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**Service Director – Legal, Governance and
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Tuesday 2 January 2024

Notice of Meeting

Dear Member

Environment and Climate Change Scrutiny Panel

The **Environment and Climate Change Scrutiny Panel** will meet in the **Council Chamber - Town Hall, Huddersfield** at **2.00 pm** on **Wednesday 10 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".

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 Panel members are:-

Member

Councillor Jo Lawson (Chair)

Councillor Timothy Bamford

Councillor Hannah McKerchar

Councillor Matthew McLoughlin

Councillor Will Simpson

Councillor John Taylor

Jane Emery (Co-Optee)

Garry Kitchin (Co-Optee)

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Panel

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

2: Minutes of the Previous Meeting

1 - 10

To approve the Minutes of the meeting of the Panel held on the 25th October 2023 and the 6th December 2023.

3: Declaration of Interests

11 - 12

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

4: Admission of the Public

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

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: Kirklees Highway Safety Update

13 - 24

The Panel will consider the Kirklees Highway Safety Update setting out the work delivered in the current financial year (2023/2024).

Contacts:

Phillip Waddington, Group Engineer – Highway Safety

8: 2 Year Highways Capital Plan Update

25 - 50

The Panel will consider a report setting out progress of the 2 Year Highways Capital Plan 2023/24 and 2024/25

Contacts:

Yvonne Atkinson, Highways Capital Programme Manager

9: Work Programme 2023/24

51 - 58

The Panel will consider its Work programme for 2023/24

Contact:

Jodie Harris- Principal Governance and Democratic Engagement Officer

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Public Document Pack Agenda Item 2

Contact Officer: Jodie Harris

KIRKLEES COUNCIL

ENVIRONMENT AND CLIMATE CHANGE SCRUTINY PANEL

Wednesday 6th December 2023

Present: Councillor Jo Lawson (Chair)
Councillor Timothy Bamford
Councillor Hannah McKerchar
Councillor Matthew McLoughlin

Co-optees Garry Kitchin

In attendance:

Observers:

Apologies: Councillor Will Simpson

1 Membership of the Panel

Apologies were received from Councillor Will Simpson.

Councillor John Taylor, as a signatory to the Call-in Notice, was precluded from being a Panel Member for this meeting

2 Declaration of Interests

No Interests were declared.

3 Admission of the Public

All items were considered in public session.

4 Call in of Cabinet decision in relation to the Revision of Car Parking Tariffs / Charges

The Scrutiny Panel considered the grounds of a call-in request, in respect of the final decision taken by Cabinet on 14 November 2023 to relating to the Revision of Car Parking Tariffs/Charges.

The two decision making areas which were the focus of the call-in review meeting were;

- Clarity – Issues related to clarity of aims and desired outcomes, including clarity of cost or revenue implications of the decision.
- Options: No details of the reasons for the decision or the alternative options considered were presented as part of the Cabinet report.

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At the review meeting the Scrutiny Panel considered verbal submissions from councillors who were signatories to the call in and views from ward councillors affected by the decision. The Panel also considered the response of the Cabinet Member and senior officers of from Highways and Streetscene.

The Panel considered everything that had been submitted in writing and verbally at the hearing. This included the background reports, information that had informed the Cabinet's final decision and the responses to questions relating to cost and revenue implications of the decision and the reasons for the decision being taken.

The Panel considered the three decision options set out on the Council's Constitution, that were available to it:

1. To take no further action and free the decision for implementation
2. To refer it back to Cabinet with recommendations for amendment
3. To refer it back to the next Council, if the Panel considered that the decision was not made in accordance with the budget or policy framework.

RESOLVED: The decision taken in relation to car parking charges be freed for implementation

In respect of the decision the Panel, wish to make the following comments as learning points:

- (1) That within all future Cabinet reports the reasons for the decision, the financial implications and options considered should be included.
- (2) The Panel were satisfied with the level of financial detail provided at today's meeting, and request that this be included in the future report to the meeting of the Cabinet Committee (Local Issues).
- (3) The Panel acknowledged the value and importance of pre-decision scrutiny process which may have mitigated the call-in. Whilst acknowledging the urgency of the decision every effort should be made in future to factor in pre-decision scrutiny.

