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KIRKLEES COUNCIL

ECONOMY AND NEIGHBOURHOODS SCRUTINY PANEL

Tuesday 18th October 2022

Present: Councillor Yusra Hussain (Chair)
Councillor Matthew McLoughlin
Councillor John Taylor

Co-optees Chris Friend
Jonathan Milner
Jane Emery

In attendance: Councillor Will Simpson, Cabinet Member for Culture and Greener Kirklees
Councillor Smaje
Colin Parr, Strategic Director for Environment & Climate Change
Martin Wood, Head of Public Protection, Environmental Strategy and Climate Change
John Atkinson, Group Leader for Energy and Climate Change
Robert Green, Climate Change Officer,
Matthew Owen, Technical Officer,
Edward Highfield, Service Director - Skills and Regeneration
Richard Hollinson, Head of Major Projects,
Timothy Fawcett, Project Manager,
Robert Stanley, Transforming Cities Fund Programme Lead,
Andrew Brookfield, Project Officer,
Rachel Jones, Lead Officer for the Transport Projects Team, West Yorkshire Combined Authority
Duncan Wyche, Project Manager, West Yorkshire Combined Authority
Mark Ramsden, Head of Service for the transforming Cities Fund, West Yorkshire Combined Authority
Nick Fairchild, Project Manager, West Yorkshire Combined Authority
Chas Ball, Chair of the Kirklees Cycling Campaign

Apologies: Councillor Aafaq Butt
Councillor Tyler Hawkins

1 Membership of the Panel

Apologies were received from Councillor Aafaq Butt and Councillor Tyler Hawkins.

2 Minutes of the Previous Meeting

The minutes of the meeting held on the 30th August 2022 were agreed as a correct record.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

3 Interests

No interests were declared.

4 Admission of the Public

All items were considered in public.

5 Deputations/Petitions

A deputation was received from Mr Chas Ball, Chair of the Kirklees Cycling Campaign in relation to the Kirklees Climate Action Plan.

The Panel were advised that the Kirklees Cycling Campaign known as Cycle Kirklees had attended the Economy and Neighbourhoods Scrutiny Panel in 2018 and 2020 to discuss issues concerning active travel. Funding from the Place Partnership had since been abolished in May 2022 and Mr Ball requested that this be considered at a future meeting of the Panel.

Mr Ball advised the Panel that he was in support of the Kirklees Climate Action plan and the proposals on transport but felt that the proposed actions were not fully comprehensive, and that there was a disconnect between the proposed actions and the targets agreed. Referring to point 4.3 of the report 'City Connect' Mr Ball advised that the information only presented a partial picture of what was happening with regards to actions relating to active travel, in particular, there was no mention of walking issues which should be included, and also work with schools and expanding traffic free routes were also part of the current actions.

Mr Ball shared that there needed to be a paradigm shift to be able to meet the interim targets which had been set by the West Yorkshire Combined Authority for 2027 and the longer-term climate change targets for 2038. Mr Ball felt that the plan was missing the energy and interests of the public, businesses and communities to deliver on issues in relation to safer streets, improving air quality, and tougher parking controls and requested stronger leadership a clearer sense of delivery against the targets in partnership with other organisations and better techniques of engagement in order to make progress.

Councillor Will Simpson responded to acknowledge the comments and concerns raised by Mr Ball and agreed a paradigm shift was needed in relation to transport to be able to meet the decarbonisation targets locally and nationally.

RESOLVED: The Panel noted the deputation and Cllr Will Simpson agreed to encourage Kirklees Cycling Campaign to work alongside the Council to deliver a supportive environment for active travel in Kirklees.

6 Public Question Time

No questions were received from the public.

