the fact that Heritage is more than Museums and Art Galleries, but also includes parks and canals, as well as buildings used by shops and offices. I think there should be more decentralised information/support for Kirklees Heritage, with general info (updated) about each village/main location, suggestions of places to visit and things to do in that area. This could be achieved by leaflets (distributed in local shops), outdoor panels, and maybe once a month or quarter have a "local Heritage" day, with volunteers showing/telling people face-to-face about the great things in the area.

Involve local history groups to add their knowledge and databases to the WYAS.

Just read the facebook comments and then only one option is obvious. Resign.

Lotsof fine words about overarching ambitions. Not even a wishlist really but honestly found it difficult to relate much of it to my or my familys experience of liv8ng in Kirklees. Guess will have to await an action plan to see

There are more important priorities to spend Council tax payers money in the current economic climate

WE NEED MORE ACTIVE COMMUNITY VOLUNTEERS TO ACT AS A BRIDGE BETWEEN THE COMMUNITY AND COUNCIL, FOR EXAMPLE VOLUNTEER GREEN SPACE VOLUNTEERS, MUSEUM AND LOCAL WALK GUIDES, SPECIAL GUIDES FOR DISABLED GROUPS ETC. LOCAL PEOPLE WILL GENERALLY TALK TO THEM AND THEY BECOME A GREAT SOURCE OF INFORMATION ABOUT WHAT THE COMMUNITY THINKS. LOCAL HISTORY IS THE BASIS OF HOW THE COMMUNITY EVOLVED INTO WHAT IT IS AND SHOULD BE MADE EASILY AVAILABLE TO THE WHOLE COMMUNITY, IT SHOULD BE VIVID AND LIVELY TO ENCOURAGE INVOLVEMENT, PERHAPS THE CREATION OF A VERBAL RECORD OF MEMORIES FROM

CHILDHOOD IE VISITING SITES AND EVENTS COULD INVOLVE WHOLE GENERATIONS OF FAMILIES. HISTORY AND HERITAGE SHOULD BE VIVID AND ALL INCLUSIVE AND NOT BORING .

As a strategy it reads well and makes sense, where it has potential to fall down is in the delivery. I noticed some problems with the 'Outcomes' (section 7) and the performance measures not matching up enough to measure in a meaningful way. To measure 'Increased aspiration and a sense of identity and belonging amongst Kirklees' residents' by using the Clik survey metric 'Increased percentage of residents who are satisfied to with their local place as a place to live' doesn't work in relation to a Heritage Strategy, there's no way of know if it was the implementation of the Heritage Strategy that had the impact. The same is true for the 'Participation' outcome.

It is very unclear about what will actually change as a result of the strategy - in concrete terms not just aspirations. This is missing from the action plan as well. I am not clear what you see as the benefits or purpose of heritage activities other than attracting visitors. There is little acknowledgement of the work done by many voluntary groups preserving and promoting heritage, or what makes the towns and villages of Kirklees different. It could have been written about anywhere.

I completely agree that the Heritage Strategy is important and that local heritage is of prime importance for social identity and pride in a community. Particularly important is the statement on Page 3 'Each of our communities has a distinctive identity and their own story to tell.' This is so true – Kirklees Heritage is not just limited to Huddersfield and Dewsbury. I have run a Local History Group at Cleckheaton Library for nearly 5 years and delivered presentations myself and with other speakers but we have never, so far, repeated a subject or been short of material about our area. We are passionate about our local heritage and are now looking for a space for a Local Heritage Display and Community Art Space. We have begged for nearly 12 months for the use of some of the empty rooms on the Ground Floor of Cleckheaton Town Hall, only to be turned down again and again by Kirklees Town Hall Management. Whilst the Heritage Strategy contains excellent words and ideas but 'by our deeds we are known'. Please help us, we can raise the money for this project and the Town Hall would be an ideal venue – it is in the heart of the town, near to excellent parking and a secure location. These rooms are empty and unused – it only needs some flexibility of thought to allow some of these rooms to be used for our Heritage Hub. It would be the heart and focus for collecting information from our community and the many small tokens from the past that our local people wish to save. We beg you to help us make the Heritage Strategy come to life in our area. It would not cost Kirklees a penny as we are willing to lease these rooms at a sensible price. We could be a prototype and template for other areas. Caz Goodwill – Secretary and Organiser – Cleckheaton District Local History Group -

As a relative 'newcomer' to Kirklees (I have lived here for the last 11 years) , I am amazed at how little information there is about the industrial heritage of the area and how it has shaped the culture of the area - I have had to seek out information about the growth of the textile industry and innovation surrounding this, the canals and even the film - making

industry. There is a distinct lack of reference to these in the Holme Valley where I live. I would like young people and tourists to have more exposure to past heritage and for this to be an inspiration for visitors, with more 'hands on' / 'experiential' or 'immersive' experiences. I am sad that this was not more prominent in the latest draft Holmfirth Blueprint. I think the absence of this type of 'celebration of heritage' is reflected in the lack of support for/ low profile of artisan crafts here.

I think there should be more consideration of modern-day heritage, and how we choose what is important to us to preserve. I appreciate that this is not always clear, but I would like to see something in the strategy about identifying our 'future heritage' too. I think we should make sure that more diverse communities are represented in the strategy, and that the spaces and histories they share are also preserved, valued, and stories are told about them, e.g. the former Gemini Club in Huddersfield, and the Al Hikmah Centre in Batley.

I have always thought that in a lot of ways the people of Batley work for themselves and do not rely on the Council doing things for them. The wonderful work done on Blakeridge Mills is a prime example. These beautiful buildings have been transformed into homes for many people and this outstanding example of Batley history is there for all to see and has not been allowed to become derelict. There are so many examples of wonderful old buildings being allowed to fall apart or become subject to arson (not necessarily just in Kirklees). When new buildings replace old it is important that they fit in.

Spenn Valley Civic Society members' Feedback Successful Points

1. Great that Kirklees is now recognising how heritage helps our economy, jobs, visitors & reputation of our area. We hope strategy will result in Kirklees Council viewing its heritage buildings as assets, not as liabilities. This will be a big change from previous actions/attitudes in the Council and we welcome it wholeheartedly: one of our main aims is to champion Spenn Valley heritage and help people appreciate it! We've previously done projects eg. re the Luddites (plaques, a Trail & Sparrow Park with its Luddite statue) & are currently planning a Blue Plaque to Mary Taylor at The Red House Gomersal. We've unsuccessfully asked for action over Cleckheaton Viaduct (Kirklees-owned) and repair of Liversedge Stocks.
2. Proposal for a "Local Heritage Assets List" is very welcome and we'd be happy to contribute Spenn Valley assets for consideration. Most other LA's have such a list so Kirklees would be making good progress by introducing one itself.
3. The strategy focuses on Huddersfield and Dewsbury (apart from KMC museums outside these settlements). The only route to protect heritage in other parts of Kirklees seems to be the proposed Cultural Development Plans. We would welcome an invitation to be involved in making Plans for Spenn Valley.

What's Missing

1. No mention of Planning and Development Control's role in implementing this strategy. LP35 is a positive policy but it will need more proactive involvement, with these departments being key partners. When developments are proposed that affect heritage assets, there should be a presumption that the heritage asset be retained. Similarly, it would strengthen the strategy if it mentioned planning enforcement's role re any works without listed building consent.
2. Libraries are included in the strategy's definition of "heritage" but not mentioned otherwise. Many Kirklees Libraries have good local history sections and/or Local History groups (eg Cleckheaton). Kirklees could use its existing libraries better, to showcase Kirklees Heritage, put on displays & exhibitions, to involve more local residents and simultaneously improve library visitor numbers.
3. We see nothing in the strategy about

supporting schools in Kirklees to teach the next generation about local heritage, or about schemes to enable more children to access heritage "hands on". 4. We'd like to see something about linkages with our neighbouring council areas, maybe sharing resources and projects, where we've got similar themes, eg Industrial Heritage, Cultural and Ethnic Heritage. We should include our work/resources for West Yorkshire Archive Service. 5. We'd like to see something about targeting financial resources so that this strategy is not mere words, but can be translated into deeds.

Hello. We run Aspley Marina in the Center of Huddersfield. I noticed that canals are mentioned in the heritage plan, and yet the simplest thing, a solid footpath that can be walked on safely through the length of the town Center canal section, hasn't been invested in. Please can you make this a priority. There is so much heritage in the canal system and such a fantastic story of the regeneration and reopening of the Huddersfield narrow canal, it would be such a shame to overlook it. Also, I think a high quality walking tour app with audio on the heritage of Huddersfield/Kirklees would be brilliant. Make it possible so that the awful listed buildings that have become listed ruins, can be knocked down. They are an absolute eyesore. Probably other things too. All the best and good luck with the plans.

I support the general strategy, understand the focus on council-managed assets but am pleased with the plan to engage partners. I also strongly support the inclusion of stories & identities of our communities as well as buildings and archives. Place-based CDPs seem a good way forward but, as a resident of Denby Dale, I would argue for a CDP based just on the Denby Dale ward (which has a fascinating & diverse heritage) or at most on HD8 (if the CDP is really to be rooted in community need) and not on "Kirklees Rural" in general. I chair Denby Dale Parish Council Heritage Working Party and am secretary of Skelmanthorpe Textile Heritage Centre, but am writing as an individual.

Woke, cultural Marxist, diverse, nonsense

7:5:2 In response to: Actions missing

Please use this box to explain your answer above and tell us any actions you feel should be included which are presently missing.

There's a lot of reference to other documents and strategies and concrete actions are a little unclear

It needs to be lead by the people of Kirklees and focus on what they want to see in terms of heritage preservation. Wide consultation and listening to what people want to see and welcoming new ideas is very important for this to be successful.

Let's get to grips with those shop owners referred to previously, and include them in learning about our district and heritage. Where are the textile businesses. Why must the Woven Festival always be about knitting something to wrap around a building - not really celebrating our textile heritage is it? We do still have some great textile businesses in Kirklees. I'm thinking that you need to have more of a commercial head on all of this.

The plan is quite vague and doesn't give specific examples of which people and places will be the focus of collaboration.

I think there is a danger that the CDPs could be an extra layer of admin and meetings. They might, like the HAZ projects, lead to useful actions, but I think the emphasis could be on supporting existing staff (and volunteers) in the various council departments to work more closely together. There is a lot of knowledge, expertise, and a lot of resources which are not being made the most of. Any funding needs to make it possible for them to collaborate on projects to engage local people and visitors. The expertise and enthusiasm of existing staff needs to be harnessed.

Im not sure that heritage itself needs 'improving' - perhaps what needs 'improving' or 'increasing' is peoples understanding and engagement with heritage, how they articulate what the district has to offer

It is not clear how the objectives and actions will translate into engagement with communities and individuals. How do you propose to achieve this engagement in a practical sense. Perhaps examples of how the community would be engaged would be helpful

As before, I have concerns that the strategy does not have specific mechanisms to engage those from minority communities.

Refer to previous comment box

Crow Nest Park is part of the Heritage

Tolson Museum needs to stay as it is, especially as all that money has been spent on restoring the bird room

In the current climate, what makes engaging the with the local heritage a priority? How relevant is it for communities who are facing difficulties, and why should they care? In the existing strategy the actions are mainly on the Council's side, which is key - as currently they are the ones leading - but have these actions been co-developed by the people of Huddersfield and what they believe to be important in the current climate? Where is the shared ownership of this heritage and how will it be actioned?

“Kirklees’ strength is in its diversity” ... woke, cultural Marxist, nonsense. Diversity is absolutely not a strength. It has increased crime, violence, child grooming, and destroyed social cohesion. “Diversity is a strength” is a lie that is constantly repeated and zero evidence ever given to support it. The strategy is fundamentally flawed, as its basis is Woke, cultural Marxist, neoliberal, toxic feminist, antiindigenous, nonsense.

I don't think the strategy was specific enough to pinpoint exactly how the engagement will be done

- There is no clear plan for engagement. Throughout the document it is stated that one aim of the strategy is to increase the number of under-represented individuals accessing heritage - However the outcome assessment provides no meaningful measure of increased diversity will be achieved. Instead the outcome listed is the ‘number of residents satisfied with their local place to live’. This is not a related endpoint, there are too many other COH founders and using this as the outcome measure gives little evidence of citizens access to cultural services or increased engagement with cultural activity.

I think there should be activities to engage people of all ages, including young children right up to senior citizens to involve the whole local community.

The people you have targeted who will no doubt in the end make the decisions are in more White/Affluent Areas of Kirklees...Tolson Museum/Oakwell Hall etc. They probably do not live in buildings which the council have classified of "Heritage Interest" and therefore are not aware of the restrictions placed on properties to look a certain way. Sometimes it isn't sustainable, environmentally friendly and energy efficient to look after these properties as part of what the SHAP are proposing. At the time of writing the Council cannot afford to heat their own old and often listed buildings and staff are being asked to work from home. Also local listed buildings will be left to go to rack and ruin, which in turn brings down the area, attracts vandalism, antisocial behaviour etc. As per the example of the old Kirklees College site, which used to be the old Infirmary. These buildings then get ripped down by developers as it's cheaper to build new properties rather than to restore old ones in the manner that SHAP would like them to be. Maybe you should leaflet drop

ALL the Residents living in Listed/Heritage Buildings within Kirklees to let them know about this...SHAP to get their personal views well before the closing date of this Strategy!

The Action Plan is still very high level. It leaves a lot still to be decided and is dependent on the placebased CDPs for the level of detail which will either deliver the changes which support the ambition of the strategy or fall flat. It doesn't make clear where the responsibilities of the council and the CDPs begin and end or the timescales for setting up the CDPs or how many and what areas they will cover. Until the CDPs are formed and their plans made available, It's hard to know what will be delivered by this initiative. Also, I'd like more places to be on the Kirklees map, especially in my area on the border with Calderdale, I hope we don't get lumped in with Huddersfield Town centre as Lindley/Outlane is a quite distinct area.

I'ts not clear from the document how the plans will be funded into the future (this seems particularly challenging at the present time) so I'm not confident about how they will be delivered.

Concrete plans - real world solutions

New families that live here have no interest in the heritage of this town, also neither does a majority of the council I find it very sad that this town is being left to rot.. I am very proud of the fact I was born here and lived here all my 70 years and yet it has gone down hill so fast..

Not altogether sure that heritage is a priority for most people. More important is energy efficiency, easy access, environmental credentials and a safe, modern and appealing environment for work, leisure and retail. I mentioned in my previous comment that it is important for the council to embrace the future, don't forget the past but also don't allow it to halt progress.

Public engagement is fundamental, especially as heritage has become fused with identity policy and therefore far more contentious and conflicted.

This Survey is like all the rest committed by Kirklees Council, completed by those of us who care and totally ignored by the powers that be as they are the ones who are destroying our Heritage and Culture!

Kirklees has been poor in the last few years in articulating its vision in this area - if they are to step up their action then communication and collaboration needs to be vastly improved, there has been a great deal of bad press over recent years - bulidings at risk, the Castle Hill saga, closure of Red House and Dewsbury Museums, veiled threats to sell high value collection items from the art gallery and many buildings at risk issues which has impacted on collaboration and coordination with the third sector. There will need to be some recognition of this - some humility and some stronger political support, ideally across parties if public trust is to be regained.

Heritage buildings/areas must be actively promoted to the wider world as a 'destination', backed up with funding where appropriate. If people have a reason to 'have a day out' or a 'weekend away', where do they go? Not generally Huddersfield or areas surrounding it. Make it a reason to visit, and folks will come. Also, use some of the upper floors of heritage buildings as accommodation - rentals for locals. If people live in town centres, the vibrancy is lifted: example is York. Thank you.

Police were on streets last couple of century's that's heritage and should be restored

Translate

Please see previous comments. Essentially how will this happen on the ground.

Please make this more public so people can come forward with their stories and history of the town, i think the people of Dewsbury don't know about this

Again, it's all show and no real substance! What are you actually going to DO?

As previously stated.

See previous comments please

Engagement with communities? You mean funnel tax payers funds to "community groups" and "community leaders" who pay their mortgages and buy cars by setting up fake charities?

See comments above.

In Huddersfield - yes. Outside of Huddersfield - no, as there is little developmental aspects within the plan.

I answered this in the previous question. The plan does not provide sufficient detail to be able to judge what will change on the ground - for a resident or a visitor.

It is important to protect the heritage of the area by ensuring that development is not detrimental to the area. Removal of dry stone walls, ripping out of hedgerows, knocking down old buildings (whether listed or not) should be a last resort and should be avoided if at all possible. Building on land which is a valuable habitat including semi-natural ancient woodlands, unimproved grasslands (hay meadows or grassland fungi such as waxcaps), in-bye land which provides a habitat for birds such as Twite amongst others should be protected as they are an important link to our natural heritage.

See above. Inclusivity and pace are needed.

Our heritage started a long time ago, so tell it all

It would be good to see more engagement through schools to get children interested and engaged.

Too little too late.

Just not entirely clear of the concrete actions which will be undertaken eg in respect of Caste Hill, Tolson Museum etc as stated in response to the earlier question.

Clear commitment into what will happen and how it will be funded.

Each site needs it's own parking

Huddersfield library and art gallery needed improving but who's gona come and look at boring art in a old shop? We won't have any heritage left you are demolishing it bit by bit, too busy celebrating other cultures whilst letting our own disappear.

I suppose this will be in the tourism strategy but being specific about audiences. There wasn't detail about exactly how engagement would take place (this will be in your engagement plan we presume) but you should consider the "cost" of engagement for small charities and community groups who have very little time to spare.

Local involvement is paramount. Involvement of local heritage, historical and civic societies should help with the task A complete listing of heritage sites together with their condition must be made. It should also include Tramway & Railway sites

I've put feedback into the first box as the form did not indicate further opportunities. I will not repeat myself.

See answer above ... and include Indian/Asian community stories.

Some oral history projects?

As long as ghe words become action.

It's all about generating interest from all areas of the public.

As I stated above and also the fact that no one considers kirklees to be a place, people are proud of their own towns, stop the nonsense of trying to eradicate them and merge them into a geographically none existent entity

Renovate and repair what we have as existing museums rather than reinvent the wheel

You are destroying our Heritage by demolishing buildings huddersfield,closing them down all regions of "kirklees" or repurposing them incorrectly,huddersfield

Only the larger communities in the south if kirklees are listened to and consulted.North Kirklees is the poor cousin that gets ignored

Concentrate on small outlying areas not big towns

As above. More identification and custodianship of assets is needed. More communities need to be engaged.

Its great if you want to know about, or visit Huddersfield... Its awful if you live anywhere else or want to know about anywhere else's history.

Whenever I see any posts or plans from Kirklees they seem to ignore the areas past and its importance to its residents.

Again it's just words without specific actions as to how these things will be achieved

As I mentioned in the box before, I think there should be more decentralised information/support for Kirklees Heritage, with general info (updated) about each village/main location, suggestions of places to visit and things to do in that area. This could be achieved by leaflets (distributed in local shops), outdoor panels, and maybe once a month or quarter have a "local Heritage" day, with volunteers showing/telling people face-to-face about the great things in the area.

Like my previous answer. Few actions listed that link to peoples actual experience. Overarching and broad brush.statements

What a waste of money when the local towns like Cleckheaton & Heckmondwike are looking run down & the roads in North Kirklees are in need of major repairs

I don't know what the actions are. What will happen to Tolson, Red House and Crow Nest? How, in challenging economic services will you try to preserve threatened buildings. Many building are not suited to modern uses. What will you do to support organisations like Discover Huddersfield who are doing excellent work in raising awareness of our heritage. What are the unique heritage stories of Kirklees? Textiles are common to much of the north. What about engineering pioneers like Hopkinsons valves, Holset turbines, ICI? Our radical history - Luddites, Richard Oastler and Labour roots ? It felt too broad and lacking measurable outcomes

Our Group engages regularly with 30 to 40 members. We know that schools are looking for a space to study their Local Heritage and many people are keen to help – either as volunteers or to pass on their knowledge of the past. Engagement, Communication via local Facebook sites, such as Old Cleckheaton, is particularly good in our area. We could be part of a Kirklees wide network of Community Heritage Hubs. Again I need to beg that we are listened to in our request for a space in our Local Town Hall. The Town Hall was built to honour Queen Victoria’s Diamond Jubilee and we had hoped to honour our Late Queen’s Platinum Jubilee with this heritage space. The Town Hall was built by the people of the town and there is so much heritage to display and collect for people of all ages.

It is imperative that the local authority uses its powers to protect our heritage assets - please work in a joined up manner with the planning and enforcement teams to ensure heritage assets are not left to decay, be eclipsed by gaudy signage or dominated by roads/traffic (as many buildings are) and blighted by fly-tipping as many greenspaces are. It's difficult to see Kirklees as a district that celebrates its heritage when the authority that is responsible for its care allows it to become so run down! I think that third sector groups that support and enhance physical heritage as well as cultural events should be given more support to deliver engagement activities - they are good at it! Kirklees should be facilitators, not necessarily committed to doing the bulk of the 'delivery'.

I like the reference to people's stories, and would especially like to see this for more recently-arrived migrant communities, but I would like to see more detail in the action plan about how you plan to do this.

I think many people will engage but not everyone may have the time or may be interested at first. I think that engaging with schools in a way that will excite the children into wanting to be involved may bring their parents to meetings or displays

We fully support the words of this Action Plan but without resources it will remain words and aspirations. The Council will need to fully support and engage all heritage groups in its area, to harness the voluntary work being done across the borough, if it is to action the "Action Plan" Many groups are composed of retired people (who keep many voluntary organisations afloat). More young people will need to be inspired and intrigued by our heritage to counteract this demographic.

I strongly support the linkages with culture & tourism, the desire to increase the visitor economy and and the development of an online Heritage Hub. However I note there is no reference to Parish Councils in the plan and I hope there will be opportunity for Parish Councils to engage.

Woke, cultural Marxist, diverse, nonsense

7:6 Free text responses to survey received via post

7:6:1 In response to the Heritage Strategy

Please tell us any ideas or feedback you have which you feel would help make the Heritage Strategy successful and anything you think is missing and should be included:

- 1. We need to sort out the heritage strategy quickly before our buildings and assets deteriorate. The maintenance of existing museums/libraries is not discussed. Where is our heritage sustained? This is not made clear and waiting three years for a plan to be made seems madness. Charitable trusts are the way forward and need to be included. A heritage development team will be costly and not as effective.*
- 2. Nothing should be done until something can replace it and any planning and funding obtained. Take Castle Hill for examples – must be 20 years since the pub was pulled down and all the mess and waste of money has been. Take a look at what has been done in Barnsley, they seem to get things done.*
- 3. I think buildings should be included in HS. Denis Park would show a highlight all Heritage and its people – if only it was saved, restored and open to tell these stories. Using open spaces and our heritage buildings is important too. Red House is a great example of our heritage and could show stories in years to come. Please save all our heritage throughout Kirklees.*

7:6:2 In response to the Strategic Heritage Action Plan

Please explain your answer above and tell us any actions you feel should be included which are presently missing:

- 1. The closure of existing museums (Tolson) and Red House and Dewsbury Park/Museum is not discussed. Why get rid of historical assets which were tourist attractions? You cannot 'improve heritage' in Kirklees that does not make sense in relation to history unless you are talking about buildings.*
- 2. To save our historic buildings and public places for future generations. These spaces are where engagement with communities will take place. (Not IT communication please!)*
- 3. [Note: No free text in Action Plan Section in this case]*



Report title: Transport Services Capital Investment Vehicle Replacement Programme (VRP); an initial £2.5m Proposed Expenditure

| | |
|--|--|
| Meeting | Cabinet |
| Date | 09th April 2024 |
| Cabinet Member (if applicable) | Cllr Butt |
| Key Decision Eligible for Call In | Yes Yes |
| <p>Purpose of Report</p> <p>To seek Cabinet approval to proceed with the authority to spend £2.5m from the agreed Capital Investment VRP, to support critical fleet replacement and transformation models; an invest to save approach to fleet efficiencies.</p> | |
| <p>Recommendations</p> <ul style="list-style-type: none"> To commence procurement activity for the VRP in line with the Public Contract Regulations 2015 / Council Contract Procedure Rules and approve officer delegation to Service Director Highways and Streetscene; to award contracts for 35 vehicles (Table 1) within the £2.5m allocation. Please note. Cabinet approval has already been sought and granted to forward profile £312k of the £2.5m into 23/24 to purchase x 3 Highways Tippers. Approval was sought as part of the Quarter 2 Corporate Financial Monitoring Report approved by Cabinet on 14th November 2024. <p>Reasons for Recommendations</p> <ul style="list-style-type: none"> To mitigate the risks, both financial and operational, from operating fleet beyond their Useful Economic Life (UEL). To support the Environment Strategy by strengthening our green fleet credentials, replacing all vehicles under this VRP with EURO 6 variants; benefiting local air quality through reduction in pollutants. Procurement of critical fleet replacement only; an immediate, and post services' transformational change, requirement. To ensure that all planned vehicle expenditure can be authorised by the Service Director from now up until the next Cabinet report is raised for the next round of funding requests. The delegated powers would include the authority to ensure that unforeseen issues can be dealt with by exception to respond to timely and urgent fleet replacements. | |
| <p>Resource Implication: Implementing the recommendation is to reduce financial and operational effectiveness risk, of operating fleet beyond their optimal replacement timescales.</p> | |
| <p>Date signed off by <u>Strategic Director</u> & name</p> | <p>David Shepherd - Strategic Director for Growth & Regeneration 25th March 2024</p> |
| <p>Is it also signed off by the Service Director for Finance?</p> | <p>Isabel Brittain - Service Director Finance 27th March 2024</p> |

Is it also signed off by the Service Director for Legal Governance and Commissioning?

Julie Muscroft - Service Director for Legal Governance and Commissioning
27th March 2024

Electoral wards affected: All

Ward councillors consulted: None

Public or private: Public.

Has GDPR been considered? No implications.

1. Executive Summary.

- Transport Services is a Corporate enabling service that manages the Capital Investment Vehicle Replacement Programme (VRP). This is an investment in the Council's fleet of the future, a fleet that is efficient, fit for purpose and provides value for money for the people of Kirklees.
- The Councils fleet are significant assets, vehicular tools to enable service delivery.
- Service transformation challenges will reshape and model the VRP moving forwards (only procure required assets).
- This proposal is to seek approval to procure identified critical fleet, to minimise risk to directorates' service delivery models, from a financial and operational effectiveness perspective.