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Contact Officer: Jodie Harris

KIRKLEES COUNCIL

ENVIRONMENT AND CLIMATE CHANGE SCRUTINY PANEL

Wednesday 25th October 2023

Present: Councillor Jo Lawson (Chair)
Councillor Timothy Bamford
Councillor Hannah McKerchar
Councillor Matthew McLoughlin
Councillor Will Simpson
Councillor John Taylor

Co-optees

In attendance: Councillor Yusra Hussain
Councillor Elizabeth Smaje

Will Acornley, Head of Operational Services
Katherine Armitage, Service Director - Climate Change &
Environmental Strategy
Shaun Berry, Operational Manager- Air Quality, Energy
and Climate Change
Graham West, Service Director - Highways & Streetscene
Joe Robertson, Woodland Development Manager

Observers:

Apologies: Garry Kitchin (Co-Optee)

1 Membership of the Panel

Apologies were received from Gary Kitchen (Co-optee)

2 Minutes of the Previous Meeting

The Panel considered the Minutes of the meeting of the Panel held on 30 August 2023.

RESOLVED: That the Minutes be approved.

3 Declaration of Interests

No Interests were declared.

4 Admission of the Public

All items were considered in the public session.

5 Deputations/Petitions

No deputations or petitions were received.

6 Public Question Time

No public questions were received.

7 Council Owned Tree and Woodland Management Policy

The Panel considered the finalised draft replacement Council Owned Tree and Woodland Management Policy.

The item was introduced by Councillor Yusra Hussain, Cabinet Portfolio Holder for Culture and Greener Kirklees who highlighted that the replacement policy brought forward ways to better use resources bringing benefits to the economy, net zero targets and public health.

The item was presented by Joe Robertson, Woodland Development Manager and it was explained that:

- A review of the Council's existing tree and woodland management policy identified that the policy required updating.
- This review work resulted in a redevelopment of the existing documents to provide a new progressive policy which was:
 - Better aligned with current Kirklees commitments and corporate goals
 - Lined up with the new national duties placed on Local Authorities
 - Reflective of changes in public attitude
 - Delivering services using resources more efficiently
 - Providing a safe environment for Kirklees' communities
- Engagement had been undertaken, including a presentation to the former Economy and Neighbourhoods Scrutiny Panel in January 2023, for comments on the early draft.
- The Comments provided by the Panel and the actions taken to address them had been detailed in the finalised draft,
- The finalised draft, including Policy Statements, an updated Risk Framework, Management Standards and Service Standards.
- The tree and woodland management policy linked into other key policies such as planning, climate change, and corporate cleaner and greener objectives.
- The new policy was required to link into national policies such as the environment act introduced in 2021 and the Health and Safety Act was a key consideration of the work.

The Panel noted the presentation highlighting that the draft policy was a progressive and positive document. The Panel also expressed thanks to officers for taking the previous recommendations from scrutiny on board.

In the discussion to follow, the Panel asked a number of questions around the management of public expectations, guidance around the planning process in relation to protecting trees, tree replacement standards and woodland management and maintenance commitments.

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In response to the Panel's question around the management of public expectations, Joe Robertson advised that a copy of the full policy document would be available online, but work was also being undertaken with the Councils Communications team to develop a web base with user friendly information, which would also help streamline access to service delivery through a proforma.

In response to the Panel's question around planning permission Joe Robertson advised that the Local Plan set out a robust policy around the removal of trees which was linked to the value of the landscape and the value of the tree. If the tree was important, the Local Plan and planning process would not support its removal unless there were very clear reasons why, and the draft replacement Council Owned Tree and Woodland Management Policy aimed to reflect this.

In response to the Panel's question around the limited access inspection regime Joe Robertson advised that most all woodlands were publicly accessible, and that limited access would only be applied in a very small number of special situations, i.e.- an enclosed building yard.

In response to the Panel's question about whether there was standard for how much a mature tree is worth when replanted Joe Robertson advised that a lot of work being undertaken in this area and discussions were being held with the White Rose Forrest to quantify canopy areas and suggested that an update be given to the Panel as this idea progressed. In Kirklees, consideration of the site was given on an individual basis. The Panel noted the responses to the questions expressing that this information was reassuring. The Panel further asked that the emergency contact details be added to the councils web page going forwards and that a link to the documents be added to the proforma.

To follow, the Panel asked a question around privately owned trees obstructing the highways, the service standard for contact with the landowner, and enforcement of non-compliance. In response, Will Acornley, Head of Operations- Highways and Streetscene advised that the Green Space Action Team would respond within the specific time frames set out in policy that the local authority had to adhere to in terms of reasonableness. Graham West Service Director - Highways and Streetscene, advised that the reasonable period was 14 days and Will Acornley noted that it was important to be transparent about what the timeframes were to manage public expectations and it was agreed that the recommendation be taken forward.

