

Public Document Pack



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

Julie Muscroft

Governance and Commissioning

PO Box 1720

Huddersfield

HD1 9EL

Tel: 01484 221000

Please ask for: Jenny Bryce-Chan

Email: jenny.bryce-chan@kirklees.gov.uk

Friday 5 January 2024

Notice of Meeting

Dear Member

Growth and Regeneration Scrutiny Panel

The **Growth and Regeneration Scrutiny Panel** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Monday 15 January 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.

The Growth and Regeneration Scrutiny Panel members are:-

Member

Councillor Shabir Pandor (Chair)

Councillor Zarina Amin

Councillor Susan Lee-Richards

Councillor Harry McCarthy

Councillor John Taylor

Councillor Manisha Roma Kaushik

Jonathan Milner (Co-Optee)

Chris Friend (Co-Optee)

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Committee

To receive apologies for absence from those Members who are unable to attend the meeting.

2: Minutes of the Previous Meeting

1 - 16

To approve the minutes of the meetings of the panel held on 10th October 2023 and 20th November 2023.

3: Interests

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

4: Admission of the Public

Most debates take place in public. This only changes when there is a need to consider certain issues, for instance, commercially sensitive information or details concerning an individual. You will be told at this point whether there are any items on the Agenda which are to be discussed in private.

5: Deputations/Petitions

The Panel 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: Public Question Time

To receive any public questions.

In accordance with Council Procedure Rule 11, the period for the asking and answering of public questions shall not exceed 15 minutes.

Any questions must be submitted in writing at least three clear working days in advance of the meeting.

7: Transport Strategy

17 - 26

The Panel asked to note the current status of the development of the Kirklees Transport Strategy.

Contact: Rashid Mahmood, Head of Major Projects (interim) 01484 221000

8: Major Projects Transport Programme Update (General)

27 - 54

The Panel are asked to note and comment on the current transport capital programme.

Contact: Rashid Mahmood, Head of Major Projects (interim) 01484 22 1000

9: Work Programme and Forward Plan

55 - 62

The panel will consider its work programme and Forward Plan of Key Decision items relating to Growth and Regeneration.

Contact: Jenny Bryce-Chan – Principal Governance Officer
Claire Gardiner – Democracy Officer

This page is intentionally left blank

Contact Officer: Jenny Bryce-Chan

KIRKLEES COUNCIL

GROWTH AND REGENERATION SCRUTINY PANEL

Tuesday 10th October 2023

Present: Councillor Moses Crook (Chair)
Councillor Zarina Amin
Councillor Susan Lee-Richards

Co-optees Chris Friend

In attendance: Councillor Elizabeth Smaje, Chair of Overview and Scrutiny Management Committee
Councillor Graham Turner, Portfolio Holder, Finance and Regeneration
Edward Highfield, Service Director, Skills and Regeneration
Gillian Wallace, Head of Employment and Skills
Jonathan Nunn, Policy and Partnership Team Manager

Apologies: Councillor Tyler Hawkins
Councillor Harry McCarthy
Councillor John Taylor
Jonathan Milner (Co-Optee)

1 Membership of the Panel

Apologies were received from Cllr Tyler Hawkins, Cllr Harry McCarthy, Cllr John Taylor and Jonathan Milner.

2 Minutes of the Previous Meeting

That the minutes of the meeting held on 25 September 2023, be approved subject to the following corrections:

That the term REBA be corrected to RIBA, (Royal Institute of British Architects).
That the term DELUC be corrected to DLUHC (Department for Levelling up, Housing and Communities).

3 Declaration of Interests

No interest were declared.

4 Admission of the Public

All agenda items were considered in public session.

5 Deputations/Petitions

No deputations or petitions were received.

6 Public Question Time

No questions were asked.

7 Inclusive Economy Strategy

Cllr Graham Turner introduced the item, advising that it was recognised that the Economic Strategy needed revisiting, and a decision was taken that rather than a wholesale rewrite, the strategy would be refreshed. Many of the principles and aims of the strategy is based on an inclusive economy and attracting inward investment to create a strong vibrant local economy. Since the strategy was created, there have been changes both nationally and internationally, and therefore a refresh was overdue. The revised strategy will be brought before Cabinet and Council in early 2024.

Edward Highfield, Service Director, Skills and Regeneration, referencing the presentation, highlighted key points in terms of drivers for change. In summary, the Panel was informed that the macroeconomic factors of Covid, the cost of living crisis, the impact of the war in Ukraine, energy prices and inflation would have a greater impact on the Kirklees economy than factors that could be controlled locally. The Panel was further informed that it is not possible to control the economy, however, where possible, the aim is to influence the local economy whilst being cognisant of the bigger economic factors. It is important to accentuate the positive opportunities, by influencing and being aware of macroeconomic factors using proactive resources with partners.

Timing is crucial whilst refreshing the strategy, as economic factors change, therefore it becomes dated very quickly, however, it is important that there is a local articulation of priorities that can be used for multiple audiences. The Panel was advised that Kirklees economic outlook, lags behind the regional and national average, despite recent growth with factors including, gross value added (gva), earnings, productivity and average wages. These are long term priorities which take a number of years to see a positive trend.

Edward Highfield advised that gva and productivity is essential as it drives earnings, quality of life, choices and inclusion in the district. The impact of Covid was less severe than first predicted, for example, the high numbers of unemployment expected never came to fruition. The impact of covid was more entrenched, nuanced and differential to different communities. Kirklees has a relatively high level of employment, however; this masks low wage and insecure employment that impacts on people, and there is significant economic inactivity.

By pulling together data from a number of sources, it gives an overall picture and there are significant headwinds around automation, artificial intelligence, inflation, input costs, energy and climate change that affect the global economy, which also impacts Kirklees. Whilst it is recognised that these factors are global, it is still important to have local articulation and a placed based narrative with an ambition to develop and stimulate the type of economy Kirklees requires. Therefore, it is important to identify opportunities and develop a response to the major headlines.

Growth and Regeneration Scrutiny Panel - 10 October 2023

In refreshing the strategy, the aim is to reach multiple audiences, is concise, speaks to its democratic accountability and political leadership and is readable. It is important that the strategy is not just a Council document, but is owned by a wider set of stakeholders and anchor institutions such as the college or the university. The strategy should be reflective of Kirklees, translating West Yorkshire Combined Authority, and Mayoral priorities down to a local level is also important. Local priorities are captured in the document and then can be matched to funding opportunities that may come along in the future.

The output of the refreshed strategy will focus on some of the long term structural challenges such as skills, aspiration and entrepreneurship and will be owned by the Council and some of its partners. Some key actions will be delivered over the next three to five years, deliverables that can be influenced and controlled with discretionary investment or investment from partners. The Economic Strategy is one of the four top tier strategies in Kirklees which also include, the Joint Health and Wellbeing Strategy, Inclusive Communities Framework and the Environment Strategy.

Businesses are an important aspect of delivering the strategy as they create jobs, therefore it is important to be an attractive place to encourage businesses to come to Kirklees. The intention is to become a more productive economy in order to command and pay people a better wage which in turn will improve their quality of life and living standards. Referencing the presentation slide, the Panel was informed that nationally the bottom 10% had seen no improvement in living standards over the last 20 years (Indexed (2000/1 = 100) real median household disposable income (after housing cost) by decile, 2000/1). The data showed that a different approach is required to impact on the bottom 10%, and questions need to be asked about what has been undertaken in the last 20 years and what need to be done differently moving forward.

The Panel was directed to the presentation that outlined the 'plan on a page' with the following headings:

- People – The people element is with regards to the Employment and Skills Plan
- Place – Physical and Infrastructure based elements that affect the economy
- Business/Partners – Startup and Entrepreneurship raised across the district

In response to the information presented, the Panel made comment and asked questions including some of the following:

- Given that success is to achieve growth alongside a reduction in inequality, do you feel that sufficient emphasis has been given to that priority within the current strategy or is that being worked on in the refresh, in particular the bottom 10% as outlined in the presentation?
- Is it possible to explain, as referred to in the appended report and during the presentation, the key indicators and what Kirklees has to offer that is distinct to other areas?

Growth and Regeneration Scrutiny Panel - 10 October 2023

- If it is recognised that Kirklees has a distinctive offer that attracts businesses, how then do you encourage business growth?
- With regards to the poorest decile, a large portion of those are from the Black and Minority Ethnic (BAME) communities, how is this being measured and what steps are being taken to ensure that those communities are getting into jobs and apprenticeships?
- Is Kirklees in danger of falling behind some of its neighbours, for example Leeds and Bradford? The reason being that people might work, spend their leisure time and gain better salaries in other areas, but live in Kirklees because it's cheaper.
- How is the economic strategy going to help develop better transport links across the whole of Kirklees, to enable the movement of people?
- For a number of years there has been a large decline in retail as it has shifted online and leisure facilities. Is the Council looking at offering incentives to get those facilities into Kirklees?
- Where is the affordability, in relation to the financial strategies of the Council, in being able to deliver on the economic strategy?
- Will there be a promotional campaign to say 'This is Kirklees' as there does not appear to be one in the public domain?

In response to the question regarding a promotional campaign, Edward Highfield advised that a promotional video entitled 'Invest Kirklees' had been produced and agreed that it would be shared with panel members.

RESOLVED:

That Edward Highfield, be thanked for providing an update on the Inclusive Economy Strategy.

That the promotion video 'Invest Kirklees' be circulated to panel members.

8 An Overview of Post 16 Skills, Training and Apprenticeships

Gillian Wallace, Head of Employment and Skills provided the panel with an update on activities related to Post 16 employment and skills in Kirklees, and an overview of programmes being delivered directly by the Council.

In summary, the panel was informed that employment skills is a broad area and is growing in scope and importance. The aim of the update today is to give a top line overview of the approach, the reasons, partners and the projects and programmes being undertaken. The focus of the information is based on adult provision and less information on provision taking place with school aged children.

The Panel was provided with the following information:

- Unemployment claimant rate remained steady at 4.3% (August 2023)
- Kirklees employment rate is the lowest in the region at 73%
- Economic inactivity rate, which is where people are actively removing themselves from the labour market, is the highest at 27%

Growth and Regeneration Scrutiny Panel - 10 October 2023

The Employment Skills Team, works to address some of the challenges, however this is only part of the solution. The employment and skills infrastructure is complex and is a mix of national, regional, and local provisions that the Council can only deliver a part of. A key part of the role is influencing the delivery that is taking place nationally and regionally and bringing partners together to address this, through the Employment Skills Partnership.

The panel was informed that the Local Skills Improvement Plan is now published, and focus is on a Local Skills Improvement Fund which has the potential to make a real difference to some of the skills provisions on offer in Kirklees.

The Panel was directed to key statistics in the presentation, which outlined a number of graphs, showing that the unemployment claimant rate has remained steady at 4.3%, however, the estimated claimant rate amongst young people (18 – 24) in Kirklees was 6.2% and increasing. Intervention is required as unemployed adults can often remain unemployed for their life cycle; therefore a great deal of attention is required to address this. Comparing Kirklees to the regional and national averages, it is evident that Kirklees has the lowest employment rate and the highest inactivity rate. There is also evidence to show that the economic inactivity rate does vary across selected disadvantaged groups such as disabled people, people with low skills and ethnic minority groups. This needs to be the area of focus in order to influence the figures.

The panel was informed that there has been year on year growth in job postings across all sectors, for all five local authorities in West Yorkshire. In order to address productivity issues, there needs to be a focus on people that are not in the labour market, and match them to available vacancies.

Low skills can often be a barrier to people entering the labour market, however it is recognised that not having a proportion of people with higher skills can also be a barrier to productivity. It is generally accepted that a Level 2 qualification is required to enter the labour market and statistics show that 26% of the population in Kirklees are qualified up to this level, with only 34% up to level 4. On a positive note, young people in Kirklees are achieving qualifications at Level 2 and 3, enabling them to enter into the labour market with the qualifications that they need in order to access well paid jobs.

Young people that can access free school meals are only achieving 64% of the qualifications that are required to enter the labour market, compared to 85% of young people not on free school meals. The Council's responsibility is to address some of these challenges, in conjunction with a number of externally funded skills and employability programmes.

The adult and community learning provision, which is a fair steps provision working with adults that have no or low level qualifications, has seen a record number of learners accessing the provision and also leaving with some qualifications.

The European Social Fund Works Better suite of programmes that supported those out of work, is coming to an end, and is in its final 6 months of delivery, however it is important that people continue to be supported, both in terms of being able to

Growth and Regeneration Scrutiny Panel - 10 October 2023

access work or further skills development. Employment Kirklees, directly supports people that are employed, who still access benefits because the work is low paid, to develop their skills and improve their quality of life.