2. Information required to take a decision.

2.1 Background

- Currently the Council are operating 268 fleet vehicles beyond their Useful Economic Life (UEL), causing significant financial and operational delivery pressures.
- The last approved Transport Services Capital Investment VRP 21/22 - 25/26 (December 2021) of £6.25m was forecasted to replace 73 vehicles, but only 48 vehicles were replaced. This was a result of the volatility within the global vehicle market and subsequent price rises and extended lead-times, still currently at play.
- The VRP baseline capital allocation is £1.25m per annum, but this is not linked to any lifecycle analysis. Due to the condition of the fleet, capital was brought forward from 23/24 – 25/26 for expenditure on the required 48 vehicles in 22/23.
- This report highlights the vehicles which now need to be urgently ordered within the first quarter of 24/25, to factor in the current 12–18 month's vehicle lead-times. Therefore, placing vehicle orders as soon as practicable, is required to assist with mitigating financial and operational risks in operating fleet beyond their UEL.

2.2 Cost breakdown and risks

Replacing vehicles is an exercise in risk management and operating ageing vehicles lead to increased maintenance and hire costs as a result of vehicle downtimes.

2.2.1 Proposed Expenditure. Table 1 details the proposed £2.5m vehicle expenditure. These are all frontline operational vehicles across services, with a utilisation exercise taken place to ensure replacements required.

Table 1. Forecasted Proposed Capital Commitment 24/25 to 25/26.

| Vehicle Type | Qty |
|------------------------|-----------|
| Highways HGVs | 9 |
| Highways Hoists | 2 |
| Cleansing vans | 7 |
| H&N's vans* | 13 |
| Dev & Cons vans | 2 |
| Bereavement excavators | 2 |
| Total | 35 |

* HRA investment.

2.2.2 Sustainability - Impact on key Environmental indicators. It is still our ambition to transition to a greener fleet and Transport Services are focused on leading the way regarding sustainable fleet options in support of the Councils vision of 'Net Zero and Climate Ready Kirklees by 2038'. Over the recent years, the Council has made some significant improvements. This includes investing £1m in procuring 35 electric vans, bringing the total electric van fleet up to 7.5%, compared to only 1% in 2019. Also, we have recently taken delivery of an Electric Refuse Collection Vehicle, the authorities first fully electric HGV.

- To continue making green fleet improvements, the replacement vehicles under this VRP will be as a minimum EURO 6; which emit 55% less NOx when compared to EURO 5. The EURO 6 engine is a much greener engine variation, this will benefit local air quality through reduction in pollutants such as NOx, SOx, CO2 and PM10's. These new vehicles will also ensure fuel consumption is optimised, because as engines get older, they begin to wear, and this adversely affects MPG.

2.2.3 Maintenance savings and service disruptions. Ageing vehicles are prone to breakdowns leading to increased maintenance downtimes, this puts significant pressures on the Transport Services Workshops in terms of demands on staffing resources and the maintenance budget. The total predicted average maintenance reduction cost regarding replacing the 35 vehicles listed in Table 1 is £360k over the life of the vehicles. This figure represents the difference between the first 3 years of maintenance costs vs the last 3 years, and the subsequent maintenance costs beyond each vehicle's optimum replacement lifespan then added.

2.2.4 Hire costs. As previously stated, to counteract this position, services turn to hiring vehicles in-order to cover vehicles that are off-the-road to ensure operations aren't affected. This results in significant hire costs being incurred. As fleet vehicles go beyond their UEL, this problem is accelerated. The Councils current total weekly hire costs across all services (as of 30 Jan 24) are £44k per week, a mix of breakdown replacement vehicles and additional requested vehicles to meet increased operational demands. Failure to replace fleet will see these figures increase.

- Table 2 below, details the optimal replacement timescales for all vehicle types using fleet datasets. No vehicle will be replaced though without having a review of its current condition and risk. Therefore, some vehicles serviceable life maybe extended beyond their recommended optimal replacement timescales and will only be replaced as/and when required. However, if a decision is made not to replace fleet as per the optimisation timescales after individual vehicle reviews deem replacements are required, then the vehicles due replacement will become unusable in time for services to continue to operate and maintain service delivery.

Table 2. VRP Recommended Optimal Replacement Timeframes.

| Category | Optimal Replacement Timeframes |
|------------------|--------------------------------|
| RCV / HGV | 8 Years |
| Small Vans | 8 Years |
| Compact Sweepers | 5 Years |
| Large Sweepers | 8 Years |
| Tipper Vans | 9 Years |
| Pickups | 8 Years |
| Large Vans | 7 Years |
| Minibus | 9 Years |
| 4x4's | 9 years |

2.2.5 Vehicle Optimisation and transformational change. Transport Services are currently carrying out a robust council-wide review of how fleet and plant is being used by Services, highlighting the opportunity for optimisation, a catalyst to transformational change; reduced overall fleet, mileage and fuel. The aim is to ensure that as a Council, we have a fleet that is fit for purpose and utilised to its full potential; identifying financial savings through realigning assets, reducing vehicle hires and fleet reduction where feasible, supporting the Council's vision of 'Net Zero and Climate Ready Kirklees by 2038'. To assist with this focus of optimisation and change, moving forwards, a Transport Operations Assurance Board has been set up and commissioned. This is to provide corporate oversight and to support services with enabling change, a link to service transformation, adopting an invest to save approach model. The board will validate services' transformational changes, approve new fleet replacement, and also challenge significant hire, operational damage and lease costs.

- Optimisation of fleet is key for efficiencies and the board will champion this approach, changing the way we operate to work smarter with our fleet assets, ultimately reducing the need for fleet by operating differently.

2.2.6 Immediate need. The replacement of fleet is a constant rolling programme, meeting the demands of operational usage to ensure efficient service delivery. As previously outlined in this report, operating fleet beyond its UEL adds a degree of risk to the organisation. Delaying replacing fleet compounds the risks further, increasing considerable pressures for services to manage, in some instances nearly to a point of failure. Therefore, investing in a fleet managed and replaced as per optimal replacement timeframes, brings consistent levels of assurance for services; the correct number of fleet and age profiles to meet the operational asks.

2.2.7 Services & agencies involved. All services operating fleet will be consulted on regarding vehicle utilisation, requirements and specifications. Services will be involved in the procurement evaluation phase of all tender submissions, including sign-off and acceptance of individual bids before any formal purchasing contracts are finalised.

- We also have our statutory obligations regarding the Operator's Licence; the Driver and Vehicle Standards Agency (DVSA) and the Office of the Traffic Commissioner. Please see section 3, point iii.

3 Implications for the Council

Road transport is a fundamental requirement of sustaining business needs. Healthy fleet management is a way for the Council to control costs, improve productivity, lower risk and maintain compliance in our vehicle fleet. Road transport is also key to improving business efficiency and growth, investing to grow. Maintaining an older vehicle fleet is counterproductive and provides itself with an array of issues and different degrees of risks. Currently, the Council is operating with an ageing fleet of vehicles due to previous reductions in funding of the Capital Investment VRP.

- The key priorities of maintaining a healthy Capital VRP investment are as follows:
 - i. **To ensure that all the Council services have vehicles and plant fleets that are fit for purpose, therefore minimising valuable vehicle maintenance downtimes to avoid critical service delivery disruptions** – Achieved by replacing vehicles at the end of their serviceable lives and not stretching the assets beyond.
 - ii. **Climate Change and Air Quality** - Having a modern fleet benefits local air quality through reduction in pollutants such as NOx, SOx, CO² and PM10's, this also ensures fuel consumption is optimised.
 - iii. **Maintain and protect the Office of the Traffic Commissioners Operators Licence (O Licence)** – Operating vehicles past their recommended optimal replacement years adds a degree of risk to maintaining legal roadworthiness as older vehicles have a greater risk of component failure compared to their newer counterparts. Not complying to the undertakings of the O Licence, could result in a revocation, suspension or curtailment of our licence (removing or restricting the numbers of HGV's we can operate, be it owned, leased or hired assets). This could have catastrophic effects on the Councils statutory services.
 - iv. **Ensure that our Workshops can focus their priorities on keeping vehicles that are within their optimal lifespan roadworthy** – Not having to undertake expensive and complex repairs on a regular basis on vehicles which have past their optimal timespan, is critically important in maintaining operational effectiveness (therefore minimising frontline service disruptions).
 - v. **Maintain duty of care over employees and authorised passengers (HSE requirements)** – A HSE requirement, is to ensure that vehicles are maintained in a safe and fit condition. Vehicle development and improvements in both construction and technology ensure that driver safety is constantly being advanced through the introduction of safety features such as, automatic braking etc. Also, in the event of a vehicle being involved in a major impact, technological advances through the redesigns of crash protection and crumple zones, result in greater vehicle occupancy and third-party protection. Therefore, this can reduce the likelihood of fatal or serious injuries, in line with Vision Zero's aim.
 - vi. **Save maintenance costs on expensive vehicle end-of-life repairs** – Repairing vehicles which have surpassed their optimal replacement timescale is not cost effective.
 - vii. **Maintain a positive Councils Image** – Ageing vehicles suffer from rust and chassis corrosion. This could affect how the public portray the professionalism of the Council and should be something which we are trying to avoid. It is also extremely costly and time consuming to repair bodywork or a chassis.

3.1 Working with Partners

Transport Services will continue to work with services to understand their current and future needs, by using more controlled methods of fleet replacement and adopting a strategic approach to vehicle replacement for critical service delivery (this involves a support and challenge approach and ongoing market research to understand all options of fleet availability).

3.2 Place Based Working

The vehicles listed within this report to be replaced have been tailored to the needs of the services which serve all areas of Kirklees. The vehicle specifications will be written using intelligence from the services, ensuring that all vehicles are designed to meet the needs of the areas and communities that they will be operating in.

3.3 Climate Change and Air Quality

Please see *Sustainability - Impact on key Environmental indicators*.

3.3 Improving outcomes for children

There will be no impact.

3.4 Financial Implications

Please see Table 3 below:

Table 3. Forecasted Proposed Capital Commitment 24/25 – first quarter.

| No. of vehicles | Summary of type | Current Capital plan expected profile of spend | Forecasted delivery |
|-----------------|------------------------|--|---|
| 9 | Highways HGVs | £312k - 23/24 | 25/26 and 26/27 (Dependent on manufacturers forecasted lead-times at point of order) |
| 2 | Highways Hoists | £500k - 24/25 | |
| 7 | Cleansing vans | £1,688k - 25/26 | |
| 13 | H&N's vans* | | |
| 2 | Dev & Cons vans | | |
| 2 | Bereavement excavators | | |

*HRA Investment

The figures provided above are based on financial and operational modelling. As we move to procurement, we will continue to assess need and value for money, which may create some variance. Prices are also subject to competitive tendering. Identification, procurement, and delivery will be overseen by the Transport Operations Assurance Board.

3.5 Legal Implications

Procurement. Procurement of new vehicles will comply with the Council's Contract Procedure Rules 2023 and the Public Contracts Regulations 2015. The Council has a duty to obtain Best Value under the Local Government Act 1999.

3.6 Other (e.g. Risk, Integrated Impact Assessment or Human Resources)

Health and Safety Oversight Risk Matrix. Operating vehicles beyond their UEL is a risk to the organisations Operators Licence, regarding the following undertaking:

- *'Motor vehicles and trailers, including hired vehicles and trailers, are kept fit and serviceable;'*
- This risk is reiterated in the DVSA's Guide to Maintaining Roadworthiness, the regulators legal document:

'Older vehicles and trailers

National statistics show that as vehicles and trailers age, the average annual MOT failure rate increases and they are more likely to experience in-service roadworthiness defects than newer vehicles'.

- As previously outlined within this report, the risk of not maintaining legal roadworthiness in severe non-compliance terms could result in a revocation, suspension or curtailment of our licence. For example, recently another local authority had to call off its domestic, trade and garden waste collections after its Operator's Licence was revoked regarding not meeting a requirement of the licence.
- **Integrated Impact Assessment (IIA)**
Completed, no impact.

4 Consultation

No requirement for a formal consultation.

5 Engagement

- The Vehicle Replacement Programme (VRP) is a running Capital commitment programme, managed by Transport Services, a Corporate enabling service. The VRP is an investment in the Council's fleet of the future, a fleet that enables and supports Council operations.
- Engagement with services regarding specific fleet requirements is a rolling commitment, to ensure that the fleet procured, is efficient, fit for purpose, the latest emissions standards and provides value for money for the people of Kirklees.

6 Options

6.1 Options Considered

We have undertaken an analysis to see best value regards procuring vehicles:

- Option 1: Capital Purchase: Seek to capital purchase replacement vehicles at the end of their economic life. (Recommended)
- Option 2: Lease hire: Procure long term lease arrangements for replacement vehicles at the end of their economic life.
- Option 3: Spot Hire: Continue to operate the fleet until failure and replace with spot hire arrangements.

It is recommended that Option 1 is taken. This represents the best value for money in terms of whole life costs. Option 2 on average would cost an additional 29% more than capital purchase. Option 3 would be even greater than this, and would also run the risk of service failure, as we would be subject to market availability for any hired replacement as and when they were required.

6.2 Reasons for recommended Option

The capital purchase of assets was the lowest overall cost option and presented best value for money.

7 Next steps and timelines

- Transport Services will continue to manage the VRP and deliver the vehicles necessary to meet service needs working in conjunction with Procurement. They will also report into the Transport Operations Assurance Board, providing metric savings updates on optimisation and ongoing support to services to assist transformation change and delivery models.

8 Contact officer

- Nick Clegg-Brearton CMILT (Fleet and Transport Manager)
Email: Nick.Clegg-Brearton@kirklees.gov.uk
Tel: 01484 221000

9 Background Papers and History of Decisions

- Transport Services Capital Investment Vehicle Replacement Programme (VRP); 21/22 - 25/26 - Proposed Expenditure.
- Transport Services - 3-year Capital Investment Vehicle Replacement Programme 2018 – 2021.

10 Appendices

- None

11 Service Director responsible

- Graham West (Service Director - Highways and Streetscene)
Email: graham.west@kirklees.gov.uk
Tel: 01484 221000



Report title: 2024/25 Council Capital Plan – Proposed allocation of 2024/25 capital funding from the Directorate for Children’s Achieve & Aspire baseline section of the Capital Plan.

| | |
|---|---|
| Cabinet date | 9th April 2024 |
| Cabinet Member | Finance & Regeneration (Corporate Landlord) - Cllr Graham Turner Children’s Services - Cllr Viv Kendrick |
| Key Decision Eligible for Call In | Yes Yes |
| <p>Purpose of Report This report will identify potential projects, for Member approval, to be funded from the 2024/25 Achieve & Aspire Capital Maintenance section of the Capital Plan to address urgent condition related needs in maintained schools and ask for delegated powers for officers to manage the programme within its budget envelope.</p> | |
| <p>Recommendations Cabinet Members are requested to:</p> <ul style="list-style-type: none"> • consider and approve the business case at Appendix A which outlines the rationale for the schools’ condition works programme, the availability of funding, the selection process and the main categories of work, thereby enabling the projects concerned to be designed, procured and implemented. • consider and approve the detailed list of proposed works in schools for 2024/2025, which is attached at Appendix B. • consider and approve the proposed officer delegated powers to the Service Director - Development, Growth and Regeneration, as outlined in paragraphs 2.12- 2.14 of this report. <p>Reasons for Recommendations This vital capital programme will address urgent H&S related condition works across the maintained schools’ portfolio and will help ensure that they remain safe, dry, warm and secure, ensuring positive outcomes for children both now and in the future.</p> | |
| <p>Resource Implication: This programme of works is funded through government grant.</p> | |
| <p>Date signed off by <u>Strategic Director</u> & name</p> <p>Is it also signed off by the Service Director for Finance?</p> <p>Is it also signed off by the Service Director for Legal Governance and Commissioning?</p> | <p>David Shepherd – Strategic Director for Growth and Regeneration – 26.03.2024</p> <p>Isabel Brittain – 27.03.2024</p> <p>Julie Muscroft – 28.03.2024</p> |

Electoral wards affected: All

Ward councillors consulted: No

Public or private: Public

Has GDPR been considered? There are no GDPR implications relating to this report.

1. Executive Summary

- 1.1 This report will identify potential projects to be funded from the Achieve & Aspire Capital Maintenance baseline section of the Capital Plan approved by Council on 6th March 2024. This funding is used to address urgent condition related needs in maintained schools. Academies and Voluntary Aided Schools have access to their own capital funds through their Responsible Bodies.
- 1.2 Members will be asked to consider and approve the Capital Maintenance programme along with named projects so that they can be delivered in 2024/25 and to authorise delegated powers for officers to manage the programme.

2.0 Information required to take a decision

(a) Background

- 2.1 On 28th March 2023 the Department for Education (DfE) announced a Schools Condition Capital grant allocation for 2023/24 of £3.585M for Kirklees. This level of grant was also deemed to be indicative of the allocation for the Authority for 2024/25, subject to future confirmation by the Department in spring 2024.
- 2.2 The DfE revised the condition funding system and methodology used for their capital settlements in 2022/23, using new data from their National Condition Data Collection, and more up-to-date pupil numbers from the spring 2020 census. Weighted pupil numbers underpin funding calculations for the School Condition allocations. The numbers are weighted to reflect the different levels of floor area per pupil in different settings. We expect this same methodology to be used for future years' allocations.
- 2.3 Grant allocations from the Department are revised annually to reflect new or closing schools and where a school moves to a new responsible body (e.g., from Maintained to Academy status), in which case the pupil-led core condition funding will move with the schools. Three maintained schools converted to Academy status in 2023/24. When setting the Council's Five-Year Capital plan, we estimated that our grant allocation for 2024/25 from the DfE would be £3.3M. The DfE has since made an announcement on the 25th March 2024 that the Schools Condition Capital grant allocation for Kirklees will be £3,488,025, more than originally forecast.
- 2.4 Currently, all schools that have a scheme of work within the approved programme are asked to make a funding contribution from their Devolved Formula Capital (DFC), which is a capital grant given to schools to maintain and improve their buildings. In recent years, the level of DFC received has allowed for over £80K of additional works to be added into the annual programme each year and we would expect to see a similar level of contributions for 2024/25.
- 2.5 In addition to the allocation of £3,488,025, in year reprofiling of funds totalling £633K that was not committed / spent in 2023/24, means that the total budget now stands at £4,121,025 for 2024/25. The reprofiling of funds from 2023/24 is primarily related to

additional condition funds received in previous years designated for large scale condition refurbishments and aging modular classroom replacement schemes. A programme of schemes that maximises the use of this funding is currently being worked up by the Schools Asset Management Team.

(b) Capital Maintenance for schools – Proposed Condition based projects 2024/25

2.6 It is proposed that the £4.121M budget allocation for 2024/25 will be distributed as follows:

| Allocation | 2024/24 Capital Plan |
|---|---------------------------------|
| Urgent condition needs-based projects and Health & Safety works | £2.926M |
| Larger scale condition refurbishment work and aging modular classroom schemes | £0.400M |
| Essential fire safety works | £0.300M |
| Essential Physical adaptations works | £0 030M |
| Capital Plan preparation, advance surveys, feasibility studies, advance design, and condition surveys in relation to delivery of projects | £0.100M |
| Risk pot for emergency additions to the capital plan in year / balance for high tenders and asbestos removal. | £0.365M |
| TOTAL | £4.121M |

2.7 The Capital Maintenance programme for Schools primarily aims to address the backlog of condition works in our schools' estate. Currently, the backlog of Priority 1 - 3 works (i.e., works required in the next 0-5 years) is around £40M (excluding Public Private Partnership (PPP) 1 & 2 / Voluntary Aided / Academy Schools).

2.8 Attached at **Appendix A** is a business case that outlines the process for identifying the condition needs of individual schools, explains how the backlog of repairs is prioritised across all schools and how the 2024/25 schools' condition programme, if approved, will be designed, procured and implemented. In order to maximise spend on works it is proposed to manage asbestos risk via the main risk pot which will be carefully monitored throughout the year.

2.9 Following feasibility work undertaken by the Council's Technical Services; a prioritised list of urgent condition works required to be undertaken in schools during 2024/25 has been identified. This is attached at **Appendix B**. All of the works proposed have scored 28-30 on the matrix scoring system (described in **Appendix A**), indicating that a failure of the element concerned would have a major impact on the individual school from a Health and Safety and/or building closure and/or building damage perspective.

2.10 The proposed programme of works primarily consists of the following categories of work:

- replacement of life expired flat and pitched roofs.
- whole or partial school electrical re-wires.
- replacement of obsolete boilers and heating distribution systems.
- urgent health and safety works including fire safety improvements and structural repairs.

2.11 In addition to the new condition works, the following activities are also proposed to be funded from the available capital grant:

- £100K to cover survey and preparation costs for the 2024/25 programme along with advance feasibility and design costs for the 2025/26 programme.
- £365K for a risk pot for items such as emergency in year additions to the programme, higher than anticipated tenders and unexpected asbestos discovered once works are under way.

(c) Financial Delegations

2.12 In order to aid the implementation of the baseline programme for 2024/25 mentioned in this report, Members are requested to delegate authority in accordance with the Council's Financial Procedure Rule 3.12 dated June 2023, to the Service Director – Development – Growth and Regeneration to manage the implementation of the identified works within the respective agreed total programme budget.

2.13 Delegated powers would include the authority to:

- add new urgent projects to the programme without prior Cabinet approval providing that the total cost of the programme remains within the approved capital allocation set by Council and transfer resources to or from any unallocated resources within a programme area without restriction.
- Slip or delete projects in response to operational need and reallocate budget between projects during the course of 2024/25 providing that the total cost of the programme remains within the approved capital allocation to enable the effective management of the programme, especially during the exceptionally busy six-week summer break when the majority of these works will be delivered.

2.14 Significant amendments to the approved programme under delegated powers will be reported to Cabinet through the Quarterly Financial Monitoring process or through delegated decision notices on the Council's website.

3. Implications for the Council

3.1 Working with People

Should the proposals be approved, officers will work in close partnership with the schools to ensure the delivery of the projects to an excellent standard that will help secure positive outcomes for children both now and in the future.

3.2 Working with Partners

No direct impact.

3.3 Place Based Working

Schools are at the centre of their communities, delivering essential educational, health and well-being activities for children, parents and the wider community. These works will ensure that schools remain safe, dry, warm and secure for the benefit of all.

3.4 Climate Change and Air Quality

The condition schemes identified in this report will ensure that we are replacing inefficient roofs, boilers, heating and electrical systems with modern, energy efficient materials and equipment that will contribute to an ever-reducing carbon footprint for the Council. For example, roofs will be repaired and insulated to modern standards, LED lighting and new ceilings will be introduced during rewire projects and heating distribution systems that are

40-50 years old will be replaced with new. These projects demonstrate the Council's commitment to investing and managing its school estate to ensure that the Council's Carbon Neutral Vision is supported and enhanced.

3.5 **Improving outcomes for children**

The works identified in **Appendix B** are urgent condition works that could close a school, thereby disrupting the education of children, or represents a potentially significant H&S issue. Improvements in the condition of school buildings will have a positive impact in that they that will contribute to a safe, warm, dry and secure learning environment for all pupils and staff. This capital budget is also used to improve accessibility to school buildings when works are identified in relation to the needs of specific pupils, helping them to attend their local school where possible.

3.6 **Financial Implications**

The proposed capital programme provides opportunities for small and medium sized contractors and sub-contractors to deliver condition-based projects for the Council potentially employing local labour and suppliers.

3.7 **Other (Financial)**

The Capital Maintenance investment outlined in this report for 2024/25 is funded from DfE capital grant and therefore has no impact on Council prudential borrowing.

3.8 **Integrated Impact Assessment (IIA)**

The Equality Act 2010 (Section 149) requires the Council to have due regard to the need to:

a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;

b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

An Integrated Impact Assessment has been carried out for the Schools Condition programme. The IIA considered that there are no adverse impacts arising from this proposal under the duty and the overall impact will be positive.

4 **Consultation**

4.1 This report has been subject to consultation with the Portfolio Holder for Corporate and the Portfolio Holder for Children's Services, who support the proposed report and programme of works. Colleagues in Children's Services have also provided their support for this vital investment in school buildings.

4.2 Following approval by Cabinet, consultation will occur with the individual schools that are due to be part of the programme to discuss the scope of the works, proposed timings and decant options and this will continue throughout the year as the projects are developed, designed and implemented.

4.3 The Children's SEND Assessment and Commissioning team works closely with the Schools Asset Management team to identify pupils with disabilities to ensure that their needs are being met where appropriate. This involves close consultation with the individual schools concerned and parents to ascertain and agree the level of "reasonable adjustments" required to the school's buildings and grounds, and also to its day-to-day operations and curriculum.

5 Engagement
Not applicable.

6 Options

6.1 Options Considered

Not undertaking this programme of urgent condition works would lead to the potential closure of the schools if the relevant items failed, as well as causing significant damage and/or creating H&S issues within schools.

6.2 Reasons for recommended Option

Undertaking the proposed programme of works will help ensure that our maintained schools remain warm, dry, safe and secure.

7 Next steps and timelines

Subject to approval of the proposed projects and final business case, Technical Services will ensure that the 2024/25 Capital Plan is updated, and the projects concerned are designed, developed, procured and implemented.

8 Contact officer

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David Martin - Head of Service for Corporate Landlord and Capital - Tel: 01484 221000

Email: david.martin@kirklees.gov.uk

9 Background Papers and History of Decisions

6th March 2024 Council: 5 Year Capital Investment Plan 2024/2025 to 2028/2029

10 Appendices

Appendix A: Final Business Case for the Capital Maintenance Schools' Condition programme.

Appendix B: Detailed list of proposed 2024/25 Achieve & Aspire Capital Maintenance Schools' condition programme.

11 Service Director responsible

Joanne Bartholomew - Service Director – Development - Tel: 01484 221000

Email: joanne.bartholomew@kirklees.gov.uk

| | |
|------------------------------------|---|
| Project Title: | Capital Maintenance for Schools – Condition Programme |
| Project Manager: | David Martin |
| Client Service: | Children's Services |
| Date of this OBC: | April 2024 |
| KMC Capital total (Gross) (£000s): | £4.121M |

DESCRIPTION

Description of the project and its purpose:

The Capital Maintenance for Schools grant is provided to all Local Authorities for expenditure on Schools to ensure that:

- buildings and equipment are properly maintained.
- health and safety issues are addressed and.
- a backlog of repairs does not build up over time.