The Panel noted the response to questions and further asked about the aims and objectives of increasing canopy cover highlighting the need to balance green space as an important aspect of public mental health as an additional consideration.

The Chair of Scrutiny asked if the service standards were achievable going forwards and wanted to understand more about what internal parties and experts evidence involved.

In response to the question around achieving service standards, Joe Robertson advised that the timeframes had been worked out on a realistic basis, and these were set as the targets. In response to the question around internal parties, it was

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advised that the team was contractor only and held no budgets meaning that the team always worked for other services. The additional proforma was for those internal parties to contact the team and request a quote to standardise the current ad-hoc process.

RESOLVED: The Panel noted the draft Council Tree and Woodland Management Policy and recommended that:

1. An update on the work being undertaken with the White Rose Forest in respect of quantifying canopy cover be provided to the Panel.
2. The emergency contact details be added to the councils web page and that a link to the documents referenced be added to the proforma.
3. There should be more transparency around the timeframes in relation to the enforcement of dangerous trees/highways obstructions to manage public expectations.
4. The benefits of green space as an important aspect of public health/mental health be taken forward as an additional consideration.

8 Update on Local Air Quality Management

The Panel considered the 2023 Air Quality Annual Status Report (ASR) along with a presentation providing an update on Local Air Quality Management.

The item was introduced by Councillor Yusra Hussain, Cabinet Portfolio Holder for Culture and Greener Kirklees, who highlighted that local air quality management was a legal responsibility placed on all Local Authorities. It was important to note the strong links of air quality to public health, and looking ahead there was to be a focus on emerging legislation with regards to air quality and ensuring that the legal limits of primary pollutants were met in Kirklees. The Council had knowledge of its local communities and challenges faced, making them best placed to lead air quality actions working alongside partners to implement the appropriate solutions, and the team were committed to seeking external funding for larger scale projects to support the Air Quality Action Plan.

Shaun Berry, Operational Manager- Air Quality, Energy and Climate Change gave the presentation which explained that:

- The Environment Act 1995 introduced the Local Air Quality Management statutory duty, to review and assess air quality and act where air pollution concentrations breached legal, health-based standards.
- Air quality across Kirklees was generally good when compared to the national trends and other local authorities.
- Nitrogen Dioxide was the primary pollutant in 9 of the 10 AQMAs (Air Quality Management Areas across Kirklees) and other pollutants were also measured.
- Roadside monitoring of pollutants was undertaken through diffusion tubes, automatic monitors and zephyr sensors.
- Air pollution had a significant effect on public health, and poor air quality was the largest environmental risk to public health in the UK.

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- It was also important to note that where there were inequalities there was a correlation to higher levels of exposure.
- Progress in improving local air quality was detailed within the Council's Air Quality 2023 Annual Status Report which was submitted to DEFRA annually.
- The 2023 ASR reported on the period January 2022 to December 2022 on the AQ monitoring and Air Quality actions that had taken place across the Borough.
- After submission, DEFRA would confirm approval and ratification of the report.
- At that time, DEFRA would also provide feedback to indicate where AQMA'S could be revoked or where an new AQMA would need to be declared.
- Of the 10 AQMA's across Kirklees, there had been an overall positive decline, from 2012 to 2022.
- £500K of external funding had been sought through the annual DEFRA Air Quality grant funding scheme and the announcement on the bid was expected Spring 2024.
- The Kirklees bid proposed use of an innovative Air Quality solution provided by Pollution Solutions, called Roadvent (subject to funding/successful bid).
- Roadvent worked by extracting exhaust fumes/AQ pollution from within the road area and funnelling through a filtration system to lower AQ concentrations.
- Laboratory test result suggested Roadvent could be an effective solution.
- The Air Quality Action Plan (AQAP) was a legal requirement required by DEFRA where a local authority has AQMAs.
- The AQAP outlined the action Kirklees Council will take to improve air quality across Kirklees (and in the AQMAs) within a 5-year timeline.
- Kirklees Council's AQAP was coming to the end of its current five-year plan and the process refreshing this would soon begin.
- This would involve internal/external stakeholder engagement, an Officer Steering Group, regional collaboration, public consultation, and pre-decision scrutiny in addition to the Governance processes.
- The refresh needed to reflect the status of existing AQMAs, monitoring locations, traffic flows, neighbouring authorities' actions and horizon scanning for emerging legislation or updates to Local Air Quality Management.