Apprenticeships are unique in the way they allow people of all ages to develop qualifications while in work. Over the years, Kirklees has put emphasis on developing apprenticeships and will continue to do so going forward. Support is given to employers to help them fund the apprenticeship and training in addition to accessing the talent pool in the district.

To date:

- £91k of Kirklees Council apprenticeship levy has been committed for transferring to Kirklees Small and Medium Enterprises, which will cover the training costs associated with apprenticeships.
- Facilitated the transfer of a further £236k of levy from large employers, supporting 28 apprenticeships.

The Panel was informed that the Local Supported Employment initiative is a new program which actively supports people with Learning Disabilities (LD) and Special Educational Needs and Disabilities (SEND) into paid and sustainable employment. It is a pilot programme that is part funded by the Department for Work and Pension (DWP), working with both employers and individuals. While it is still early days with the programme, there are some early successes and interest from employers wanting to know how they can support this cohort.

Gillian Wallace advised that it was recognised that with the employment and skills journey, there needed to be a partnership in place that could come together pooling resources. In response to this, an Employment and Skills Partnership (ESP) that would work together to influence regional and national programmes was established. The ESP works closely with the West Yorkshire Combined Authority (WYCA) on Skills connect and Skills Bootcamp programmes to bridge the gap between level 2 and level 4 skills.

The Local Skills Improvement Plan is a document that has been produced by the Chambers of Commerce and funded by Department for Education (DFE), which will help employers articulate their skills needs. The plan for Kirklees, is part of a wider West Yorkshire plan that was published in September 2023. Information from the plan has been used to access the Local Skills Improvement Fund bid. The outcome of the bid will be known by the end of October 2023.

In response to the information presented, the Panel made comment and asked questions including some of the following:

- Can you give an explanation on what the different levels mean for example Level 1 and Level 2?
- How are you breaking down and measuring the BAME community getting into jobs and what positive steps are being taken to ensure that those communities are getting into employment?

Growth and Regeneration Scrutiny Panel - 10 October 2023

- Is it possible to set targets that specifies at least 20% of the workforce must be from specific communities?
- With regards to young people with SEND, what measures are being put in place to support them to move through into further education and employment?
- Are there any specialised skills programmes, for example AI or digital, being promoted in local colleges or universities?
- What opportunities are there available for young people (19+) who have not achieved the necessary levels to get them into employment?
- Due to COVID and the disruption in education, is there likely to be more young people needing extra support at further education level, to get onto the employment ladder with adequate skills?
- Can you provide clarity on how employers can support employees to navigate the benefit system, for example Universal Credit?

RESOLVED:

That Gillian Wallace be thanked for giving an overview of post 16 skills, training and apprenticeships.

This page is intentionally left blank

Contact Officer: Jenny Bryce-Chan

KIRKLEES COUNCIL

GROWTH AND REGENERATION SCRUTINY PANEL

Monday 20th November 2023

Present:

Councillor Zarina Amin
Councillor Tyler Hawkins
Councillor Harry McCarthy
Councillor John Taylor

In attendance:

Councillor Graham Turner, Cabinet Member for Growth and Regeneration
Edward Highfield, Service Director Skills
David Shepherd, Strategic Director
Andrea Lane, Team Leader, Planning Policy and Strategy
Johanna Scrutton, Planning Policy and Strategy Group Leader
Mathias Franklin, Head of Planning and Development (via Teams)

Observers:

Councillor Shabir Pandor, (Lead Member with effect from 21.11.23)
Councillor Elizabeth Smaje, Chair of Overview and Scrutiny Management Committee

Apologies:

Councillor Susan Lee-Richards
Jonathan Milner (Co-Optee)
Chris Friend (Co-Optee)

1 Membership of the Panel

Cllr Zarina Amin was appointed Chair for the meeting.

Apologies were received from Cllr Susan Lee-Richards, Jonathan Milner and Chris Friend.

2 Minutes of the Previous Meeting

That minutes of the Panel meeting held on 10th October 2023 be submitted to the next meeting of the Panel.

3 Declaration of Interests

Cllr Harry McCarthy declared an "other" interest as the relative of a business owner in Huddersfield Town Centre.

Growth and Regeneration Scrutiny Panel - 20 November 2023

4 Admission of the Public

All agenda items were considered in public session.

5 Deputations/Petitions

A deputation had been received within the required timescale however this was withdrawn prior to the meeting.

6 Public Question Time

Public questions received within the required timescale were not within the remit of the Growth and Regeneration Scrutiny Panel and were referred to the appropriate panel.

7 Interim Housing Position Statement for Boosting Supply

Councillor Graham Turner, Cabinet Member for Finance and Regeneration, introduced the item, advising the Panel that the report being presented, outlines the aim to boost housing supply, in light of the fact that there is no longer a five year housing land supply, which needs to be addressed. He explained that the presenting officers will go through this in more detail and there will be an opportunity for the Panel to ask questions and make comment regarding the content of the report.

Andrea Lane, Team Leader, Planning Policy and Strategy, informed the Panel that the Kirklees Local Plan requirement is to build 1,730 new homes each year. Since the local plan was adopted in 2019, Kirklees has successfully maintained a rolling supply of housing land against this requirement. However, the 2023 annual update of the five-year housing land supply positions, demonstrates 3.96 years supply of housing land.

The Panel was informed that when an authority does not have a five-year land supply, this triggers a presumption in favour of sustainable development. This means that when planning applications for housing are being determined, they should be considered in the context of presumption in favour of sustainable development, known as 'Tilted Balance'.

The presumption in favour of development is triggered, unless the policies that protect areas or assets are of a particular importance, such as the green belt, or listed buildings provides a clear reason for refusal, or the adverse impacts of the development significantly outweigh the benefits.

The Panel was informed that as a response to this trigger, officers have prepared an Interim Housing Position Statement to provide clarity to agents, developers and the public, regarding how the Tilted Balance will be applied to planning applications for housing, in light of the lack of a five-year housing land supply.

The statement sets out three principles that will be used in the decision making when determining planning applications:

First principle - sets out what the presumption in favour of development means, what the policy is, and that is taken from national planning policy guidance which has to be applied when there is a lack of five-

Growth and Regeneration Scrutiny Panel - 20 November 2023

year land supply. This does not mean it will overrule general planning considerations

Second principle - relates to safeguarded landsites as these sites are currently protected in the local plan from development but are intended to be assessed for future development in the next local plan. These sites were not allocated for housing in the local plan because they would have some specific site constraints, such as highway issues. Assumption in favour of sustainable development will be applied to these sites where these constraints can be overcome

Third principle - relates to the quality of design, high quality design to ensure developments continue to achieve well-designed high-quality homes and quality places

The summary also includes a summary of wider council actions that are already being undertaken to boost supply and deliver new homes, such as work with Housing Growth and the Homes and Neighbourhoods team.

The Panel was informed that in terms of the next steps, the position statement will go to Cabinet on the 21st December, to seek approval for it to be used to help determine planning applications.

In response to the information presented the Panel asked a number of questions and made comments including some of the following:

- What guidance will be given to planning officers to follow, in order to determine which safeguarded land can actually be used, and help them to understand how the planning application is going to be looked at?

Responding to the question regarding what guidance will be given to officers, Mathias Franklin, Head of Planning and Development advised the Panel that, if developers are going to speculate on safeguarded sites at this time, they should use the pre-application service to gain technical support from council officers such as Highways, Planning and Design and allied services.

Mr Franklin explained that the Tilted Balance is a significant material planning consideration, which will not outweigh highway safety, however as a principle matter, in order to boost supply, there is a need to find suitable sites that can add housing to the total number of planning permissions. As a broader principle, the issue is not planning permission that is at stake, it is the amount of buildout of those permissions that is causing the lack of a five-year supply.

In terms of guidance to officers, each officer will be allocated a case and they will have the usual checks and balance, through the Group Leader for the Development Management Service, they will have the Head of Planning and Development input for consistency and overview and there will be member input in the pre-application

Growth and Regeneration Scrutiny Panel - 20 November 2023

process. As with any planning application, there will be consultation, site notices and letters, and the views of the public will also be taken into consideration.

Where Tilted Balance comes in, is could this site be developed, and if it can in principle be developed, is there the right level of plans, the right level of quality, and is it a safe and attractive development and if those factors align, it is likely that it will result in a positive recommendation to a planning committee. That is the process map officers would apply, and in this process the aim is to be more pragmatic in dealing with proposals on safeguarded land.

The Panel made further comments and asked questions as follows:

- The council has significant plans to develop some of the land that it owns, what statement is being brought forward to try and speed up the development and buildout, as it is a land that the council owns and therefore has more influence over?
- Are there additional incentives that could be given to some of the developers on those sites to encourage them to build faster, and increase buildout?
- It may be useful at a future meeting to have a specific item which outlines the individual council sites and how they are progressing
- In the report that will present this item to Cabinet, will it just be the statement, or will it be expanded to include other areas for example, what the council is going to be doing?
- How is this linked with the council's requirement to have a certain number of affordable housing each year as the report being considered today does not address affordable housing need?
- In the presentation it was mentioned that these sites have been looked at and constraints can be overcome, have they been assessed in terms of highway safety, environmental health and land stability, and has that work already been undertaken?

RESOLVED

That the officers and the Cabinet Member be thanked for providing an Interim Housing Position Statement for Boosting Supply.

8 Update on Our Cultural Heart, part of the Huddersfield Blueprint

Councillor Graham Turner introduced the item, advising that this is an update on progress with the Cultural Heart, and the information will be presented with the aid of a few slides to show progress to date.

Edward Highfield, Service Director, Skills and Regeneration, reminded the Panel that a commitment was made to update the Panel between each of the gateways to provide a retrospective look at what has been achieved and to look forward in terms of what is ahead.

Growth and Regeneration Scrutiny Panel - 20 November 2023

Referring to the slides, the Panel was informed that the gateways that the council has adopted are tied to the RIBA stages of development. Gateway three was where the concept design was confirmed, looking at spatial co-ordination, that is the headline master planning of the moving towards gateway four, which is the technical design where all the detail is finalised.

In June 2023, gateway three was brought before Cabinet, and this was seeking approval to sign off the spatial co-ordination and move towards the technical design, which locked in the principle of phasing, rather than undertaking the whole Cultural Heart project in one go. It was decided to take a phased approach which introduces significant benefits in terms of flexibility and being able to respond to market opportunities and secure external funding.

The gateway three report in June, locked in the principle of phasing and it confirmed phase one. It sought delegated authority to make contractual arrangements with the delivery team, the most noticeable was to appoint BAM construction Ltd for phase one and get them working. This was not unconditional and there was no commitment to construction at that stage.

The aim in appointing BAM was to work initially on the Pre-contract Service Agreement (PCSA), to progress to gateway four. By getting the contractor on board early, it enabled the contractor to pick up the detailed design to get to the stage to go back to Cabinet with gateway four, in terms of the final scheme, providing more certainty around cost and seeking approval to proceed or not to proceed from gateway four onwards.

The June report talked about combining the museum and the gallery rather than having a separate museum and a separate gallery, being mindful of cost and value for money at all stages. The gateway three report confirmed the principal of a combined museum and gallery and that frees up a future development on the Green Street plot, that was previously going to be the gallery. In June 2023, Cabinet gave approval to proceed as outlined.

The Panel was shown a diagram of the Cultural Heart redline boundary and advised that the diagram shows the library, food hall, public realm and the event square and this will be phase one, which is the subject of the gateway four report which will shortly be going to Cabinet.

In summary, the Panel was informed of the following:

Phase one

- New library
- Food hall
- Events Square

Design and build Contract

- Pre-contract Service Agreement (PCSA) awarded to BAM Construction Ltd
- Principle activities to agree

Growth and Regeneration Scrutiny Panel - 20 November 2023

- RIBA 3 to RIBA 4 Design
- Contract sum negotiation
- Award of construction contract

Timeline subject to gateway four

- Two stage procurement of design and build contractor

<u>Task</u>	<u>Complete</u>
Gateway three BAM (appointed under PCSA contract)	May 2024
Start on site	Q1/Q2 2024
Phase one complete	Q4 2025

The Panel was informed that it is now close to having a final contract sum, although there are still some elements of value engineering to ensure value for money in the scheme, which is currently being worked through with members and BAM. The intention is to get to a point to positively recommend to Cabinet that there is an amount that won't be exceeded through the construction contract negotiations, and to ask members to proceed with the awarding of the contract within that envelope.

Subject to gateway approval at Cabinet in December, the aim would be for an early start on site, would be early to mid-2024, with the completion of phase one at the back end of 2025.

The Panel was informed that the gateway three report, was for the whole masterplan and there is planning consent for the whole of the masterplan, that was approved at Strategic Planning Committee in March. That report took the decision to go for a combined museum and gallery, and since then work is being undertaken on the feasibility, working with key services regarding what the service offer is going to be.