7 Kirklees Climate Change Action Plan

The Panel considered the draft Kirklees Climate Change Action Plan (CCAP) presented by Robert Green, Climate Change Officer. Councillor Will Simpson,

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

Cabinet Member for Culture and Greener Kirklees was also in attendance. Robert Green shared the presentation and highlighted that:

- Kirklees Council had declared a climate change emergency in 2019 and had set an initial target to become net zero by 2038.
- In 2019 a climate emergency working party was established to identify practical measures for emission reduction and more comprehensive action planning.
- Phase 1 of the plan identified the immediate actions to be taken and 113 of these had been completed or were on-going.
- The scope of the CCAP was district wide and contained actions for the Council, Key Partners, and the wider community.
- The plan was structured by 8 action areas, Buildings, Energy, Natural Environment and Biodiversity, Sustainable Food and Agriculture, Transport, Waste, Water and Cross-Cutting.
- The Council reported annually to the CDP and the results were expected mid-November 2022.
- The CCAP adhered to the Global Covenant of Mayors (GCoM) and the results were expected early 2024 for year 2022.
- It aligned with guidance set out in the Climate Change Emergency Scorecard for best practise approach to action planning.
- The plan was the first step in the Council's action planning journey and would be followed by a more detailed action plan of firm commitments.
- The CCAP set out a list of actions to achieve net zero by 2038 and was centred on evidence and public engagement.
- The plan was not the only action plan within the Council; other organisations had their own action plans, which the CCAP would complement.
- The Climate Change Risk and Vulnerability Assessment (CCRVA) would be published at the same time as the action plan to ensure the CCRVA and the net zero assessment were in alignment.
- The CCRVA was a key piece of work that informed the action plan and demonstrated climate leadership by the Council
- The CCRVA was designed to identify key hazards that could lead to associated climate change risks across 2030, 2050 and 2080 using the latest Met Office projections.
- The CCRVA also informed decision making and enhanced the resilience and adaptability of organisations.
- A total of 206 actions were identified for both adaptation (52) and mitigation (52), with 72 actions addressing both areas' simultaneously, and would be prioritised in the next steps of the programme.
- Future steps would continue to be taken to enhance the climate emergency response through the development of place-based measures for carbon reduction and resilience building.
- Stakeholder engagement with residents and organisations would be undertaken with the aim of a final decision being made on prioritising the relevant climate actions that would best reflect Kirklees.
- Strategic alignment had been identified with the Transport Strategy and the intention was to work in partnership on the engagement process to reduce duplication.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

- Once the prioritised actions had been agreed a business case would be developed, which would include a greater understanding of the funding and financing, as well as the carbon reduction potential, which would dictate the ability to deliver the outcomes expected.
- The business case would form the basis of action plan version 2 which would be published at the end of 2023 or early 2024.
- Once the business case had been approved, the monitoring and evaluation strategy would begin on a 3-year cycle.
- Whilst work on the action plan was ongoing, other climate related projects would continue from phase one of the approach.
- The action plan would go to Cabinet for approval on 16th November 2022 followed by full Council on 7th December 2022.
- The communications strategy would involve press releases for the Governance flightpath, publication of the plan and associated documents, social media posts and the publication of responses to questions.
- Communications would be written in language that would appeal to both a professional and lay audience.

In the discussion to follow the Panel noted the challenges in relation to communicating with different audiences and recommended that there were several streams of communication to meet the needs of different audiences. The Panel further suggested that communications were informed by relatable stories or real-life experiences rather than technical jargon. The Panel also recommended that a place-based approach be taken to communication so that it linked directly to individual communities and their needs. Cllr Will Simpson responded to agree highlighting the importance of ensuring that information was communicated effectively and targeted towards different audiences

The Panel also noted that the information gathered in relation to the CCAP would help to inform the revisions of the Local Plan and the transport strategy and would help provide a better understanding of the risks and mitigations that would need to happen.

Cllr Will Simpson responded to agree adding that tackling the climate emergency was a large challenge but also an opportunity in relation to key strategic links.

Responding to concerns raised by the Panel in relation to the length of development of phase 2 (16 years) and how this would make it difficult for the public to engage with, Robert Green, Climate Change Officer responded to advise that all the actions in the CCAP had associated timeframes (long term, medium term, short term) and that the high priority actions selected through the next stage of engagement would be clearly communicated to show the progression from start to finish. The Panel noted the response but further recommended that shorter-term targets be included within the plan to make it more attractive. Robert Green noted the Panels suggestion and advised that as part of the net zero assessment, steppingstone targets were identified that set out the targets to hit between now and 2038 in terms of emission reduction on a 5 yearly cycle, and that the monitoring and evaluation strategy and the data collected in terms of the emission reduction being achieved, would be balanced against those targets.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

Responding to a question from the Panel regarding the potential to recruit external Climate Champions, John Atkinson, Group Leader for Energy and Climate Change advised the Panel that the current Climate Champions were internal but agreed to consider the proposal taking into account the need to understand how to establish external roles correctly and in a meaningful way.