In addition, Kirklees uses the funding to ensure that where required, schools are accessible for pupils with disabilities and that appropriate specialist equipment is provided to meet the needs of individual pupils. Since FY 2011/2012 Councils have been expected to fund physical adaptations to schools from the Capital Maintenance grant provided to all LAs. Specialist equipment will, wherever possible, be funded from revenue and only be capitalised as a last resort.

On 6th March 2024, the Council approved a Five-Year Investment Plan, which included proposed funding under Capital Maintenance for Schools totalling £3.933M, £3.3M for the main FY 2024/25 allocation and £633K of grant funding re-profiled from FY 2023/24. A DfE grant announcement on 25th March 2024 has confirmed the Schools Condition Capital 2024/25 allocation at £3.488M, making the revised total programme figure of £4.121M

A programme of urgent condition works in schools totalling £3.626M is proposed. The key categories of works are:

- a programme of urgent and essential repairs to replace leaking and life-expired pitched and flat roofs. Incorporated in these works are enhancements or in some cases the introduction of insulating material, which greatly improves the thermal efficiency of the roof. This contributes to a reduction in the building's carbon footprint through lower energy usage. In the case of pitched roofs in Victorian schools it includes, where necessary, essential repairs to lath and plaster ceilings using a chicken wire and timber batten technique above the suspended ceiling. This greatly reduces the risk of old plasterwork falling through the suspended ceiling. These works also include replacing the existing suspended ceiling grid and luminaries with new energy efficient recessed lighting, which greatly enhances the teaching and learning environment for pupils and staff through an improved quality of lighting, whilst simultaneously contributing to lowering the building's carbon footprint and running costs.
- a programme of whole school electrical re-wiring projects to replace life expired existing systems and to comply with the latest legislative standards. As well as full replacement of the electrical wiring systems, these projects have the added benefit of providing new ceilings and modern, energy efficient LED lighting which provide the schools with a fresh look and greater energy efficiency. Where appropriate, these projects also incorporate improvements to ICT infrastructure e.g., enhancement or rationalisation of data point coverage and the replacement of the existing fire alarm and/or lightning protections systems and provides the opportunity to manage asbestos to support ongoing maintenance of building fabric and other services.
- replacement of inefficient and obsolete boilers with energy-efficient boiler plant and/or the replacement of inefficient heating distribution systems, with low surface temperature radiators providing better control. These works can also have a positive impact on the working environment for pupils and staff as they lead to the provision of heating that better matches an individual school's requirements, reducing energy wastage and utility costs and contributing to meeting the Council's carbon reduction targets.
- A programme (£300K) of essential fire safety works in schools arising from Fire Risk Assessments carried out by the schools/Local Authority.

- A programme (£400K) of improvements to aging modular buildings through replacement or refurbishment.

In addition to the H&S programmes totalling £3.626M, there is an allocation of £100K for preparation costs for the FY 2024/25 and 2025/26 capital plans. These costs include feasibility studies / asbestos surveys / condition surveys / advance design in relation to the preparation and implementation of projects.

- There is an allocation of £365K to act as a risk pot for emergency schemes that may emerge as the financial year progresses. As the backlog of repairs exceeds the availability of capital, it has only been possible to fund projects with a matrix score of 28-30. Inevitably, there is a risk that schemes that miss the programme cut may deteriorate during the course of FY 2024/25 prompting the need to bring some projects back into the programme in order to tackle serious H&S issues or potential school closures. The risk pot also covers unexpected discoveries of asbestos on site once works have started and the impact of increased inflation on material costs as previously experienced in 2023/24.
- An allocation of £30K is provided to cover disability access schemes not yet identified. In all schools the Head teacher and governing body are asked to consider if reasonable adjustments to how they deliver the curriculum can be made without the need to undertake physical adaptations. In addition, consideration is given as to whether specialist equipment can meet the needs of the individual. Where physical works are required, consideration is given to minimising the level of works required to that which would be considered to be “reasonable.” In all cases, the works identified are either required to enable the admission of pupil(s) to the school chosen by their parents / carers from the start of the new academic year in September 2024 or are required to meet the needs of schools where pupils have already been admitted but where adaptation works have subsequently been identified. Works to schools will have wider benefits for staff, visitors and the local communities by increasing the accessibility of the buildings and grounds for all.

Allocation methodology for condition funding

Every school receives a condition survey covering internal and external fabric, mechanical and electrical services, as well as external areas on a planned rolling five-year programme. All surveys are undertaken by the Council using external consultants and are funded through a combination of the Schools Traded Service for Repairs and Maintenance and the Achieve and Aspire Schools Condition programme.

The information collected is stored on the Council’s K2 Asset Management database and is used to set the Council’s capital investment plan for schools, as well as being used by schools themselves to prioritise expenditure from their revenue Repair and Maintenance budgets and their Devolved Formula Capital allocations.

All surveys are based on the DfE’s condition surveying methodology, which has been in operation since 2000. The methodology allocates a condition and priority to each individual element using nationally agreed DfE stipulated grades as follows:

| GRADE | MEANING |
|------------|---|
| A | Good - Performing as intended and operating efficiently. |
| B | Satisfactory - Performing as intended but exhibiting minor deterioration |
| C | Poor - Exhibiting major defects and / or not operating as intended |
| D | Bad - Life expired and / or serious risk of imminent failure. |
| Priority 1 | Urgent work that will prevent immediate closure of the premises and / or address an immediate risk to the health and safety of occupants and / or remedy a serious breach of legislation. |
| Priority 2 | Essential work required within two years that will prevent serious deterioration of the fabric or services and / or address a medium risk to the health and safety of occupants and / or remedy a less serious breach of legislation. |
| Priority 3 | Desirable work required within three to five years that will prevent deterioration of the fabric or services and / or address a low risk to the health and safety of occupants and / or remedy a less serious breach of legislation. |
| Priority 4 | Long term work outside the five-year planning period that will prevent deterioration of the fabric or services. |

This results in each element of a school building and its grounds receiving a grade that indicates its current condition and life expectancy e.g. A 35-year-old boiler might be rated D1 which indicates that the item is life expired and in urgent need of replacement whilst a five-year-old boiler might be rated A4, which means that it is in a good condition and needs no major investment in the next five years.

As the backlog of repairs exceeds the capital available, a matrix scoring system is used to prioritise the backlog of urgent priority 1-3 works, considering issues such as health and safety, the remaining life of the element and the impact of a failure on the building. Each of the three categories is allocated a maximum of 10 points, which produces a maximum score of 30 points. The elements with the highest scores are considered for the condition programme. In using the above system, it can be demonstrated that the programme of works identified represents the most urgent and highest priority repairs for the Council.

A weighting system is employed to give greater importance to some types of repairs than others. Elements that receive a weighting are mechanical services, electrical services, roofs and external walls. Where the number of schools with a matrix score of 26 – 30 exceed the financial resources available, officers prioritise the programme according to the asbestos risk, continuation of previous phases, and links between mechanical & electrical works.

Weightings are not allocated to fixed furniture, external areas, redecoration, sanitary services and internal walls and doors. These areas are often prioritised by schools using their own DFC funds.

What are the benefits / critical success factors?

The Capital Maintenance for Schools baseline condition programme will help reduce the backlog of priority maintenance in Kirklees community / voluntary controlled / foundation / trust schools, which currently totals around £40M for priority 1-3 works.

It will contribute to addressing a key priority for the Directorate for Children’s Services, which is to ensure that all schools are warm, dry, safe and secure.

Many of the projects being implemented will have a direct impact on reducing the Kirklees carbon footprint – all new roofs will incorporate significantly improved insulation; new boilers will be modern, energy efficient equipment with the latest TREND controls; re-wired buildings will contain LED energy efficient lighting with significantly improved controls including movement sensors and dimming switches.

The programme is designed and procured to ensure that all schools re-open without loss of teaching days where physically and organisationally possible. Health and Safety concerns will always be taken into account before reopening a school after the summer works period.

FINANCE

KMC **Gross** Total (including external/grant funding if applicable) (£000):

| | |
|---------------|----------------|
| Profile: Year | 24/25 |
| Sum | £4.121M |

Funding for this section of the Capital Plan comes from the Capital Maintenance for Schools grant, which is not a ring-fenced capital grant, provided by the DfE for Councils to improve and maintain the condition of their schools’ estates.

Lifespan of assets

New boilers fitted should have a life of 15-20 years, whilst new heating distribution systems should last 40-50 years. New flat roofs will have a lifespan of 15-30 years depending on the materials used (e.g., felt, asphalt, EPDM) whilst pitched slate roofs can have a life expectancy of 50-100 years+. Rewired electrical systems are expected to have a life of 25-40 years. This will be dependent of an appropriate planned regime of inspection/servicing/repair being carried out by schools and the Local Authority.

Lifecycle Capital costs (during the lifetime of the asset):

It is recognised that there are life cycle capital costs associated with this programme of works. All the roofs, boilers, electrical systems etc. installed will require ongoing maintenance and eventual replacement. All elements of a school building and grounds are covered by condition surveys co-ordinated by the Schools FM team in conjunction with Corporate Landlord Compliance team. All condition related data is stored on the Council's K2 Asset Management system and is used to prioritise works for future capital replacement projects.

Responsibility for the lifecycle costs of this programme rests with the schools and the Council. Schools undertake significant capital repairs / replacement works from their Devolved Formula Capital (DFC) and their own revenue budgets. The Council undertakes capital works in schools using the Capital Maintenance Grant provided by the DfE.

Revenue Implications

Increased levels of insulation in new roofs, the installation of energy efficient boilers, the introduction of energy saving lighting and other devices and the greater use of sustainable technologies should have a positive impact on school running costs by reducing energy usage and therefore bills. These works should also reduce school maintenance costs in the short term by providing new assets, though schools will need to ensure that appropriate revenue budgets are set in the medium and long term in order to maintain the new assets properly. Due to the way that the Kirklees LMS scheme operates any revenue savings will accrue to the individual schools rather than the overall Dedicated Schools Grant.

DELIVERY & MANAGEMENT**How will the project be delivered/managed?****Delivery & Management.**

Design and delivery of the Capital Maintenance programme is the responsibility of the Council's Technical Services. Within the Schools Facilities Management Team, the Asset Manager (Schools) and Asset Management Officers will act as a key link between schools and the allocated surveyor / external framework consultant / external framework contractor / Technical Advisor / Project Manager (the actual combination will be dependent on the procurement route for each individual project) to ensure the delivery of each scheme at an operational level. The Head of Service for Corporate Landlord and Capital will act as the Council's overall Project Executive.

How will the Programme/Project impact on hard-to-reach groups?

All sections of the community will benefit from improvements to their local schools including hard to reach groups such as lone parents, traveller families and minority ethnic groups as well as pupils with physical disabilities.

Is this subject to OJEU Regs?

None of the projects are individually large enough to fall under OJEU Regulations. Most projects will be tendered but where projects are delivered via Framework Agreements, these agreements will have already been subject to the full OJEU process.

How will this be procured:

This programme of works will be delivered through the Council's Technical Services. Works delivered externally by contractors will be tendered; or will be negotiated if delivered by KHN (Kirklees Homes & Neighbourhoods). We will also negotiate with private contractors on multi-phased schemes where contractors have performed well on the first phase of works – management of the procurement process will be through the Capital Delivery team.

Key risks in undertaking / not undertaking this programme/project:

This programme contains urgent condition items relating to school buildings (e.g., roof repairs; boiler replacements; whole school electrical rewires; H&S works etc.) that could, if not tackled, lead to damage to the buildings, H&S risks to the building occupants and the potential partial or full closure of schools, which would impact on the educational attainment of young people.

In running this large and varied programme we encounter many risks including:

- There are some larger schemes (e.g., whole school re-wires or projects that combine different disciplines e.g., boiler replacement combined with a whole school re-wire) which will be complicated to deliver due to programming issues; availability of decant space etc.
- Many schemes will need to be undertaken during the summer holidays due to the nature of the works e.g., the replacement of a slate roof on a Victorian School and therefore any potential slippages could have serious consequences.

OTHER INFORMATION

Key Contacts

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David Martin – Head of Service for Corporate Landlord and Capital - Tel: 01484 221000

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| Project | Ward | Expected Total Cost of Project |
|--|-----------------------|--------------------------------|
| ACHIEVE & ASPIRE CAPITAL MAINTENANCE PROGRAMME 2024/25 - CONDITION PROJECTS | | |
| 2024/25 Capital Plan preparation costs - Advance Surveys/feasibility studies/asbestos surveys/condition surveys costs in relation to the delivery of Children's Service projects and advance design of projects for the 2025/26 programme. | Various | £100,000 |
| Risk Pot for emergency additions to the Capital Plan/balance for high tenders/asbestos | Various | £365,025 |
| Battysford CE (VC) Primary School - Phase 3 rewire | Mirfield | £281,000 |
| Brockholes CE (VC) J & I School - Phase 3 re-roof flat roof | Holme Valley North | £193,000 |
| Crossley Fields J & I School - Phase 2 KS2 window refurbishment | Mirfield | £55,000 |
| Crowlees CE (VC) J & I School - Boiler plant replacement (old block) | Mirfield | £127,000 |
| Denby Dale First & Nursery School - Phase 3 re-roof flat roof | Denby Dale | £89,500 |
| Fixby J&I School - Boiler plant replacement | Ashbrow | £125,000 |
| Flatts Nursery School - Electrical rewire & domestic water distribution | Dewsbury East | £213,000 |
| Golcar J I & N School - Phase 2 GRP roof replacement | Golcar | £258,900 |
| Hade Edge J & I School - Lighting replacement | Holme Valley South | £35,000 |
| High Bank J I & N School - Phase 2 re-roof flat roof | Liversedge & Gomersal | £56,800 |
| Holme J & I School - Stonework repairs | Holme Valley South | £20,000 |
| Moldgreen Community Primary School - Phase 2 lighting replacement | Almondbury | £103,000 |
| Reinwood I & N School - Boiler plant replacement | Lindley | £145,000 |
| Spen Valley High School & Sports College - Replacement of single pipe heating (High Rise Block) | Liversedge & Gomersal | £60,000 |
| St Thomas CE (VC) Primary School - Replacement of Hall Area Radiators with LST System | Ashbrow | £20,000 |
| Various Schools - Disabled adaptations | Various | £30,000 |
| Various Schools - Fire safety works | Various | £300,000 |
| Various Schools - Large scale condition works | Various | £400,000 |
| Various Schools - Mobile boiler plant replacements | Various | £90,000 |
| Warwick Road Primary School - Partial heating distribution replacement with LST's | Batley East | £80,000 |
| Westborough High School - Phase 4 Condition & fire safety works | Dewsbury West | £343,000 |
| Westmoor Primary School - Boiler plant replacement | Dewsbury West | £137,000 |
| Westmoor Primary School - Partial rewire | Dewsbury West | £200,000 |
| Whitechapel Primary School - Phase 2 re-roof flat roof | Cleckheaton | £193,800 |
| Woodley School & College - Roofing repair works | Newsome | £100,000 |

Total £4,121,025

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Report title: 2024 – 2025 Post 16 Transport Statement

| | |
|--|---------------------|
| Meeting | Cabinet |
| Date | 9 April 2024 |
| Cabinet Member (if applicable) | Councillor Reynolds |
| Key Decision Eligible for Call In | Yes Yes |

Purpose of Report

The purpose of this report to ask Members to consider adopting the proposed Post-16 Transport Statement as presented at appendix 1 In addition, Members are asked, to consider, setting the amount payable under the proposed transport statement to the following level -

| Band | Mileage | Amount |
|------|--------------------|--------|
| 1 | <=3 miles | £300 |
| 2 | >3 and <=10 miles | £1000 |
| 3 | >10 and <=20 miles | £2000 |
| 4 | >20 miles | £3000 |

Where, under the proposed transport statement, a student receives Council organised transport, Cabinet is also recommended that the parental contribution be set to £500 per academic year

Recommendations

Members are recommended to adopt the proposed Post-16 Transport Statement as presented at appendix1, which would take effect from the 31 May 2024 and would apply to existing and new students at the start of the 2024 academic year.

Members are also recommended to set the personal travel payment to the following –

- Band 1 - Living less than or equal to three miles from home to setting (one way) - £300
- Band 2 - Living greater than three miles but less than or equal to ten miles from home to setting (one way) - £1000
- Band 3 – Living greater than ten miles but less than or equal to twenty miles from home to setting (one way) - £2000
- Band 4 – Living greater than twenty miles from home to setting (one way) - £3000

Where, under the proposed transport statement, a student receives Council organised transport, Cabinet is also recommended that the parental contribution be set to £500 per academic year.

Reasons for Recommendations

Adopting the proposed transport statement allows the Council to address, in part the increase in costs, while providing those with the greatest need the most assistance, but also make provision for other students of sixth form age.

Based on 2024 / 25 budget, setting the proposed level of personal travel payment, would allow for assistance to be provided while meeting budgetary constraints.

Setting the parental contributions to £500 is considered a reasonable amount, given the amount students/ families in receipt of a personal travel payment will need to make up to cover the costs of their transport, and represents between 15% - 20% of the cost depending on the route. Current parental contributions stand at £380 per academic year.

Resource Implication:

It is anticipated that in the first year of operation there will be an increase in administrative burden on the home to school transport service, it is anticipated resources for this will be met by existing staff; however, this will be monitored, and additional resources sought if required.

Date signed off by Strategic Director & name

Rachel Spencer-Henshall (22/3/24)
Strategic Director – Corporate Strategy,
Commissioning and Public Health

Is it also signed off by the Service Director for Finance?

Isabel Brittain (28/03/24)

Is it also signed off by the Service Director for Legal Governance and Commissioning?

Julie Muscroft (28/03/24)

Electoral wards affected: All

Ward councillors consulted: All

Public or private: Public with private appendices.

By virtue of Paragraph(s) 1 of Part 1 of Schedule 12A of the Local Government Act 1972

By virtue of Regulation 21 (1) (A) of the Local Authorities (Executive Arrangements) (Access to information) (England) Regulations 2000

Appendix IV is to be considered in private due to it containing information that is subject to legal privilege.

Has GDPR been considered? Yes, GDPR has been considered and where necessary responses to the consultation have been redacted to avoid individual(s) being able to be identified.

1. Executive Summary

- 1.1 The Council are under a duty to prepare and publish an annual post-16 Transport Statement.
- 1.2 A Post-16 Transport Statement outlines how post 16 pupils, many with Special Educational Needs and/or Disabilities (SEND), are helped to access their place of education or training. If the proposed changes are adopted there will be a cost reduction and the post 16 transport budget will be more sustainable moving forward. The projected cost of operating the new policy based on the existing cohort is approximately £950,000. The cost of operating the current policy in 2022/23 was £2.6M.
- 1.3 The proposed changes will result in eligible post 16 pupils receiving a flat rate payment (based on distance) as travel support. Pupils with the highest needs will in some cases continue to be transported as they had been previously, i.e. through the Council arranging transport through its list of approved private operators of taxis and minibuses.

2. Information required to take a decision

Improving the outcomes for our children with special educational needs is at the heart of the Councils 'Inclusive Ambitions' to tackle key inequality issues in Kirklees. By investing in and working with our children and young people and their families at the earliest opportunity, will support u to help them in achieving their best possible outcomes.

Kirklees wants:

- All our children and young people to have the best start in life
- Our children and young people to be proud to come from Kirklees
- Our children and young people with Special Educational Needs and Disabilities (SEND) to live and be educated in Kirklees
- Our children and young people with Special Educational Needs and Disabilities to make good educational progress, have high aspirations and good life opportunities

Kirklees has a comprehensive SEND strategy – The Big Plan [SEND - The Big Plan](#) with robust governance to take plans forward. The big plan as, at its core, a sufficiency strategy which focuses on enabling more children and young people to secure places and thrive in local education settings.

The proposed Post-16 Transport statement compliments this wider SEND strategy by empowering families to make their own decisions on transport and the flexibility this brings, it also supports a level of independence and can support young people in preparing for adulthood.

Current Operations

- 2.1 As of the beginning of September 2023 the council arranged transport for around 1350 pupils with SEND made up of 1050 pre 16 pupils and 300 post 16 pupils. For post-16, the service transport students to 27 different educational settings using 140 routes.
- 2.2 Currently for both pre and post 16 SEND pupils have transport provided by the Council. The Council contracts private hire and public service vehicle (PSV) operators to provide minibuses and taxis. The Council employs 188 Passenger Assistants to support eligible children with the greatest need whilst traveling by minibuses and taxi, across pre and post 16 transport. While the number changes regularly of those 188 14 are currently working just on post-16 routes.

- 2.3 The Council also provides free transport to eligible children attending mainstream settings by providing procured school buses or where there is capacity on the public bus network, a bus pass.
- 2.4 The cost of this provision in 2022/23 financial year was £12,180,246 for both pre and post 16; with post-16 on its own costing circa £2.6m.
- 2.5 Statutory eligibility for free or supported transport is set out in the Education Act 1996, statutory guidance published by the Department of Education and discretionary eligibility is set out in Policies or Transport Statements of the Local Authority.
- 2.6 Link to the Education Act 1996 [Education Act 1996 \(legislation.gov.uk\)](https://www.legislation.gov.uk)
Link to statutory guidance for pre-16 [Home-to-school travel - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/home-to-school-travel)
Link to statutory guidance for post-16 [Transport to education and training for people aged 16 and over - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/guidance/transport-to-education-and-training-for-people-aged-16-and-over)

Statutory duty

- 2.7 The Council has a statutory duty under the Education Act 1996 to provide transport for eligible children to their place of education, mainly those with Special Educational Needs and Disabilities (SEND) but also other children where their nearest appropriate school is too far for them to get to or there is no safe route.
- 2.8 There are three broad categories of travel, supported by Council policies and statutory guidance - Pre 16 Travel of SEND pupils, Post 16 Travel of SEND pupils and Mainstream pupils.
- 2.9 Pre 16 eligible pupils (mainstream and SEND).

A pre 16 and mainstream child is eligible if they are of compulsory school age, attend their nearest suitable school and:

- live more than the statutory walking distance (2 miles for under 8s, 3 miles for over 8s) from that school, or
- could not reasonably be expected to walk to that school because of their special educational needs, disability, or mobility problem, even if they were accompanied by their parent, or
- would not be able to walk to that school in reasonable safety, even if they were accompanied by their parent,

For eligible SEND and mainstream pre 16 pupils the Council has a statutory duty to arrange transport from home to school.

- 2.10 Post 16 eligible SEND pupils:

For eligible SEND post 16 pupils the Council has a duty to publish a Transport Statement. The Transport Statement must set out the arrangements the Council intends to make so to help pupils access education or training. In the Transport Statement the Council, must have regard to statutory guidance and other duties (such as the Public Sector Equality Duty), and must consider applications for assistance. However, in the case of post 16 travel, assistance does not mean the Council has to provide transport, it is for the Council to determine what form that assistance takes.

Proposed changes to Transport Statement

- 2.11 For post 16 pupils the Council arranged taxis and minibuses for around 300 eligible pupils. In 2022 –2023, this cost £2.6m. These costs are rising and are not sustainable in the future.
- 2.12 The proposal is that the Council provided each eligible pupil with a post 16 personal travel payment based on the distance the pupil travels to access education – the further they travel the higher the payment.
- 2.13 Families could spend their budget in whichever way is best for the pupil, giving them flexibility to tailor their travel arrangements based on individual needs.
- 2.14 The proposed payment amounts consulted upon were:

| Band | Mileage | Amount |
|------|--------------------|--------|
| 1 | <=3 miles | £300 |
| 2 | >3 and <=10 miles | £1000 |
| 3 | >10 and <=20 miles | £2000 |
| 4 | >20 miles | £3000 |

- 2.15 The Council understands that a post 16 personal payment may not be appropriate in all circumstances, especially for those pupils with the most complex needs. Therefore, this approach includes provision for Council organised transport to be provided for individual pupils where a post 16 personal payment would not be appropriate. Based on students currently in post-16 education circa 100 students would likely still receive transport organised by the Council.
- 2.16 Full details can be seen in the proposed Transport Statement at **Appendix I**
- 2.17 Responses to the consultation are attached at **Appendix II**
- 2.18 As part of the consultation it was important to obtain the views of students who would be impacted by the proposed changes. As such, officers attended a 'our voice' session held at Kirklees College, a summary of that session including views from the students can be found at **Appendix III**.

Data and evidence used to develop the proposed Transport Statement

- 2.19 This proposal has been developed based on:
- Our own consideration of our statutory duties,
 - An analysis/benchmarking of Policies of other authorities
- 2.20 That analysis of other local authority policies showed the principal of offering a personal travel payment had been implemented and was in place or was being considered and consulted upon by other local authorities.
- 2.21 While the principal of personal travel payment has been tried and tested, what was apparent from the benchmarking was the financial amount offered can and does vary, and different authorities will set the amount payable based on their own local circumstances and budgets.
- 2.22 The proposed personal travel payment consulted upon (2.14 above), is based on current budget information for the 24 / 25 financial year.

2.24 Once developed consultation commenced.

Proposed changes as a result of consultation

Following consultation, the following changes have been made to the proposed transport statement; the changes do not require further consultation.

| Page | Section Title | Change | Reason |
|------|--|--|---|
| 3. | Assistance and concessions offered by other organisations | Amended information for Huddersfield New College | Direct students / families to website for latest information |
| | | Added links to other college websites | Direct students / families to websites for latest information |
| 4. | Eligibility for support from Kirklees Council under its transport policy statement | Added clarification on what will generally be taken into account when considering 'exceptional circumstances' | To provide further clarity on definition of 'exceptional circumstances' |
| 5. | Council organised transport and charging | Removed the 'need' test and replace with 'in the best interests of the Council and / or student' and provide clarity that it is the Council that determine this. | 'Need' should not be the only determining factor in deciding if transport should be provided. Provide clarity that it is the Council's decision. |
| 7. | Change of Payment | Removed reference to 'child' | To reflect the age group for whom the statement applies |
| 11. | General | Amended paragraph relating to responsibility for ensuring transport arrangements are safe | To provide clarity that it is parents or carers responsibility to ensure transport put in place under a PTP is safe. |
| 16. | Calculation of PTP | In the paragraph relating to absence from education changed from 'will' be reduced to 'may' be reduced. | Allow for discretion in deducting amounts for absences |

3. Implications for the Council

It is important that we are evidencing the fact that, as a matter of routine, we are considering the way proposals will contribute to the Council's strategic priorities. In all reports, authors need to provide information on the anticipated impact the outcomes arising from the implementation of your report will have in the following areas:

3.1 Council Plan

The proposed Post-16 Transport statement seeks to provide assistance to students, while addressing the services financial position in a fair and balanced way.