The Queen Street plot which has been freed up by creating the combined museum and gallery, is one of the best development sites in Huddersfield. The council is currently in discussions with Greenhead College who have expressed an interest in developing the site for a further education facility. Alternative potential third party uses for the plot, includes a hotel. The Queensgate Market is now vacant and the last remaining units on Princess Alexandra Walk will be vacated by January 2024.

In response to the information presented, the Panel asked a number of questions and made comments including some of the following:

- During the presentation it was mentioned about other services bringing forward their budget requirements in reference to museums and galleries, is it

Growth and Regeneration Scrutiny Panel - 20 November 2023

possible to expand on whether other services will be able to bring forward plans in their budgets or are those discussions still on going?

- With reference to the £5.6m underspend referred to in point 1.2 of the appended report, which states “the capital development budget that did not progress as originally envisaged”, is it possible to have further detail on this?
- Who does the Town Centre Operational Board consist of?
- The report makes reference to the establishment of ‘Our Cultural Heart’ fund, for cash contributions which will help strengthen community and voluntary sector partners who are delivering place-based working throughout Kirklees, has this already been established or is there a timetable for when it will be established? Is it possible to have further detail on this at a future meeting on how communities and third sector can access the fund?
- It is likely that the Queen Street plot whatever it ends up being, will require some car parking, whether it is used for a hotel, or residential, people will require somewhere to park their car. It is not clear where that would be, and the access to that site is difficult because there is only one way to get to it. At certain times in the evening public transport is limited and therefore people coming to evening events will be required to use their own vehicles. This is a concern and needs to be properly thought through, because it is a brilliant plot, but how do people get to it and then where do they park?

RESOLVED

That the officers and Cabinet Member be thanked for providing an update on the Cultural Heart, part of the Huddersfield Blueprint.

9 Work Programme and Forward Plan

RESOLVED

That the work programme and forward plan be noted.

This page is intentionally left blank



Name of meeting: G&R Scrutiny

Date: 15th January 2024

Title of report: Transport Strategy

Purpose of report: To note the current status of the development of the Kirklees Transport Strategy.

Key Decision - Is it likely to result in spending or saving £500k or more, or to have a significant effect on two or more electoral wards? Decisions having a particularly significant effect on a single ward may also be treated as if they were key decisions.	Not Applicable
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	Key Decision – N/A Private Report/Private Appendix –No
The Decision - Is it eligible for call in by Scrutiny?	Not Applicable
Date signed off by <u>Strategic Director</u> & name	David Shepherd
Is it also signed off by the Service Director for Finance?	N/A
Is it also signed off by the Service Director for Legal Governance and Commissioning?	N/A
Cabinet member portfolio	Cllr M. Crook

Electoral wards affected: All – District wide

Ward councillors consulted: All Ward councillors will be consulted

Public or private: Public

Has GDPR been considered? Yes

1. Summary

The report will provide an update on the matters listed below as guided by the G&R Scrutiny Panel to be an area of focus:

- To provide a brief update on the development of the Kirklees Transport Strategy.
- To review what has been achieved so far and to look ahead at what work needs to be undertaken.
- To link this work to Kirklees Council's Local Development Plan Review.
- And the emerging new WYCA Local Transport Plan (LTP).

The report intends to provide be a high-level detail to set the context around the areas of focus and invite comment from the panel Members.

2. Information required to take a decision

The Transport Strategy is being developed by the Transport Strategy and Policy team as a series of individual public facing strategies, bound by an overarching transport strategy document to serve the following purpose: -

- Assist with delivery of the core council priorities including achieving our ambitious net zero objectives by 2038.
- Provide the adopted council position on transport policy and the development of local transport schemes and initiatives.
- Support the Council with the implementation of transport schemes and measures through clear policy and direction.
- Provide both evidence and clear policy objectives and actions to assist with the Kirklees Local Development Plan Review and support future land use planning allocations within Kirklees.
- To both feed into and support the emerging statutory West Yorkshire LTP which is anticipated to be developed in 2024 / 2025.

2.1 Background

Kirklees Council are currently developing a district wide Transport Strategy.

The strategy will support national, regional and local policies, including a commitment to achieving Net Zero by 2038 along with policy objectives and targets contained within the current West Yorkshire Local Transport Strategy 2040 and the new West Yorkshire LTP.

Our Council's draft transport vision promotes a straightforward approach to travel which focuses on a reduced need for reliance on the private car, with

fully integrated active travel links and reliable and affordable public transport at its heart. This, along with the promotion of using the appropriate mode of travel for the appropriate journey, is the key to improving connectivity and accessibility across our district. The ability to travel easily across the district has a huge impact on the communities within our administrative boundary and the quality of their lives.

Our Transport Strategy will have a strong focus on people and place and be developed in line with the Council's Transport Vision for Kirklees where:

- All communities across the district are connected and have equal access to opportunities.
- Transport affordability for all is a priority.
- Healthy and sustainable travel is an obvious and easy choice.

Our ambitious transport investment programme pipeline will link our transport vision to reality. Our plan to invest in all transport modes and in partnership with our stakeholders will:

- Address local congestion and air quality issues,
- Aid economic recovery and levelling up,
- Assist inclusive growth,
- Integrate active travel with other modes,
- Improve journey times, and
- Enable people better access within and to / from the district for work, education and leisure.

The Kirklees Transport Strategy will be consistent with all current and emerging Department for Transport (DfT) Guidance and any new West Yorkshire LTP which may be developed at a similar time subject to issue of LTP Guidance (currently delayed).

Historically, transport policy and strategy across Kirklees has been set as part of a wider West Yorkshire Local Transport Plan. With ambitious Council targets to achieve Net Zero by 2038 and an obligation to produce a district wide transport strategy contained within our Climate Change Action Plan, we are now keen to develop and adopt our own district Transport Strategy.

Through local political sign off, our Transport Strategy will be instrumental in assisting and realising the Council Vision, enabling the development of sustainable transport schemes and meeting our ambitions for Net Zero to tackle the climate emergency.

In the light of the above and along with the proposed development of further large transport projects such as TransPennine Route Upgrade (TRU) and Mass Transit which will have a positive impact on the district. Kirklees Council is developing an all-encompassing transport strategy that demonstrates both the importance and need for a bold, clear, comprehensive and fully integrated transport strategy at district level that supports national, regional and local policy alongside the council's own corporate priorities. And recognising the importance of working with WYCA and neighbouring mayoral combined authorities. The Penistone Line successful LUF bid is a good example that demonstrates what can be achieved.

It is critical that Kirklees Council can maximise the benefit of such large transport investment across the district. The transport strategy will set out a long-term approach to 2038 to align with the Local Development Plan review and any future West Yorkshire LTP.

The strategy will build upon the foundations of the adopted strategies and emerging strategies which have been developed at a West Yorkshire level including the West Yorkshire Active Travel Strategy (consultation anticipated December 2023), Bus Strategy and Rail Strategy (new strategy under consultation) in addition to the Transport Strategy development work already undertaken by officers.

2.2 Our Vision

We want to open the discussion about how to make our district somewhere where it's simple, sustainable, and safe for everyone to get around.

Our Transport Strategy Vision is shaped by the ambitions for Kirklees, as set out in [Our Council Plan](#). This is:

The Vision

'Kirklees is to be a district that combines a strong, sustainable economy with a great quality of life - leading to thriving communities, growing businesses, high prosperity and low inequality where people enjoy better health throughout their lives shared outcomes.'

**Connecting Kirklees
Better Places, Better Lives**

Accessible, Safe, Sustainable, Inclusive

Kirklees' Transport Strategy Vision sets out our ambition for a place where:

- People have travel choices that suit their lifestyle.

- People can easily and safely access the goods and services they need.
- All communities across the district are connected and have equal access to opportunities.
- Transport affordability for all is a priority.
- Healthy and sustainable travel is an obvious and easy choice.

Our vision promotes a straightforward approach to travel with reliable and affordable public transport at its heart. This, along with the promotion of appropriate modes of travel for appropriate journeys, is the key connectivity and accessibility in Kirklees.

In terms of delivery, our ambitious transportation investment programme is what links the vision to reality. Our plan to invest in all transport modes, working with partners, has the potential to address local congestion and air quality issues, aid economic recovery, assist inclusive growth, integrate active travel, improve journey times, and make it easier for Kirklees residents to move around.

2.3 Active Travel

Active travel is an integral part of our approach to sustainable transport in Kirklees, enabling our residents to walk, cycle and wheel (wheelchairs, mobility scooters etc) for short journeys as well as integrating it with other modes particularly public transport. Our residents tell us they feel better both physically and mentally when travelling more actively, as well as reducing emissions from vehicles, congestion on our roads and improving air quality.

Active travel infrastructure schemes have begun to be delivered on the ground, including the A62 Smart Corridor and Huddersfield Narrow Canal Phase 2 (with the Canal and River Trust).

The Council coordinates the Kirklees Active Travel Partnership of local stakeholders, as well as on-going engagement and support recognising the collective effort of a broad range of partners to support the development in this area.

2.4 Bus

We recognise the strategic importance of bus services, as the most heavily used form of public transport across our district. The future development of bus operations in Kirklees forms a central part of meeting the strategic aims and objectives of our emerging Kirklees Transport Strategy.

Bus services across Kirklees provide vital connections to work, health care, retail and leisure. The Covid-19 pandemic has shown how crucial these services are, whilst at the same time highlighting the vulnerabilities of a commercially funded and operated bus network. Since the pandemic, the bus network in Kirklees has declined to an unacceptable level. Almost forty different services have been impacted through either service withdrawals or reductions to service levels. These

changes have a significant and detrimental impact on communities who rely upon their bus services.

Bus Reform recognises the need to change the way local busses are run. The Council remain supportive of the proposed franchising model (similar to that currently being rolled out in Greater Manchester). Kirklees Council are in full agreement with the assessments undertaken by WYCA, that conclude a franchising model that provides the greatest level of control and direct influence to deliver services and network stability in the future together with our operators.

2.5 Rail

The West Yorkshire Rail Strategy will be an important way in which we influence the industry. The strategy delivers our shared ambition to:

- Facilitate a shift towards more sustainable and efficient modes of travel.
- Efficiently connect communities to opportunities throughout our region.
- Improve productivity by increasing the reach of labour markets.
- Provide an alternative to the road network for the transport of freight.
- Assist with delivering ambitious decarbonisation targets.
- Levelling Up the region.

Furthermore, the strategy aligns closely with our own emerging district strategy as follows:

- Increasing mode rail share.
- Trans Pennine Route Upgrade of the key East – West Trans Pennine corridor linking the North-west through Manchester – Leeds, North-East and Scotland. Including delivering the project as quickly as possible whilst seeking to minimise disruption as much as possible.
- Future development of the North - South corridors linking the neighbouring towns and cities of Barnsley, Halifax, Sheffield and Wakefield including frequency enhancements to a minimum of 2 trains per hour on these routes
- Creating seamless journeys through better integration between modes, thus providing an attractive alternative to journeys by private car.
- Enhancing station facilities and infrastructure to provide safe, secure and attractive waiting environments.
- Working with partners within the industry (Network Rail and Train Operating Companies – TOC's) and regional partners including Transport for the North to improve service quality, reliability, frequency and ticketing options.
- Seeking opportunities to develop rail freight within the district.

2.6 Road Network

Our approach is for an efficient, safe and reliable road network for all users, that creates new opportunities for jobs and housing. Some new road building will be

necessary to relieve congestion hot spots, take traffic away from town and city centres, and to connect and bring forward development sites.

We recognise the challenges that exist include:

- Over-reliance on car use is contributing to a rise in obesity, diabetes and coronary heart disease.
- Safety on our roads, with particular concerns for those walking, cycling and motorcycling.
- Heavy traffic flows creates barriers to communities and the movement of young, elderly, frail and disabled people.
- Some roads are in poor condition with public dissatisfaction with defective roads and footpaths.
- A limited choice of travel options is restricting people's opportunities.
- Car dominance.

In managing this we are providing strategic and local networks of quality walking and cycling routes that are safe and convenient to use and provide access to town centres, local services and the wider public transport network, with enhanced cycle parking provision for joined up 'door to door' journeys.

2.7 Decarbonisation

Road transport is the biggest contributor to roadside air pollution. Cars are the largest source of emissions, but buses, trains, taxis and goods vehicles also contribute. Air pollution - especially nitrogen dioxide and particulate matter - increases the risk of lung cancer, asthma and heart disease. New evidence also suggests links with other cancers, strokes, low-birth weight babies and children's development.

We will continue to support a comprehensive electric vehicle charging network to support the shift to a more environmentally friendly cars, provide facilities to charge power assisted bicycles and work with bus operators to move to a near-to-zero emissions bus fleet.

