

**Name of meeting and date:** CABINET 16 JUNE 2009

**Title of report:** KIRKLEES STRATEGIC ECONOMIC ZONE (KSEZ) –  
PROGRESS REPORT

<b>Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?</b>	YES The total overall scheme cost is £47m of which the council will fund 10% plus development costs of about £2m. The scheme will have a significant impact on several wards.
<b>Is it in the Council's Forward Plan?</b>	YES
<b>Is it eligible for "call in" by Scrutiny?</b>	YES
<b>Cabinet member portfolio:</b>	REGENERATION, ENVIRONMENT & TRANSPORT

**Electoral wards affected and ward councillors consulted:**

Ashbrow, Dalton, Liversedge and Gomersal, and Mirfield. Ward councillors were consulted on the original proposals and will be involved further in the next stage of scheme development. Party lead members were consulted in September 2008.

**Public or private:** PUBLIC

## **1. Purpose of report**

This report seeks to report progress on Kirklees Strategic Economic Zone (KSEZ) and seeks approval for further development of the scheme and consultation on early phases.

## **2. Key points**

### **2.1 The KSEZ headlines:**

- 90 hectares of available development land on A62 Leeds Road, Huddersfield
- Largest area of land available for industrial development in Kirklees
- £100 million of potential investment
- 4000 jobs created or safeguarded
- Much of the network suffers congestion at peak periods
- Air quality known to be poor in places
- Links to areas with high unemployment poor

A transport strategy was developed which consisted of the following:

- Bus and cycle lanes, bus priority at traffic signals
- Junction improvements along the corridor, including a gyratory at Cooper Bridge, incorporating bus lanes, pedestrian and cycle facilities

- Pedestrian and cycle crossing facilities and better links to residential areas
- Intelligent Transport Systems to reduce congestion and reduce emissions
- New bus services
- Increased use of Travel Plans
- Improved enforcement of emissions through the provision of a pull in area for use by the Vehicle and Operator Services Agency for vehicle testing.

The estimated cost of this initial strategy was £18m.

- 2.2 Following consultation on the original proposals, a revised KSEZ Transport Strategy was approved in April 2007. The project had increased in size to meet public and member wishes, in particular to future proof the proposals and address delays in journeys from Mirfield, so costs had increased from £18m to nearly £30m. The main changes to the proposals were further increases firstly in the capacity of the Cooper Bridge gyratory due to the addition of the widening of the adjacent railway bridge, and secondly at the Bradley Road / Colne Bridge Road junction.

Many of the issues raised in the consultation led to amendments to the proposals. The cost of reinstatement of the banned right-turn from Leeds Road to Colne Bridge Road to remove the need to use Oak Road at £1.7m was however considered difficult to justify given the small number of vehicles that wished to make the turn and the requested facility was not included.

- 2.3 The funds originally available, (a combination of Kirklees and developer funding), were only sufficient for the implementation of the gyratory without the bridge widening, this phase being programmed for implementation in 2012.

Later in 2007, a decision to pursue a Major Scheme Bid was taken because:

1. New guidance suggested that a scheme with a broad range of benefits such as KSEZ would be suitable for a major scheme bid provided the correct approach to its development was taken.
2. It allowed the scheme to include further public transport improvements and congestion relieving measures on the general A62 Leeds Road corridor between Cooper Bridge and Huddersfield Town Centre.
3. It allowed inclusion of measures to alleviate queuing problems at Junction 25 of the M62, thus satisfying Highways Agency concerns.

- 2.4 The bid for major scheme funding from the Regional Funding Allocation (RFA) was made in October 2008. The bid documentation requirement, to include substantial contingencies to cover risk, meant that the total cost increased to £47m.

The scheme currently proposed now consists of the following (see plan attached for major items):

- Major junction improvements including a major railway bridge widening.
- Extensive bus priority and High Occupancy Vehicle lanes.

- Improved crossings and links into residential areas for pedestrians and cyclists.
- A strong Travel Planning strategy.
- An innovative Air Quality Management strategy.
- A Townscape strategy.

2.5 The Huddersfield – Leeds corridor has been identified as one of the most congested corridors within Leeds City Region and a priority for future action.

As a result, work is progressing to develop improvements to the transport infrastructure and a bid for Kickstart funding to introduce an express bus along the A62 between Huddersfield and Leeds is being explored. By improving highway and public transport infrastructure along the corridor, KSEZ will make a massive contribution to these aspirations and make them more likely to happen.

2.6 KSEZ performed well on VFM and policy fit terms but did not gain approval to proceed to full DfT programme entry, it being placed on the RFA reserve list for funding up to 2014. Should there be slippage in any of the schemes currently approved, which is felt to be likely, KSEZ could be brought forward. It is also well placed to progress in the next round of RFA allocation for 2014-2019.