3.2 Financial Implications

It is accepted that, unless traveling to an educational / training setting by service bus, the proposed level of personal travel payment for families will not meet the full cost of transporting students to and from the post-16 educational/training setting. Therefore, this could place additional financial burden on families, particularly those on low-income, or those that need to travel the furthest due to a lack of suitable educational provision within Kirklees.

The proposed policy seeks to mitigate the financial implications by directing families and students to other sources of potential financial assistance, such as bursaries or support provided by settings themselves.

It should be noted that majority of students attending mainstream colleges do not receive travel assistance from the Council to enable them to attend further education.

3.3 Legal Implications

The proposed policy marks a significant shift in the assistance that will be provided to families and students. This increases the risk of legal challenge. The service has sought to mitigate this risk by taking external legal advice throughout the process and on the policy development.

Appendix IV – contains the legally privileged advice that Cabinet must consider. Given Appendix IV contains legally privileged information it is restricted under Paragraph 5 of Part 1 of Schedule 12A to the Local Government Act 1972.

The aim of the proposed transport statement is to target limited financial resources to those with the greatest need, and in achieving this aim the statement set the following criteria for being eligible for transport assistance -

- Not able to travel independently and safely to education EITHER because they have a special educational need or disability, which may be identified in an Education Health and Care Plan OR because they can demonstrate other exceptional circumstances. Exceptional circumstances will be assessed on a case-by-case basis.
- Resident in the administrative area of Kirklees Council and are over 16 years of age but under 19 or a continuing learner who started their programme of learning before their 19th birthday (years 12, 13, 14).
- Attending a programme of learning at a suitable school or college.

Section 509AB of the Education Act 1996, alongside the statutory guidance, provides that the following factors must be taken into account when determining whether to provide transport assistance or not -

- a) the needs of those for whom it would not be reasonably practicable to access education or training provision if no arrangements were made (particularly those who are / at risk of becoming NEET, and young parents),
- b) the need to ensure that young people have reasonable opportunities to choose between different establishments at which education and training is provided,
- c) the distance from the learner's home to establishment of education and training

- d) the journey time to access different established establishments,
- e) the cost of transport to the establishment in question,
- f) alternative means of facilitating attendance at establishments,
- g) preferences based on religion,
- h) non-transport solutions to facilitate learner access.

In developing the proposed transport statement, officers have considered the above points and can provide Members with the following response in respect of each –

Assessment of what arrangements are needed under S509AB(3)(a) of the Education Act 1996 – consideration of our duties and responsibilities.

- a) *The needs of those for whom it would not be reasonably practicable to access education or training provision if no arrangements were made*

The law and guidance associated with Post 16 Transport require the local authority to consider the needs of certain group of learners, specifically:

- Young people with SEND
- Those who are or at risk of becoming NEET
- Young parents
- Those who live in rural areas where there is limited access to public transport

The proposed transport statement specifically considers the needs of SEND young people and the statement sets out the support for those learners.

The proposed transport statement also states that transport support will be provided for other exceptional circumstances for those young people who are not of SEND. The local authority will consider:

- Those who are or at risk of becoming NEET,
- Young parents,
- Those who live in rural areas where there is limited access to public transport,

As exceptional circumstances if through the application process it can be demonstrated that there is no other reasonably practicable method of the young person accessing education or training without support from the local authority.

Such matters which would be taken into account in determining if there is no other reasonably practicable way of the young person being able to access their chosen education or training may be:

- No other financial support, i.e. from their family, other funding sources etc,
- Long walking distances to the nearest public transport access point, or
- Unreasonable travel times, including walking and other modes of travel.

- b) *The need to ensure that young people have reasonable opportunities to choose between different establishments at which education and training is provided*

The proposed transport statement does not restrict the reasonable choice of a young person in choosing an establishment, if they are eligible for support.

In developing the transport statement, it was considered that the further away the post 16 establishment is from the young person's home the greater the cost of transport will be, in most cases. The statement provides a greater amount of

support for greater travel distances. In developing the policy, especially the proposed amounts of travel support, it is accepted that the amount of support will not cover the whole cost of transport in all cases. However, it is considered that that is it reasonable for the whole costs of transport including the amount over and above the support provided, to be considered by young person when they choose a place of education or training. Where a choice is made, and a young person is eligible, then support will generally be provided.

c) *The distance from the learner's home to establishments of education and training*

In developing the proposed transport statement specific considerations has been given to the distance between the learner's home and establishment. This has resulted in a tiered rate of support based on travel distance.

For learners who are of SEND we have taken into account that they may not be reasonably be able to walk the statutory travel distance and propose a lower tier of transport support for those who need to travel under 3 miles.

For learners who are not of SEND who need to travel large distances to their establishment, the statement allows the local authority to consider exceptional circumstances, however, there will a limited set of circumstances which will be considered, as per point 1 above.

d) *The journey time to access different establishments*

In developing the proposed transport statement, consideration has been given to the journey time for young people to access different establishments. If a learner is eligible for transport support, a personal travel payment will, in general, be made. The amount of travel payment is dependent on the distance from a learner's home to their establishment, it is expected that journey time will be greater the greater the distance, therefore, more support is generally provided to those with the greatest journey time. This payment can be used for the most expedient form of transport to limit travel time. In considering the impact of the proposed transport statement of journey times we accept that providing a personal travel payment may in some circumstances result in the cost of the most expedient form of transport not being met by the payment.

The proposed statement allows the local authority to consider exceptional circumstances beyond those learners who have SEND. One of which may be to provide support to those who have very long journey times i.e. beyond 75 minutes. However, we would expect that all other alternatives to travel support to be considered and the provision of transport support is in exceptional circumstances.

e) *The cost of transport to the establishments in question*

In developing the proposed Transport Statement, the cost of transport has been taken into account.

We have decided to target the support we provide to those learners to those with the greatest need i.e. learners with SEND or those with exceptional circumstances.

We have decided, in general, to provide for learners who continue their post 16 learning at their pre 16 establishment to continue to receive transport organised by the Council, i.e. to continue their existing transport arrangements, pre to post 16, albeit with a contribution to the cost of this transport made by families consistent with our current arrangements.

We have considered for those learners who will receive a personal travel payment, that the amount provided may not cover the full cost of the learner or their family to arrange transport themselves. We have taken into account when we decide to provide transport support to all learners with SEND and learners with exceptional circumstances who apply for it and to do this, we must distribute the available budget fairly, taking into account the considerations above.

In setting a parental contribution for transport arranged by the local authority, we have undertaken an analysis to determine the difference between those who must contribute to their arranged transport by paying the local authority and those who receive a payment from the local authority and must make up the difference between the payment made and the actual costs of transport. As everyone's circumstances are different and there will be a significant degree of choice within the family on what transport is self-arranged, it is difficult to match this accurately in all cases. The amount of contribution recommended is considered a reasonable amount to contribute, and represents around 15-20% of the costs, depending on the route. It is accepted and understood that depending on the mode of transport selected by those who receive a personal transport payment, they may contribute proportionally more, however, as there will be an element of choice in the mode of transport, we consider that keeping the parental contribution to around 20% of the costs is reasonable in the circumstances.

In relation to those on low incomes, we have not considered specifically within the proposed transport statement a provision for those on low incomes. We consider that providing transport support in cases where the learner has SEND, supports those on low incomes and SEND to access establishments of their choice. For learners who are not of SEND there is provision in the statement to consider exceptional circumstances. Although in consideration of exceptional circumstances we do not propose to consider those on low incomes to meet exceptional circumstances, difficulties around exceptionally long journeys times may be considered, as these longer journeys may in general be considered more expensive – cost is considered in directly as a consideration on providing transport in these circumstances.

f) *Alternative means of facilitating attendance at establishments*

The principal of providing a personal travel payment enables choice by the learner or their family to choose the best means of transport for their needs, which can include alternative means, such as cycling, mopeds and independent travel.

To support the active consideration of alternative means by those who are or are not in receipt of transport support, promotion of alternative means will be undertaken by the application form, any communication regarding the grant of travel support and on our website and other points of access to information.

g) *Preferences based on religion*

The proposed transport statement does not limit choice by a learner, or their family based on any factor, including religion. A learner may choose to attend a place of education or training based on religion and as long as the learner is eligible, the proposed statement will enable transport assistance to be granted. We have decided to target assistance to those students who have SEND verses any difficulty in accessing an alternative setting preferred based on religion, such as long travel times or cost.

As part of the application process, we do not ask learners or their families to state the type of post 16 establishment or the type of course they are attending. The statement will support eligible learners to access their chosen establishment regardless of type, including those chosen based on preferences based on religion.

h) Non-transport solutions to facilitate learner access

We have considered whether transport assistance can be used for non-transport solution. At present we do not consider it a reasonable use of the transport budget to facilitate learner access education or training in this way, i.e. purchasing bikes or scooters etc. It has never been requested and we do not anticipate being an issue for us to resolve in this way. If in future non-transport solutions are a needed by learners, we will consider it in a future version of the statement.

3.4 Other (e.g. Risk, Integrated Impact Assessment or Human Resources)

Moving to a personal travel payment may result in passenger assistants currently on post-16 transport no longer being required for post-16 transport; however, any passenger assistant affected will move over to pre-16 transport where there is a shortage of passenger assistants.

There should be no impact on the armed forces community in terms of healthcare, housing and/or education.

Integrated Impact Assessment (IIA)

An integrated Impact Assessment has been completed and can be found at – [Integrated Impact Assessment](#)

4 Consultation

4.1 Consultation on the proposed Transport Statement took place between 14 November 2023 and 31 December 2023, with the following groups by:

- Parents of existing children on transport,
- Parents of Children with Additional Needs in Kirklees ('PCAN'),
- Public,
- Councillors,
- Schools/Colleges,
- Governors,
- Other local authorities
- Local transport body

4.2 The consultation took place primarily by the Council's online consultation platform – though a web survey. The survey was promoted via the Council's media and social media outlets. Offers were made through drop-in sessions and through working with PCAN to support respondents to fill in the online form with tables at drop-in sessions. In addition, all Councillors were emailed on the 15/11/23 notifying them of the proposed policy and that consultation had commenced.

4.3 A number of face-to-face drop-in sessions were arranged in partnership with PCAN and Kirklees College, these took place on: -

- 26th October 23 and 28th November 23– Special School Head Teachers meetings

- 14th, 15th and 22nd November 23, 7th, 11th and 13th December 23 – PCAN drop-in sessions,
- 28th November 23 and 7th December 23 – Kirklees College Parents evenings,
- 28th November 23 – Local Offer Live event,
- 29th November 23 – Session with Foundation Skills Group of learners at Kirklees College,
- 6th December 23 – Follow up session with Foundation Skills Group at Kirklees College
- 10th November 23 – Kirklees Learning Progression Board

4.4 Those consulted with were asked to complete an online questionnaire about the proposals.

4.5 A total of 130 people responded to the consultation, with the main themes arising from the consultation being – the data on demographics and yes/no responses are in Appendix II.

- Financial Impact (40)
- Environmental Impact (2)
- Impact on Education (15)
- Impact on Safety / Safeguarding (19)
- Impact on family / parents (36)
- Lack of suitable transport options (11)
- Promotes independence (4)

(numbers in brackets reflect the approx. number of comments under each theme)

4.6 Members of the Childrens Scrutiny Panel were briefed on the proposed changes at their meeting on the 26 March 2024. Members of the panel raised concerns over the impact of the proposed policy on safeguarding, with parents having to arrange their own transport. Members asked officers to look at the messaging that can be provided to parents around reducing this risk by utilising drivers licensed by Kirklees and the wider West Yorkshire region.

Members were also concerned that the proposed policy exposed parents to price / cost increases; whereas the Council has collective bargaining power and can negotiate price on block. However, there was a recognition that the ability of the Council to negotiate does not always lead to lower costs.

Members also asked about the legalities of sharing information to help parents pool resources and car-share or share the cost of transport. Members of the panel were also concerned over the practicalities of being able to do this.

Members noted that there were beneficial factors with the proposed changes, in promoting independence and confidence in students.

Members questioned the fairness of the approach and that it may result in parents having to change jobs to help get children to their further education setting.

Members also asked officers about other transformation work being undertaken within the service, particularly the Council purchasing its own fleet. While Members of the panel commented on those proposals, they do not impact the decision Cabinet are being recommended to make.

5 Engagement

Details of engagement that has taken place on the proposed changes are detailed within the main body of the report.

6 Options

6.1 Options Considered

6.1.1 The options open to Cabinet are -

- a) Make no change - adopt a Post-16 Transport Statement that keeps providing Council organised transport for all eligible post 16 students,

It is open for the Council to keep the existing model of providing transport for all eligible post-16 students. Taking this option will provide the maximum assistance available but will see the Council having to meet the continued increases in costs associated with this model of assistance (overspending).

- b) Change to a personal travel payment - move to the default position of offering a personal travel payment for all post-16 students, except where the needs of the student are so great that the Council providing transport is the only option, and set the level of personal travel payment at,

| Band | Mileage | Amount |
|------|--------------------|--------|
| 1 | <=3 miles | £300 |
| 2 | >3 and <=10 miles | £1000 |
| 3 | >10 and <=20 miles | £2000 |
| 4 | >20 miles | £3000 |

6.1.2 The financial implications of setting the personal travel payment to the above are as follows -

| Mileage | Band | Amount | No. in Band | PTP Cost | Existing Costs |
|---------------------------------------|------|--------|-------------|-------------------|---------------------|
| <=3 | 1 | 300 | 67 | 20,100 | 260,597 |
| >3 & <=10 | 2 | 1000 | 68 | 68,000 | 395,408 |
| >10 & <=20 | 3 | 2000 | 37 | 74,000 | 454,199 |
| 20+ | 4 | 3000 | 15 | 45,000 | 330,561 |
| Totals | | | 187 | 207,100 | 1,440,766 |
| Cost of students staying on transport | | | 108 | 739,817.15 | 739,817.15 |
| Totals | | | 295 | 946,917.15 | 2,180,583.32 |

Cost Difference 1,233,666.17

6.1.3 As can be seen from the above table, continuing to provide transport for all students will see costs of in excess of £2m for the Council. Based on current trajectories for demand and costs of transport, those costs will continue to rise year on year.

N.B –

- the mileage is based on a one-way journey from the student's home address to their setting,
- All costings are based on students attending college 5 days per week over the academic year; not all students attend 5 days,

- The 'costs of students staying on transport' is based on current students who, if the new policy were in place, would likely remain on transport due to their needs. Predominantly this is students that would remain in their SEND setting for post-16 education. Costs of this are based on current daily prices,
- Amount to be offered is based on benchmarking against other local authorities and to meet budgetary pressures,
- Savings realised is based on the 23/24 post-16 transport budget line which stands at 1.8m,
Existing costs is based on current 'daily price' for each route that falls within the relevant PTP mileage band.

6.2 Reasons for recommended Option

- 6.2.1 Members are recommended to adopt the proposed policy, as presented at appendix 1
- 6.2.2 Adopting the proposed transport statement allows the Council to address, in part the increase in costs, while providing those with the greatest need the most assistance, but also make provision for other students of sixth form age.
- 6.2.3 Based on 2024 / 25 budget, setting the level of personal travel payment as presented, would allow for assistance to be provided while meeting budgetary constraints.
- 6.2.4 Setting the parental contributions to £500 is considered a reasonable amount, given the amount students/ families in receipt of a personal travel payment will need to make up to cover the costs of their transport, and represents between 15% - 20% of the cost depending on the route.

7 Next steps and timelines

- 7.1 If Cabinet adopt the proposed transport statement the next steps will be to publish the Transport Statement and communicate the changes to services users, schools and relevant sixth form education providers.
- 7.2 The service will also need to adjust its application form and procedures to reflect the changes in approach.
- 7.3 The service will also monitor the effects of the changes and report back to Members.

8 Contact officer

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9 Background Papers and History of Decisions

N/A

10 **Appendices**

- Appendix I Proposed Post 16 Transport Statement
- Appendix II Proposed Post 16 Transport Statement – Consultation Results
- Appendix III Proposed Post 16 Transport Statement – Feedback from ‘Our Voice’ engagement session
- Appendix IV Legal Advice (private appendices)

11 **Service Director responsible**

Katherine Armitage
Service Director
Environmental Strategy and Climate Change

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Section One: Introduction

Background to this policy

This document is the Kirklees Council Post-16 Transport Policy Statement covering 2024 to 2025 academic year. All local authorities are required by law to publish a Statement each year and this document replaces all previous versions.

The policy outlines what travel assistance is available to support young people of sixth form age to access further education / training. It covers:

- people who are over 16 years of age, but under 19 years of age
- people who become 19 partway through a course of education (continuing learners), and
- young people aged 19 to 25 for whom an Education Health Care Plan is maintained, where the course commenced before they turned 19.

The duty on the Council to provide free assistance with transport to education establishments ends at the age of 16. Responsibility for making, and covering the cost of, appropriate transport arrangements for people aged over 16 rests primarily with the student and/or parent/carer.

However, young people are now required to stay in education or training until their 18th birthday. As such, Kirklees Council offers discretionary travel assistance to young people meeting the eligibility criteria, with the aim of promoting effective participation in full time education. The service is particularly focussed on ensuring young people with special educational needs and/or disabilities (SEND) can lead lives that are as independent as possible.

Kirklees Shared Outcome: Aspire and Achieve

People in Kirklees aspire to achieve their ambitions through education, training, employment and lifelong learning.

We want children to achieve well and leave school ready for life and work. We want people to enjoy and value learning throughout their lives and businesses to support a skilled workforce. The council has a role in making sure that education and learning is accessible and relevant to needs and opportunities, both now and in the future.

Kirklees Council works in partnership with other public bodies to support young people in further education. The partnership includes the Special Educational Needs Assessment and Commissioning Team in the Council, Kirklees College, Huddersfield New College, Kirklees sixth form schools including special schools, and Calderdale & Kirklees Careers Service.

What is included in this policy

This policy summarises the eligibility criteria, application process, and what you can expect to receive if granted travel assistance. It tells you about other help you can get, and who to contact to find out more. It also provides information on making a complaint or submitting an appeal.

The legislation and guidance for travel assistance is different for those aged 16 to 18 (including those who become 19 during their course) and those aged 19 and over. As a result, the two age groups are dealt with separately in this policy.

Section Two: assistance and concessions offered by other organisations

Introduction

The Council wants to support all people aged over 16 to continue their education and training. This section outlines details of assistance and concessions offered by local, regional, and national organisations to support students.

Concessionary fares

Kirklees Council is a member of the West Yorkshire Combined Authority, which runs the West Yorkshire Metro travel network. The Combined Authority spends around £50m annually on concessionary Metro fare schemes to provide reduced cost travel for groups including young people.

All full-time students using public transport are expected to take advantage of the subsidised concessionary fares or tickets schemes provided by Metro, or other travel providers, detailed below, to travel to and from their place of learning.

Metro offers a 16-18 Photo Card, which entitles eligible students to half fare bus and train travel. Metro also offers a 19-25 or Student Photo Card, which enables holders to buy concessionary bus and rail travel weekly or monthly.

For full and latest details, including how to apply, please see: <https://www.wymetro.com/> or call Metroline on 0113 245 7676 (07.00 to 22.00 daily).

Bursary fund

Schools and colleges are allocated funding to award bursaries which can help to meet the costs of transport. The amount paid, and eligibility criteria will be decided by the school/college, except in the case of the most vulnerable students.

Vulnerable students, such as those in care, care leavers, those claiming Income Support or disabled students claiming Employment Support Allowance and Disability Living Allowance could get a Bursary up to £1200 for a full academic year. This will be adjusted pro rata for courses less than a full academic year.

The college / school are also able to award discretionary bursaries to students who face genuine financial barriers to participation, such as the cost of transport, meals, books and equipment.

Schools and colleges set their own eligibility and decide how much to award. To find out if a student is eligible for a bursary from school/college please contact the relevant school or college directly.

You can find more information at: [16 to 19 Bursary Fund: Overview - GOV.UK](#)

Learner Support Fund

The Learner Support Fund can help towards the costs of starting or following your course. These costs could include:

- Transport, including fares to and from college.
- Books and equipment,
- Extras, like visits, field trips and placements,
- Emergencies affecting your living or learning arrangements,

Students who attend colleges should contact Student Services at the college being attended. Students who attend schools with sixth forms should contact their school's Head of Sixth Form for details and an application form.

You can find more information at: [Learner Support: Overview - GOV.UK](#)

Care to Learn for young parents

The Care to Learn scheme can help with childcare costs while you study.

You must be aged under 20 at the start of your course.

The scheme is available for publicly funded courses in England.

You can find more information at: [Care to Learn: Overview - GOV.UK](#)

Colleges

Some Further Education colleges offer direct support to student. Arrangements can vary between schools and colleges so it is always best to check directly with the individual schools / colleges for details.

[Huddersfield New College - Transport Assistance](#)

[Kirklees College - Financial Assistance](#)

[Greenhead College - Financial Assistance](#)

Independent Transport Training

Schools and colleges work together to encourage students to take full advantage of independent travel skills training where possible as this will provide them with more opportunity to access a wider range of facilities including public transport. However, not all students with a learning difficulty and/or disability will be capable of using public transport therefore, each case will be considered on its own merits. Students should contact their education provider to enquire what, if any, independent travel training they offer.

Section Three: Post 16 transport assistance for eligible children

Introduction to 'sixth form transport assistance'

This section covers young people who are over 16 years of age but under 19 or continuing learners who started their programme of learning before their 19th birthday (years 12, 13, 14) Eligible people with an Education Health and Care Plan can continue to receive help under this duty up to age 25 where they are continuing a course started before their 19th birthday.

The overall intention of 'sixth form transport assistance' is to specify support the Council considers necessary to facilitate the attendance of Post 16 students receiving education or training. The support that Kirklees Council can offer is limited by available resources and will be targeted towards people with special education needs and/or disabilities. Most people should rely on the assistance and concessions offered by other organisations as outlined in [Section Two](#) above.

For those who do apply to Kirklees for assistance, we will look at each case individually following receipt of an application form and supporting evidence. The Council will consider the needs of the young person, the eligibility criteria, and the available resources. See [Section Seven](#) for more information about how to apply.

Eligibility for support from Kirklees Council under its transport policy statement

The Council will generally provide transport assistance only if the following statements apply:

- Not able to travel independently and safely to education EITHER because they have a special educational need or disability, which may be identified in an Education Health and Care Plan OR because they can demonstrate other exceptional circumstances. Exceptional circumstances will be assessed on a case-by-case basis, taking into account -
 - those who are, or are at risk of, not being in education, employment or training ('NEET'),
 - young parents,
 - choice of further education establishment (including establishment based on religion),
 - distance and journey time
 - cost of transport to preferred further education establishment,
 - alternative means / non-transport solutions that help facilitate attendance,
- Resident in the administrative area of Kirklees Council and are over 16 years of age but under 19 or a continuing learner who started their programme of learning before their 19th birthday (years 12, 13, 14).
- Attending a programme of learning at a suitable school or college

Exclusions under the 'sixth form transport policy statement'

The Council will generally not provide travel assistance if any of the following statements apply:

- Where transport is subject to parental contributions, there is an outstanding balance from previous years, which must be paid in full for transport assistance to recommence.

What travel assistance we will provide young people of sixth form age

The normal offer of travel assistance for students aged over 16 but under 19 under the 'sixth form duty' is a Post 16 Personal Transport Payment (PTP). A PTP is a direct payment and is designed to help you to get your child to school/college. It replaces council-organised transport (COT), although requests for traditional transport methods will be considered on a case-by-case basis. You can use the PTP in any way you wish that enables a young person to get to school or college.

A PTP is granted at the discretion of the Council, therefore even if a young person is assessed as being eligible for travel assistance, you may not be granted a PTP if it is not cost effective for the Council to do so, for example if your child could be placed onto existing transport at no, or limited, additional cost to the authority.

Unless continuing a course started before their 19th birthday, people aged 19 and over are generally dealt with under the 'adult transport duty' – see [Section Five](#) below. These students may still be offered council-organised transport instead of a PTP.

For more information, see [Section Four](#) on Post 16 Personal Transport Payments.

Council-organised transport and charging

As noted, the Council will usually give support to eligible young people and others under the 'sixth form transport assistance' by providing a Post 16 Personal Transport Payment. However, on some occasions, the Council may consider it necessary to organise transport directly. For example, where the a student is remaining in the same SEND setting for post-16 education as they did for pre-16 education and the Council determine it is in the best interest of the Council and / or student to remain on council organised transport.

All eligible students who receive Council-organised transport under the this policy will be expected to contribute to the cost. For the academic year 2024/25 that contribution is {TBC}. Overcharges due to absences will be reimbursed at the end of the school year.

The person responsible for payment will be charged for the total annual amount due. Payments should be made directly to the Transport Team. Details of how to do this, including instalment arrangements, will be detailed when the charge notification is sent.

However, families in financial difficulties can apply to their college for assistance through the bursary fund (see [Section Two](#) above).

Families in financial hardship can submit a written request to have the charges waived. The Council will generally give consideration as to whether the student has applied for or is in receipt of the 16 – 19 bursary. Where the student receives a bursary, the Council will expect this to be used to contribute towards the student's daily transport costs.

Transport will not be provided if there is an outstanding balance from previous years. Outstanding balances must be paid in full for transport assistance to recommence. Parent/carer who signs the agreement on the Post 16 Transport application form is legally liable for any default in payment and all correspondence will be addressed to this person in pursuance of any debt.

Section Four: Post 16 Personal Transport Payments

Introduction to Personal Transport Payments

The normal offer of travel assistance for eligible students under the 'sixth form duty', is a Post 16 Personal Transport Payment (PTP). A PTP is a payment designed to help students get to college or school.

Adults starting a course aged 19 and over will usually be assessed under the 'adult duty'. Under this duty, the rules are different and the Council may offer alternatives to PTP. See [Section Five](#) for more information.

A PTP is granted at the discretion of the Council, therefore even if a student is assessed as being eligible for travel assistance, you may not be granted a PTP if it is not cost effective for the Council to do so, for example if the student could be placed onto existing transport at no, or limited, additional cost to the authority.