Behavioural change is a key part of ensuring and encourage modal shift starts to happen. We will continue to encourage healthy, active travel with improved cycling and walking facilities through promotional campaigns.

2.8 West Yorkshire Local Transport Plan (LTP)

The emergency West Yorkshire Local Transport Plan led by the Combined Authority is current planned to be published in August 2025. It is set to replace the current West Yorkshire Transport Strategy 2040. Kirklees Offices are working closely with WYCA colleagues to ensure Kirklees ambition and visions are captured.

It is therefore important that our emerging Kirklees Local Transport Strategy is co-developed with the new West Yorkshire LTP to ensure there is alignment and

consistency in both the local setting and at the wider regional level. The vision will be very much an integrated one. It will set out the transport solutions needed to be Net Zero by 2038.

Key issues we will be looking at a place-based approach to transport in different settings like urban areas against our rural settings. How travel choices will be made through infrastructure improvements (pull) and demand management (push) interventions.

3. Implications for the Council

3.1 Working with People

Collaborating with partners is key to ensuring the Council get the best outcomes for citizens, communities, and Kirklees as a whole. As part of the development of the transport strategy there will be considerable engagement including promotion through our social media channels.

This will help shape a transport strategy that work for all of our residents.

3.2 Working with Partners

The Council has and will continue to engage with businesses and stakeholders during development of the Transport Strategy.

3.3 Place Based Working

All our projects with are developed with the communities and local Councillors to ensure we get the best outcomes for our residents. The Transport Strategy is no different.

3.4 Climate Change and Air Quality

Both climate change, biodiversity net gain and air quality are key considerations through the development phases of projects moving forward and thus will form a key part of our Transport Strategy. The promotion of better connectivity through the area and to surrounding communities particularly using active travel will reduce adverse transport derived impacts on communities and improve public health.

3.5 Improving outcomes for children

The design approach seeks to create safer environments for all users. The direction set out within the Kirklees Transport Strategy will influence the design of our Transport Network current and future with all generations in mind. Making sure that the network is safe and inclusive for all especially in areas where children congregate (e.g. schools).

3.6 Financial Implications for the people living or working in Kirklees

None.

3.7 Other (eg Integrated Impact Assessment (IIA)/Legal/Financial or Human Resources) Consultees and their opinions

All projects where required undergo an Integrated Impact Assessment and are reviewed by our Corporate policy colleagues. This ensures we maintain a high standard in our approach and our strategy will align with the Council's wider strategies on inclusion, diversity, inclusion and on our environmental/climate strategies..

4 Consultation

Consultation is a key part of the development of the Transport Strategy and this will be undertaken using all channels available.

5 Engagement

Engagement is a key part of the development of these projects and will continue through various stages as part of our quality assurance process.

6 Next steps and timelines

Officers to continue to progress development of the strategy in 2024/2025 and align with the development of the WY Local Transport Plan.

7 Officer recommendations and reasons

To note and invite comment on the Transport Vision and the development of the Kirklees Transport Strategy.

8 Cabinet Portfolio Holder's recommendations

The Cabinet Portfolio Holder supports Officer recommendations.

9 Contact officer

Rashid Mahmood
Head of Major Projects (interim)
01484 22 1000
Rashid.Mahmood@kirklees.gov.uk

10 Background Papers and History of Decisions

None.

11 Service Director responsible

Edward Highfield – Service Director, Skills and Regeneration



Name of meeting: G&R Scrutiny

Date: 15 January 2024

Title of report: Major Projects Transport Programme Update (General)

Purpose of report: To note and comment on the current transport capital programme.

<p>Key Decision – A key decision is an executive decision to be made by Cabinet which is likely to result in Council spending or saving £500k or more per annum, or to have a significant positive or negative effect on communities living or working in an area compromising two or more electoral wards. Decisions having a particularly significant effect on a single ward may also be treated as if they were key decisions.</p>	<p>Yes/ no or Not Applicable No If yes give the reason why N/A</p>
<p>Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)</u>?</p>	<p>Key Decision – No Private Report/Private Appendix – No</p>
<p>The Decision - Is it eligible for call in by Scrutiny?</p>	<p>N/A</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</p> <p>N/A</p> <p>N/A</p>
<p>Cabinet member portfolio</p>	<p>Cllr M. Crook</p>

Electoral wards affected: N/A

Ward councillors consulted: All Ward Councillors are consulted where schemes are being planned to be undertaken to inform the scheme proposals.

Public or private: Public.

Has GDPR been considered? Yes.

1. Summary

The report will provide an update on the matters listed below as guided by the G&R Scrutiny Panel as an area of focus:

- Brief update on the individual transport schemes
- What has been achieved so far and looking ahead?
- How the programmes link to the wider strategy
- Update on the TransPennine Rail Upgrade (TRU)

The report is intended to provide be a high-level detail to set the context around the areas of focus and invite comment from the Panel Members.

2. Information required to take a decision

2.1 Summary of main Funding Streams

West Yorkshire + Transport Fund

In July 2014, the Government announced that the WY Combined Authority had secured funding to establish a £1bn fund over 15 years.

The West Yorkshire plus Transport Fund (WYTF) is a 20-year commitment for the Leeds City Region. The first six years funding was confirmed, paid in annual instalments. Future funding is subject to the outcome of Gateway Reviews and Ministerial decision-making.

The WYTF is targeted at enabling key development areas. A number of strategic transport projects will be delivered to facilitate this growth through:

- Orbital road improvements.
- Route corridor improvement for better public transport options into our urban centres.
- Road and rail improvements between district hubs to provide capacity and better connectivity.
- Enhanced rail station gateways.

City Regional Sustainable Transport Fund

The Department for Transport invited the Combined Authority to bid for funding from its City Regional Sustainable Transport Settlement (CRSTS) fund, for transformational change to be made in local transport networks. The bid was approved by West Yorkshire Combined Authority on 17th March 2022, with the DfT confirming its successful outcome on 29th July 2022.

The CRSTS 2022-2027 programme was developed by the Combined Authority in partnership with the five West Yorkshire district partner Councils.

The programme will fund transport improvements including walking and cycling infrastructure and will enable more people to access public transport and promote walking and cycling in line with our local regional and regional strategies.

Transforming Cities Fund

Providing an accessible, attractive and cleaner alternative to car journeys is at the heart of the Leeds City Region Transforming Cities Fund (TCF) - a programme of transport infrastructure investment secured as part of the West Yorkshire devolution deal.

- More accessible, affordable and attractive greener transport options.
- Connecting people to economic and education opportunities.
- Happier and healthier communities for the future.

The programme, which is being delivered by the Combined Authority in partnership with local authorities, will be funded through £317 million from the Department for Transport (DfT) plus local match funding.

The Transforming Cities Fund is now part of CRSTS.

Active Travel Fund (ATF)

The West Yorkshire Combined Authority has been awarded £23 million from the Department for Transport's Active Travel Fund to deliver on a programme of ambitious proposals to create more space for cycling and walking, while easing the pressure on public transport and relieving congestion.

In partnership with local authorities, the Combined Authority will deliver a wide-ranging programme of new cycling and walking measures, with schemes starting in the coming weeks.

The recent successful tranche four award to Kirklees is for £2.3m. This is for two schemes to upgrade towpaths along the Huddersfield Narrow Canal Phase 3 (Slaithwaite to Marsden) and the Huddersfield Broad Canal (Aspley Marina to Cooper Bridge) to support residents to walk and cycle more easily providing health and environmental benefits. Schemes will be delivered in partnership with the Canal and River Trust over 2023/24 and 2024/25. Kirklees will also benefit from participation in an ATF4 West Yorkshire School Streets project.

2.2 Current Project Summary Position

Summary positions of the schemes in Kirklees being progressed are summarised in Appendix 1. This is a regular 'highlight report' that is generated internally, giving Scrutiny a sense of what reporting is generated as well as information about key milestones achieved and the next up and coming milestones the projects are working towards.

2.4 Project Finance Update

The budget envelopes were initially set several years ago, some as far back as 2014. Whilst some allocations may have been amended marginally through West Yorkshire Combined Authority (WYCA) approvals or change requests. However, in October 2022 the West Yorkshire Transport Fund (WYTF) wider programme went through an inflation review process which

resulted in the following schemes in Kirklees being paused or reduced in scope which reduce the programme overall allocation.

- 1) M2D2L – to pause at FBC.
- 2) A629 Phase 4 – is paused.
- 3) A629 Wakefield Road STC – to pause at OBC.
- 4) Huddersfield Station Gateway – to pause at OBC.
- 5) City Connect Ph3 Cooper Bridge – is paused.
- 6) City Connect Ph3 Huddersfield Town Centre – is paused.
- 7) Huddersfield Southern Corridors – Queensgate element – is paused.
- 8) A629 Phase 5 – Blacker Road Junction part – is cancelled.

This resulted in £22.371 million allocated WYTF funds to Kirklees being returned to the WYCA general fund. All districts within West Yorkshire were subject to the inflation review process, with each returning sums back to the general fund.

Many projects have taken significantly longer to develop than anticipated due to factors like inflation challenges in the current economic climate, land negotiations, staff recruitment/retention, scope change to meet stakeholder expectations and getting the necessary approvals/consents have taken longer than anticipated. All of which have had incremental impacts but resulted in sizeable funding gaps.

The revised funding strategy is being developed with colleagues at the Combined Authority to help manage the project funding gaps we have. In the new year 2024 we will have agreed a reprofiled programme, critically, within the original funding allocation.

2.5 Rail – TransPennine Route Upgrade, Mass and Penistone Line

2.5.1 TransPennine Route Upgrade (TRU)

The TransPennine Route Upgrade (TRU) is a £11.5 multi-billion-pound, transformative, long-term railway infrastructure programme that will improve connectivity. It will support economic growth in the north and deliver real benefits for passengers and communities along this pivotal rail artery.

Stretching across the North of England between York and Manchester, via Leeds and Huddersfield, it is a 76-mile TransPennine railway route.

TRU will transform this line into a high-performing, reliable railway for passengers with greater punctuality, more trains and improved journey times. The scale of the project means that there will be planned disruption to train services to enable work to be carried out, but we are working with Network Rail to ensure there will be the least disruption not only for passengers but for Kirklees residents who will be impacted by the construction works.

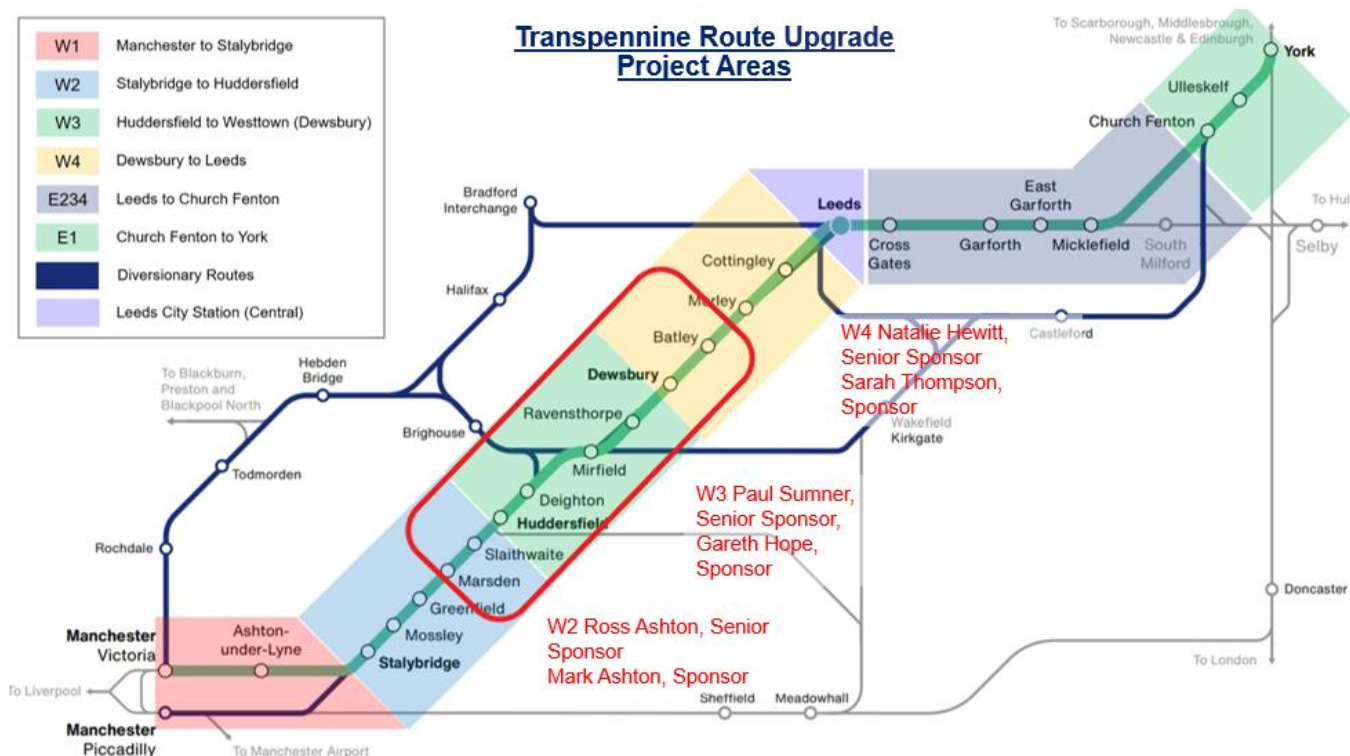
TRU will double the number of tracks from two-to-four, electrify the line from Huddersfield to Dewsbury and make big improvements to the four stations in this section – Huddersfield, Deighton, Mirfield and Ravensthorpe; where there is a need to separate the lines going to/from Leeds from the lines going to/from Wakefield,

The existing Ravensthorpe station will be relocated with a new station to the west of the existing stations before the lines split – this new station will have ‘Access for All’ construction standards including level access platforms and the creation of lifts either side of the platform. A new car

park will be constructed to serve the station and the creation of new road alignments and a roundabout on Calder Road. See general visuals in Appendix 2.