2.7 In order to take advantage of slippage from approved schemes or to be successful in bidding for the full £47m in the 2014-2019 round of RFA, it will be necessary to prepare a further submission to the DfT for full programme entry. This will cost approximately £2m and consist of:

- detailed development of the final scheme
- modelling of the scheme, its effect upon the wider highway network and public transport benefits
- economic and environmental assessment
- detailed design
- submission of planning application
- land acquisition /Compulsory Purchase Orders
- public consultations
- preparation of Major Scheme Business Case

The work will be carried out by a combination of Kirklees staff and external consultants appointed following a competitive process.

The funding is included in current capital allocations. Whilst the indications for the scheme are positive, it should be made clear that the £2m funding would not be recoverable if ultimately the bid is unsuccessful.

Officers feel that continuing with the preparatory work would demonstrate a strong commitment to the scheme which would increase the likelihood of funding through either slippage or post 2014. The risk of abortive fees can be reduced by carrying out the work in discreet packages, for example, definition of the final scheme option, public consultation, model refinement and preparation of the MSBC, so that later stages can be accelerated or stopped dependant on prevailing conditions.

2.8 In addition to the Major Scheme Bid, as a result of underspend across the Yorkshire and Humber Region, the West Yorkshire Local Transport Partnership has been allocated an additional £35.2m from RFA to spend on transport initiatives. It has already been agreed that in principle the first £11m of this money will be allocated to West Yorkshire district

authorities according to the agreed LTP allocations. Kirklees will receive £1.82m through this process.

Further funding of £5.1m, ie new money to the Council, was awarded to KSEZ in mid – May from this budget, known as RFA / LTP uplift. It has been allocated specifically to allow early, more straightforward phases of the scheme to be constructed in 2010-2012. This shows a strong commitment to the whole project by the region which makes it more likely that the whole scheme will eventually be successful. The early phases would be:

- Bus lanes between Red Doles Lane and Oak Road to reduce bus journey times and congestion, while improving air quality in a declared Air Quality Management Area
- Junction improvements at Whitacre Street and Old Field House Lane to reduce congestion and facilitate the bus priority measures
- Land purchase near the Bradley Road / Colne Bridge Road junction to allow further phases to proceed.

2.9 It will be necessary to carry out consultation in late 2009 or early 2010 as a result of the RFA / LTP uplift funds allocated to KSEZ. The early phases will be consulted upon in detail while the overall strategy will be presented for information.

### **3. Implications for the Council**

The scheme will contribute to the Council's ambitions as follows:

- |                           |   |
|---------------------------|---|
| Real help for communities | - by improving links between residential areas with high levels of deprivation and job opportunities in the corridor.   |
|                           | - by improving air quality in a declared Air Quality Management Area.   |
| Responding to recession   | - by providing a supply of land for development for employment purposes in response to pressure from businesses which will allow them to relocate as the recession lifts. |
|                           | - by providing short-term jobs in the local construction industry.  |
| Reducing carbon           | - by including extensive sustainable transport measures.  |
|                           | - by being the first stage of a high quality public transport route from Huddersfield to Leeds.   |

It will contribute to the Leeds City Region Transport Vision by improving capacity on the Huddersfield – Leeds corridor, as stated previously. It will also contribute to the 2025 Transport Vision LTP and Community Strategy.

#### **4. Consultees and their opinions**

Ward councillors were consulted on the original proposals and will be involved further in the next stage of scheme development.

The Cross Party Transportation Liaison Group, involving transport leads from the four largest parties and PTA members, unanimously endorsed the submission for RFA in September 2008. The group was also in agreement that the project must be shown as part of the Huddersfield to Leeds public transport improvement when the bid for DfT full programme entry is made in 2010.

Calderdale Council was consulted on the original KSEZ proposals and a further officer/member meeting is being discussed.

METRO and the main bus operator on the corridor, Arriva, have been involved in the development of the submission, and the potential Kickstart bid.

#### **5. Officer recommendations and reasons**

- To note progress on KSEZ to date
- To approve further scheme development to allow opportunities presented by slippage or the 2014-2019 RFA to be taken.
- To approve consultation on early phases of the scheme between Red Doles Lane and Oak Road and the presentation of the overall strategy for information.

#### **6. Cabinet portfolio holder recommendation**

To support the officer recommendations.