The Panel noted the presentation and thanked officers for the report noting that it was comprehensive and detailed. In the discussion to follow the Panel asked about, the process for identifying AQMA'S, monitoring cover and the impact the recent government announcement about changes to net zero targets may have on this work. The Panel also noted lower general trends which was positive and wanted to understand how much of this may be attributed to the mitigating measures put in place to improve air quality.

In response, Shaun Berry advised that regular monitoring allowed Kirklees to consider where pollutants may be likely to exceed the air quality limits on particular road networks, junctions and pinch points. This data would be reviewed over a 3-year period and if there were continued exceedances in one area Kirklees would highlight the consideration of new areas to DEFRA for advice on potentially declaring a new AQMA. However, in Kirklees it was more likely that areas would be highlighted to revoke an AQMA rather than add one. Monitoring cover was kept under review considering changes to highways etc... and as part of the Air Quality Action Plan update a detailed analysis of local data would be undertaken to build a

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broader picture of current traffic flows, new developments and road works to understand where monitoring cover was needed. In the cases of where there were new developments for example, work would be undertaken with key stakeholders pre and post development to understand the impact of additional vehicles in an area through the use of air quality monitoring equipment such as diffusion tubes, automatic monitors and zephyr sensors.

In response to the question about the recent changes to the governments climate targets, Shaun Berry advised that there was a link between climate and air quality and whilst the national government had made specific statements the work ongoing locally would continue to remain a priority including work with partners and DEFRA to identify future funding opportunities. In response to the question around the lower general trends it was advised that there had been positive outcomes as result of interventions which had lowered emissions and resulted in the reduction of size of an AQMA or proposals to revoke this. Katherine Armitage, Service Director - Environmental Strategy and Climate Change added that another factor influencing lower general trends was that vehicles were getting cleaner, leading to lower emissions and an improvement in air quality. Where traffic flow and emissions remained the same, but interventions such as changing signalling showed to lower those emissions there was a clear correlation between the intervention and positive outcome.

The Panel noted the responses to the questions and highlighted the reference in the report to a number of strategies (i.e.-the electrical vehicle strategy, and the district air quality action plan and air quality strategy) as opportunities for pre-decision scrutiny and requested that these be presented to the Panel when appropriate. The Panel further highlighted a number of long term- large developments in Kirklees as part of the town centre regeneration plans and the Local Plan and wanted to know if particulates from construction would be monitored.

In response, Shaun Berry advised that a project was been undertaken with the West Yorkshire Combined Authority which included work to begin the process of monitoring particulate matter. Quarries would be the responsibility of the Environment Agency, but the Panel were reassured that in relation to the construction aspects there was a planning process which related to developments and undertaking detailed analysis on the impact on air quality.

The Panel noted the response and highlighted the Roadvent project as exciting and, should the funding bid be successful, it was important to communicate positively about this work to highlight Kirklees as leaders in taking this forward. However, it was also important to make sure this was done effectively to make sure the public understand this work was innovative and it was important for the public to understand what it was the council was aiming to do prior to seeing changes on the highways. The Panel also noted that there was a national focus on clean air zones and requested further clarity on who was responsible for taking the decision to implement a clean air zone (i.e.- national government or local government) and where Kirklees's position was in relation to the potential for clean air zones to be introduced.

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In response Shaun Berry advised that in 2019 DEFRA asked the Council to consider whether a clean air zone was needed. In response a study was carried out which concluded that Kirklees did not place in the category where a clean air zone would be imposed by DEFRA and the government also had not mandated the need for a clean air zone.

The Panel asked further questions in relation to the impact of the incinerator on AQMA No.9, how the Roadvent system may work in inclement weather, i.e.- heavy rain and strong wind, the reduction of particulates as well as wanting to understand what work had been undertaken to investigate gas to liquid (GTL) fuel technology.

In response Shaun Berry advised that the output from the incinerator should not affect the AQMA as the focus of the monitoring work was on vehicle emissions but agreed to confirm this with the air quality lead. In relation to Roadvent, Shaun Berry acknowledged that this intervention may not mitigate emissions from every type of vehicle but if there was opportunity to bring the pollutant concentrations down below the air quality objective, then this would have a positive outcome for the AQMA, public health and the monitoring location. It was also advised that there was a focus on monitoring areas where residents would be exposed to pollutants long term (i.e.- the home) due to the increased likelihood of adverse health effects over short term exposure (i.e., the bus station).