Responding to a question from the Panel about the measurement of the emission reduction Robert Green, Climate Change Officer explained that scatter emissions had been measured on an annual basis since 2019, but because the target was net zero, there was no baseline to set the emissions measurements against.

Responding to a question from the Panel in relation to the White Rose Forest initiative and how many trees had been planted, Robert Green advised that the Woodland website had been recently updated and showed 8,366 trees had been planted as part of the Woodland Creating Scheme.

Responding to a question from the Panel about the consideration of co-benefits (such as the social value of place-based working) when reviewing building efficiency; Robert Green explained that co-benefits had been considered throughout the plan, as well as trying to achieve the balance between achieving the largest carbon reductions as well as other social, environmental and economic benefits.

The Panel noted the responses to their questions and acknowledged the target to achieve net zero by 2038 but highlighted the importance of ensuring people were not mis-led by the figures published and that the figures were as a result of policy and practice changes.

Cllr Will Simpson referred back to the Panels comments in relation to Phase 2 of the action plan and advised that the document would be reviewed and monitored at a place-based level to ensure the climate emergency and actions were at the heart of what was to be achieved over the years.

Responding to a question from the Panel around the implementation of Phase 1 and 2 actions, Robert Green shared that the actions in Phase 1 could be implemented between 2019 and 2022 to achieve emission reduction immediately but there were soft actions such as behaviour change, education, and training whereas Phase 2 was the first step in implementing the delivery and investment of harder actions such as infrastructure, cultural change and policy for example.

Responding to a question from the Panel in relation to enforcing existing regulations; Robert Green explained that the plan set the ambition in terms of what the Council wanted to achieve but there was scope to include more. Robert also advised that there were already processes in place to encourage the alignment of ambitions for enforcement with the other key strategies such as the Resources and Waste Strategy, Transport Strategy and Local Plan.

Responding to a question from the Panel regarding the implementation of low emission zones, Robert Green advised that similar concerns were raised during stakeholder engagement sessions and that consideration would be given to incorporating low emission zones into the plan going forward.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

In the discussion to follow the Panel highlighted the section of the report on the natural environment and biodiversity and several questions were raised in relation to; the consideration of the species of trees planted in the proposed sapling nurseries, the risks of invasive species, encouragement for hedgerow productions to increase biodiversity, (particularly insect population growth), water efficiency standards and the wetting of the moors to reduce flood risk and increase carbon capture in the peatlands. The Panel also referred to the mandate to introduce dedicated officers to look after the natural environment and recommended that site inspectors be included as part of this.

Robert Green responded to the questions raised by the Panel and advised:

- In relation to the sapling nurseries, nature-based solutions, and ensuring biodiversity was developed as part of the plan and reflected the local environment.
- In relation to the mandate, site inspections could be incorporated into the plan, and once actions had been prioritised, they would be developed in collaboration with experts in that sector.
- In relation to encouraging farmers to use available hedgerow productions to increase biodiversity, the best use of land and best practise was incorporated.
- In relation to the wetting of the moors, a recent piece of work had been completed which outlined the condition of the moors and provided recommendations to enhance this. Conversations were also taking place with the Footage Strategy Team around mitigating the impact of degradation.
- In relation to higher water efficiency standards, consideration could be given to how it could be extended to private ownership.
- In relation to invasive species, currently there was no reference within the report as to how invasive species (such as Himalayan Balsam and Japanese Knotweed) would be dealt with, but the plan was flexible and there was potential to incorporate this.