2.5.2 Scope of the project

The TRU project will stretch the entire breadth of Kirklees district from Marsden in the west to Batley in the east. The scheme is split into 3 separate TRU projects – W3 (section from Huddersfield to Westtown, Dewsbury, W2C (section from Standedge tunnel to Huddersfield) and W4 (Westtown, Dewsbury to Batley):



2.5.3 Transport Works Act Order (TWAO)

On 31 March 2021, Network Rail submitted a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport for the Huddersfield to Westtown (Dewsbury) W3 section of the project. Kirklees raised a number of issues, and the Councils response was formally lodged as an objection to the application. This was ratified at the Full Council meeting 14th July 2021. Kirklees officers negotiated the Councils concerns through a series of workshops over the summer of 2021 which eventually led to the Council to be in a position to formally withdraw their objection to the TWAO through the use of agreed planning conditions and a series of legal agreements setting out protocols on how the Council and Network Rail will work together to ensure the least disruption to Kirklees residents.

The public inquiry took place in December 2021 and the Order was formally granted by the Secretary of State in June 2022.

The W4 section of the route does not have a TWAO granted and Network Rail will be pursuing their consents via the normal statutory procedures with the Council in relation to property, highways, environmental health and planning.

A second TWAO is expected late 2024 for the W2C section of the route (Marsden to Huddersfield). Officers will be engaging with Network Rail's project teams early in 2024 to ensure issues relating to highways, planning, environmental health, heritage and communications with residents are addressed effectively prior to the submission of the application to the Secretary of State to ensure Kirklees will be a position not to object to the Order.

2.5.4 Kirklees/TRU Working arrangements

As part of the negotiation process prior to the Council formally withdrawing its objection to the TWAO for W3 – the two parties agreed a comprehensive governance arrangement in the form of a series of working groups with an escalation process to sit alongside.

Currently the Council and Network Rail facilitate seven formal working groups sessions that meet monthly and are attended by Network Rail project/programme managers, technical design consultants, planning consultants, heritage consultants and members of the construction teams. Kirklees project managers and technical officers from each discipline attend also. Formal working groups are as follows:

- Highways Network Management Group
- Property Group
- Planning and Environmental Group
- Heritage Group
- Waste Project Delivery Group
- Communications Group
- Biodiversity/Landscape Group

Agendas are set by Kirklees officers and one of the primary purposes of the session is to feedback any issues concerning technical officers from the Council along with any concerns raised by Cllrs and members of the public. Technical approvals are also discussed along with TRU programme requirements, identification of risks for the delivery of Council services and proposed mitigation of those risks. Kirklees officers have established a strong collaborative working relationship with Network Rail over these past two years and have consistently worked together well to resolve issues.

Any issues that cannot be resolved is escalated to a formal bi-monthly Programme Level meeting between Kirklees directors and senior sponsors of Network Rail.

2.5.5 Construction Update:

Key works are continuing to establish the main compound set up in the following locations:

- Hillhouse sidings, Alder Street, Huddersfield – Work continues to prepare the ground for the new Light Maintenance Depot at Hillhouse. Bulk earthworks will complete in December 2023, mining remediation works are expected to be complete in December. Drainage works for the new depot have also begun.
- Ravensthorpe Triangle – Forge Lane – work commenced in this area including mining remediation works and closure of the local greenway.
- Lees Hall Road, Ravensthorpe – work will commence shortly.
- Calder Road, Ravensthorpe – formation of new construction access road to facilitate the compound. Numerous traffic management arrangements for 2024.
- St Georges Square – Jan 2024 – formation of compound on long and short stay car park to facilitate works to station roof.

- Compound set up on HD1 car park to rear of the station.

Further visible construction works will commence during 2024 and issues will be addressed in the working group sessions cited above. Network Rail will also be undertaking a 10-day blockade from Huddersfield station to Mirfield in April 2024. During this period, Network Rail will be replacing tracks between Huddersfield and Deighton and undertaking repair and renewal works to the Huddersfield viaduct, Span 29 (Northgate, Bradford Road). Work will also commence preparing the track bed for the new platform 2 at Mirfield Station.

2.5.2 Mass Transit

West Yorkshire Combined Authority (WYCA), working with the five District Partners, has been developing a vision for the region's future transport system, engaging with communities so we know what people want and need.

Mass Transit intends to be fully integrated with our ambitious plans for the future of our bus network, enabling us to make buses work for people by improving journey times and reliability.

As part of an integrated transport network, Mass Transit can:

- help to combat climate change through providing a real and sustainable alternative to the car, cutting emissions, and improving air quality.
- aim to connect places across our region – helping people travel to jobs and education in a reliable, efficient, and affordable way.
- support productivity and inclusive growth – creating new transport capacity, addressing inequality, rebalancing the economy, and encouraging investment in our region.
- support health and wellbeing through creating healthy towns, cities, and local communities across our region.
- strengthen the UK's economic recovery by creating jobs and skills.

The Mass Transit Vision has been consulted on and the feedback received is now available on the WYCA's project page. Work continues to project on the following work streams:

- Strategic Outline Case for Phase 1 of Mass Transit
- The Phase 1 routes to be prioritised are likely to be Leeds City Centre to South Leeds, Leeds to Bradford, and East Leeds
- Route design options in Kirklees (South Leeds to Dewsbury and Dewsbury to Bradford).
- A detailed study of the route between South Leeds and Dewsbury, which could proceed as a 'Phase 1B'.
- Route options between Dewsbury and Bradford are likely to be brought forward as part of Phase 2 of Mass Transit (alongside studies of options for Dewsbury to Huddersfield)

In 2024/25 the consultation and engagement will increase as the project promoter look to get feedback on the route options. This should help to share and influence the preferred route. Development work around the Transport Works Act Order for the Mass Transit will also start around late 2024 and will start to increase into 2025 with approval being sought in 2026. Land assembly to start in 2025 until 2027 with construction of Phase 1 to follow.

2.5.3 Penistone Line

On Monday 20th November 2023, Kirklees was notified by the Minister for Levelling Up that the £47.9m LUF2 Proposal has provisionally secured funding through LUF3.

The proposals sought to deliver connectivity and reliability improvements; these look to include:

- Mobility Hubs at several stations, with facilities including EV charging, car club spaces, bike hire and parcel lockers.
- Improved accessibility to stations - to platforms and improved walking and cycling routes.
- More double track and a passing loop to enable delayed trains to pass. This forms an essential part of additional, future schemes to deliver a half-hourly rail service.
- Line speed improvements (50mph to 60mph) along a section to improve performance and reliability.
- New fibre broadband along the railway to improve train performance, safety and onboard connectivity. Additionally, commercial operators will provide high-speed (1gb) broadband to rural communities along the route.

These works should be seen as a stepping stone towards a future half-hourly rail service by delivering part of the infrastructure required for such a service.

The Minister's letter received outlines next steps towards securing funding. A period of project validation is to follow to allow Kirklees and partners to confirm alignment with the originally submitted bid, timescales and value for money.

Officers met leaders recently from partners (WYCA, SYMCA, Barnsley, Northern, TfN, Network Rail) to secure strategic buy-in. Technical officers from these organisations will also meet to focus on delivery by reforming the Penistone Line Project Board. The board is ready to be re-mobilised, having met regularly to develop the SOBC during Spring/Summer 2023.

2.6 Strategic Transport Priorities

Kirklees' Transport Strategy Vision sets out our ambition for a place that accessible, inclusive and safe where:

- People have travel choices that suit their lifestyle.
- People can easily and safely access the goods and services they need.
- All communities across the district are connected and have equal access to opportunities.
- Healthy and sustainable travel is an obvious and easy choice.

Our vision promotes a straightforward approach to travel with reliable and affordable public transport at its heart. This, along with the promotion of appropriate modes of travel for appropriate journeys, is the to key connectivity in Kirklees.

In terms of delivery, our ambitious transportation investment programme is what links the vision to reality. Our plan to invest in all transport modes, working with partners, has the potential to address local congestion and air quality issues, aid economic recovery, assist inclusive growth,

integrate active travel, improve journey times, and make it easier for Kirklees residents to move around.

Across our transport capital programme, our schemes seek to enhance cycle infrastructure, improve bus journey times, mitigate congestions, provide new and improved bus stations and provide better accessibility.

3. Implications for the Council

3.1 Working with People

Collaborating with partners is key to ensuring the Council get the best outcomes for citizens, communities, and Kirklees as a whole. As part of the transport programme considerable engagement through public events have been undertaken including promotion through our social media channels.

This process will continue as projects move through the development phases. Further engagement with businesses and town centre users will be required as the schemes get developed in more detail. This should help shape the projects in meeting community needs.

3.2 Working with Partners

The Council has and continues to engage with landowners, businesses and stakeholders during development of the projects. This will continue as individual project proposals are worked up.

3.3 Place Based Working

All our projects are developed with the communities and local ward Councillors to ensure we get the best outcomes for the residents. The development of our projects are influenced and shaped by the Blueprints in the towns/villages. There remains a close coordination with our Blueprint colleagues to ensure our projects outputs remain aligned.

3.4 Climate Change and Air Quality

Both climate change, biodiversity net gain and air quality are key considerations through the development phases of projects moving forward, informing by the assurance and planning processes. The schemes will ensure promotion of better connectivity through the area and to surrounding communities using active travel to improve public health and reducing adverse transport derived air quality issues.

3.5 Improving outcomes for children

The design approach seeks to create more safe environments for all. Our streets and spaces will be designed with all generations in mind making them both safe and inclusive at the same time by improving crossing facilities for walker and cyclists and seek speed reducing measures where appropriate at strategic locations like schools and play areas.

3.6 Financial Implications for the people living or working in Kirklees

None.

3.7 Other (eg Integrated Impact Assessment/Legal/Financial or Human Resources)

All projects where required undergo an Integrated Impact Assessment and are reviewed by our Corporate policy colleagues. This ensures we maintain a high standard in our approach and our schemes align with the Council's wider strategies on equality, inclusion, diversity and on our environmental/climate strategies.

4. Consultation

Consultation is a key part of the development of these projects and will continue through various stages as part of our quality assurance process. Project specific consultation activities will be detailed during the development of projects and often include attendance at hubs, use of Council social media platforms and websites for promotion together with the Combined Authority's Your Voice platform.

5. Engagement

Engagement is a key part of the development of these projects and will continue through various stages as part of our quality assurance process.

6. Next steps and timelines

Officers will continue in progress the projects as set out in this report in accordance Council's internal and WYCA quality assurance processes.

7. Officer recommendations and reasons

To note and invite comment on issues raised to help inform our transport capital programme.

8. Cabinet Portfolio Holder's recommendations

The Cabinet Portfolio Holder support the Officer recommendation.

9. Contact officer

Rashid Mahmood
Head of Major Projects (interim)
01484 22 1000
Rashid.Mahmood@kirklees.gov.uk

10. Background Papers and History of Decisions

None.