In response to the question around GTL fuels, Shaun Berry agreed to investigate this further as part of the development of the Air Quality Action Plan refresh and the Air Quality Strategy to understand this further. In response to the question around particulate matter it was advised that there was improved technology such as tyres that don't release particulate matter, such improvements may mitigate challenges caused by particulate matter and there was potential to investigate this as part of the air quality grant bid.

The Chair of Scrutiny asked questions around how closely the Council worked with Highways England around the motorway network and what information was received from public health in relation to clusters of respiratory disease that may indicate the need for air quality monitoring.

In response, Shaun Berry advised that Highways England would be a key external stakeholder in the refresh of the action plan and agreed to ensure that the Air Quality Lead re-engaged with this partner if needed. Work with public health to overlay their data with air quality data was ongoing and there was a view to strengthen this partnership working as part of the Air Quality Strategy and Action Plan refresh.

The Panel asked what the potential timescales may be for the Roadvent scheme if bids and the pilot were successful and what percentages improvements had been seen from this intervention experimentally. The Panel also wanted to know what specific improvements were being considered in relation to cycling infrastructure and greenways.

In response Shaun Berry advised the bid was a capital and revenue grant fund, which included installation, officer time and ongoing maintenance. Potential

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improvements were set out in a scientific literature review which supported Roadvent, and it was agreed that this information be shared with the Panel.

In relation to cycling infrastructure and greenways, Shaun Berry agreed that though electrification was one aspect of modal shift it was also important to improve active travel routes and infrastructure to support behaviour change and improve air quality. Officers were involved locally in the walking and cycling partnerships, discussions around the electrification of bus infrastructure and the planning process in support of effective modal shift and improvements in air quality.

RESOLVED: The Panel noted the Update on Local Air Quality Management Update and the 2023 Air Quality Annual Status Report (ASR) and recommended that:

1. The documents identified in the report as opportunities for pre-decision scrutiny be presented to the Panel going forwards.
2. It be confirmed with the air quality lead, if the output from the incinerator had any impact on AQMA No.9
3. Work be undertaken to investigate Gas to Liquid fuel to increase understanding of any potential benefits as part of the refresh of the Air Quality Action Plan and Air Quality Strategy
4. To maintain a good relationship with Highways England as a key external stakeholder and to continue building on this partnership as part of the refresh of the Air Quality Action Plan and Air Quality Strategy.
5. The scientific literature review in relation to the potential benefits of Roadvent be shared with the Panel.
6. Clear, effective, and positive communications be developed with regards to the Roadvent project to increase public understanding of the benefits

9 **Work Programme 2023/2024**

The Panel considered its Work Programme for the 2023/24 municipal year. It was noted that arising from the Panel's scrutiny of the Re-Profile of Kirklees Resource and Waste Strategy 2021-2030, Panel members visited the Energy from Waste Facility and Materials Recycling Facility in Huddersfield on 27th September 2023. During the tour, Panel members noted the risks from disposable vapes and felt that messaging to raise awareness of this was important.

The Governance Officer advised the Panel of changes to the work programme. The Panel noted the updates and suggested that the Parks and Green Space item be moved to November and that the Fleet Replacement item be scheduled.

RESOLVED: The Panel noted the work programme, and it was agreed for the suggested changes to be discussed with the relevant lead officers.

KIRKLEES COUNCIL

COUNCIL/CABINET/COMMITTEE MEETINGS ETC

DECLARATION OF INTERESTS

Environment & Climate Change Scrutiny Panel

Name of Councillor

| Item in which you have an interest | Type of interest (eg a disclosable pecuniary interest or an "Other Interest") | Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N] | Brief description of your interest |
|------------------------------------|---|---|------------------------------------|
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Signed:

Dated:

NOTES

Disclosable Pecuniary Interests

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

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

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

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

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

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

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

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

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

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

(b) either -

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

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



Name of meeting: Environment and Climate Change Scrutiny Panel

Date: 10th January 2024

Title of report: Kirklees Highway Safety Update

Purpose of report: To inform Scrutiny on the work delivered by the Highway Safety Team in the current financial year (2023/2024) including a January to November 2023 collision trend update.

| | |
|---|--|
| <p>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.</p> | <p>Yes/ no or Not Applicable Not Applicable</p> |
| <p>Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)</u>?</p> | <p>Key Decision – N/A Private Report/Private Appendix – Yes/No</p> |
| <p>The Decision - Is it eligible for call in by Scrutiny?</p> | <p>Yes/No or Not Applicable Not Applicable – report is to update Scrutiny.</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>Graham West- Service Director - Highways and Streetscene 21/12/2023</p> <p>n/a</p> <p>n/a</p> |
| <p>Cabinet member portfolio</p> | <p>Cllr Moses Crook – 21/12/2023</p> |

Electoral wards affected: all

Ward councillors consulted: Not applicable – Progress report to Scrutiny – for information only

Public or private: Public

Has GDPR been considered? - No Personal Data contained within the report

1. Summary

This report has been produced to update the Scrutiny Panel on the work delivered by the Highway Safety Team in the current financial year (2023/2024) with the inclusion of proposed future works to year end. In addition, this report contains a January 2023 to November 2023 collisions summary and the previous years trend update. The report also contains reference to Highways contribution towards WYCA Vision Zero (VZ) agenda.