A PTP can be used in any way that enables a student to get to college or school.

What are the benefits of a personal transport payment (PTP)?

- Freedom to make your own arrangements – to suit your family.
- Control over how the money is spent.
- Students may feel more secure and relaxed at college or school.
- the money could be used on travel that encourages / helps students become more independent.

You could use a PTP in many ways, the following are some examples:

- Drive a student to college or school yourself
- Arrange for a friend or relative to cycle or walk with the student
- Car share with other parents
- Get a bus pass for a friend to accompany you
- Pay for a bus pass
- Pay for childcare for another child – so you can take your eligible child to college or school
- Work with the college or school to join up with other parents
- Use it towards the cost of a taxi or share the cost of the taxi with other parents

Who can apply

An application for a PTP can be made by:

- the parent, guardian, or carer on behalf of the student.
- the student themselves if they are 18 years old or over.
- a nominated person acting on behalf of the applicant if agreed by the applicant and that nominated person has capacity.

Please see [Section Seven](#) for more information on making an application.

Calculation of the PTP amount

The amount of money that is awarded is based on the shortest distance, by means of transport, between the young person's home and the nearest appropriate college / school the young person attends. Many available maps and internet-based measuring tools will give you an indication of the distance from your home to your child's college / school, but this is only an indication. Kirklees Council will use a combination of publicly available online route planning platforms and its own internal mapping systems to calculate the shortest distance. For fairness and consistency, the same process for determining distance is used for all applications.

Please refer to **Annex One** of this document for further information and guidance on personal budgets and to find out how much money you may receive.

Change of circumstances

You must notify the Council immediately in writing or by email about any change in your circumstances that may affect your eligibility to transport assistance and/or your PTP payment, for example:

- If you move address or change college / school or college / school site.
- Change of timetable that affects your child's college / school hours or days.
- Long term absences (5 consecutive academic days or more).

If you fail to notify the Council of any change to your circumstances, which the Council later decides would have had the effect of reducing or ending your child's entitlement to payments then the Council may terminate your PTP payments and will seek to recover any monies that you should not have received for the period in which you failed to notify.

If you are unsure about whether a change of circumstances will affect the PTP payments, you are advised to discuss this with the Council.

If any change to your circumstances means that your child's eligibility to transport assistance is withdrawn, then the PTP payments will cease.

Change of payment

There are circumstances in which the amount of PTP payment may be reviewed, adjusted, suspended or terminated. These are:

- attendance falls below 90%.
- regularly arrive late at school/college in the mornings.
- arrives at school/college in an unfit state to learn.
- The travel arrangements that have been put in place using the PTP are deemed to be unsuitable or unsafe.
- accessing short break stays away from the family home.
- There is a change to national legislation and/or the Council's policies.
- You have more than one young person or other member of the same household each receiving a PTP and attending the same school/college or another school/college nearby

Review of PTP arrangements

The PTP will be reviewed on a regular basis. As part of the PTP review, the Council will contact your child's school/ college to request their attendance records to confirm their level of attendance, and that they are able to fully access their learning opportunities.

Once this information has been received and the review has been completed, any decision to adjust or withdraw the PTP will be given to you in writing.

Payment of the PTP will be paid into a nominated bank account every calendar month in advance. In exceptional circumstances alternative payment arrangements may be made by agreement between you and the Council.

Annual Review of PTP

Any changes to the amount payable under the personal travel payment will be considered as part of the annual review of the Transport Statement.

Using the PTP

The purpose of the PTP is to facilitate the young person's attendance at a programme of learning.

You can use the PTP in any way you wish to do this, for example:

- You or someone in your family can drive your child to and from college / school.
- You can arrange with a friend or relative to cycle with or walk your child to college / school.
- You can car share with other parents.

- You could provide a relative or friend with a bus pass to take your child to and from college / school.
- You could pay for a place on a vehicle that the college / school organises to take children to and from their college/ school.
- You could pay for childcare for another child in order for you to take your eligible child to college / school.

If you use the PTP to employ someone yourself, then you will be responsible for complying with relevant rules regarding Tax and National Insurance, Employment Law, Insurance, Health and Safety or any other relevant rules or legislation in force at that time.

The Council always recommends that you have a check carried out by the Disclosure and Barring Service (DBS) on anyone that you are thinking of employing.

Making use of a licensed private hire or hackney carriage vehicle and driver does not class as 'employing'. All private hire / hackney carriage drivers licensed by Kirklees Council are subject to an enhanced DBS check, if you are using a private hire / hackney carriage driver licensed by another local authority you should check the DBS policy for that local authority to ascertain what level of DBS they are subject to.

If you use the PTP to enter into contracts with organisations e.g., after college / school clubs, or individuals: you are responsible for complying with the terms and conditions of those contracts e.g., payment arrangements, notice of cancellation, etc.

The Council advises you to seek your own independent legal advice on the terms of the agreement that you may be entering into and any obligations that are placed on you.

You will:

- have control over how the payment is used that allows you to get your child to college / school.
- accept responsibility for the decisions made regarding the use of the payments and understand what the consequences are for misuse.

You cannot use your payment:

- for any purpose that does not enable you to get your child to or from college/ school.
- for any activity that is illegal, unlawful, or unsafe.
- for other purposes that may bring the Council into disrepute.

Although you have control over how payments are spent, the money can be reclaimed by the Council if it is not used in accordance with this Guidance.

If you are granted a PTP, you may wish to discuss this with your child's college / school as they may be able to put you in touch with other parents who also receive a PTP. You could look into working collectively to ensure the best use of the PTP for all of the children and families.

Terminating the PTP agreement

You may terminate the agreement by providing at least one calendar month's written notice to the Council but note that when a PTP is awarded to start at the beginning of a new academic year then the earliest date that the agreement can be terminated is 31 October.

You must also tell anyone you have engaged to provide services under the PTP. The Council will provide you with at least one calendar month's written notice if it decides to terminate the PTP agreement with you.

Unsuccessful applicants

If your child or young person is not granted a PTP, you may be able to purchase a concessionary seat on existing transport for their journey, if a spare seat is available.

You may also want to ask your college or sixth form for details of any bursary schemes they may have to help with expenses. If their application for home to school transport has been unsuccessful, they can appeal the decision.

Full Terms and Conditions

You are advised to read the PTP Agreement terms and conditions and further information, by visiting the following website: {to be inserted}

Section Five: travel assistance for young adults with SEND attending a course that started after their 19th birthday

Introduction to 'adult transport assistance'

This section covers people aged between 19 and 25 years of age with special educational needs and/or disabilities (SEND) who start a new course of education after their 19th birthday.

The overall intention of the 'adult transport duty' is to ensure that those with the most severe disabilities with no other means of transportation can undertake further education and training after their 19th birthday to help them move towards more independent living.

Eligibility for support from Kirklees Council under the 'adult transport duty'

The Council will generally provide a young adult with travel assistance if ALL the following statements apply to them:

- Resident in the administrative area of Kirklees Council and aged between 19 and 25 years of age and starting a new course of study after their 19th birthday.
- Enrolled on and attending a programme of learning

Attending a programme of learning at a suitable school or college

Exclusions under the 'adult transport duty'

The Council will not generally provide travel assistance for young adults if any of the following statements apply:

- Their study programme takes place at a privately funded organisation and is not supported by the local authority.
- They are employed and starting or continuing an apprenticeship.
- Their study programme is at Level 4 or higher, including a Foundation Degree.
- Travel assistance is requested for the purpose of accessing work experience and/or work placement.

What travel assistance we will provide under the 'adult transport duty'

Travel assistance may be provided in the following ways (this list is not exhaustive):

- Independent travel training to enable students to use public transport or travel independently.
- Subsidised bus pass/travel card.
- Personal transport payment.
- Taxi or specialist transport to/from home or pick up point.
- A contribution towards mileage expenses.

Unlike under the 'sixth form transport duty', there is no charge for Council-organised transport under the 'adult transport duty'.

Section Six: Details which apply to all groups

General

Transport provision will be reviewed as appropriate on a regular basis in order where possible to move towards a greater degree of independence for the young person.

Where the Council organises transport, it is only provided at the beginning and end of the college / school day. Additionally, Council organised transport will not be funded during the day e.g. Inter-site transport, work placement transport or induction/enrolment days. Any Council organised transport will be limited to one outward journey and one return journey timed for the start and finish of the college / school day.

In considering need, it is generally the needs of the young person, rather than of their parents or other family members that will be relevant.

Where transport assistance is provided this may be shared with other students who may also attend different sites and courses which have different timetables. This could result in longer travelling times and waiting times at college for the student. It may be necessary in certain circumstances (e.g. where students live within the same location and attend the same college but have different course times) for some students to make use of a degree of “positive study time” at college. These arrangements will not exceed a 2 hour “window of opportunity” to combine transport operations in order to achieve sustainable transport outcomes, re, reduce congestion, overall emissions and secure cost-efficient transport arrangements.

The Council, when considering what provision to make, will need to have in mind the need to make the best use of the limited resources available.

Students who are in receipt of assisted transport and subsequently fail to attend school or college, without a valid reason, may have their transport support suspended or withdrawn. Similarly, travel assistance could be withdrawn in the case of persistent bad or disruptive behaviour during journeys.

Where a student shares equal time between different parental addresses eligibility will be assessed from the property nearest to the college or school attended.

In circumstances where a student requires additional assistance they should, in the first instance, contact their college.

Council organised transport will generally operate from and to the nearest pick-up point where possible.

Where a post-16 personal travel payment is provided it remains the responsibility of parents or carers to ensure any transport put in place is safe.

Where assisted transport is provided, no variation can be made to the journey without the prior consent of the transport team. Ten working days notification will be required of all changes or variations to existing journeys.

Behaviour

Where the Council do provide transport for a student, the passenger travel service will collaborate with colleges, schools and other internal / external teams to try and address the behavioural issues on transport. However, where behaviour issues persist transport assistance may be withdrawn as a last resort. Where this occurs the passenger travel service will consider what other assistance can be provided to facilitate the students attendance at their educational establishment.

Travel times

We expect young people to reach their establishment of education and training without incurring such stress, strain or difficulty that they would be prevented from benefitting from the education provided. Best practice suggests a child of secondary school age may reasonable be expected to travel 75 minutes each way to access learning. It is reasonable to apply similar expectations to students of sixth form age.

Where the student has a learning difficulty and/or disability this may necessitate a shorter maximum journey time. Each case will therefore need to be assessed individually.

Specialist Residential schools/colleges

Students attending specialist residential school/colleges which cannot be accessed by daily travel, help may be available subject to the criteria set out in this policy.

Travel expenses may be provided based upon the most economical public transport rate for the journey in question, or depending on the individual circumstances, a personal transport budget may be considered where this is more economical than travelling in a shared vehicle or a taxi.

How to apply

Students previously in receipt of bespoke transport provision while at school will have their transport arrangements reviewed on transferring to further education / learning.

A new application will be required for each year that a student seeks support. Continuing learners will also have their transport needs assessed on an annual basis.

All applications for assistance should be made by completing the Transport request form which can be obtained by contacting:

Directorate Corporate Strategy, Commissioning & Public Health

Telephone - 01484 221 685

Email - Post16transport@kirklees.gov.uk www.kirklees.gov.uk

This transport statement will be effective from **X the start of the 2024** academic year. Students should apply in the summer term by the end of June prior to the start of the academic year.

It is important that application forms are accompanied by the appropriate supporting information as failure to provide this may result in a delay in any application being processed. Incomplete application forms will be returned to the parent/carer for completion.

Each case is looked at individually and before a decision is taken regarding the provision of specialist transport, it is usual to have obtained the following type of evidence:

- medical evidence as appropriate from either a GP or specialist
- Education Health and Care Plan (EHCP) which explicitly identified transport support as a need at the time of leaving mainstream secondary or special school.

Completion of the Post 16 Transport Request Form does not mean students are eligible for transport assistance. The form is an expression of interest and checks will be in place to ensure that applications meet the criteria as detailed in this policy.

Section Eight: Appeals and Complaints

Appeals or complaints – what is the difference?

Complaints arise when you are unhappy about something, for example, you may feel you have not been dealt with properly or in a professional manner, that information given to you was incorrect or that there has been an unacceptable delay. For these issues, please follow the complaints procedure.

With an appeal, you may be perfectly happy with the way that you have been treated but feel that the wrong decision has been made and would like it re-examined. For these issues, please follow the appeals procedure.

Appeals

Kirklees Council has a two-stage appeal process in place for parents/carers/young people wishing to appeal against a decision on travel assistance.

Stage One is an Officer Appeal, where a Kirklees Council officer considers your appeal and the original decision. The officer will not have been involved in making the original decision. Parents/carers/young people would need to set out the basis of the appeal in writing and provide any information to support the case. A Stage One appeal should be sent to:

Transport Team
Civic Centre 1, Huddersfield, HD1 2TG Tel: 01484 221 685
Email: Post16transport@kirklees.gov.uk

Stage Two is a Member Appeal. If you are unhappy with the result of the Stage One appeal, a further appeal is possible. The form Notice of School/College Transport Appeal – should be completed (available from the SENACT). Again, you will need to provide any information you feel will support your case. Stage Two appeals will be heard by a panel of Councillors.

Further details can be obtained from the following: Legal and Governance Service
Kirklees Council Civic Centre 3 Huddersfield HD1 2TG

Complaints

If you are unhappy about something, for example being given incorrect information or an unacceptable delay, you can make a complaint in line with the Kirklees Council complaints policy, which can be found here: <https://www.kirklees.gov.uk/beta/contact-the-council/complaints-procedure.aspx>

Section Nine: Key Contacts

Students in schools with sixth forms or special schools Kirklees Council
www.kirklees.gov.uk

Transport Team
Civic Centre 1, Huddersfield, HD1 2TG Tel: 01484 221 685

Email: Post16transport@kirklees.gov.uk

SEND Administration Team
Education, Safeguarding and Inclusion SEND Assessment & Commissioning Team
PO Box 1720
HUDDERSFIELD
HD1 9EL Tel: 01484 221000
Email: SENACT@Kirklees.gov.uk

Students at Kirklees College
All centres – Financial Support Service Tel: 01484 437000
Fax: 01484 437057
Email: FinSupp@kirkleescollege.ac.uk

Students at Huddersfield New College
Student Services: Huddersfield New College, New Hey Road, Huddersfield Tel: 01484 652341
Fax: 01484 649923
Email: info@huddnewcoll.ac.uk Website: www.huddnewcoll.ac.uk

Students at Greenhead College
Student Services: Greenhead College, Greenhead Road, Huddersfield, HD1 4ES. Tel: 01484 422032
Fax: 01484 518025
Email: college@greenhead.ac.uk Website: www.greenhead.ac.uk

West Yorkshire Passenger Transport Executive (Metro) Wellington House, 40-50 Wellington Street,
Leeds, LS1 2DE Tel: 01132457676
Website: www.wymetro.com

Calderdale & Kirklees Careers Service 24 High Street, Huddersfield, HD1 2LR Tel: 01484 226800
Website: www.connexions-direct.com

Dewsbury Careers Centre
Dewsbury Library, Railway Street, Dewsbury, WF12 8EQ Tel: 01924 324200
Website: www.connexions-direct.com

Batley Careers Centre
YPS, Thomas Street, Batley, WF17 8PR Tel: 01924 326235
Website: www.connexions-direct.com

Introduction

A Post 16 Personal Transport Payment (PTP) is a payment designed to help you to get your child to school. It is available to SEND children who have been assessed as eligible to receive Home to School transport by Kirklees Council.

A PTP is granted at the discretion of the Council, therefore even if your child is assessed as being eligible to transport assistance, you may not be granted a PTP if it is not cost effective for the Council to do so, for example if your child could be placed onto existing transport at no additional cost to the authority.

Benefits of a PTP

Some examples of the benefits of a PTP are:

- Freedom and flexibility to make travel arrangements that best meet your family's needs and circumstances.
- Choice and control on how funding to support your child's needs is spent.
- Your child may be more relaxed at school if they are dropped off or collected by someone close or familiar to them.
- Opportunities to co-ordinate with other parents with PTPs to arrange shared transport.
- Opportunity to use the PTP to support your child's personal development, for example to encourage independent travel such as public transport to enable them to access social and employment opportunities in the future.

Applying for a PTP

An application for a PTP can be made by:

- the parent, guardian, or carer on behalf of the child.
- the student themselves if they are over 18 years old.
- a nominated person acting on behalf of the applicant if agreed by the applicant and that nominated person has capacity.

If you would like to apply for a PTP, then please click on the following link to complete the application form: [{insert link}](#)

Calculation of the PTP amount

The amount of money that is awarded is based on the shortest distance between your home and the school the young person attends. Many available maps and internet-based measuring tools will give you an indication of the distance from your home to school, but this is only an indication. Kirklees Council will use a combination of publicly available online route planning platforms and its own internal mapping systems to calculate the shortest distance. For fairness and consistency, the same process for determining distance is used for all applications.

There are four distance bands in which you would expect to receive a payment.

| Band | Mileage | Amount |
|------|---------------------|---------------------------------------|
| 1 | <=3 miles | £300 (equivalent to cost of bus pass) |
| 2 | >3 and <=10 miles | £1000 |
| 3 | >10 and <= 20 miles | £2000 |
| 4 | >20 miles | £3000 |

(< means less than, > means greater than)

PTP payments are made on the basis of your child attending a programme of learning at a appropriate college / school.

PTP payments will also not be made for days where your child is not required to attend school/college (e.g., study leave or other authorised absence from school/college premises). This means you may receive less than the total amount outlined above. Kirklees Council will send you a schedule each year that will detail what your expected monthly payments will be, based on 100% attendance (taking into account your child's timetable). Parents must confirm within 14 days if this schedule is incorrect. Failure to do so may mean that it is not possible to remedy underpayments at a later date.

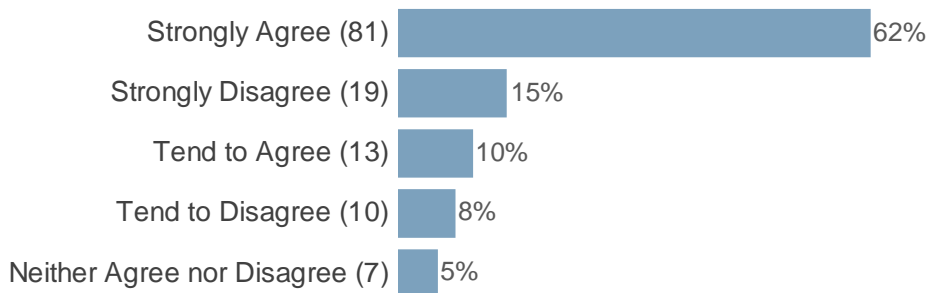
Should your child be absent from school, even if this is through no fault of their own, your following month's payment may be reduced to account for the reduction in required travel. Free school transport is also not available for work experience or additional journeys that the school requires your child to take. You will be notified of the reduction that will be made in the following month's payment before that month's payment is due to be paid.

The Post 16 PTP calculation takes into account the contribution that parents would normally pay for council organised transport, and no further payment will be required if you are in receipt of the Post 16 PTP.

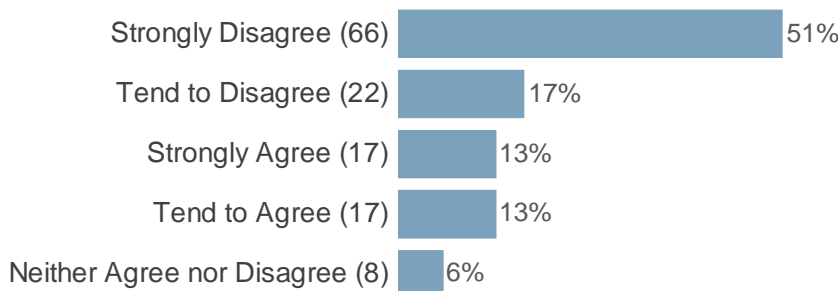
CAB Passenger Transport 2024

This report was generated on 03/01/24. Overall 130 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'. A total of 130 cases fall into this category.

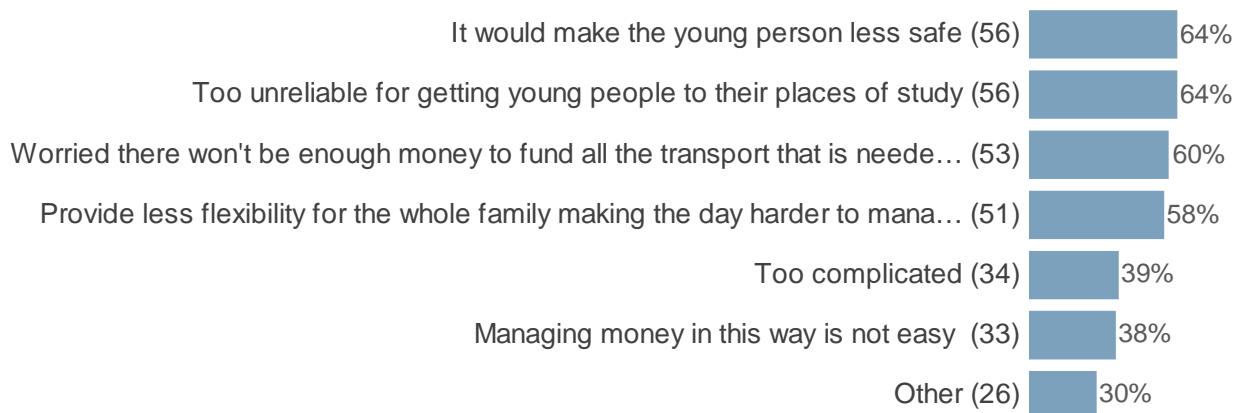
Please tell us how far you agree or disagree with Kirklees Council proposing to continue to provide specialist transport for post-16 students with the greatest needs?



Please tell us how far you agree or disagree with this proposed change:



Please tell us why you disagreed with the proposed change... [tick all that apply]



Please specify:

The council should be responsible for organising and making payment for ALL the children who have special educational needs and have an EHCP

The mileage cost does not cover the cost of a taxi to and from settings if needed, meaning that the most vulnerable families without their own transport are impacted, likely leading to a deficit in their income which may mean they choose for their children not to continue in education, impacting the futures of these vulnerable children who need additional support

Children rely on the transport to remain in mandatory education, this should be considered in the same category as pre 16 transport. These children are not able to travel on public transport, leaving them extremely vulnerable to being out of education, or even at risk of abuse, in a variety of ways.

Main concerns: some families unable to manage money so payment will be spent on other items and then the young person has no funds to access transport and education attendance is impacted - who would then work with family to ensure better financial management, how would transport be arranged if this happens etc. Some of these pupils are particularly vulnerable and this scheme would mean taxi/transport drivers are used who have potentially had no checks or training and could be persons unsuitable to be in contact with vulnerable young adults putting young people at risk.

I have a job and would not be able to facilitate this

Safeguarding concerns; restricting parents ability to work, huge knock on impact on the whole family

My son has a learning delay, he is unable use public transport unassisted and the only option would be for me to take him to college to ensure his safety.

Most parents find it difficult already with school transport this change will only disrupt children with severe disability' routine as they wouldn't be able to cope with the change of transition. Not to mention some children had to endure the changes of not having a school transport escort because of the lack of transport Escorts.

My kid wont be able to attend school

Drivers currently have safe gaurding courses to become approved drivers the allso have child and adult safety dbs included on there application curret firms have extra liability insurance as part of being a aporoved driver and operator. None of these things are needed for your normsl taxi driver.this would be serious breach of safegaurding.one rule for operators whom meet the criteria. This is a serious saftey issue for vulnerable post 16 .and also this practice is being used already for school children were parents are being paid by kmc to get there children to school some of these companys dont and sont have these procedures in place i.e transport badges and adult learning courses.this is not right.i believe there could be very serious case of liability on the council if anything or something happens.we as approved operators have a duty of care but this would be serious case of breach if this proposal is passed

My child is wheelchair dependent and would not be able to travel alone or in any other vehicle other than wheelchair accessible and trying to find a wheelchair accessible taxi for school times is not an option as I have tried before they are all used to do school transport . I have l'll health and would not be able to do a 30 min journey there and back and after a few hours do the the same, there are also families with complex needs who NEED to work and cannot do this extra transporting. This is a vital service for our children and our mental health. If no school transport my child would have to stop going to school which would be disastrous for us as a family unit

Children with SEN need as much independence as they can and getting the school bus gives them some independence while still been in a safe environment.

I am disabled so i couldnt always get him there.Hes safe and happy wirh trabsport and has a great driver who he trusts and knows.It guves him independence without the worry of him on public transport,as he couldnt manage that alone.

My child has an esscort how would i find and pay for a travel escort

My child will never be able to travel alone, i don't believe the council would provide transport for him under exceptional circumstances because Kirklees always let these kids down.

Single parents who have other children to get to school, which attend a different school to the disable child can not be in two places at once.

Please specify:

Parents have enough other services to juggle and arrange themselves with health and social care etc. and this PTP payment adds to an extra burden and services should be working for the family and not the family having to chase them. If a family struggles to budget this may mean the PTP money is spent else where and not on the child and this can lead to safeguarding concerns. .

Direct travel payments to parents may lead to accountability issues, potential misuse of funds, and difficulty in tracking actual travel expenses. It could also create logistical challenges in ensuring that payments align accurately with the intended purposes, raising concerns about transparency and financial control.

As a parent and carer of a child with learning disabilities, I am also a victim of your uncaring incompetence. These proposals see you dodging your responsibilities to society's most vulnerable. Disgusting.