11. Service Director responsible

Edward Highfield – Service Director, Skills and Regeneration

This page is intentionally left blank




Transforming Cities Fund & WYTF Scheme Updates

December 2023

Transforming Cities Fund

Programme Board Dashboard 20th November 2023

Project Manager Project Name Funding	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks/ Opportunities
			B) Consultation/ Engagement/ Planning/ TRO progress:	Name	Planned Date	
Mike Trotter			Stage: FBC	FBC Submission	Jan-24	1. SVG Lighting issue needs resolution otherwise slippage will occur – decision required by Senior Management. 2. £143k of internal highway staff costs incorrectly booked and now transferred to this scheme. As a result, we are now at 93% of WYCA development costs budget, having only just signed off the DoI for claim uplift.
Dewsbury – Cleckheaton STC	Scheme reporting green/amber until design is completed and all information is passed in a timely fashion to WSP to complete FBC. Route to Green should progress once the detailed design, all information and BoQ are completed and passed over to WSP for FBC submission.	1. Detailed Highway design near completion 2. SVG design by Sustrans near completion 3. Deed of Variation signed off 4. WSP task order now agreed 5. Seeking landowner agreement in writing 6. Seeking journey time data from Arriva 7. Seeking SVG Lighting decision with presentations to Kirklees Senior Mgmt	A) Planned Sign Offs:	WYCA FBC PAT recommendation	May-24	
Funding Indicative Total: £15.799m WYCA: £15.799m			B) Planned Engagements: Further local engagement on tree loss at Chain Bar. TRO process - autumn/winter	Procurement Comp	May-24	
Forecast: £15.799m Gap: £0m				Construction Start	Jun-24	
£0.53m ATF TBC				Construction Finish	Jun-25	
Armin Alisic			Stage: OBC	OBC Submission	Jan-24	Previously reported error in datasets provided by DfT to AECOM has been resolved.
Dewsbury Walking & Cycling (includes Dews Modelling)	RAG status reduced to Amber/ Green, as the OBC submission has slipped a further month due to consultancy WSP struggling with amount of reports they are compiling (WYCA have been notified of the position). RAG improvement achieved with scenarios now firmed up and economic appraisal/ network modelling work commenced.	1. Mill Street West scheme removed from the Core scenario as it does not have political support. 2. Reduced scheme at Halifax Rd/Bradford Rd (ties into Dewsbury-Batley-Chidswell scheme proposal along Bradford Rd) has been derived to form part of Core/Do-Min scenarios. 3. Commenced with modelling and economic appraisal work.	A) Planned Sign Offs:	Detailed Design Start	Jan-24	
Total Fund: £12.25m WYCA: £10.25 KC: £2m Forecast: £12.25m Gap: £0m			FBC Submission	Jul-24		
	B) Planned Engagements:		Estimated Main Works Start	Oct-24		
Richard Cornell (Rob Stanley)			Stage: OBC	OBC Submission	Dec-23	1. The public consultation has raised some concerns regarding waiting and loading restrictions on Bradford Road and may generate objections to the TROs. 2. Current Project Manager Richard Cornell has now left Kirklees Council, Rob Stanley will pick up Management and reporting on the scheme.
Dewsbury to Batley to Chidswell	Amber Status remains as risks are associated with the need for traffic regulation orders for the preferred Bradford Rd option. The OBC submission date has slipped a month to Dec-23, due to additional work required to address Quality Review Panel comments on the preliminary design.	1. Highways have finalised preliminary design and drawings have been issued to WYCA and ATE. 2. The cost plan has been revised and will be used in developing the OBC. 3. Local junction modelling has been reviewed by UTC and will be reported within the OBC. 4. Report on consultation being prepared by WYCA.	A) Planned Sign Offs: WYCA Quality Review Board to decide on 9-Nov.	Detailed Design Start	Dec-23	
Indicative Funding (WYCA): £3.9m Forecast £3.9m Gap: £3.9m			B) Planned Engagements: Liaise with WYCA to respond to issues raised in the public consultation.	FBC Submission	Apr-24	
	Start on site			Aug-24		

Project Manager Project Name Funding	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks/ Opportunities
			B) Consultation/ Engagement/ Planning/ TRO progress:	Name	Planned Date	
Kirstie Dunseath/ Rob Stanley Heckmondwike Bus Hub Indicative Funding (WYCA): £4.971m Forecast: £8.6m Gap: £3.6m	 Reporting Green/Amber with latest costs and timeline to FBC approval being subject to WYCA assurance. If approval not gained before Jan-24, cost and time increases could result. Key milestone achieved with enabling works having commenced in Oct-23.	1. FBC submitted 2. Clarifications being worked through with WYCA appraisal team 3. Value engineering options endorsed at TCF board.	Stage: FBC Planned Sign Off's: Main build contract RIBA4-RIBA 6 PSC Enabling works GFA B) Planned Engagements: Statutory orders remain	Transport Committee Start on site (Main works)	Dec-23 Jan-24	No New Hot Topics
Andrew Brookfield Huddersfield Bus Station Indicative Funding (WYCA) £6.449m KC Funding: £1m Total Funding: £7.449m Forecast: £7.449m Gap: £0m	 Green/Amber RAG due to continued month to month slippage relating to WYCA/ Kirklees procurement challenges, in this case the scheme has slipped 3 months since reporting on Oct-23.	1. Contract signed by supplier, awaiting KC signature. 2. Ongoing liaison with KC Corporate Landlord regarding MSCP works.	Stage: FBC A) Planned Sign Off's: B) Planned Engagements:	Planning Application Submission FBC Submission PAT Recommendation Construction Start	Apr-24 Oct-24 Jan-25 Mar-25	No New Hot Topics
Mike Trotter Rail Station Connections Indicative Funding WYCA £13.0m KC £3.0m Total: £16.0m Forecast: £20.0m Gap: £4.0m	 Reporting Amber/Red due to conflict in programmes in and around Huddersfield which requires resolution from senior management. OBC submission milestone has been revised from Nov-23 to Dec-23 due to Arup resource constraints. Arup wanted to extend deadline to 15 th Dec-23, however, they have been told this must be 01 st Dec-23. Team seeking clarity on TRU implications in Hudd centre.	1. Positive ATE and WYCA quality panel on St Johns design 11th Oct, response sent 25-Oct 2. Hudd Unlimited and Cycle K consultation response sent. 3. Arup working on resubmitting OBC end of month/early Dec. 4. Further detailed design work on St Johns jcn following quality panel. 5. Brunswick Path ATF4 design, cost and bid submitted	Stage: OBC A) Planned Sign Off's: B) Planned Engagements:	Resubmit OBC OBC Combined Authority Approval FBC Submission Target date Estimated start (Phase 1)	Dec-23 Feb-24 Oct-24 Jan-25	Awaiting quality panel design final response on St Johns area design.

Project Manager Project Name Funding	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks/ Opportunities
			B) Consultation/ Engagement/ Planning/ TRO progress:	Name	Planned Date	
CA Steve Butcher			Stage: FBC	FBC Submission	Apr-24	No Issues at programme level.
Dewsbury Bus Station	WYCA HR Extract Oct-23 Wilmott Dixon Construction (WDC) have been notified of intent to being awarded Stage 1 Design & Build contract. This has been achieved ahead of programme.	1. WYCA Legal initiated process to award contract to WDC. 2. Planning application continues to progress. Meeting held with Design Out Crime Officer to facilitate this.	A) Planned Sign Off's:	FBC approval	Jul-24	
Indicative Funding: £13.886m			B) Planned Engagements:	Enabling Works	Jul-24	
				Start on site	Sep-24	
					Estimated completion	Feb-26
Darren Barton			Stage: OBC	Highways / UTC Redesign	Jan-24	No New Hot Topics
Wakefield Road STC	Scheme continues to report Amber due to resource challenges. UTC have commenced their redesign work but have needed to reprioritise their resources from this scheme for a period.	1. UTC have made progress in their redesign of the corridor with model run times significantly reduced.	A) Planned Sign Off's:	Business case development	Jan-24	
WYCA: £1.35m Board Split- MPB: £0.6m TCF: £0.7m Forecast: £1.35m Gap: £0	Estimated OBC Lite Submission date now Apr-24 (Previously Jan-24)		B) Planned Engagements:	Internal/external check of the redesign	Feb-24	
				OBC Lite Submission	Apr-24	

Major Projects Programme Board

Programme Board Report

Project Manager Project Name Funding/Forecast/Gap	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks/ Opportunities	
			B) Consultation/ Engagement/ Planning/ TRO progress:	Name	Planned Date		
A62 to Cooper Bridge Corridor Improvement Andy Raleigh Funding WYCA: £75.1m Kirklees Capital: £0m Total: £75.1m Forecast: £94.0m Gap: £18.9m Spend TD: £2.49m App. Funds: £4.923m	Reporting Amber; the scheme cannot be delivered with forecast estimates now around £94m (£18.9m gap), scheme re-estimation and re-design is the focus.	1. Meeting with Calderdale Assistant Director and team 16 th Nov-23. Agreed in principle for delegation of all required powers to Kirklees. 2. Redesign of two alternative options following John Cotton Group (JCG) feedback underway. 3. Draft Design and Build contract completed for review. 4. Scheme cost estimate work underway.	Stage: FBC	Redesign of two alternative options following JCG feedback completed.	Dec-23	The two re-design options will result in land take from greenbelt and Tree Preservation Order category trees. Detailed cost/benefit note will be prepared to aid decision making.	
			A) <u>Planned Sign-Offs:</u> ITT Documents for Design and Build – sign off Dec-23	Phase 1 layout cost estimate produced	Dec-23		
			B) <u>Planned Engagements:</u> Pre-application consultation – Sep-24	Indicative Phase 1 Transyt modelling completed for both scheme options	Dec-23		
	The modelling assessment is now taking place and a decision on the preferred layout will be made in conjunction with the Leader of the council in the next couple of months. This will include the Transport and BCR benefits.			Appoint D&B Contractor (inc standstill period)	Sep-24		
				FBC Submission	May-29		
Holmfirth Town Centre Access Plan Farhad Rahman Funding WYCA: £5.173m Kirklees: £0.236m Total: £5.409m Forecast: £14.606m Gap: £9.193m Spend TD: £1.893m App. Funds: £5.174m	Rating Amber; scheme being re-tendered with no certainty that prices will be lower than previous.	1. FBC re-submission 01 st Dec-23. This included revised modelling and sensitivity tests requested by WYCA, who decided a full re-submission was necessary to have a fully up-to date FBC. 2. The scheme is currently out for tender with returns by 19 th Jan-24.	Stage: FBC	Tender returns	Jan-24	Seasonal time constraints (June to Sept) imposed by EA may mean there is not enough time to carry out works in one period. Scheme is out for re-tender and construction timetable will be provided by the winning company. Programme may need to be completed over two river working windows.	
			PAT and Transport Committee dates cannot be confirmed until funding gap issue is resolved.	A) <u>Planned Sign-Offs;</u> Executive team: 09/01/24 Cabinet: 16/01/24	Tender assessment complete		Mar-24
			Delivery start date has slipped Apr to Jul-24 as the appointed construction company will have to produce a new construction and environmental management plan and have it approved by planning in advance of starting on site.	B) <u>Planned Engagements:</u> No further planned engagements	Start on Site		Jul-24

Project Manager Project Name Funding/Forecast/Gap,	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks/ Opportunities
			B) Consultation/ Engagement/ Planning/ TRO progress:	Name	Planned Date	
A629 Wakefield Road Sustainable Travel Corridor (WRSTC) Darren Barton Funding WYCA: £0.60m Forecast: £0.60m Spend TD: £0.508m App. Funds: £0.60m	Reporting Amber through a mixture of UTC resource constraints and complexity of UTC/ Highway re-design emerging. The OBC submission date has been rescheduled from Apr-24 to Sep-24 as contingency for the above-mentioned factors.	UTC progressing with redesign of the corridor. Model run times are significantly reducing.	Stage: OBC	Highways/UTC redesign complete	May -24	No new hot topics were reported.
			A) <u>Planned Sign-Offs:</u>	Internal/external check of the redesign	July-24	
			B) <u>Planned Engagements:</u>	Business case development	Sep-24	
				OBC Lite submission	Sep-24	
A641 – Impr. Scheme: Bradford to Brighouse – Huddersfield CALDERDALE LED Darren Barton N/A	A meeting is scheduled with Calderdale and Bradford to discuss the FBC programme. Discussions continue about the RIBA 3 Design drawings. Some sections of the route are agreed, whilst some sections e.g. the area near the Greenway need revising.	1. Verbal confirmation of a CPO has been received and we are now working our way through the Section 8 process with Legal for the land near the Greenway if it is required. 2. Meeting took place on 8 Dec-23 re the FBC programme with Calderdale and Bradford.	Stage: FBC (Calderdale Led)	Review revised RIBA 3 drawings	Dec -23	No new hot topics were reported.
			A) <u>Planned Sign-Offs:</u>	Stakeholder engagement	Dec-23	
			B) <u>Planned Engagements:</u>	Commence RIBA 4 combined	TBC	
				FBC Submission	Nov/ Dec-24	
CRSTS K1 Dalton-Deighton Active Travel Asad Jan Funding WYCA: £3m TRU: £0.25m Total: £3.25m STD: £0.157m App. Funds: £0.15m	Reporting Green The Option Assessment Report and Appraisal Specification Report have been submitted to WYCA for review. SOC submission date expected Feb-24. Early cost estimates for the project indicate that forecast costs are likely to exceed the funding allocation. Additional funding is being explored as well as the possible descope of the project.	1. Development of the 5 Dimensions of the SOC continues.	Stage: SOC	Submission of SOC	Feb-24	Spend to date exceeds approved funding in PIMS.
			A) <u>Planned Sign-Offs:</u>			
			B) <u>Planned Engagements:</u>			