2. Information required to take a decision

Our statutory Duty as a Local Authority

The 1988 Road Traffic Act Section 39 states:

39 (2) Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.

In addition, local authorities must carry out studies into crashes arising out of the use of vehicles on roads, take such measures as appear to the authority to be appropriate to prevent such accidents, and in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

- To help deliver our statutory duties the Highway Safety Team
- Monitor ALL collisions reported to the Police
- Analyse and investigate reported evidence on circumstances and related contributory factors of any killed or seriously injured accidents
- Develop yearly programmes of work and interventions
- Undertake Road Safety Audits (RSA) for new schemes on the highway
- Develop road safety education and training packages

In addition to the work towards our statutory duties outlined above the Highway Safety Team also undertakes the following work:

- Refreshing of road markings / road studs
- Safe routes to school projects
- Small scale Safety interventions – such as minor signing and lining schemes
- School Crossing Patrols – the management and deployment of
- Road safety training in schools – all school ages from 5 through 16
- Administration of Bikeability in schools through partnership working
- Targeted road safety publicity based on emerging trends or patterns
- Modeshift – Sustainable Travel to School Initiative
- Speed Indicator Device programme

- Delivery of Councillor & Section 106/278 led schemes
- Answering requests sent into the road safety team from Cllrs, MPs and members of the public regarding parking and congestion, speeding issues and signing and lining

In addition, the Highway Safety team have also undertaken or are committed to commencing the following workstreams

- Review of all speed limits across the network
- A Launch of a new Kirklees Highways Road Safety Strategy
- Integration of VZ into the Highway Safety team and work towards integrating a safe systems approach to engineering, education training and publicity & the promotion of VZ to rest of the Council.

The above duties are delivered and administrated by the Highway Safety Team which includes the Casualty Prevention, Community Traffic Measures and Sustainable Road Safety teams.

The appendices attached summarises the responsibilities for each team and also includes both work undertaken so far (between April and November 2023) and proposed works upto the end of the financial year.

Some standout highlights of work so far however are listed below:

- 13 capital schemes delivered on site so far
- Developed early 2024-25 & 2025-26 forward programmes using collisions data and first year rate of return prioritisation
- Delivered 49 Traffic Regulation Orders – 12 Safety / 37 others
- Installed 41 Disabled Markings and 61 Keep Clears
- Delivered 3 Non-safety capital funded schemes (LBUR, Place Standard, Ward Budget, other services / teams)
- Refresh of lining in 7 Wards Completed – total of 308 locations
- Refresh of lining A & B Road completed – 2 location – 1.8miles
- Refresh of lining non-Ward specific C & U jobs issued/completed – 54 locations
- 4847 school ages pupils have received training from officers within the safety team in one form or another since April 2023.
This is an increase of 2843 compared to the same point last year (2004 trained)
- Theatre and Education road safety training - 1360 High School Age Children have attended
- Bikeability - 6456 placed delivered

(It is worth noting that some children may have had both pedestrian and Bikeability training although this overlap is relatively low)

- 62 schools currently signed up to Modeshift

- 25 Schools achieving Modeshift awards 13 Bronze, 6 Silver, 2 Gold, 4 Platinum

(Warwick Road and Batley High School were named Kirklees Schools of the Year at Modeshift Regional Awards)

The accompanying presentation will include:-

- Reminder of the council's statutory duties
- Update on how the safety team carry out those and additional duties
- Update on key areas of work undertaken by the 3 areas of Highway Safety so far (April – end November 2023) with look to future works.
- Update on collision / casualty trends for (Jan 2023 -November 2023)
- Slide on the Key Stakeholders who can influence road safety and next steps to integrate Vision Zero across Kirklees.

3. Implications for the Council

3.1 Working with People

Across the Highway Safety team many opportunities will arise to work alongside our residents and those working in Kirklees to implement a range of measures, whether engineering and / or education, publicity, and training with a view to support them in being safe on our roads.