Increased number of vehicles arriving at college, when already busy. Environmental impact of individual journeys.

no personal travel assistant to keep him safe which is really needed

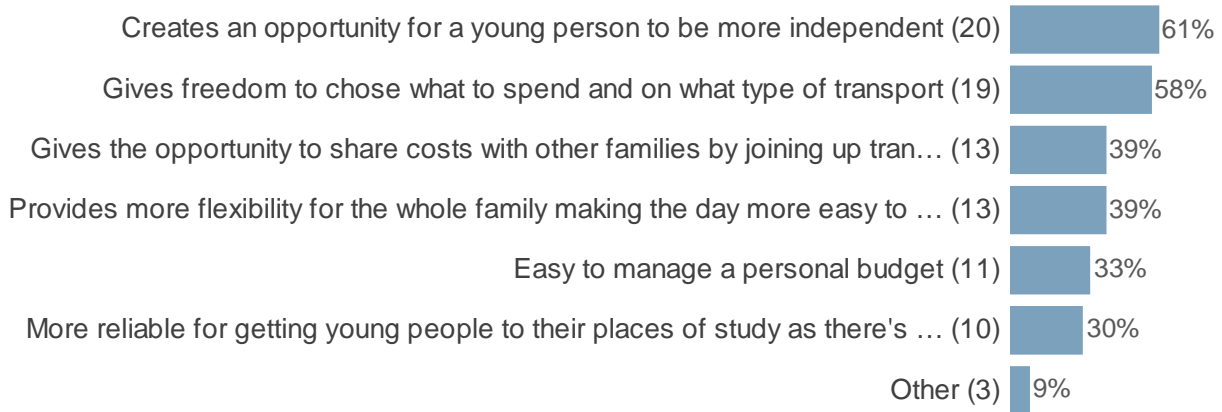
Increases the risk of financial abuse

My child has autism and needs to be dropped at school safely but I have other children to get to school so it would be difficult.

- potentially major knock-on effects, including some parents giving up work/reducing working hours to transport their children; some parents choosing the nearest - not the right - educational setting for their child; potential decrease in attendance levels at school; less environmental sustainability (more individual vehicles travelling).

Value of the contribution (even taking into account the parent contribution which post 16 parents pay) is not enough to pay for a taxi to and from college which child currently has. Significant concern for those on a low income. Taxi sharing may work if you live near someone who goes to the same college, but parents would need to sort this out themselves and this requires making connections with other parents who they don't know anything about. Could anyone facilitate this? Students on courses other than foundation are often the only child who is on that course with that timetable so cannot share with anyone else. Such courses sometimes start at different times on different days eg. 10am or a 1.15pm finish. Parent cannot drop or pick up at these times of day. Concerns re. child who needs either an escort or adapted vehicle. Process for requesting this was not clear, members concerned this would be another 'fight' for them. Parents who currently get mileage costs for taking child to college rather than a council organised taxi would get less money than they currently do. Practical issues of trying to get a taxi for 9am which is when college starts. It's very hard to get a taxi at that time in the morning and they are often late picking up. Similar issues at the end of the day especially if this is 3pm. Lack of fairness between those staying at special school who will get a place on the bus (at the cost of just the parent contribution) and those who go elsewhere who won't have a bus at potentially significant cost/inconvenience to parents. Issues for parents who live in a remote rural area as taxis are hard to find/cost more than the banding. Public transport isn't an option for these families and they don't live near other people who might assist or share taxis. Issue for parents whose child attends a college out of area- contribution isn't enough for the cost of a taxi and the public transport journey is not one that is possible to an out of area college as it is too complex Also it's harder to find anyone to share a taxi with. This potentially means that the guidance suggestion that parents have a choice for post 16 education isn't a choice in Practice.

Please tell us why you agreed with the proposed change... [tick all that apply]



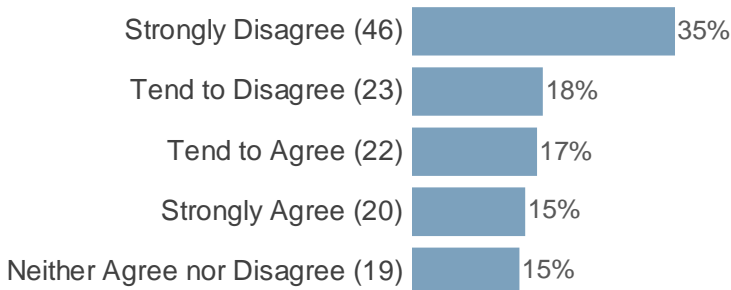
Please specify:

Families receive benefits to support this and should not be reliant on council transport, some even have mobility cars

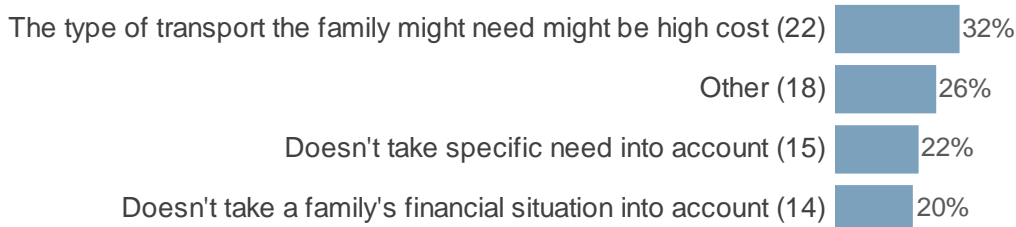
More cost effective and consistent with what their peers do.

young people without special needs can plan journeys on their own and use public transport so help with the cost but let them get there on their own

How much do you agree or disagree with this proposal? (Lone parents with children under the age of 5)



Please tell us your main reason why you disagree with this proposal:



Please specify:

The council should be responsible for organising and making payment for ALL the children who have special educational needs and have an EHCP.

I disagree for all the reason stated alongside a proposal on how you may work with a reduced budget without impacting these children. Many of chaperones/escorts on these routes do not have experience working with children with additional needs, worrying so, to the point where it's a significant safeguarding concern. As a result, vulnerable children are in danger and the chaperones cannot cope with escorting these children and, as a result the children end up frustrated with no experienced adult to help to settle them. If the children then become heightened on the transport the chaperones/escorts then say that child needs to be removed from the bus. This then leads to unnecessary single routes where, if the chaperone was experienced in the first place, the children would all be on a single route. I speak from experience on this, and I have been unbelievably concerns as a parent on the capabilities and experience of chaperones, worried for my child and receiving communications from transport to say my son needs a single route. The route now has a component chaperone, my son is back on the route and no longer using single transport...and with the experienced chaperone there has not been a single issue on the route, the chaperone is happy, confident and oozing experience and all the children are safe and happy.

All of the above. It does not consider the child's vulnerability if the family are unable to provide or fund the appropriate transport.

All of the above - your form is not helpful and does not allow me to puck more than one.

Possibly doesn't take into account specific need and family situation but also distance is not always the determining factor for cost - shorter journey may not have good transport links and may require multiple/expensive modes and routes of transport whereas a long journey may be a single bus route that is easily accessible.

It won't cover taxis

That each family needs to be looked at individually and the need why transport is needed

Cannot choose one factor there are so many factors to why doing this would be wrong, all of the above and availability for specific transport. The safety of the kids would be put at risk, some parents may once got the money decide that it won't be spent on transport and would put a child at risk

Don't agree with bandings - may not cover all costs

bus fair is the same price for as long as you travel

Single professional working mum will not be able to pick/up and drop

Because of the smaller budget, this will stop families bring able to get their children to their preferred school if further away.

The type of transport the family might need might be higher than the cost of a fairly divided PTP budget. Doesn't take the families financial circumstances into account and they would be paying for the phone bill to arrange this service and this has added costs. Taxis may not be available at the time the families need them and the arrangement you have now with passenger assistants works. Children NEED to stay in education until 18, if PTP payments do not work then those families will not be sending their children to education and will be breaking the law. How can you stop the law from being broken in this situation?

Please specify:

While the idea of basing personal travel payments (PTP) on the distance from a young person's home to their place of study may seem logical at first glance, there are several arguments against this approach. Using distance as the sole criterion for allocating PTP may overlook economic disparities. Some families residing in closer proximity to educational institutions may still face financial hardships, while others situated farther away might be economically stable. This method fails to account for the broader financial context of each family. A distance-based approach may inadvertently incentivise individuals to choose educational institutions solely based on potential financial gain, rather than academic or personal preferences. This could lead to suboptimal educational decisions for students, as they may prioritise proximity for monetary reasons over educational quality. The availability and efficiency of public transportation or other commuting options can significantly vary based on geographic locations. Students residing in rural areas may face challenges in accessing cost-effective transportation, leading to an unfair distribution of PTP. Implementing a distance-based payment system requires accurate and regularly updated data on the distance between each student's home and their place of study. This could pose administrative challenges, including increased paperwork, potential errors, and ongoing maintenance costs. Basing payments solely on distance might neglect other pertinent factors contributing to a student's financial burden, such as family size, socioeconomic status, or special circumstances. This approach may inadvertently reinforce existing social inequalities. Distance-based payments may not accommodate students pursuing non-traditional forms of education, such as online courses or vocational training, which may not involve physical commuting. This exclusionary approach fails to acknowledge the evolving landscape of educational choices. In conclusion, while the intention of efficiently and fairly dividing the budget among families is commendable, a distance-based payment system presents several barriers, including economic oversights, unintended consequences, infrastructure variances, administrative complexities, social equity concerns, and exclusionary practices. A more holistic and nuanced approach to assessing financial need would be advisable.

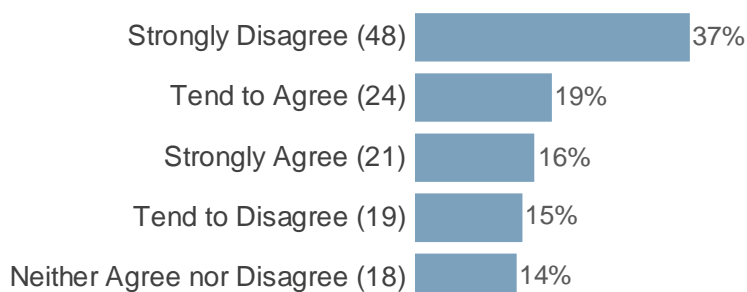
You have responsibilities that you want to slide away from.

Each taxi firm charges differently. For a standard car from Oakes to Huddersfield £5-7 for a wheelchair vehicle £12+

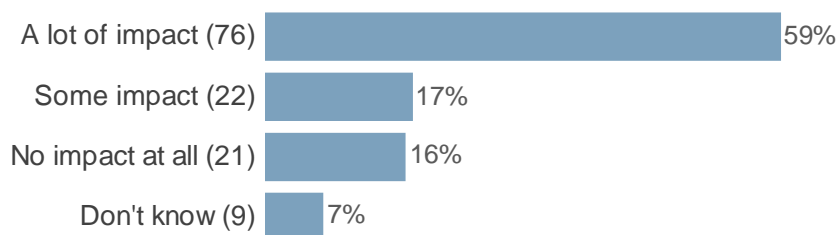
Payments are ridiculously low, needs to be minimum of 45p per mile.

As this reply is on behalf of multiple members, there are many reasons not just one main one. Need for adapted vehicles or escort and how that might work was a significant issue for some; cost not being enough to cover the cost of a taxi was significant for others; impact on family finances if cost of transport not sufficient to cover cost; inability to easily arrange transport was issue for others either due to individual difficulties or location of family (travel from rural areas) or timings (taxis for 9 am are hard to source); some raised issues of impact on parent choice of post 16 college if transport not provided in way it is now.

How much do you agree or disagree with this proposal?



Overall, what impact will the new Travel Statement and these key proposals have on you?



Please tell us why you answered this way...

My son has paid transport at tge moment and is going in to post 16 in september so this will affect me

The current wheelchair taxi service to college currently works really well and my son can manage his taxi through college support. If left to ourselves this would mean increased phone calls to book taxi's and especially a wheelchair accessible taxi. I agree with non wheelchair services, but it's harder for wheelchair users than people that can walk to access appropriate taxi's.

I use the mobility car to take my 16 year old to day care centre most of the time. Perhaps other parents who have the same scheme could ferry there young person, we get support through the scheme so should be used more

I think it is unfair to penalise parents whose sons and daughters have to travel the furthest distance for their education. There will be a good reason for this - there is no suitable provision closer to where they live. The proposal unfairly disadvantages those young people who are forced to attend out of area provision as there is no where closer to home that can meet their very specific and specialised needs. A fairer way to decided on the allocation of transport funds would be by reference to the content of the EHCP plan. The survey so far has also tended to focus on those young people with severe physical disabilities, but what about those with learning disabilities and autism. They may not have physical disabilities, but their invisible disabilities can be just as disabling or even more so. the impact of invisible disabilities needs to be properly considered too.

Currently claiming mileage 2 x 2 return journeys a day would mean a mileage allowance of £2300 (after taking £2 per day parental costs off) under the new scheme I would get £1000 - financially how is that supposed to work ? Would be 3 buses to get to college which isn't going to happen ! Young adult far too vulnerable for that amount of change/responsibility. £2300 is still a whole lot cheaper than the £8k it apparently is costing you a year. Pay parents the correct mileage not a blanket fee ! More parents would probably take this as an option, it's worthwhile for them to either do it or a family friend, neighbour etc etc but the blanket amount would not cover costs at all.

I foresee that the new travel statement will severely detrimentally impact my disabled son. The council must not make any financial gains to the detriment of disabled children. It is utterly disgraceful and the policy makers should seriously rethink their initial idea and make a policy U-turn. The harm this poorly thought out idea will do to the council's reputation can be avoided if the needs of disabled children are placed higher than their own.

Please tell us why you answered this way...

Please look to make efficiencies elsewhere and not target vulnerable people for budget cuts. Why don't you allocate school buses for special needs provisions and see if the school are receptive to running the service and organising in return for additional funding that you would be paying to taxi companies. Even with a cut in budgets the funding for schools would be significant for organising and they have skilled staff members there that I am sure would take a route. This keeps the money benefitting the vulnerable people and children rather than private taxi companies. Also - providing an automated online form for parents to cancel their transport due to illness or where it's not required and the council ensuring the cost decreases on the route where cancellations for pick ups have been put in place. Ensuring there is an easy way to contact to let you know the taxi hasn't turned up or it did turn up but was c.50 minutes late, getting the children to school extremely late, with penalty clauses in your contract with the taxi company where there is a financial repercussion to such instances - the taxi people have a laissez-faire attitude to either not arriving or arriving or dropping off extremely late, they know they'll get paid anyway so there are no repercussions to them being late. In addition to this, the ability for parents to tell you what size vehicle arrives, so that you know where the taxi company is not meeting its obligations. I know transport pay for a bus for my sons route, the children have significant needs and need the bus in order to regulate. On many occasions the firm has sent a car out instead of the bus that I know the council are paying for - is this ever followed up? The chaperone struggles as the children become dysregulated in an enclosed space, the taxi company makes additional profit, again without repercussions. There really is better ways to make efficiencies than to impact vulnerable families and vulnerable children.

It has the potential to affect everyone! I would like you to also consider, post 16 children may need an appropriate adult/carer to help them arrive safely. The proposed £300 is considered for 1 annual buss pass for the child (with reduction if the child misses days, even due to appointments, hospital, other) if post 16 person is unable to travel alone, it would require a minimum of 2 adult annual passes, considering a pass is per person and not transferable, and some post 16s require different adults for different days or sickness, such as mum and dad or a carer. None of these facts have been considered in this proposal and add another layer to the difficulties vulnerable post 16 children will have attending mandatory education and work placements.

My son has Aspergers and high order autism , he has no sense of danger and doesnt connect with people very much and would struggle with the different drivers they would send . If there was a problem or a taxi didnt come for him he wouldn't have a clue and he certainly wouldnt be able to pay the driver as he doesnt understand money and is vulnerable that way too and these drivers that come for them now know they have issues and will ring either transport or the parents whereas a regular taxi wouldnt as they are not equipped to deal with this and if the taxi cost more than you propose , how can we as struggling parents also facing the cost of living find the money either . To be fair school age was lifted to further education so not to put pressure on the government and keeping most young adults dependent until 19 yrs of age so realistically they should be as entitled as under 16 because unless they work they cannot leave education so they remain a dependent and with our children being special needs they can remain in college until they are 25 yrs old and cannot and are likely to not claim finance in their own right until after 20 yrs of age .

No account has been taken for families who work/study. Also for families who use an escort, no mention of what happens here. This is a safety issue for my son. Lastly it is stated that pupils with highest need will still be transported... who decides what the highest need is? What is the criteria?

I can only see chaos, School transport could hardly be described as an efficient working department, they are almost impossible to contact through your useless automated phone system and often no one is there. its the department itself that needs to be more efficient, it would save you a fortune and parents a lot of anxiety and stress. Start at the root and then look for savings.

SEND teacher. Will my pupils be able to arrive at school safely, and regulated?

At this moment I do not know what the impact will be until assessments are done and you can tell me if I will get the payments or arranged transport.

It will empower parents to promote Independence skills in the community.

Please tell us why you answered this way...

I write as a professional who supports families and it will not impact me personally but will have a profound impact on young adults and those who support them. All of the students' needs need to be seen in context.

Work with pupils in post-16 education who have EHCPs and SEN plus many have complex family situations. Transport management needs a person who can manage the logistical challenges of individuals and find cost-effective solutions to do this. Looking at the money being spent on commissioning private hire vehicles, would it not be more cost-effective to invest in council provided transport ie employing drivers/expanding vehicle fleet or giving education providers the budget to invest in vehicle and driver.

I have other children that I need to get to school and I am unable to provide transport for them all. The council transport scheme allows my child to be safe whilst having some independence and I can focus getting my other children to school where breakfast clubs/after school clubs are not available to me. I have no other options

I am aware that there is a council deficit and the funding available needs to be for those in real need not where there are real alternatives to current claims. No support should be offered where the family already claim a vehicle for mobility etc. this is claiming twice

As a parent of a special needs child, who is not yet near Post-16 we worry that you will cut services so much that when we need assistance it is too late.

Will be difficult when it's self managed but hoping it will give self independence to pupil

I have a child that has very complex and complicated needs and requires a carer with her. I am concerned that once you start cutting cost at a lower level then it won't be long until you start to cut those of higher complicated children such as mine.

Have to apply each year. Not know if get it. Not think it will cover cost of a adapted vehicle with escort. Impossible for me to go with student due to work. Lack of consistency for all leading to financial and emotional stress.

I drive my SEND daughter to school and then college myself due to her increased anxiety & mental health issues. So I was out of pocket by doing school runs ever since she's been in primary school. Unfortunately no one informed me that I could claim travel /fuel cost until my daughter was 16! So I've missed out big time! Which seems very unfair. Firstly all parents should be told - when going through EHCP. It should be a legal requirement to inform all parents. Not just to mention transport but to let parents know about fuel cost. Moving on, this is a great initiative, giving parents a set amount of funds , depending on the distance of post 16 educational provision. It's just not very clear in the table shown if that's showing one way (journey/miles) to the provision or there and back. So if it's 10.3 miles one way is that how we calculate our journey or do we calculate for journey there and back or is it for morning drops off and home time pick up? So technically we are travelling x4 times (10.3 miles x4 for myself) from home to college. And back home then home time same journey again, repeat there and back. So that needs to be very clear and maybe a calculation guide would help to make it easy for parents. Show a few examples on the table below too. If I'm travelling 10.3 miles to take my daughter to college next year, does that mean I only get paid for 10.3 miles only for one way? But in reality I will be travelling 10.3 miles x4 each day. Therefore seems unfair if I only get paid for band 3. As I will be doing well over 20 miles each day to get my daughter to her educational provision and back home! Please bear that in mind! Also SEND colleges are usually x3 days only and this is classed as full time education so I don't think this is mentioned in your consultation and table referring to students attending 3 days or 5 days? Please make that part clear too. Furthermore it doesn't state clearly what you mean by eligible students. You've mentioned DLA but not mentioned PIP. And it doesn't say what documents or evidence will be required to show our child's eligibility. Or if one is rejected to make a claim how to appeal. My daughter receives PIP and she has learning difficulties, anxiety, autism and adhd. I know she's eligible so what proof would one need to send in? Everyone should be informed during their EHCP consultation so that should be mentioned too so parents know their rights. All schools and colleges need to inform parents of this post 16 and other travel/fuel cost application.

I chose some impact but not a negative impact as it will give me the choice on how I travel and not to be waiting around as much

Please tell us why you answered this way...

If I have to get my son to college I will have to stop working. Attendance figure doesn't take into consideration time off for medical reasons and it also says nearest appropriate college so SEND kids don't get to choose they have to go to the nearest

My Daughter has had to go to the College she is at at the moment as there was no where else suitable for her to go for her needs. The college is over 10 miles from home and would take 45-60 minutes approx each morning and evening to get her there. As a working Parent this is not sustainable. As a vulnerable young person, other alternatives other than what she is getting at the moment (School/College Minibus with peers) is not an option.

Its a bloody stupid idea as my child would have to be up at 5 am to get to school for 8am n what about winter in snow * when there cancelling all the buses not to mention how full the buses would be not forced to even get on and he cannot travel two buses on his own as he has adha n autism n high anxiety iam 1000 per cent against this idea why dont the invest in school buses

Our daughter has complex needs (but doesn't need an adapted vehicle). Her school is over 30 mins drive away and is the only school that was able to meet her needs. Hugely concerned that a private taxi without chaperone is a massive safeguarding issue. Alternative is for us to drive her ourselves which would mean reducing/giving up work with a huge knock on effect. No suitable public transport options. Unable to care for other children at beginning/end of school day one of whom has a serious mental health condition. This proposal found be disastrous for our family and I am extremely concerned.

Have to move on uc after Christmas

I have 3 children attending 3 different schools. 1 being special needs 2 other normal. I will struggle 3 different schools and starting at the same time

We have a 19 year old daughter with complex learning difficulties who attends Kirklees College - she is not able to travel independently and because she is vulnerable we would not be comfortable with her travelling alone in a privately arranged taxi. Therefore the only alternative would be to take her to college ourselves and reduce the number of hours one of us is able to work. This would also severely impact the small amount of independence our daughter is able to enjoy while travelling to college with other students. We feel that it would be a definite backwards step for our daughter and would severely impact our family.

As a parent of a child with an ehcp, this is extremely concerning as my child will not be able to access public transport and having to be available to take them to/from college means work would be impossible

Because my child needs transport to school and back as can not travel independently and with having another child as well having to travel to collect the child with special needs would not be at home for when my other child comes home.

My children both attend 2 different sen schools they be both approaching post 16 come September 2024 and September 2025 They can't travel on their own to school they need full assistance plus I've got another child to get home for who attends another school I have only 1 car If services was cut back for those who are able to make their own way to school this would help on the those who can't get their child to school and be cost affective to Kirklees.

Motability vehicles are for the use of transportation of the disabled child where they need to go, this includes getting to and from education sites. I use the vehicle for its intended purpose, so mileage allowance is welcomed

I am a single parent of 2 children, one having Down syndrome and ASD, I also work, it would be impossible for me to transport both children to their places of education and have them arrive on time, my sons school is 35 minutes from where we live so if I had to bring him I would no longer be able to work

Please tell us why you answered this way...

My son's disability is profoundly learning delay, he wouldn't be able to get on public transport alone so would require an aid which is significantly more than £300 for the academic year. This is more pressure on parents to safely ensure vulnerable young adults access education and is unacceptable, disabilities vary significantly and as some may be more able than others this is unfair to the ones who have to rely more on others to access education. Personally, I also have other responsibility taking children to school as they are in primary school and I physically cannot be at numerous places at the same time pick up and drop off times. I cannot work due to the incredibly unfair decisions the council is making to reduce costs for the most vulnerable, so I rely on benefits, it would cost me approximately £1500 per year for a taxi and the council would only fund £300 of this which would not be financially possible. But if I lived a 0.6 miles further away the allowance is £1000, that's £700 difference per year. Incredibly unfair for families with low incomes. However a taxi is not suitable for my son as they would not make sure he went into college and he is unpredictable therefore my son would not be safe in this form of travel as he needs constant supervision. If this travel arrangement goes ahead, I would be forced to consider withdrawing him from education, which is unfair.

Many young people post 16 still lack the safety awareness, planning skills, social skills, anxiety etc to use public transport! Many of whom would need an adult to help! Not all families drive or are in a position to drop off/ collect pupils everyday. This will result in many young people not going to college or not able to access the college courses they want to do as the distance would be unmanageable alone on public transport.

Instead of paying to have strangers escort children why not come up with a better solution to offer a position where parents would be paid a normal wage to escort their kids to school this way, it won't have a massive impact on their children's mental health or family's suffering financially on a low income. Other than looking at it as a conflict of interest or giving a set budget which won't be sustainable in the long run.

My child travels a total of 100 miles a week to school there and back and if the funding is not there, then my child simply won't attend school or have no education as this is the only school that has been able to accommodate my child's needs and he won't be changing, he will be there until he is 17/18. If this is cut you're essentially taking away a child's education.

Who is monitoring how the payments are spent? Bus escorts would be needed for most pupils so how is the transport safe? If you are relying on parents to transport pupils, this would impact their ability to work. Transport for post 16 works for families and provides consistency for pupils who were using similar transport pre-16. Changing it would cause so much disruption for very vulnerable pupils and the suitability of transport would be incredibly hard for many families to find - pupils may not be able to travel in taxis alone, drivers would need to be DBS checked, vehicles might need to be adapted for wheelchair users, who is paying for and sourcing all of this?

It's an absolutely ridiculous idea thought up by someone who doesn't live the life we do with a child with complex needs, doesn't have a clue what day to day living is like. Whoever decided this is living on an extremely high wage putting the vulnerable at risk. Putting this into a plan would not work for my family and many hundreds of families. A wheelchair dependent child would not be able to find transport as even vehicle taxis wouldn't be available at school times, plus no escort so parent would have to transport with them making them lose out on hours of their day, meaning they can't work. Same with non-dependent child, a child at Castle Hill cannot travel alone on a bus for their own safety so a family member would have to go with them. I cannot tell you strongly enough how this so-called plan will badly affect a child's well-being and a parent's. I could not take my child to school due to bad health issues caused by looking after a medically complex needs child. After working for a short time I can tell you need to reduce money by looking at the offices, the staff in there and the ridiculous amount of time, wages, money spent on venues, teas, coffees etc for all unnecessary training. Training that could be done online. Most of my wage was earned doing training courses, 2/3 hours wage paid for something that could take 30 mins on a zoom call or computer learning lesson. The amount of uniform provided - then it changing 'colours' so all new uniform had to be re-issued. DO NOT reduce this service look into other ways that money can be found. This is a VITAL service to many parents. To some the access to school gives them the only bit of respite they can get. Listen to people in the know not big wigs in their offices who DO NOT have a clue what is going on in our lives

Please tell us why you answered this way...