Cllr Will Simpson referred to the comments raised regarding low emission zones and advised that they related to tailpipe emissions and pollutants which impacted air quality rather than carbon, but acknowledged it was still an important issue to be picked up through the Air Quality Action Plan and the Environment Strategy. Cllr Simpson also agreed that there was a need to ensure the right mix of trees were planted in the right places to ensure the desired outcomes were achieved, and that this should be included in the action plan. In respect of invasive species and maximising agricultural land, Cllr Simpson added that this would involve partnership working and advised that targets were in place for the borough and not just Kirklees. To conclude, Cllr Will Simpson further expressed gratitude to the Climate Team for their hard work.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

Colin Parr, Strategic Director for Environment and Climate Change welcomed the Panel's feedback highlighting this would inform the further development of both the action plan and business case, as well as other key strategies as noted. Colin also agreed that the place-based focus of the action plan should be emphasised more, and that mid-term targets (for phase 2), and a baseline to measure progress from in relation to carbon reduction needed to be clear within the plan.

RESOLVED: The Panel noted the Climate Change Action Plan and thanked officers for their positive work. The Panel also recommended that:

1. The place-based focus of the CCAP should be emphasised, particularly in relation to communications, to address individual needs within different communities.
2. There should be several different methods/streams of communication to engage with a variety of audiences, with different levels of understanding and needs.
3. Lay language and success stories (linking key technical information to the real-life experiences of the public) be used to increase understanding in the community.
4. The Climate Change Action Plan should be used to help inform and support the Local Plan and other key strategic links, such as the Transport Strategy and Waste Strategy.
5. Mid-Term targets (i.e.- for reducing emissions) should be included in Phase 2 delivery of the Plan.
6. The recruitment of external Climate Champions be considered in the long term.
7. When reviewing building efficiency, co-benefits (such as the social value of place-based working) be considered when making judgements.
8. Consideration be given to native species when planting and that the details for mitigating the risks of invasive species be included in the Plan.
9. Consideration be given to the type of trees planted in particular areas to ensure the desired outcome.
10. Site inspectors be included as part of the mandate that focuses on protecting and enhancing the natural environment.
11. Consideration be given to the re-wetting of the moors to encourage carbon retention in the peatlands and to mitigate the impact of degradation.
12. It was important to encourage farmers to use any available hedgerow to increase biodiversity particularly insect population growth.
13. Consideration be given to Low Emissions Zones and be incorporated into the CCAP, as well as the Air Quality Action Plan and Environment Strategy.
14. The plan be reviewed and monitored to ensure the Climate Emergency and actions were being achieved.
15. The new development higher water efficiency standards be considered for expansion to private developments.
16. In relation to net zero targets and reducing carbon emissions there needed to be a clear baseline within the plan to measure progress.

8 Progress Update on Huddersfield, Heckmondwike and Dewsbury Bus Station Projects (Transforming Cities Fund Programme)

The Panel considered a report setting out a progress update on the Huddersfield, Heckmondwike and Dewsbury Bus Station Projects, part of the Transforming Cities Fund (TCF) Programme presented by Richard Hollinson, Head of Major Projects.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

Lead Officers from the West Yorkshire Combined Authority (WYCA) were also in attendance. Richard Hollinson shared a presentation which provided a detailed update on each of the Bus Station projects. It was explained that:

- At a previous meeting of the Panel (approximately 6 months ago), the Panel had requested further information in relation to the bus station projects and their progress.
- The projects were funded through the TCF which had been incorporated into the City Region Sustainable Transport Settlement and was administered through the WYCA.
- The Huddersfield and Dewsbury bus station projects were project managed by the WYCA, and Heckmondwike bus station and the entrance canopy at Huddersfield Bus Station were project managed by Kirklees Council.
- The WYCA had an Assurance Framework in place to scrutinise the projects and make recommendations to the West Yorkshire Transport Committee for approval.
- The WYCA Assurance Framework was in alignment with the Governments framework for assessing large scale infrastructure projects.
- There key stages of the projects included:
 - The Strategic Outline Business Case (SOBC), which allowed for changes to be made.
 - The Outline Business Case (OBC), which was more detailed and identified the preferred options.
 - The Full Business Case (FBC), which outlined the preferred option and would be scrutinised in detail in relation to the delivery, the financial case and the scheme objectives.
 - Delivery and monitoring.