3.2 Working with Partners

The Highway Safety Team will continue to work with our existing internal and external partners through strategic and operational meetings to deliver road safety initiatives, engineering, and education. It is hoped that with the integration of WYCA's Vision Zero into Kirklees, the opportunity to expand on the partnership network and forge new relationships will help further in continuing to improve road safety.

3.3 Place Based Working

The 2 year Capital Programme is developed to address those areas where there has been a number of collisions involving an injury with similar contributory factors (often called clusters or patterns) that offer good value for money and a return on investment, in a priority order.

Some of the work beyond Bikeability and Pedestrian Training is prioritised on schools that are currently actively working with the road safety team towards Modeshift (an active travel initiative). The Sustainable Road Safety Team have found that the buy in from the schools currently working towards Modeshift who have an interest in sustainable travel and road safety, leads to a higher level of change. As a result, this generates improved safety and active travel benefits, compared to those schools not currently engaged or working with the road safety team.

3.4 Climate Change and Air Quality

The team currently work on schemes and initiatives that impacts on sustainable and safe travel to school by actively seeking to reduce the reliance of vehicles especially cars used for journeys to and from school. Across the Modeshift initiative so far for the schools currently participating, the average reduction on car use is around 6.3%

3.5 Improving outcomes for children

The Highway Safety team, work with schools on Modeshift and undertaking / supporting delivery of Education and Training through various other measures including but not limited to pedestrian training, Bikeability, theatre and education, scoot fit. These initiatives will provide children and young people with the tools to keep themselves safe when using our roads. Further implementing engineering measures to address safe routes to school where feasible and required will improve opportunities for active travel that a safer network provides.

3.6 Financial Implications for the people living or working in Kirklees

There are no expected financial implications for people living or working in Kirklees arising from the content of the report.

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

No IAA has been undertaken for this update only report.

The financial spend within the team is made up of Capital Grant, Council Borrowing and revenue spend.

The capital spend will be managed and monitored by the service in accordance with Council Financial Procedure Rules that delegates authority to manage the Highways Capital Plan at Service Director level, including the acceptance of any grants received into the council from WYMCA as per section 22.5 of the same rules.

Revenue Spend will also be managed within the same finance procedure rules with delegated authority to Service Directors mainly points 2.15 through 2.17 and delegation of budgets to appropriate management levels point 2.22.

There are no direct legal implications arising from this report. Any procurement required to deliver the highway scheme programmes, will be carried out in accordance with the Public Contracts regulations 2015 (along with any subsequent Public Procurement Legislation due to come into effect later in 2023) and the Council's Contract Procedure Rules. Some projects within the programme will require legal assistance. For example, in development of Traffic Regulation Orders and seeking advice on such orders as needed.

4. Consultation

There has been no consultation in relation to this update or report content. However, throughout all the work implemented by the safety team continued consultation with residents, Councillors, and key Stakeholders where required and available.

5. Engagement

Engagement is undertaken with appropriate stakeholders, local businesses, residents as each element / workstream within Highways Safety is delivered. There has been no engagement on the content of the information sharing report

6. Next steps and timelines

Not applicable

7. Officer recommendations and reasons

Not applicable

8. Cabinet Portfolio Holder's recommendations

Not applicable

9. Contact officer

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10. Background Papers and History of Decisions

Appendices

Appendix A - Highway Safety Casualty Prevention

Appendix B - Highway Safety Community Traffic Measures

Appendix C - Sustainable Road Safety

Highways Safety – progress – Presentation to scrutiny

11. Service Director responsible

Graham West
Service Director Highways and Streetscene
Graham.West@kirklees.gov.uk

Appendix A - Highway Safety Casualty Prevention

This team are responsible for the analysis of recorded injury accidents within the Kirklees area to identify casualty reduction schemes for capital programmes. Their main focus is undertaking accident analysis, feasibility design, detailed design and issuing of Engineering works programmes that actively address patterns and clusters of injury collisions to prevent further casualties on our roads.