My daughter has complex needs and needs wheelchair transport and someone to keep an eye on her got all aspects of care and safety but know many families with less complex children that either couldn't afford to be off work to help an older but still unsafe child to school on public transport also many families who have other children and can't be so far away For more than one school

I've got 1 child at Woodley and 1 child at castle hill They is no way I can get to the same school in the time for finishing The queues of the buses and cars causes a huge delays at both schools it be impossible to get from a-b My 2 children need support and supervision at all times, I do understand the reasons but it's need to be based on each family Cirmstance We be lost without school transport

It does not have an impact on my family. However as a retired teacher of high needs SEN students, I feel that the proposal is inappropriate and will not meet the needs of vulnerable young people. I cannot fathom how this is going to save money for the council. I cannot see how it is ethical to reduce support, that is already inadequate, for this group of young people. This is shameful for a Labour run Council who's mandate is to support the vulnerable in society.

My daughter has been going on the school bus and is due to start post 16 in september, for this to be then taken away from her, she will feel like she has less independence at an older age. She doesnt want parents taking her to school she want to feel that she is going to school on her own while still feeling safe

Wheelchair taxis hard to find cannot get on public transport

My daughter can not travel alone due to her needs, i do not drive and have other children to take to school, my husband works. If my daughter didnt get the taxi to college she would have to stop attending as there is no viable way for her to attend college which does help her apart from via taxi as we live so far away

Don't have kids.

My cousin has severe special needs and greatly benefits from free transport as there family income is not privileged enough to pay for it themselves

Our son has very specific needs so a minibus to school is the best option for him. He has no real sense of danger so he needs to be safe travelling to school.

My son, who has an EHCP, travels to a specialist out of area college which is far more than 3 miles away from home

Teaching young people within this group I know this will have an unsettling impact on them and their families. Families find it hard to manage a vast array of budgets and arrangements and this is another element for them to take into consideration - this will be challenging for lots of families. I believe safeguarding will be an issue - if transport is not guaranteed families will experience more anxiety- may chose to spend the budget on other things and the young person may not make it to their place of post 16 as regularly. etc.

I drop off and pick up my mentally and physically disabled daughter to her post 16 provision at Kirklees College. I am fortunate enough to be able to do this. I have any friends who will be completely devastated by the new arrangements that are being proposed causing many difficulties in their lives for themselves and their children. I have recently learned that 'Travel Training ' is no longer available in Kirklees and even if it was there are many young people with complex needs that do not have the mental capacity to be able to do this, no matter how far or near they live to their post 16 education. I think for our young adults to be included in 'Higher Education ' we need to have a total rethink on how they are going to access in an inclusive manner.

In genereal the service kindly offered would help my grandson whom i am sole carer for. He is in Year 11 and has Hydrocephalus and Mysotosis but still wants to try and study further. I say i don't know because i too have a rare condition. My grandson is 6ft 4 with size 17 feet so clothes and footwear alone is quite expensive never mind cost of living etc.

Please tell us why you answered this way...

My son is autistic and is in a routine with his driver and feels independent without us taking him. He doesn't have to rely on anyone else to take him as we suffer from anxiety etc and some days don't even leave the home. He would be stuck, as can't use public transport alone, and he feels grown up going this way. He likes routine and it's been perfect for him since the transport was put in place. He is happy and confident, and it's a great stepping stone for independence towards the future. Also it's helped his transition into college. Please don't take it away from him.

I have not chosen to send my daughter to a college 6.5 miles away. It is the only place that meets need within the LA, and would cost Kirklees a lot more to send her out of the LA. She relies heavily on routine, has very complex needs and requires a lot of support during the journeys to and from school. I work every minute possible between pick up and drop off and am very fortunate to have a flexible employer. Bear in mind I have been forced to take a job on minimum wage to find this flexibility despite having a degree in finance. I would lose 2 hours a day taking her myself - I would lose my job. I have filled in the forms required for the change from school to college and expected to be asked to make a contribution.... But as the post 16 and the school transport teams cannot communicate with each other this hasn't happened. I rang James at transport the day before term started (that's how bad it is when our kids already struggle with transitions) to see what the arrangements for college were and he said "why would they have changed from last year?!!!" So why did I fill in a form!

My son travels 9.9 miles in a taxi with an escort this. I do not know how I could manage this independently.

Reduction in the traffic congestion caused by taxis

I am the sole carer for my only child. I have no family or friends to support me. I am not working because so I can meet my son's needs and be able to take him to his speech therapy and sport and therapy activities. And I am just managing with what is in place already. Another hassle or problem such as school transport would make it more difficult and add more stress and pressure to my son and I. Please consider my circumstances and carry on with your appreciated support. Thank you

My child should be starting a Level 4 course next year so would not receive transport next year. However, there are some potential issues if she were remaining. Most students are attending Kirklees College which is usually one bus journey. However, Taylor Hill is 2 buses which is a more complex journey that might not be achievable by a student who might manage one bus (it isn't possible for mine to manage this). As there are fewer students at Taylor Hill there is less chance of teaming up with other parents to take the children together. Additionally my child does not receive transport assistance although actually they would qualify. I prefer to take myself. I might not therefore be the only parent who would take up this offer of contribution (and so start costing the council money) rather than as now where I take myself at no cost to the council. Separately when I haven't been able to take to college we have used taxis. This is fine when starting at eg 10 or 10.30 but ABSOLUTELY IMPOSSIBLE to get to college at 9am because you cannot get a taxi for love nor money that arrives on time for a 9am start.

I know of a family whose children live out of the area and are transported back into the councils and parent address and are then picked up by a taxi and taken to school whilst the parents with a car sit at home - abuse of the system

My son can't travel alone, he's non-verbal autistic, I work at home, I can't take him, yet he has a right to an education, Kirklees shouldn't pull funding from disabled residents, pull it from the people who scrounge, the addicts, the criminals. These children haven't chosen this life.

Because of the total lack of suitable post-16 education available for my daughter in Huddersfield, we have no choice but to apply for a place in Ravenshall school in Dewsbury, a 2-hour round trip from home. We were initially told a bus would be available, but these proposals make that unlikely. You are not considering the impact of these proposals on a parent's ability to actually go to work. We will have to transport our daughter to school ourselves and therefore be unable to start work on time. Kirklees council are failing our daughter in two ways: 1 no post-16 education suitable for her in her hometown (currently attending Southgate and having no similar replacement in Huddersfield, Kirklees College not being suitable). 2 while making her travel to Dewsbury every day, then removing the provision of transport. You are failing the SEND children in your area.

Please tell us why you answered this way...

I am a parent of 18 year old young person with Autism. He attends college in Doncaster, 52 miles away, because there was no suitable provision in the area. He is very settled there and thriving. I am a single parent with a full time job in NHS. I do not drive. Without school transport it would be impossible for my son to attend college as there is no one to take him and he wouldn't be able to travel on his own.

I have a child with Down Syndrome who attends Ravenshall PFA and frankly all this change to special needs transport should not even be up for consultation

It will cost us money as a family as the proposed amount wouldn't cover the costs we would be spending on transport

It is a mile walk to the bus stop, my daughter is vulnerable, finds social interaction extremely difficult so would find using a bus very stressful. If there were changes in any aspect of the route or if the stop was missed she would be unable to manage the change in circumstances making the journey dangerous. There wouldn't be sufficient money for taxis & the route is in the opposite direction to my work at a time that is later than my work. Not having the safety of door to door service would be a massive worry on a daily basis & would seriously impact on my daughter's mental health through endless worry & stress.

The distance my son travels is far but the provision he goes to is excellent for his needs. If this proposal was implemented the proposed travel arrangements would not be possible, leaving him unsupported.

I am a single mum, professional work FT 9-3 to make ends meet and have no other benefits. My son travels to a school in Wakefield in a private taxi which is funded - I couldn't transport him myself, it would cost £50 a day to get him to school and back which is very costly considering the cost of living crisis. He attends 5 days a week. I wouldn't feel assured sending him in an Uber either

I will have to transport 2 SEND kids to different settings on opposite sides of town - on a smaller budget and with only 1 vehicle. This whole exercise is not solely about the cost and never has been, it's about need, (which you can't just slap a price sticker on) and also what's lawfully required. You cannot just stick an arbitrary fix on everyone because every SEND family's need is different.

Unreliability. Having to arrange transport not enough money given

Our son suffers from anxiety and has an EHCP plan and has ADHD and is a vulnerable person. Has been out of education for over a year due to mistakes made by SENCO.

First, the average spend on a taxi with extra support person is £100 per week. Second, a lot of parents transport their own children and do not receive payments for this (even though transport is legally LA responsibility), so saves thousands of pounds. Third, many young people are forced (against their wishes and that of parents) by the LA to attend schools and colleges (instead of EOTAS) due to education system, so legally, LA responsibility to ensure they can get there and back safely. Fourth, these families struggle enough in their day to day lives, so why make it more difficult. Fifth, many young people are already severely suffering with extreme MH problems, associated with their disabilities, stop pushing people over the edge. Sixth, if there is an option for each young person to have a designated PA (or family member) for travel assistance only, and appropriate mileage paid, this would reduce issues. You cannot expect young people with severe MH, LD etc ... to access public transport, nevermind without assistance

What happens if this money you are saying that you are going to pay doesn't cover the cost. In our case it will mean that one of us will have to give up our job to take our daughter to her college. So this will make us in a worst financial state. It is not our fault that Kirklees cannot manage it books. We have to fight for everything for a child with a learning disability so this is one more added stress.

My child can not read even though he is 17 years old, he doesn't have a sense of danger and has to be with an adult at all times when travelling outside. I also have a young child who goes to a local school that I have to drop off and pick up every day. I couldn't do both school runs at the same time, and I'm guessing I will not be the only parent in this situation. The cost of a bus pass wouldn't cover the current price of petrol or finding my own alternate way of transport.

Please tell us why you answered this way...

We have enough to deal with raising a child with a disability and finding support and funding for them. To have to manage transport too and worry that there wouldn't be enough to cover travel costs is too much

My son has a personal assistant and transport. If we were required to sort this ourselves this would be too difficult in terms of all the communication needed between PA and taxi. Also for other people - some of their families may also have additional needs and may struggle to manage the money which means the student may not be able to afford to travel in the end.

A single adoptive father to 6 children over additional complex needs, plus being a foster carer for children with life for limited needs. It is very hard for me to get my children to different educational settings across Yorkshire. I don't know how I'm going to get my son to his new college, plus manage seeing my children off to different schools, including Doncaster school for the deaf, Castle Hill, special school, and Southgate special school. Someone needs to be here for me to take my son to college. And I have no one available, furthermore, it would involve me having to take them to my son, New college Placment, which indeed would make them all late for their transport. By the time I get home, almost an hour later.. it's simply Will not Work. And this plan has left me very very worried for the future.

I have a child with Cerebral palsy due to medical negligence (I could name and shame every hospital and educational professional for major failings when my child struggled without an EHCP and not standing after telling both school and the local authority and the headteacher he could NOT walk. I had to fight for a wheelchair to be given and a school willing to have him. We live on the Kirklees border. We have one bus an hour and my child would not get on it in the morning unless he has travel arrangements in place and a carer. It would take us 45 mins to get to college. To get him up in the morning, he struggles with socks and teeth and routine changes. I had to juggle hospital appointments and hospital appointments and go to work as well. I don't get full rate disability benefits, two appeals to DWP and the stress caused my marriage to break down. I have another son to support through education too! I certainly can not split myself in two and arrange these payments and hope that a taxi will arrive and be within the budget you state. To be very frank, if I am made to be any financially worse off than I am now, I will not be taking my child to college and that will be breaking the law. Also, I want to work and support my poor other son who has had to cope through this, I want to support my other son and don't need the burden of services not working for us. I am not chasing it, if you want my child at college next year then please sort it and take the pressure off me! Politely putting it, before ruining the future of disabled children, Can you stop giving your staff a pay rise? On the grape vine, I know you have given pay rises recently and I might even do a subject access request of this information and give it to the newspaper and MP. If anywhere needs the support it is the disabled, health and social care. Don't punish the disabled and stop giving yourselves pay rises to reduce the local authorities debt! I have anxiety already at the thought of next years travel arrangements. At 18 years of age when my tax credits (the children's element) stops, I will have to work full time. I want to plan and do things now in preparation when I have to increase my hours. I don't need more obstacles hindering this, it is hard enough raising a family but a disabled child too. My son gets travel arrangements now and it has been a life saver.

We will be responsible for sorting out travel arrangements

Please tell us why you answered this way...

As a council employee working in a SEND (Special Educational Needs and Disabilities) school, the impact of the new Travel Statement and the proposed key changes will likely vary based on my role and responsibilities. Here are potential impacts: The implementation of a new Travel Statement and key proposals may introduce administrative changes, such as revised documentation, reporting requirements, and communication protocols. This could impact on workload and necessitate adjustments to existing processes. The proposal to consider individual circumstances for families living less than three miles from the place of study might require additional time and effort to assess and address unique situations. This could lead to increased workload, particularly in roles involving student support, assessment, or advocacy. If the proposals lead to changes in the travel support provided to students with SEND, there may be a need for effective communication with parents, guardians, and other stakeholders. Clear and transparent communication about the new policies and procedures is crucial to manage expectations and address concerns. The individualised considerations aspect of the proposal may require a heightened level of support and engagement with families facing unique challenges. 5. The introduction of new policies may necessitate training and professional development to ensure that staff members in SEND schools are well-equipped to understand and implement the changes effectively. Changes in travel support policies may influence the allocation of resources within the SEND school. This could involve adjustments in budgeting, staffing, or other resources to accommodate the evolving needs of students with SEND, particularly those related to transportation.

young person needs accompanied transport not just catching a bus - otherwise they will likely not arrive sorting the costs and arrangements is too complicated for us we all pay tax to pay for these services - if you continue to cut services we need to all stop paying tax

How are you so incompetent as a service? Take inspiration from the likes of Waves or resign. This situation is a consequence of uncaring buffoonery.

This impact will effect us massively as I don't drive and have no one to take my child to collage, Kirklees are not only killing out town they are now trying to make it much harder for family's with children that needs help it's a disgrace, but even more trying to save money well instead of giving yourselves big pay rises and big bounces maybe stop that and stop messing out children around that need the help with travel, not only do I not drive I also work!!!!

I work full time and have other children to accommodate. My son would not be safe to travel with out his transport.

Bringing a young person to / from College not only has a direct cost (fuel, etc) but has a significant "cost" of the time required. As an example, for us, 5 miles away, and taking into account traffic at the required times, we estimate that it will involve 2-2.5 hours of driving EACH DAY. The cost / loss of potential income is not taken account of. The alternatives are just not practical - paying someone to drop / collect requires someone who has that time available each day, personally arranging shared taxi's requires the sharers to be attending the same centre at the same times and days, bus / walk / cycle are simply not options for students with SEND. SEND students need dropping / collecting at single point, to ensure safe handover to staff. Individuals arranging own transport will substantially increase traffic at college drop off / collection points to unmanageable volumes. Staff will need to be on hand to meet many more individual vehicles. We are not confident that this can be safely managed, either from a road traffic or safeguarding perspective. The increased traffic volumes that will be generated fly against carbon reduction targets, affecting us all.

May need changes to employment, or may limit hours of employment if need to drop and pick up. Would be difficult to find someone able to drop and pick up. Student not able to travel safely on own.

Our daughter has a learning disability and these proposals will make her vulnerable when travelling on public transport (bus). Her vocabulary and awareness has not developed to the level that she is capable of travelling alone to College and would make her a target for abuse and exploitation. The amount being proposed would not cover the cost of providing her a taxi to college. Due to these reasons we are strongly opposed to the new proposals as the safety of vulnerable people is being compromised which will lead to serious consequences.

Please tell us why you answered this way...

I am writing regarding the proposed changes to post 16 transport. I find the changes to be absolutely diabolical. It is unfair and YET AGAIN the vulnerable children/young adults and parents are being penalised. First of all, the proposed offer of financial support is illogical and makes no sense, and it is a total insult. Example- (a young person traveling) my Child if he gets a placement into the college that I believe will be the best one for him and his special needs would be traveling 18.2 miles a day for only 3 days per week for 39 academic weeks a year, based on traveling by our cheapest taxi firm will cost at a minimum £4095. You propose £2000 towards the cost how is a parent/carer/young person supposed to afford the rest of the cost??? Bearing in mind that you are proposing we use Hackney cabs which are the most expensive taxis to use, so the cost will be considerably more (can be almost double of local firms) and does not take into account been stuck in traffic as the meter ticks over. NOT ONLY THAT, but the biggest worry is also that MANY of these children/young adults are extremely vulnerable, AGAIN example – My 18 year old son has the mental age of a 3-5 year old, who has NO sense of stranger danger, he has no road sense, he can't even cross the road by himself or even give concrete directions. My son gets mixed up with his left and right and his speech is not always recognised, especially with those who don't know him. I don't drive and often use taxi's myself, of which many don't know where they are going after repeating my address to them over and over and I must give them directions time and time again due to lack of local knowledge and the language barrier faced on many occasions. IN ADDITION many of the drivers are not the person pictured on the licence dangling in the taxi window. But I and other parents are expected to trust a stranger with our children???? It is "Absolutely unacceptable". Especially when he requires lots of additional supervision when out with the school, so how can he be expected to travel alone with a stranger who probably will not know the way and will struggle to communicate? Another Problem is many parents do not have anyone to help out if this proposal goes ahead, not one single person I know is able to help out, they have their own families /lives to sort out and what about the parents that have children at other schools? Returning to the issue of safeguarding, I as a responsible mother would not be able to escort my child to school in a taxi because it's not rocket science, that would only DOUBLE the costs. Many parents/carers will no longer be able to send their child to an out of area college of their preference and what they believe is the best one for their child, and many areas do not have suitable special needs collages in their area anyway. But the BIG question IS..... How is the only one special needs college in our area going to accommodate for the demand of spaces? It does not seem like this has crossed anybody's mind. We as loving parents have enough challenges in life as it is. We do our absolute best for our vulnerable children, and this is only going to add to the everyday challenges in our lives. We as parents and you as the council are supposed to be encouraging our children/young adults with additional need to carry on with education and try lead as normal and fulfilling lives as possible and this absurd ridiculous proposal does nothing but make them suffer and feel victimised yet again as everything just keeps been taken away from them!!! These special people deserve the best that life can give them!!! PLEASE don't persecute them to save a few pennies in the short term, I am pleading to you for this absolute unfair idea to not go ahead. Regards Gilly Hartley Regards

I feel Kirklees Council could look for cheaper contracts I.E bring transportation in house rather than paying extortionate contractual fees to companies. I live in Oakes and live with my wheelchair dependant wife and the taxi prices vary vastly for us, a standard taxi costing £5-7 or a wheelchair taxi £12+. we use them if we have no other options available but can imagine the headache some families will experience. Kirklees Council appear to be paying excessively high prices for transportation, so I would personally look at cheaper quotations

Students travel to their education setting based on their specific needs and not the distance. Every student has different needs and the most vulnerable children are at risk from these changes and could affect their education based on carers incomes

Having two children with additional needs and been a single parent working part time I wouldn't be able to get them to separate schools and work too I have no other people to help with care

My son has autism and in Sept 24 will be starting his post 16 college. It would be very difficult if he wasn't provided with transport as I have a younger child I need to get to another school. It wouldn't be convenient for me to take and pick up everyday as I need to be available for my younger sons end of school day. My son needs the same routine everyday and catching his minibus to his current school has been brilliant for his confidence. Also I don't have the use of a car everyday to be able to do this.

Please tell us why you answered this way...

Hopefully the money saved can then be diverted elsewhere

My daughter attends an educational setting around 10 miles away (c.45 minute drive door-to-door) and the intention is that she stays there post-16. The proposals would make transport organisation very complicated for the following reasons: - the complication of organising transport ourselves (there is no public transport route available). - the cost and complication of having to pay for a chaperone to accompany her (would we have to employ a chaperone?). - the additional cost to the family beyond the amount included in the payment plan, especially including the chaperone. - the potential that one of us (her parents) would have to give up work/reduce working hours to meet her transport needs.

Child not 16 yet

I work with SEN children, so in this respect the proposal does not affect me BUT while I fully understand that the council needs to make cost savings I am wary that while it all sounds good on paper, the reality maybe very different. For example- Families need to spend the money in the correct way. The budget needs to be enough to allow the young person to access all they need to. They can't be at home purely because families have spent the money elsewhere or there isn't enough money to cover the costs. There are people who need adapted vehicles which I appreciate you have acknowledged but what about those people with challenging behaviour and what about those that need the support of a passenger assistant??

It's so difficult already to find the correct support for our children. Literally one option for school, so hard to get a decent PA for respite hours. Now we'd need to find someone to assist with school run as well. It would be so stressful and detrimental to my mental health. I only get 6 hours respite for a child too complex for most people to deal with. We have a nice routine in place with the school transport system as it is. Disruption could lead to regression and school refusal

Please tell us why you answered this way...

This reply is on behalf of multiple members. Some received this proposal positively as felt that the proposals gave a flexibility that was lacking. Some were not concerned as they currently took their child to college or made private arrangements to do so and this would continue (in fact some had not bothered with transport at all even though the child qualified). Some suggested that maybe their child should be travel trained in advance of college so could get the bus in future - the journey from home to college was a more straightforward one than the one to school and they felt it was something that their child was moving towards being able to do. Some raised issue of the location of Kirklees college which had to cross very busy roads worried some - could college provide someone to walk students to and from the bus station if the child could travel on the bus? Issues with problems at the bus station worried parents (there have been some issues resulting in police involvement to sort out anti-social issues at the bus station. Some parents were wondering if college could provide a breakfast club which would mean parent would be able to drop off in the morning? More parents had issues or concerns or were flatly opposed though. Many were concerned that there will be a significant impact as the cost will be more than the current contribution they pay for post 16 transport (although our members tell us that this has not been requested lately). There were concerns about young people travelling alone about their safety in taxis (although some did not realise that this might be the case anyway once they move from school minibus to college transport which is often taxi based not minibus). Concerns their child not ready to use the bus yet and that the contribution made covered only a bus which child could not use. Parents were thinking practically about this proposal and how they might make it work but also said there was little chance of getting in touch with other parents to share taxis as there wasn't the same connection with other parents that there is in school. If parents wanted to taxi share how would they go about this? Sharing taxis might work but if children were not on same course they would not have the same timetables. Impact on parent choice of post 16 - many wanting to remain at post 16 school as transport would likely be offered rather than college where it wouldn't. Significant concern from those who use adapted vehicles or escorts as the process for getting this in future is simply hinted at rather than explicit and parents did not want another "fight" for services which they felt their child should be entitled to. It would be difficult to arrange an adapted taxi individually especially at that time of day when they are all used for school runs to special schools. Escorts are arranged and vetted by the council and aren't something you could privately arrange. Cost raised by many as amount given would not cover cost of a taxi or mileage allowance some already received. Issues raised about specialist places which might be outside Kirklees but the only one which was suitable for a child's education. Allowance would not cover this cost in any way yet children may have no choice of where they are educated as it might be the only place that meets the needs of that child. What process would be in place to ensure these children got the education they had a right to? Impact on child who might be more stressed at beginning of school day if eg taxi late (they often are if you try to get one for 9am). Impact on parental finances. Impact on attendance and children becoming NEET - currently Kirklees has low NEET figures for 16 to 19. Possible issues with abuse of funds - need a process to identify any issues asap and resolve. Taking away allowance if fair enough but there should be a mechanism to ensure child gets to college as well. Some families are very stressed and have multiple responsibilities and it is yet another one to put on families who then have to arrange transport as well as everything else. May be many reasons why a parent might struggle; mental health issues; unwell; simply overwhelmed. Issues raised by parents included: Lack of understanding of the post 16 bursary schemes offered by colleges and how this worked eg which benefits did child need to be on to apply. (Parents might need to take benefits advice as child applying for UC at 16 affects parents own UC). Can parents have the bursary from college to top up the transport contribution? Many parents seemed unaware of what might happen next September so there needed to be some form of activity with special schools and provisions to highlight awareness. How does it work depending on number of days child is in college? Most are 3 days so is it £300 for a 3 day week? What if child is in 4 days or even 5 (this can happen with timetabling especially when a child is doing a Level 2 or 3 course rather than Foundation). How would parents know if their post 16 child will be able to use the minibus to special school or not and when would they know this? Is it paid in advance or in arrears? How can I be sure the taxi is safe? and what do I do if something happens which isn't right - ie who do I complain to?

I am a Kirklees resident

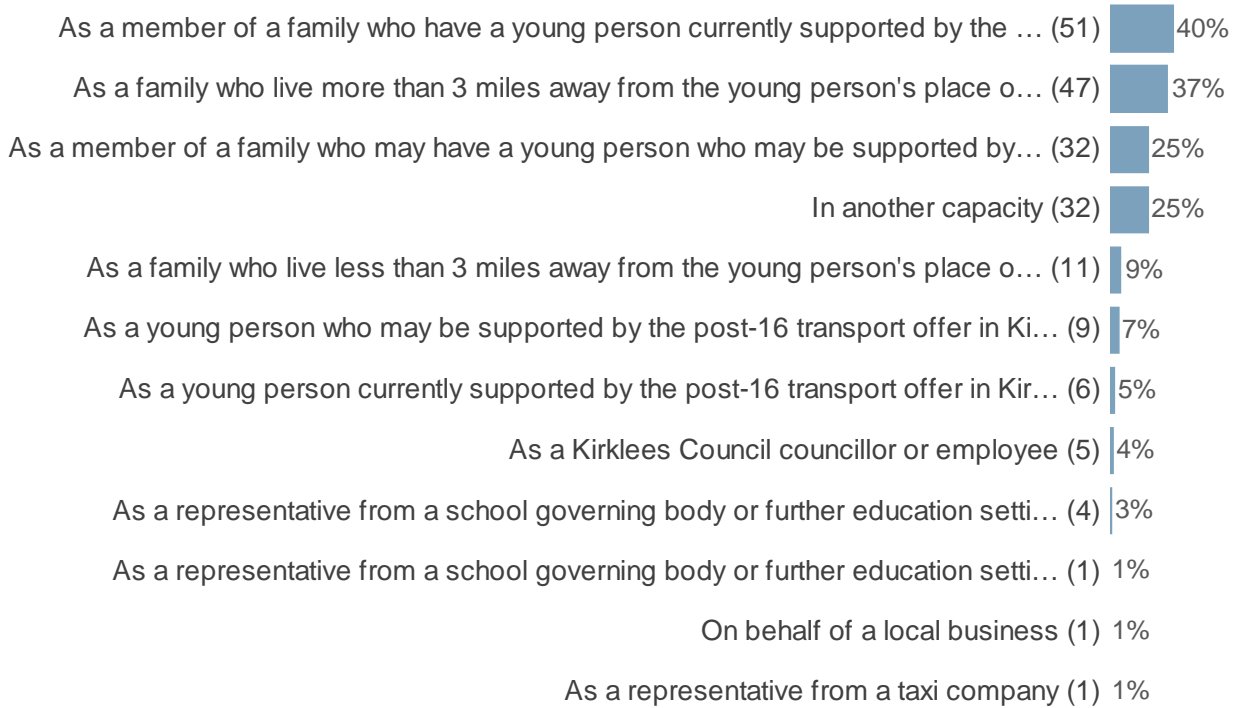
Please tell us why you answered this way...