Tim Fawcett, Project Manager, Kirklees Council, provided an update on the Heckmondwike bus station project and advised that:

- Heckmondwike bus station was a large open space with 4 bus shelters.
- The proposal was to significantly transform the site to provide increased capacity for buses which included 6 bus stands and a layover bay for drivers.
- The key issues identified were a decline in bus patronage, insufficient capacity for busses at the station, poor bus user experience and a lack of facilities.
- Building improvements aimed to achieve an increase in bus patronage, encouraged by an enhanced and inclusive user experience, improved journey quality and increased user safety through CCTV and on-site presence.
- Improvements also included a reduction in congestion, improved air quality and the introduction of solar panels.
- There were project management issues relating to costs, risks and timescales.
- The budget was short of five million with over three hundred and twenty thousand ringfenced funds for Carbon Mitigation measures.
- A Planning application was underway and public engagement and consultation had taken place.
- The consultation/engagement followed a 'you said we did approach' to show the public how they had informed the project.
- The feedback identified majority support for the projects and highlighted key issues in relation to traffic signals and disabled bays on site.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

Duncan Wyche, Project Manager, WYCA, provided an update on the Huddersfield Bus Station project and outlined that:

- This was a joint scheme between the WYCA and Kirklees Council to transform the bus station and uplift the surrounding area.
- A value engineering exercise had been undertaken to help reduce costs but to also ensure the transformation aspects of the project were maintained.
- The key issues identified were a decline in bus patronage, a need for modernisation and improvements to safety and security.
- The transformation of the bus station and arrivals area would address the key issues, provide additional facilities, and improve the bus station overall.
- The benefits of the project included, supporting inclusive and clean growth, Making the bus station an energy efficient facility, enhanced customer experience, increases in patronage and improved connectivity, accessibility, safety and security.
- The costs of the project were between nine and twenty million, with the preferred option being nearer to twenty million.
- A decision in relation to proceeding to the next stage, which was the FBC, was to be made by the West Yorkshire Transport Committee on the 21st October 2022.
- There were risks in relation to Statutory Services, cost increases and limitations due to Network Rail tunnels.
- In terms of timescales, WYCA were in the process of appointing the next development partner and plans were in place to submit the FBC at the end of 2023, to be onsite by Spring 2024, and for works to be completed by 2025.
- Consultation and engagement had taken place with overall support for the scheme and an indication that people were more likely to use active travel after the completion of works.

Andrew Brookfield, Project Officer, Kirklees Council, added that :

- The main entrance to the bus station would be much more inviting.
- 60 cycle stands would be created to include e bikes and e scooters.
- The green roof was a large area and would incorporate solar panels.

Nick Fairchild, Project Manager, WYCA provided an update on the Dewsbury bus station project and outlined that:

- The Project was being developed in response to key issues which included a poor-quality physical environment, anti-social behaviour, road safety concerns, a lack of good quality services and accessible facilities, and poor pedestrian access.
- Modernisation to the interior and exterior of the bus station would make it more attractive and welcoming
- The main benefits of the upgrades include increased customer satisfaction and bus patronage along with reductions in anti-social behaviour.
- Improvements would also make the bus station more energy efficient and contribute to the regeneration of Dewsbury Town Centre.
- The projects OBC and indicative cost of fourteen million were approved March 2022.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

- The risks identified included the proposed glazing in the concourse, the existing structural frame in the retail units and the scope of works resulting in the elongation of the programme.
- It was expected that the FBC would be approved in Summer 2023, work would commence in Autumn 2023, with estimated completion early 2025.
- Engagement and consultation had taken place which identified support for the scheme.

The Panel noted the presentation and, in the discussion, to follow, the Panel raised various questions around several issues including how the proposal to increase retail usage in Dewsbury bus station would be achieved and how wider bus services could be improved (particularly in more rural areas). Other key themes included questions around consultation/engagement, increasing bus patronage, safety, accessibility, the greening of the bus stations and the maintenance of these areas.

Responding to the questions raised by the Panel in relation to consultation/engagement Richard Hollinson explained that most consultation events had taken place within the bus stations and most responses were from bus users. Richard shared the importance of understanding the user experience to help incorporate it into the design work.