#### **7. Next Steps**

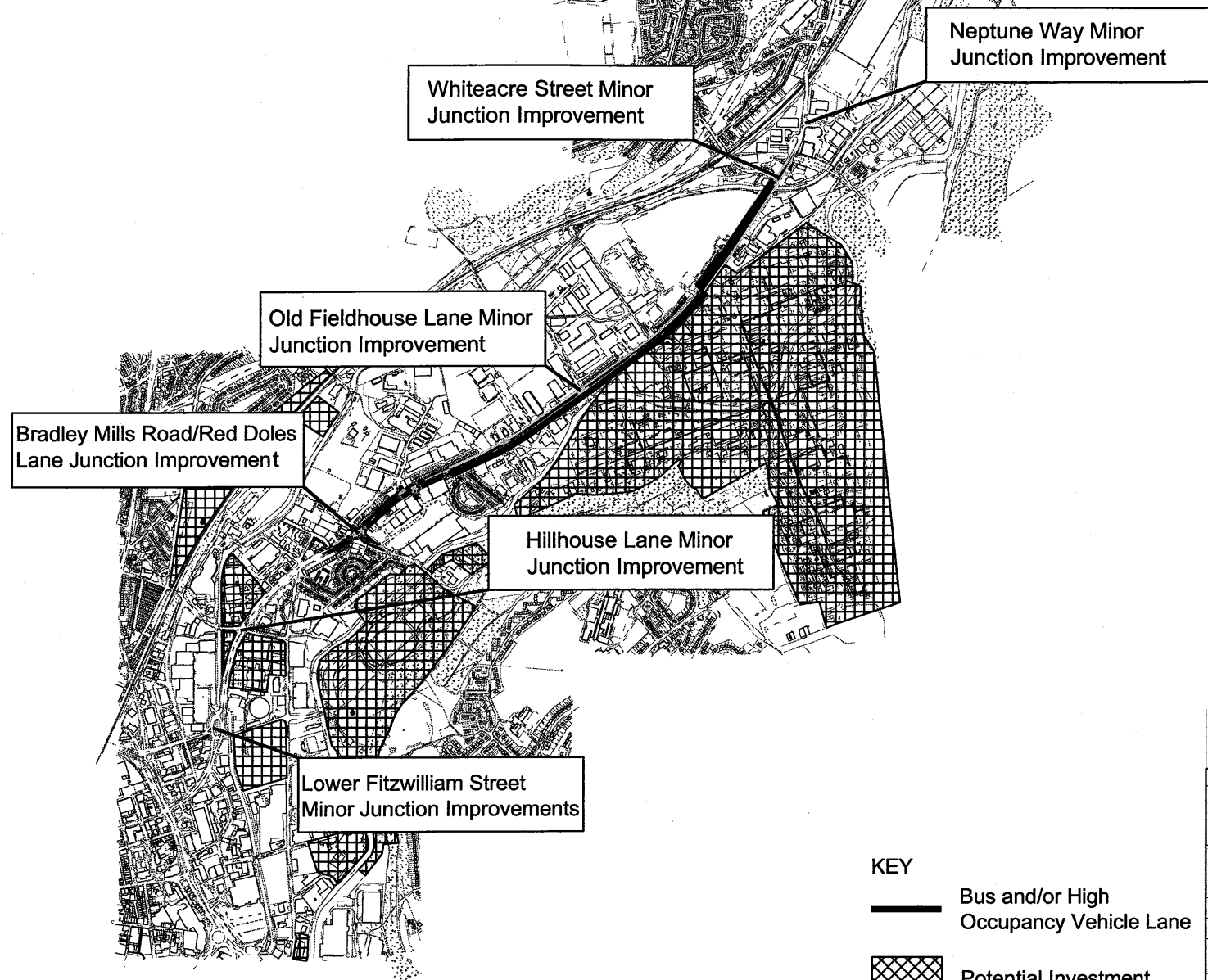
- Early stages of scheme developed in detail for implementation in 2009-2012
- Consultation in late 2009 / early 2010
- Later stages developed for full programme entry in 2010-2013

#### **8. Contact officer and relevant papers**

Contact Officer: Peter Taylor      Direct Dial (01484) 225672  
e-mail [peter.taylor@kirklees.gov.uk](mailto:peter.taylor@kirklees.gov.uk).

Assistant Director – Highways and Transportation – Jacqui Gedman

Relevant Papers: Kirklees Strategic Economic Zone (KSEZ): Proposed Action following Public Consultation, Report to Cabinet, 11 April 2007.