Page 7 of 7

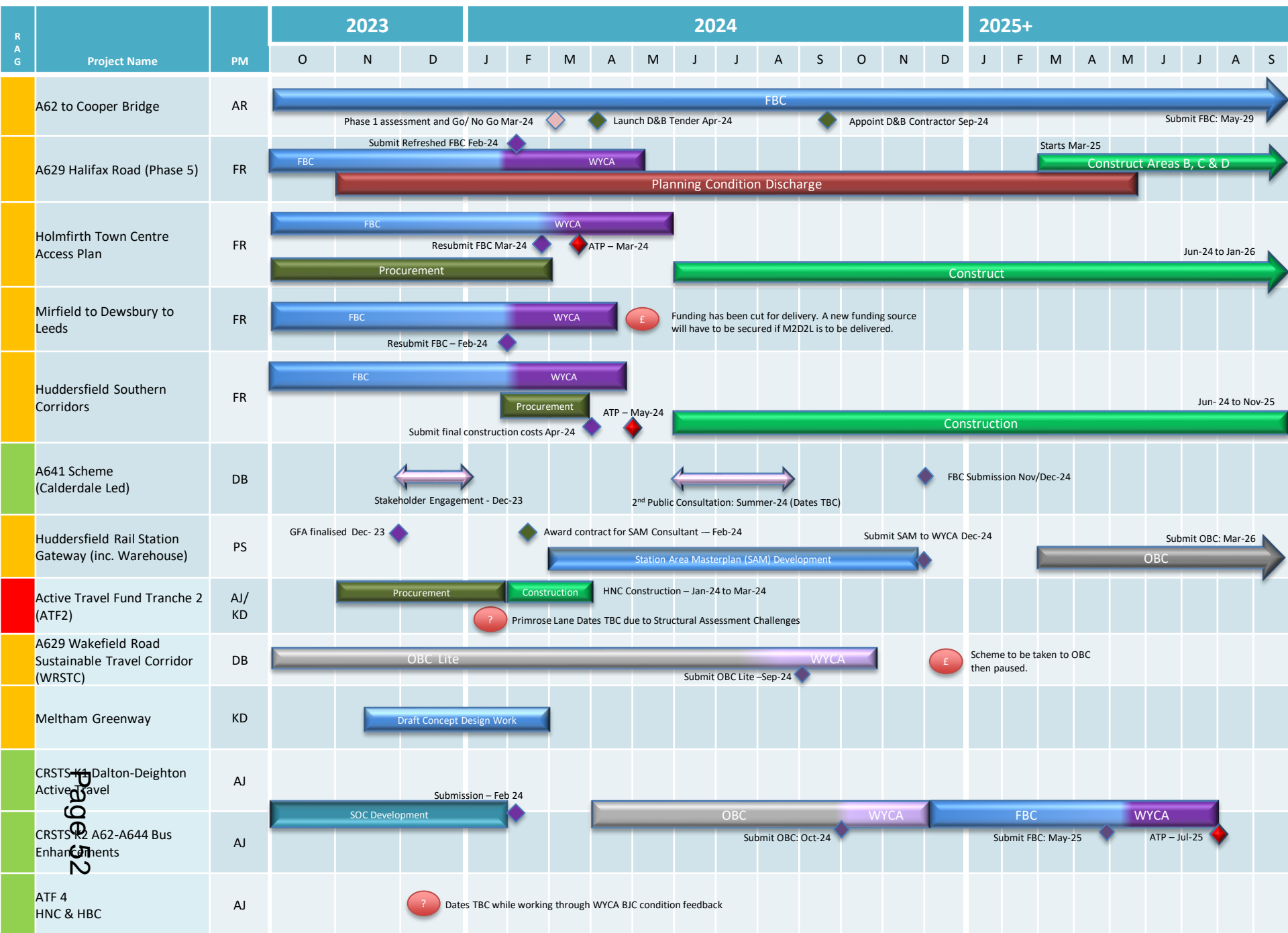
Project Manager Project Name Funding/Forecast/ Gap	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks/ Opportunities
			B) Consultation/ Engagement/Planning/ TRO	Name	Planned Date	
Huddersfield Southern Corridors Farhad Rahman WYCA: £10.315m KC: £1.529m Total: £11.845m Forecast: £13.617m Gap: £1.722m Spend TD: £5.535m App. Funds: £2.534m	<p>An Amber rating given the on-going funding discussions with WYCA. A month's slippage has been applied to the programme as contingency for this. Further delays could mean that there might not be enough time to construct Longroyd, as TRU have a vacant possession order for April 25.</p> <p>At FBC PAT meeting on 22nd Nov stated that further PAT meeting required when funding issues resolved, before we progress to the FBC final price. Results in further programme slippage.</p>	<p>1. At the PAT meeting on 22nd Nov-23, a number of conditions were set out that need to be included when the FBC final price is submitted.</p>	<p>Stage: FBC</p> <p>A) <u>Planned Sign-Offs:</u></p> <p>B) <u>Planned Engagements:</u> No further engagements planned.</p>	<p>Additional PAT Meeting</p> <p>Tender Period Ends</p> <p>Submit FBC with final price</p> <p>Approval to Proceed to construction</p> <p>Construction start date</p>	<p>Feb-24</p> <p>Mar-24</p> <p>Apr-24</p> <p>May-24</p> <p>Jun-24</p>	<p>Provisional PAT conditions to the FBC are:</p> <ul style="list-style-type: none"> Low Carbon Impact Assessment Noise/ Air quality <p>This would result in approximately £70K and 2 months of additional work. Mitigation. This was raised in the PAT meeting held on 22nd Nov. Waiting for confirmation if they are still required.</p> <p>Spend exceeds approved WYCA funding.</p>
CRSTS K2 - A62-A644 Bus Enhancements Asad Jan WYCA: £5m Total: £5m Spend TD: £0.073 App. Funds: £0.15m	<p>Reporting Green. Through the design work, it has been shown that the bus lane option will have very little impact on queue times. Therefore, the Project Team are considering Active Travel options.</p>	<p>1. Work on the 5 dimensions of the SOC is continuing.</p> <p>2. Design options are being reviewed.</p>	<p>Stage: SOC</p> <p>A) <u>Planned Sign-Offs:</u></p> <p>B) <u>Planned Engagements:</u></p>	<p>SOC Submission</p>	<p>Feb-24</p>	<p>No new hot topics were reported.</p>
A629 Halifax Road Phase 5 (Highway Scheme) Farhad Rahman WYCA: £10.546m S106: £0.975m Total: £11.521m Forecast: £13.877m Gap: £3.260m Spend TD: £3.458m App.Funds: £4.418m	<p>Reporting Amber given the need to work through the various Planning Conditions which is expected to take between 12 and 15 months. The overall programme has been adjusted to take account of this.</p> <p>The submission of the "refreshed" FBC will now be Feb-24 given the above, with the Approval to Proceed to follow activities relating to Planning.</p>	<p>1. Work continues on the FBC refresh.</p> <p>2. Work is progressing on the response to the draft Planning conditions.</p>	<p>Stage: FBC</p> <p>A) <u>Planned Sign-Offs:</u></p> <p>B) <u>Planned Engagements:</u> Planning Determination End-23/ Early-24</p>	<p>FBC refresh submission</p> <p>Finalise Land Acquisitions</p> <p>Planning conditions completed</p> <p>Delivery Start Areas B, C and D (indicative)</p>	<p>Feb-24</p> <p>Feb-24</p> <p>Mar 25</p> <p>April 25</p>	<p>Farhad Rahman has taken over as lead project manager for this scheme, with immediate effect.</p>

Project Manager Project Name Funding/ Forecast/Gap	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks/ Opportunities
			B) Consultation/ Engagement/ Planning/ TRO progress:	Name	Planned Date	
ATF Tranche 2				HNC Accessibility		No new hot topics were reported.
Asad Jan PM Kirstie Dunseath leading on Primrose Lane	Reporting Red: Severely delayed on Primrose Lane, as Highways cannot do the structural assessment due to capacity constraints. We have gone out to three consultancy services, but they have not returned quotations.	1. Primrose Lane <ul style="list-style-type: none"> Detailed design completed. Looking at possibility of in-house rather than external contractors due to retaining wall issues. Supplier will install counters during construction. 2. HNC Accessibility <ul style="list-style-type: none"> Scarwood Design complete. Tender invites have gone out with responses due by end of Jan-24. 	Stage: Detailed Design	Procurement Complete	Jan-24	
Funding Total: £1.984m Forecast: £1.984m Gap: £0	HNC Accessibility is on-target to be complete this financial year, with tender assessment expected to be a quick process as suppliers are already on CRT approved list.		A) <u>Planned Sign-Offs:</u>	Construction Start	Feb-24	
			B) <u>Planned Engagements:</u>	Construction End	Mar-24	
				Primrose Lane		
				Procurement Comp	TBC	
				Construction Start	TBC	
			Construction End	TBC		
Huddersfield Station Gateway				GFA to be finalised	Dec-23	No new hot topics were reported.
Peter Steniulis	Scheme continues to report Amber. It is still expected to be a challenge to get agreement on the Master Plan by all stakeholders when it is published.	1. A Route to Market Assessment and proposal for a restricted tender to seven selected consultant firms was agreed by the Council's Service Director-Skills & Regeneration and the Category Manager. 2. The tender for Consultancy Services was published on YORTender on 17th Nov.	Stage: Development	Evaluate tender submissions	Jan-24	
Funding WY+TF: £0.55m Total: £0.55m Forecast: £0.25m Gap: +£0.3m	The brief to consultants to masterplan the Station Gateway Area is currently out to tender, with a closing date of 22 nd Dec-23.		A) <u>Planned Sign-Offs:</u>	Award Station Area Masterplan (SAM) contract	Feb-24	
Spend TD: £0.204m App. Funds: £0.55m			B) <u>Planned Engagements:</u>	Complete SAM	Nov-24	
				Submit SAM to WYCA	Dec-24	
Meltham Greenway				Carry out a principal inspection on the bridge to determine the condition.	TBC	No new hot topics were reported
Asad Jan/Kirstie Dunseath	Report Amber with no further progress on structural survey issue, and we still need a steer from Highways to move forward.	1. Sustrans Feasibility received 2. Sustrans continue to work up draft concept designs. 3. The land transfer from Holroyd Homes is with Legal and progressing.	Stage: Detailed Design			
Funds KC: £0.050m S106: £0.290m Total: £0.340m Forecast: TBC Gap: £0	The draft Feasibility Study has been received from Sustrans and is being considered.		A) Planned: TBC			
			B) Planned: TBC			