Responding to a question in relation to the greening of the bus stations and the budget allocation for the maintenance of green spaces; Richard Hollinson advised that this area was a key consideration of the project and the OBC had allowed for calculations to be completed in relation to maintenance costs. He further shared that the canopy and Heckmondwike bus station would fall within the mandate of Kirklees Council and that revenue costs had been provided for consideration by the management team for future budgeting. Richard also shared that WYCA had their own revenue budget for the running of bus stations but that it may need to be supplemented. Mark Ramsden, Head of Service for the transforming Cities Fund, WYCA, added that WYCA they would take ownership of the maintenance costs of its own assets and that a Maintenance and Operational plan would be developed to understand and minimise costs.

The Panel advised that in order to increase bus patronage it was important to speak to non-bus users, to determine why they were not choosing to travel by bus. The Panel recommended that any further engagement should be carried out with a wider range of people who do not use buses and the example of approaching motorists in car parks was given. The Panel were pleased that maintenance costs were being incorporated in the business cases but suggested it would be useful to know who the accountable Service / Officer would be, were they engaged, and did they have the resources?

Mark Ramsden responded to the Panels questions and shared that a Station Manager on the site would carry out site inspections and maintenance plans, and routine maintenance would happen as part of that. Mark also shared that engagement with bus users in the bus stations was to identify what improvements were needed but acknowledged the point raised by the Panel in relation to engaging with non-bus users, advising more engagement would take place as the projects developed.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

Responding to a question raised by Councillor Smaje regarding the two-space increase at Heckmondwike bus station, and whether this would facilitate all busses into the new bus station; Tim Fawcett advised that it was envisaged that Arriva would utilise the additional space for all their services passing through Heckmondwike. The 2 spaces had been modelled and there was a significant increase in the movements going in and out of the bus station.

Responding to a question raised by Councillor Smaje regarding the proposed canopy at Huddersfield bus station, Richard Hollinson advised that one of the key objectives was to improve the appearance of the bus station, but it also had other benefits including the cycle hub.

Responding to a question raised by Councillor Smaje regarding the investment in Solar Panels and who would benefit from the energy generated, Richard Hollinson explained that work was ongoing with the WYCA to consider carbon mitigation measures and managing revenue costs generated from the solar panels.

Responding to a question from by Councillor Smaje regarding how the bus station investments would align with the WYCA's vision 2040 and the Local Transport Plan; Richard Hollinson advised that the bus station projects were key to linking in with wider Council ambitions in relation to transportation and de-carbonisation. Richard shared there were also links to the Bus Service Improvement Plan.

Addressing concerns raised regarding accessibility within the bus stations, Officers advised that workshops and liaison with accessibility groups had taken place which helped shape some of the concept designs, which would be reviewed to ensure compliance with the Equality Act. In respect of Huddersfield Bus Station, it was also highlighted that the new Inclusive Mobility Guidance had been taken into consideration to ensure sloping floors and concourses were compliant in terms of gradients.

With regards to safety and security, liaison had been undertaken with the police and others, such as community support officers to get their views on how to increase security through design and to consider different deterrents such as CCTV, onsite security presence increased visibility and different forms of lighting. In response to Councillor Smaje's suggestion of a 'safe space' for people to use during the day and evening, Duncan Wyche shared that for Huddersfield Bus Station, a changing places facility had been added to designs and consideration had been given to adding a contemplation and/or prayer room.

Robert Stanley, Transforming Cities Fund Programme Lead, Kirklees Council added that the main entrance canopy at Huddersfield bus station was to improve the entrance and exits of the station but also to encourage more meeting and waiting of people who would usually do this within the bus station, allowing for a more passive surveillance and an increased sense of feeling safe in a more naturally vibrant area. Robert also shared that this has been evidenced in other cities to improve security and feeling safe.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

In response to a question from the Panel regarding the removal of trees to facilitate the proposed canopy at Huddersfield bus station, Richard Hollinson advised of the Council Policy in relation to this, and that the scheme would also be subject to a planning application which would take into consideration the removal of the trees.