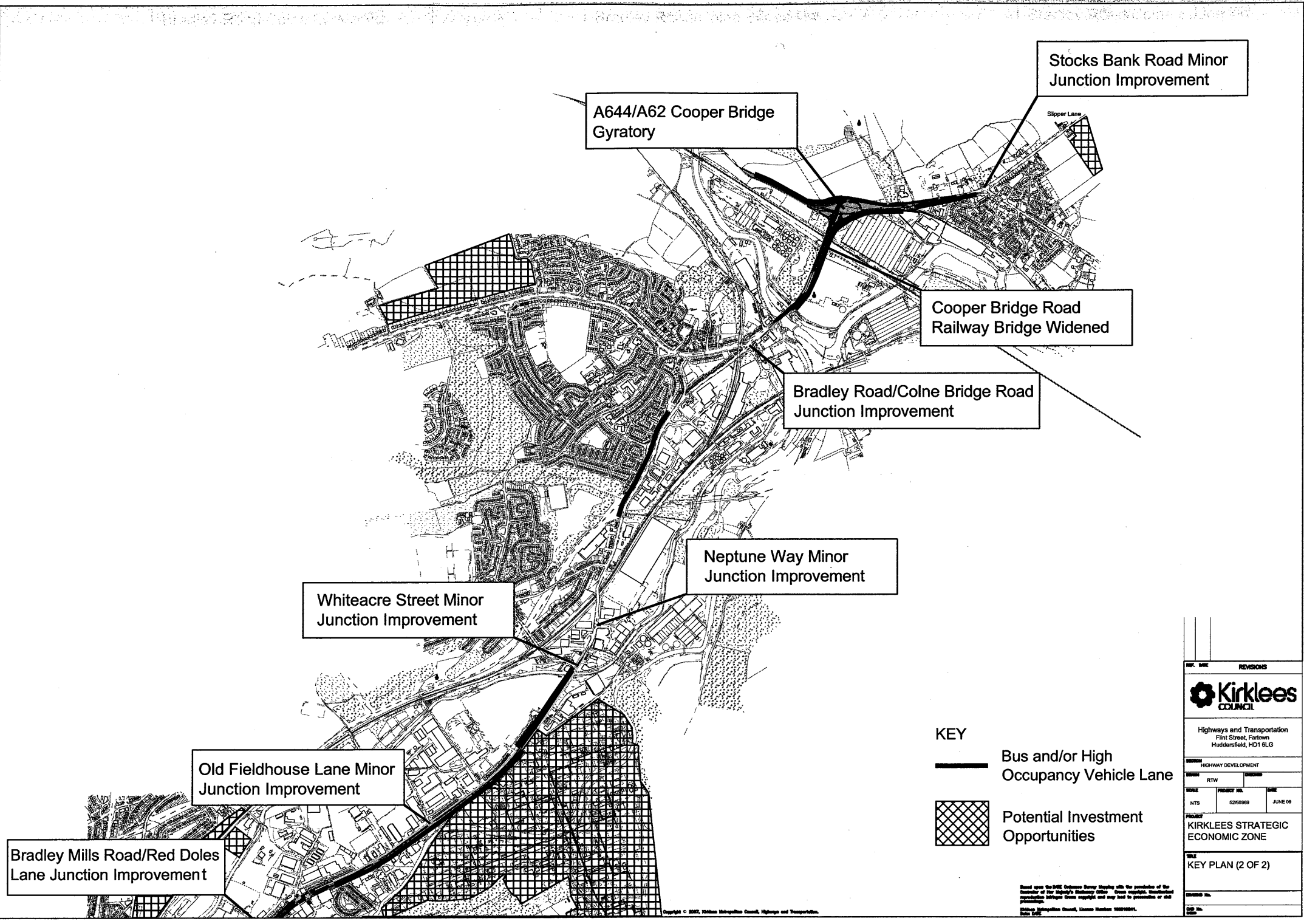


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REV. DATE		REVISIONS
Highways and Transportation Flint Street, Farnworth Huddersfield, HD1 6LG		
HIGHWAY DEVELOPMENT		
STATUS	RTW	DATE
NTS	5205099	JUNE 09
PROJECT		
KIRKLEES STRATEGIC ECONOMIC ZONE		
TITLE		
KEY PLAN (1 OF 2)		
DRAWN BY		
CDD BY		



Stocks Bank Road Minor Junction Improvement

A644/A62 Cooper Bridge Gyratory

Cooper Bridge Road Railway Bridge Widened

Bradley Road/Colne Bridge Road Junction Improvement

Neptune Way Minor Junction Improvement

Whiteacre Street Minor Junction Improvement

Old Fieldhouse Lane Minor Junction Improvement

Bradley Mills Road/Red Doles Lane Junction Improvement

**KEY**

Bus and/or High Occupancy Vehicle Lane

Potential Investment Opportunities

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HIGHWAY DEVELOPMENT			
RTW	PRIORITY		
NTS	62/00999	JUNE 09	
PROJECT			
KIRKLEES STRATEGIC ECONOMIC ZONE			
SHEET			
KEY PLAN (2 OF 2)			
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