Approved

Project Manager Project Name Funding/Forecast/Gap	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage: B) Consultation/ Engagement/ Planning/ TRO progress:	Upcoming Key Milestones		Hot Topics/ Emerging Risks / Opportunities
				Name	Planned Date	
Mirfield to Dewsbury to Leeds (M2D2L) Farhad Rahman WYCA: £1.335m Leeds City Council: £0.005m Forecast: £1.345m Gap: -£0.005m Spend TD: £1.319m App. Funds: £1.335m	<p>Scheme Amber as quality of original FBC by consultants RHDHV was very poor and lacking grasp of the TAG guidance. Following meeting with director of company, additional staff resources now applied. This has caused slippage in the programme and re-submission of FBC due on 01st Feb-24.</p>	<p>1. Consultants are currently re-working the FBC with aim of February submission. Additional delay caused by Leeds PM being on leave until Jan-24.</p>	<p>Stage: FBC</p> <p>A) <u>Planned Sign-Offs:</u></p> <p>B) <u>Planned Engagements:</u></p>	FBC submission	1 Feb -24	<p>Potential additional Council PM costs of up to £10k due to the delay in the FBC submission and need for re-checking of FBC.</p>
Huddersfield Broad Canal (ATF4) Asad Jan WYCA: £1.312m Kirklees: £0m Forecast: £1.312m Gap:£0 Spend RD: £0.004m App. Funds £0	<p>PAT meeting on 22nd Nov-23 did not recommend the BJC for approval. Further funds will be released through a Change Request (CR) to satisfy conditions. BJC will need to be resubmitted.</p> <p>Key milestones likely to change. Depends on the conditions in the CR.</p>	<p>1. WYCA Identified gaps (see hot topics) in the BJC that will require filling. 2. Consultation details confirmed. 3. Detailed Design completed and has been sent to WYCA's QP and ATE.</p>	<p>Stage: Detailed Design</p> <p>A) <u>Planned Sign-Offs:</u></p> <p>B) <u>Planned Engagements:</u> Public Consultation run by WYCA – Jan-24</p>	<p>Detailed Design Comp</p> <p>Tender</p> <p>Estimated Start</p> <p>Estimated Finish</p>	<p>Jan-24</p> <p>Apr-24</p> <p>May-24</p> <p>Aug-24</p>	<p>BJC Gaps to be resolved:</p> <ul style="list-style-type: none"> Promoter to collect data for baselining. Undertake consultation and engagement. Complete detailed design. Undertake EqiA. Confirm Stats info. Conform final contract. Conform final scheme costs, risks and spend to date. Confirm construction programme.
Huddersfield Narrow Canal (HNC) ATF4 Asad Jan WYCA: £0.957m Kirklees: £0m Forecast: £1.957m Gap:£0 Spend TD: £0.003m App. Funds: £0	<p>PAT meeting on 22nd Nov-23 did not recommend the BJC for approval. Further funds will be released through a Change Request (CR) to satisfy conditions. BJC will need to be resubmitted.</p> <p>Key milestones likely to change. Depends on the conditions in the CR.</p>	<p>1. WYCA Identified gaps (see hot topics) in the BJC that will require filling. 2. Consultation details confirmed. 3. Detailed Design completed and has been sent to WYCA's QP and ATE.</p>	<p>Stage: Detailed Design</p> <p>A) <u>Planned Sign-Offs:</u></p> <p>B) <u>Planned Engagements:</u> Public Consultation run by WYCA – Jan-24</p>	<p>Detailed Design Comp</p> <p>Tender</p> <p>Estimated Start</p> <p>Estimated Finish</p>	<p>Jan-24</p> <p>Apr-24</p> <p>May-24</p> <p>Aug-24</p>	<p>BJC Gaps to be resolved (as above).</p>

Project Manager Project Name Funding/Forecast/Gap	RAG Status Exec Summary for Project Progress Commencing with RAG Rationale and Route to Green	High Level Progress in Period	A) Officer/ Political Approvals/ Sign off for next stage:	Upcoming Key Milestones		Hot Topics/ Emerging Risks / Opportunities
			B) Consultation/ Engagement/ Planning/ TRO progress:	Name	Planned Date	
A62 Smart Corridor	Reporting Green. Work continues on resolving outstanding issues to facilitate scheme closure requirements.	1. Work is continuing on the bridge issues and other matters raised by Highways	Stage: Closure Report	Finalise the parapet design for the cycleway on the bridge over the canal	Dec-23	No new hot topics reported
			A) <u>Planned Sign-Offs:</u>			
Darren Barton			B) <u>Planned Engagements:</u>	Draft Closure Report	Dec-23	
Funding Total: £13.934m WYCA Funds: £8.35m KC Funds (Applied Borrowing): £4.389m ERDF: £1.195 Forecast: £21m Gap: -£7.066m				Complete review of the design raised by KC Highways	Jan-23	
Spend TD: £19.13m App. Funds: £8.35m						



APPENDIX 2
Ravensthorpe Station visual



Mirfield Station visual



Deighton Station visual



GROWTH & REGENERATION – SUGGESTED WORK PROGRAMME PRIORITIES 2023/24

PANEL MEMBERS:

Cllr Shabir Pandor	Lead Member
Cllr John Taylor	Panel Member
Cllr Manisha Kaushik	Panel Member
Cllr Harry McCarthy	Panel Member
Cllr Susan Lee-Richards	Panel Member
Cllr Zarina Amin	Panel Member
Chris Friend	Panel Member (Co-optee)
Jonathan Milner	Panel Member (Co-optee)

GOVERNANCE OFFICER: Jenny Bryce-Chan and Claire Gardiner

FULL PANEL DISCUSSION				
ISSUE	APPROACH/AREAS OF FOCUS	OUTCOME/ACTIONS	STRATEGIC DIRECTOR/SERVICE DIRECTOR AND LEAD OFFICERS	DATE TO PANEL
Introduction to Growth & Reg	An introduction to the Growth and Regeneration Directorate	To enable Panel members to understand the service area and remit of the directorate	Joanne Bartholomew Portfolio holder – Cllr G Turner	3 July 2023
Housing Growth	- Bradley Park - Planning applications		Joanne Bartholomew Portfolio holders – Cllr M Ahmed	3 July 2023
Small Centres Programme	- Update of small centres including budget. Holmfirth, Heckmondwike and Cleckheaton		Joanne Bartholomew Portfolio holder – Cllr G Turner	3 July 2023
Damp Mould and Condensation	- High volume of cases – bring a status update on the situation within the public and private rental sector		Naz Parkar Portfolio holder – Cllr M Ahmed	14 August 2023

Tenant Safety	To also include information on temporary accommodation/bed & breakfast		Naz Parkar Portfolio holder – Cllr M Ahmed	14 August 2023
Huddersfield Town Centre	Maintenance plans on regeneration areas, ie litter picking		Joanne Bartholomew Portfolio holder – Cllr G Turner	25 September 2023
Dewsbury Town Centre	Dewsbury Town Deal Board Opportunity for panel to visit the area		Joanne Bartholomew Portfolio holder – Cllr C Scott	25 September 2023
Small Centres Programme	Batley Small Centre		Joanne Bartholomew Portfolio holder – Cllr G Turner	25 September 2023
Local Plan Review	Feedback on the results of the Local Plan review and next steps		Johanna Scrutton Portfolio holder – Cllr G Turner	25 September 2023
Economic Strategy Refresh			Edward Highfield Cllr G Turner	10 October 2023
Skills (post 16)			Edward Highfield Cllr E Reynolds	10 October 2023
'Interim Housing Position Statement for Boosting Supply'				20 November 2023

Cultural Heart updates Gateways 3/4			Edward Highfield/Joanne Bartholomew Portfolio holder – Cllr G Turner	20 November 2023
Corporate Risk	Informal session to consider corporate risk relating to G&R		Martin Dearnley/Alice Carruthers	20 November 2023
Transport Strategy Invite rep from WYCA to the meeting	<ul style="list-style-type: none"> - Active Travel - Understanding the WYCA Transport Strategy - Reference to Greater Manchester and South Yorkshire Transport strategies 		Edward Highfield Portfolio holder: Cllr M Crook	15 January 2024
Transport Programme	<ul style="list-style-type: none"> - Delivery of individual transport schemes - What has been achieved so far and looking ahead - Transport & Work Act Order - TRU - How the programmes link to the wider strategy 		Edward Highfield Portfolio holder: Cllr M Crook	15 January 2024
Small Centres Programme	- Marsden		Joanne Bartholomew Portfolio holder – Cllr G Turner	26 February 2024
Local Plan Review	Remit of the Local Plan		Edward Highfield Cllr G Turner	26 February 2024

Complaints Handling (Council Housing Tenants/Private Sector)	Learning from ombudsman cases Should include private housing sector & supported housing Neighbour complaints Anti-social behaviour Repairs		Naz Parkar/Jill Greenfield/Joanne Bartholomew Portfolio holder – Cllr M Crook	25 March 2024
Potential to invite chair of the Housing Board				
Building Safety & Compliance Combined Action Plan (Formerly known as Ad Hoc Scrutiny Recommendations)			Naz Parkar Portfolio holder – Cllr M Crook	25 March 2024
Housing Growth (progress update from 3 July 2023)	To include - Homelessness - Adaptations - Building life-time homes - Impact on decrease in buy to let		Joanne Bartholomew Portfolio holder – Cllr M Crook	25 March 2024
Review work programme				
PRE-DECISION				
Station to Stadium Regen work				

Meeting dates:

3 July 2023
14 August 2023
25 September 2023
10 October 2023
20 November 2023
15 January 2024
26 February 2024
25 March 2024

EXAMPLE_PLAN - Forward Plan 3 January 2024 onwards FOR THE PERIOD 1 FEBRUARY 2024 TO 31 MAY 2024

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Likely Exemption	Background documents	Member / Officer Contact
<p>Local Flood Risk Management Strategy 2023</p> <p>The Council, as Lead Local Flood Authority, has a legal duty under the Flood and Water Management Act 2010 to produce, implement and monitor a Local Flood Risk Management Strategy (Local Strategy). Council's original strategy was published in 2013, a summary refresh was made in 2019 to provide an up-to-date evidence base to support the measures identified in the current Action Plan.</p> <p>The Local Strategy summarises the duties, responsibilities and actions that the Council will embrace to manage local sources of flood risk. It must align with the National Strategy produced by the Environment Agency.</p> <p>A revised National Strategy was published in July 2020 and was formally adopted by government in September 2020. This strategy describes what needs to be done by all risk management authorities (RMAs) involved in flood and coastal erosion risk</p>	Cabinet	23 Jan 2024	<p>Engagement via workshops have taken place at the very beginning prior to drafting the strategy so key stakeholders can help shape the new strategy from the outset.</p> <p>Internal workshops have taken place with internal services such as Planning, Highways, Climate Change and Emergency Planning colleagues.</p> <p>An external workshop has taken place with Yorkshire Water, Environment Agency, and key partners such as the National Trust and many others.</p> <p>Periodic updates have been given to the Portfolio Holders.</p>	Open		Portfolio Holder for Finance & Regeneration <i>Paul Farndale</i>

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Likely Exemption	Background documents	Member / Officer Contact
<p>management for the benefit of people and places.</p> <p>This has been a key driver to reviewing our current Local Flood Risk Management Strategy in ensuring alignment with the National Strategy.</p>			<p>A public consultation exercise will be undertaken on the new strategy and its associated documents. A survey will be set up to encourage residents to express their thoughts and opinions.</p> <p>All Members and Parish Councillors will be directed to the draft documents for comments. A separate workshop is intended to be set up with local flood community groups.</p> <p>A summary Consultation Report will be prepared to capture comments received.</p>			
<p>General Update on Major Projects Capital Transport Programme</p> <p>The report will provide general summary position on the Transport Capital Programme but have a focus on the Council's West Yorkshire</p>	Cabinet	23 Jan 2024	<p>All projects in the programme undergo a public consultation exercise (often a two-stage consultation) which is coordinated with WYCA</p>			<p>Leader of the Council, Portfolio Holder for Housing & Highways <i>Rashid Mahmood,</i> <i>Head of Major Projects</i> <i>rashid.mahmood@</i></p>

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Likely Exemption	Background documents	Member / Officer Contact
<p>Transport Fund Programme; highlighting progress made; current financial challenges that exist and a proposed funding strategy to help with project funding gaps and seek new delegated authorities where required.</p>			<p>Consultation & Engagement Team.</p> <p>These are coordinated with West Yorkshire Combined Authorities using their platforms including Your Voice.</p> <p>When schemes are requiring planning consent, opportunity presents itself again to raise issues/concerns for the Council to consider.</p>			<p><i>kirklees.gov.uk</i></p>
<p>Local Plan Timetable The Local Plan Timetable (LPT) sets out the timetable for producing the Local Plan (including Minerals and Waste), Supplementary Plans, Design Codes, other policy guidance/evidence and the annual monitoring activity/programme associated with them.</p> <p>Background Papers;</p> <p>Current Local Development Scheme 2019 Kirklees Local Development Scheme</p>	<p>Cabinet</p>	<p>23 Jan 2024</p>		<p>Open</p>		<p>Portfolio Holder for Finance & Regeneration <i>Hannah Morrison</i></p>

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Likely Exemption	Background documents	Member / Officer Contact
<p>Cabinet Report - Local Plan Review and Update Agenda for Cabinet on Tuesday 17th October 2023, 3.00 pm Kirklees Council</p> <p>Council Report - Local Plan Review and Update Agenda for Council on Wednesday 15th November 2023, 5.30 pm Kirklees Council</p> <p>Cabinet Report - Local Plan Timetable (23 January 2024)</p> <p>There are no statutory requirements for consultation on a Local Plan Timetable document. The document informs interested parties when they can get involved in the Local Plan process.</p>						
<p>Round 3 Levelling Up Funding (LUF3) and Huddersfield Open Market Hall Regeneration</p> <p>To set out and agree the next steps for investment for the Regeneration of Huddersfield Open Market Hall to be funded via additional funding (in particular Levelling Up Fund Round 3) announced by LUHC for Huddersfield.</p>	Cabinet	23 Jan 2024		Part exempt		<p>Portfolio Holder for Finance & Regeneration</p> <p><i>Sarah Collins,</i> <i>Programme Manager – Town Centres</i> <i>sarah.collins@kirklees.gov.uk</i></p>