In response to questions from the Panel around the accuracy of the funding risk outlined in the report (appendix 7, page 222) and how comfortable were the Council in moving the project forward; Richard Hollinson advised that all projects with a larger timescale for delivery had an allowance for risks and contingency. All the schemes had been subject to levels of value engineering but Richard advised there was a need to continue to review risk contingency and inflationary costs but there was a high level of confidence in the figures provided.

The Panel highlighted that the report referred to the projects being indicatively approved for over 75million and questioned at which point was it determine whether the project should be stopped and not cost a significant amount, or it had to be completed. Richard Hollinson, Head of Major Projects, responded to explain that the assurance framework was in place to progress the schemes to the Full Business Case and which point there was an expectation that the aspects necessary to complete the project, such as planning permission and procurement plans would be in place.

Responding to question from the Panel around Construction, Design and Management (CDM) regulations in relation to the proposed canopy, Richard Hollinson, advised that work had been undertaken with a nationally renowned architecture firm, and that there had been some early contractor involvement in some of the design work. Richard further expressed confidence that the canopy could be built and maintained in compliance with CDM regulations, and through further assessment of building and planning processes.

Responding to the Panels concerns around the risks of inflation and contracts, Richard Hollinson, advised that the contracts were through the Councils own contract procedure rules and there was also a standard NEC contract in place which covered all the general provisions that needed to be in place. Richard shared that Huddersfield bus station was a more complicated project and would need to be carefully considered in terms of a standard contract approach and that Dewsbury bus station 's contract would be determined by the WYCA. Richard further reassured the Panel that if using a 2-stage process would minimise risk that this would also be considered.

The Panel referred to the consultation process and highlighted that there were 133 respondents from Dewsbury and 274 from Huddersfield, which in comparison to the Kirklees population of around half a million people didn't evidence the work that had been carried out to target a wider audience.

Richard Hollinson, responded in relation to the consultation responses and shared that they had tried to reach a wide audience and undertaken targeted consultation. Richard advised that the responses that had been received were helpful and informed the design of the projects and what was trying to be achieve.

Economy and Neighbourhoods Scrutiny Panel - 18 October 2022

In relation to increasing safety and accessibility, the Panel particularly welcomed the consideration given to different forms of lighting. The Panel also noted the security measures in place at Dewsbury bus station, (a customer service desk and in house security) and suggested that the same provisions be implemented across all the bus stations. The Panel also noted the focus on specific towns and suggested in order to increase network usage, smaller towns and areas needed to be considered.

In response, Richard Hollinson advised that other locations and connecting with central hubs was important and advised that work had been undertaken around the Local Transport Strategy and the Bus Service Improvement Plan to understand what a better bus network would look like. Richard further advised that there were currently no funding plans in place for other locations, but these would be considered as part of further transport investment.

RESOLVED: The Panel noted the update and thanked officers for their attendance and presentation. It was recommended that:

1. Officers should seek to consult with non-bus users in relation to increasing bus patronage, a key priority of the schemes.
2. There should be designated officers with accountability for the maintenance of green spaces around bus stations. These should be based locally or visit regularly and should be a point of contact in relation to maintenance.
3. Accessibility and feeling safe should be a key consideration across all the schemes.
4. There should be visible security stations/patrols inside the bus stations in relation to increasing safety.
5. The Council's policy in relation to removing trees be followed.
6. The wider connectivity of smaller towns and more rural areas should be considered to increase network usage.
7. Regular review is undertaken in relation to the value engineering and the scope of the projects.

9 Work Programme 2022/23

The Panel considered the work programme 2022/23 and suggested that bus patronage be added to the work programme as well as highlighting the Air Quality Action Plan that was due to be reviewed Autumn 22.

In response to a question about the deferral of the Road Safety Update, the Chair advised that the item was not time critical and that deferring the item allowed for the Lead Officer to attend the Scrutiny Panel and present the report.

RESOLVED: The Panel noted the work programme 2022/23 and agreed that:

1. The agenda item relating to bus patronage be added to the 2022/23 workplan.
2. The Governance Officer and Chair liaise with the Lead Officer in relation to re-scheduling the road safety and speeding enforcement item onto the next Economy and Neighbourhoods scrutiny panel.
3. The chair liaises with the Lead Officer for the Air Quality Action Plan to determine how the report be shared with the Panel.