Our son is a full time wheelchair user and he can't access buses etc. Our current arrangements work perfectly for him getting to college and he can amend his taxis through college and the staff at his college can help him if there are any problems and staff wait until his taxi arrives for safeguarding. We are really worried that we won't be able to book a wheelchair accessible taxi for every day that my son needs it and that will subsequently affect him getting to college on time and back home. It is not easy for anyone in a wheelchair to manage these on their own and to us is a major safeguarding issue

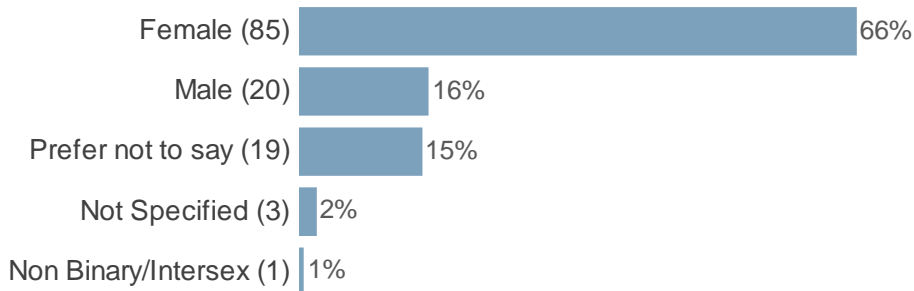
This has been filled in to sum up the findings of PCAN. The previous answers have outlined the concerns of parents which can be summed up by : The impact on family finances (personal budget doesn't cover cost). The impact on choice of post 16 institution. The impact on the child if the taxi's are late. We also see issues with poor attendance and dropping out of courses. Questions also about the date the funding is to be paid? Would it be September 1st rather than the 30th? What if a child is in college 4 or 5 days as opposed to the standard 3? Would they get more funding? How do I know that the taxi is safe? Parents may push for their child to go to a special school post 16 which they don't need but now want because of transport. The elements that parents like are the fact that there is the flexibility to use the budget to organise transport to suit your circumstances, eg for your child to be taken somewhere else other than home after college or pay a neighbour petrol money to take your child. It could be used to cover cost of putting other children into breakfast/ and or after school club enabling parent to take post 16 child to college /pick up. Depending on cost or number of children this was a calculation some hadn't done yet. Many have issues with current system and these proposals help some. Overall it is clear that some parents oppose and some have no view at all (neither oppose or support) and some parents are quite keen on some elements of the new proposal if not all. As an organisation PCAN does not completely oppose the proposal although we do have concerns (see the answers previously) PCAN feel that many parents do not yet realise the full implications of the proposal and as September comes about and people start to realise the implications there may be huge issues. Issues raised: Mention made of a possible breakfast club at Kirklees college and parents did comment that the ability to drop off children at other times than just 9am would be welcome. When does travel training take place? A child might be able to get a bus but would require travel training over the summer. Currently travel training is only to the school and current school is not suitable to travel to by public transport but Kirklees college in the center of town would only be one bus journey. Can there be a Buddy system to help students travel together either on bus or taxi? The post 16 bursary scheme that all colleges offer is not well understood. Can this assist topping up the personal travel budget? Students need to be on certain benefits to apply for the bursaries and not all students are for various reasons. Additionally there is impact on the family budget if the child moves to universal credit at 16 as it affects the parents working benefits. PCAN suggests that if the proposal goes ahead in this or similar form work will be needed with the special schools so that the scheme is understood. Some parents might struggle organising this for their children, especially if they have disabilities themselves.

Kirklees College did not offer a place to our son. Therefore we were forced to send our son to Calderdale College which is much further away, and we would not be able to arrange a safe/cost effective manner of transport to accommodate this. If a suitable course had been offered at Kirklees College (much closer as we live in Huddersfield), then we would not have needed this essential transport. We fought hard to keep our son in Kirklees College, but Kirklees said there was no suitable course, so it would not be fair to remove the transport that takes our son to Calderdale (as we cannot take him to Calderdale). And given Kirklees cannot offer him a suitable course, the removal of current transport, would leave him with no College in 2024-2025. We also know some other people in the same situation, so it would not be fair on us or them. Ultimately, we think your new policy does not take individual circumstances into account, and the new blanket approach is not satisfactory.

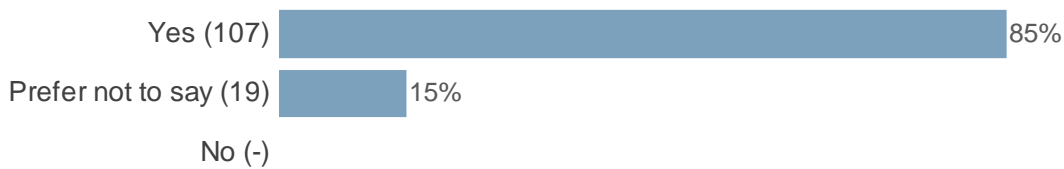
Are you completing this questionnaire [please tick all that apply]:



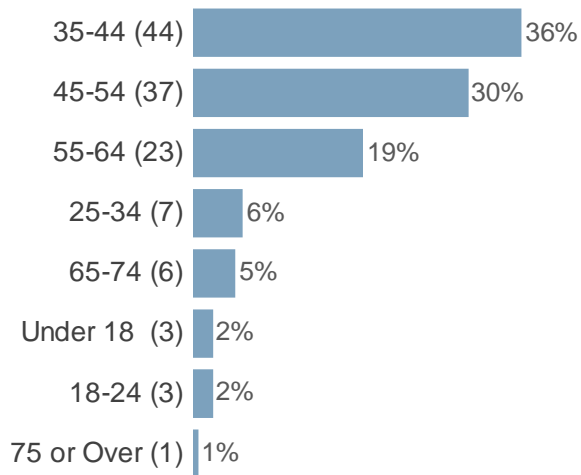
How would you describe your gender?



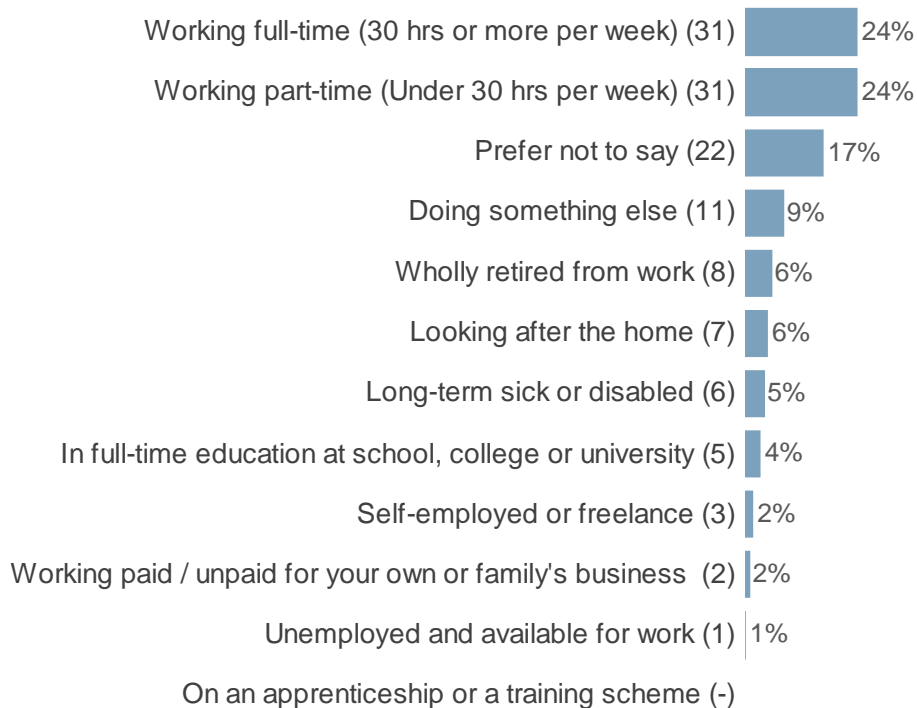
Is your gender identity the same sex as you were registered at birth?



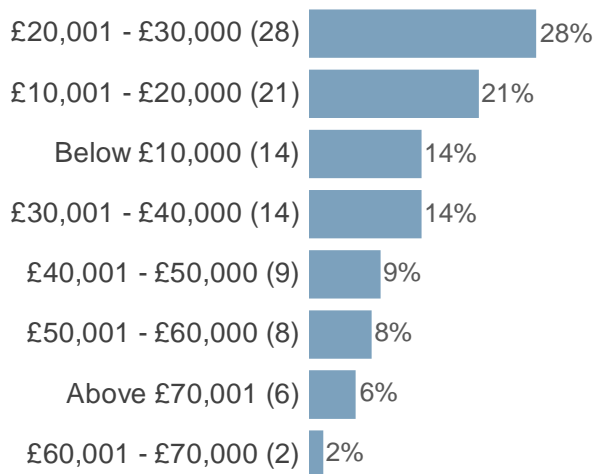
What is your age group?



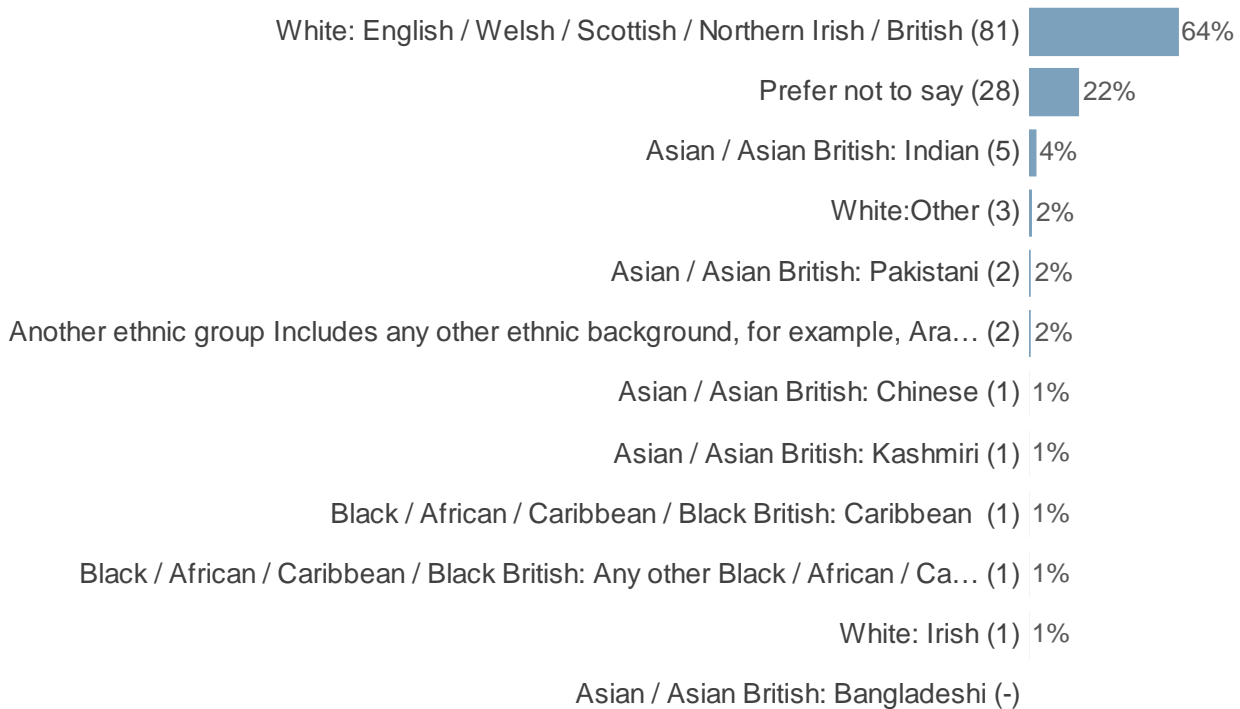
Are you currently:



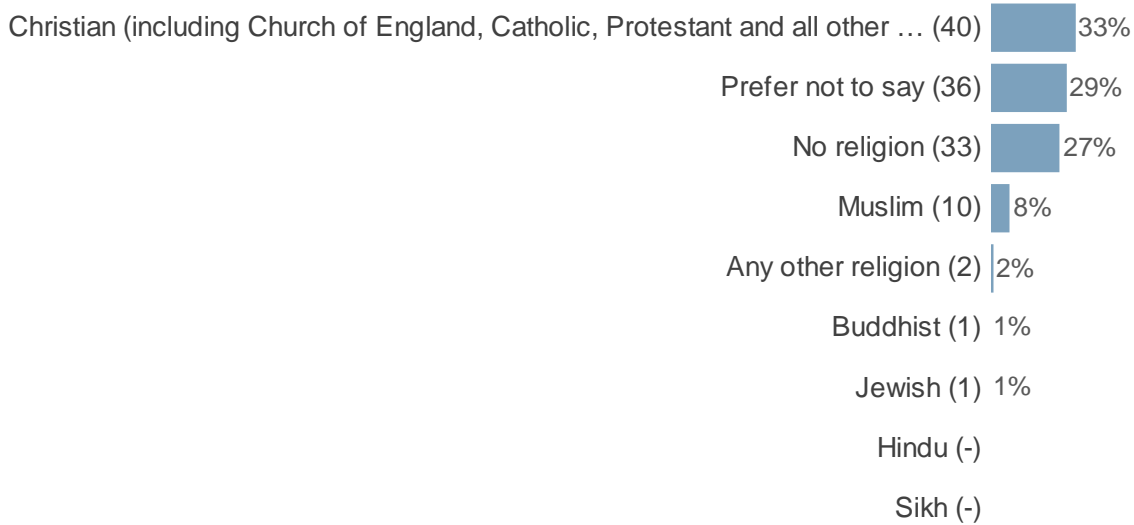
Please tell us the total annual income of your household (before tax and deductions but including benefits/allowances)



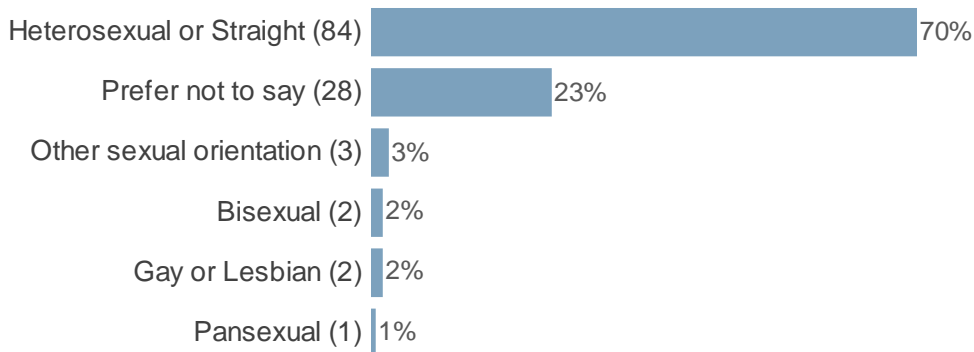
What is your ethnic group?



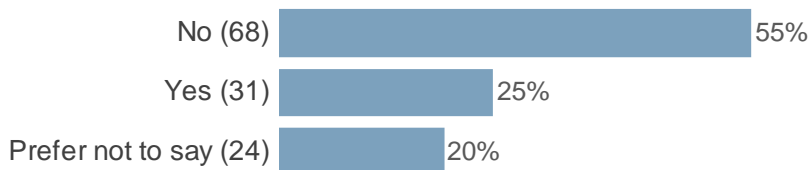
What is your religion?



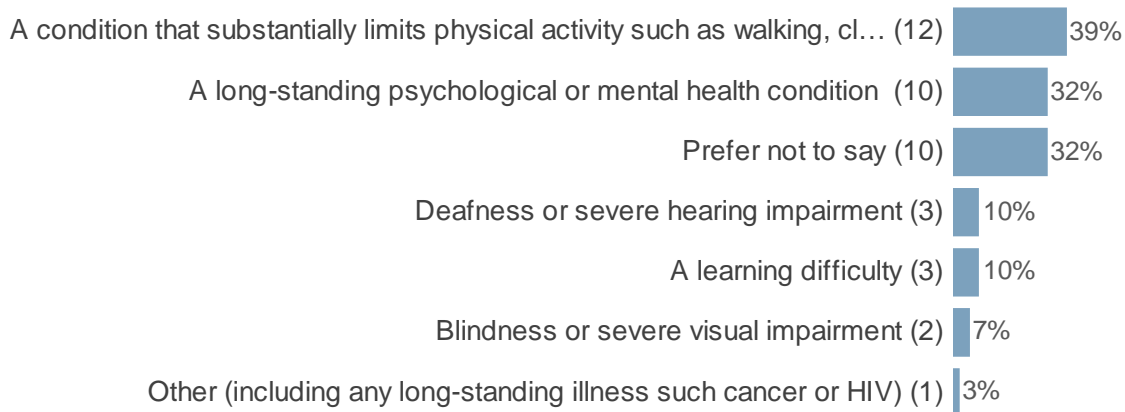
Which of the following best describes your sexual orientation?



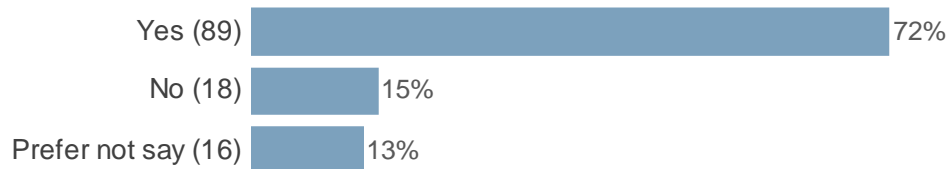
Do you consider yourself to have a disability and/or long-term health condition?



Which of the following best reflects your disability and/or long-term health condition?

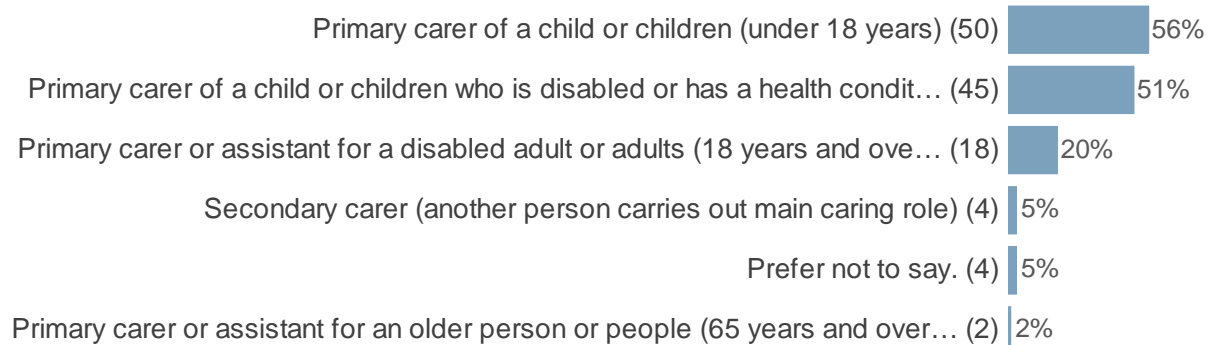


Do you have any caring responsibilities for a child/children and/or another adult/s?



Please select all that apply:

If you share care responsibilities equally then please answer as the primary carer.



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Post-16 Transport Consultation

December 2023

Speaking with Foundation Students about possible
changes to the Post 16 Transport Policy

College Transport

Who, What, Why, When and Where?

Eleven young people aged 16-25, who currently use Post-16 College Transport, volunteered their time to share their views about possible changes to the transport policy.

To make sure the group had time to think about their answers:

- the questions and infographic showing how the transport policy currently works and explaining the alternate model (to the left), were sent a week in advance of the session.

To try and familiarise the group with who they would be speaking with, Harry and Martin's pictures were sent in advance too.

On the 6th December 2023, the engagement took place at Kirklees College Waterfront Campus. There was a group discussion about the questions to make sure everyone understood them and had extra time to think about their answers. There was a break and then everyone took turns to give feedback. The whole session lasted two hours.

We have collated the young peoples feedback on the following pages.



This is Martin from School Transport



This is Harry from Our Voice

Questions to think about before the session...

How do you feel about your current taxi's/transport?

How do you feel about the idea of your family organising your transport?

How might you travel if this happened?

Are there good/ bad things about this idea?

Now...

A taxi collects students from home and brings them to college.



At the end of the day a taxi comes to college to take you home

What about?

Your family receiving money to...



Book your taxis

Pay for a bus pass

Buy Fuel

You have a choice to arrange your own transport

What did we hear?

How do you feel about your current taxi's/transport?

"Most of the time it's not late to college"

"Taxi is good at picking me up"

"I don't like sharing with some people."

"It's forgot me sometimes."

"The driver smokes while waiting and when we're driving, WITH the window UP."

"It takes too long to pick me up."

"It's always late!" (this was the experience of 4 young people"

"I don't know if they're coming. Once they came at 8:45 and I had to be in college for 9!"

"Some people take ages and then we're late."

"I'm always on the bus with someone who annoys me, and I have to put up with her for over an hour."

- "Traffic can mean it takes forever."

- "I don't like the traffic."

- "My escort is more interested in his phone than this job, but he will answer me if it is important."

- "Switching drivers all of the time."

- "Not enough space for all the passengers- It's a squeeze- trip over the people."

"I Get home late because I finish at 3 O'clock but don't get home till 5 as I am waiting for someone who finishes school at 4:30."

Suggestion for improvement- Make sure that everyone who is on the taxi finishes school at the same time and are all living in a similar area, so the taxi doesn't take forever.

How do you feel about the idea of your family organising your transport?

- "I can travel with who I want."

- "I can be more independent and book it myself."

- "I wouldn't need to worry about anyone else in the taxi."

- "If I organised my own, I'll get there without any fuss."

- "Ok- There would be no panic- book it all myself."

- "I'm not bothered. As long as I get to college".

- "I like the idea of my carers paying for my transportation."

- "Kirklees council are being lazy. They should be the ones organising this. If my parents got money for petrol, my mum's car is broken so my parents need to get to work themselves"

How might you travel if this happened?

- "I would get a taxi on my own."

- "Sometimes my mum would take me and sometimes I would get the bus on my own."

- "It might be a bit of both, may bring in if same working day."

- "I'd get a bus."

- "Taxi"

- "I'd get dropped off."

What did we hear?

Are there good things about this idea?

- "Don't have to pick others up."
- "I would get home at a decent time."
- "I know I'd be on time and the taxi would turn up on time."
- "I'd get home quicker less stress for my mum as she worries current taxi setup is not going to come."
- "Good when classes finish earlier so they can leave earlier" x2.
- "More independence"
- "Parents can take me."

Are there bad things about this idea?

- "I might not feel scared being on my own."
- "I might get scared on my own."
- "Might cause stress for parents."
- "Might not be anyone home."
- "Parents work full time- They wouldn't be able to bring me in."
- "I can't travel on public transport."
- "Public transport would take longer for me."

Key Learning

- Punctuality, Reliability, Consistency and the Duration of Journeys are issues highlighted in the current offer
- Independence, flexibility and the chance to reduce travel time were all positives about a direct payment style offer
- Anxieties around safety and independent travel skills were raised as concerns around moving to a direct payment style offer

In Summary

Young people told us, that they travelled to college in a variety of ways. Most commonly by taxi or mini bus, shared with other young people. Some young people highlighted how their transport was adequate and would in most cases get them to college on time. There were some discussions around difficulties and suggestions for improvements.

Young people spoke about transport arriving late or at irregular times in the morning. This meant they would sometimes be late to college or would not be ready and needed to rush to get out in time. There was one instance where a young person was picked up at 8:45 am when college started at 9 am. Due to the shared nature of the transport offer, young people described finishing college at 3 pm but not leaving until 4:30 pm, as they would be waiting for other students to finish their learning. Their journeys took longer to get back home because the transport would have to drop other students off on the way home first.

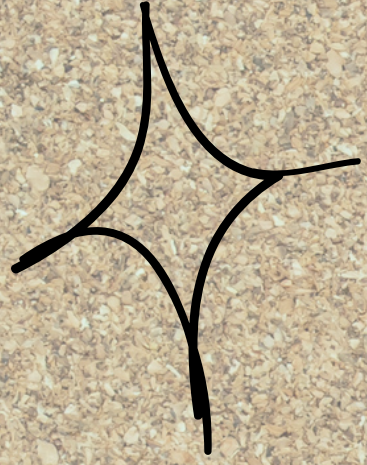
Some young people spoke of distress caused by the lack of consistency when it came to the timings of picking up and dropping off and the constant changing of drivers. At times young people spoke of experiences of traveling with who didn't get on with. Sometimes the transport was not adapted or large enough to accommodate the variety of needs of the young people. The quality of the transport itself was discussed by one young person, where a minibus was missing seats so everyone had to squeeze onto the remaining seating.

The young people generally saw the alternate, direct payment style offer as positive. They identified how this could address some of the issues that they had raised.

- Young people spoke about how the new offer would allow them to travel in ways they prefer. That could be with people they choose, or they could travel on their own.
- Travelling on their own or with people who lived nearby, meant that they would be able to get home much sooner than they currently do. They felt their journey would be shorter.
- One young person spoke about how the new offer would allow them to travel more independently. They currently get a taxi into school every day but said that the new offer would allow them to pay for a bus pass, would let them plan their journeys and gain independent travel skills. They felt this would take some of the pressure off of their parent to drop them off every morning.

It is important to note that some young people spoke about how the opportunity to travel more independently would cause them more distress. Fears around traveling alone in a taxi, or arriving home with no parents or carers in to meet them, were all raised as concerns.

Overall, young people offered suggestions about how the current offer could be improved. They also spoke quite positively about the new offer saying how it would offer more independence and overcome some of the issues raised with the current offer.



Want to know more?

You can contact

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By virtue of paragraph(s) 5 of Part 1 of Schedule 12A of the Local Government Act 1972.

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