Work Delivered so far April – November 2023

- Capital budget of £1.6m - 2023/2024 (including reprofiled funding from 2022/2023)
 - 13 schemes completed
 - 9 schemes currently being built on site
- Developed early 2024-25 & 2025-26 forward programmes using collisions data and FYRR prioritisation

Upcoming works – before year end and future initiatives / projects

- 7 capital schemes currently in design and programmed for build before year end
- 2 capital schemes in design for build early 2024-25
- Undertaking of studies to understand some of the increases in the casualties to look for patterns / trends / behaviours that may be targeted with engineering but also any potential enforcement and education – both locally and with partners in West Yorkshire
- Continuing with ambition to integrate Vision Zero (VZ) into Kirklees to support local, and regional / national ambitions around the prevention of all Killed and Serious Injury Casualties (KSIs) on the roads by 2040.
- Continue the work within the Highway Safety Team to contribute to at least 3 of the 5 pillars;
 - Safe Roads & Roadsides
 - Safe Speeds
 - Safe Road Use(the other 2 being Safe Vehicles & Post Crash Response)

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Appendix B - Highway Safety Community Traffic Measures

This team are responsible for, but not limited to

Delivery of Councillor & Section 106/278 led Highway Safety schemes
Answering requests sent into the road safety team from Cllrs, MPs and MOP regarding parking and congestion, speeding issues and signing and lining
Speed Indicator Devices (SIDs)
Implementation of Traffic Regulation Orders (TROs)
Refreshing of road markings / road studs

The team will continue to undertake Highway Safety project specific works, (for example managing the speed limit review and then upkeep of speed count information / changes to speed limits as per the review).

Work Delivered so far April – November 2023

- 1198 of requests received into team
- Delivered 49 TROs – 12 Safety / 37 others
- Installed 41 Disabled Markings and 61 Keep Clears
- Refreshed 6 Disabled Markings and 9 Keep Clears
- 3 Non-safety capital funded schemes (LBUR, Place Standard, Ward Budget, other services / teams) delivered
- 2 Non-safety capital funded schemes (LBUR, Place Standard, Ward Budget, other services / teams) currently on site
- Refresh of lining in 7 Wards Completed – total of 308 locations
- Refresh of lining A & B Road completed – 2 location – 1.8 miles
- Refresh of lining Non Ward specific C & U jobs issued/completed – 54 locations

Upcoming works – before year end and future initiatives / projects

- 35 TROs in process – 11 Safety / 24 Others
- 49 potential TROs in design / consideration – 23 Safety / 16 Others
- 5 non-safety capital funded schemes currently in design for delivery in late 2023/24 into early 2024/25
- 2 non-safety capital funded schemes in discussion for future programmes
- 2 further wards issued for lining refresh – 97 locations
- 5 locations across A & B Roads Issued awaiting contractor to start for refresh of lining — 3.7miles
- 1 locations across A & B Roads to be issued for refreshing of lining – 0.8miles
- Additional lining refresh works (funded by Asset Management) to be undertaken in conjunction with Surfacing Dressing/Highway Maintenance: 3 locations issued – 1.9 miles

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Appendix C – Sustainable Road Safety

This team are responsible for the promotion of sustainable travel to and from school whilst dealing with concerns around parking / traffic issues at school times.

The Modeshift initiative is lead on and promoted by this team, School Crossing Patrols and Road Safety Trainers are fundamental to this team and management of these will be carried out by Senior Technical Officers.

The team also develop new road safety initiatives / packages and evaluate these as well as managing the team of Road Safety trainers who deliver the packages within our schools and work with partners to ensure Bikeability delivery in our schools.

Work Delivered so far April – November 2023

- 42 Schools Visited for Ped Training
 - 982 year 3 pupils trained
 - 915 year 5 pupils trained
 - 1967 total pupils trained so far
- 3 Schools from South Kirklees visited Safety Rangers – 239 year 5 pupils taught a session on how to cross safely
- 6 schools received Teddy takes a tumble training 327 pupils (Key Stage 1)
- 5 schools have had assemblies with 1261 pupils taught (all years)
- 4 schools have had speed watch training / initiative – 78 pupils (years 4/5/6)
- 5 schools have had some ad-hoc training - 975 pupils (all years)
- Trial of 1st School Street took place at – Golcar Junior, Infant and Nursery School to coincide with Road Safety week (w/c 19th Nov)
- Theatre and education within 17 of our High schools (year 7) started during road safety week 8 sessions so far (1360 pupils trained)
- Modeshift
 - 62 schools currently signed up to Modeshift
 - 8 New schools have begun work on Modeshift since September
 - 25 Schools achieving Modeshift awards 13 Bronze, 6 Silver, 2 Gold, 4 Platinum
 - **Warwick Road and Batley High School were named Kirklees Schools of the Year at Modeshift Regional Awards**
- Bikeability
 - Level 1 – 789 places delivered
 - Level 1+2 – 3035 places delivered
 - Level 3 – 32 places delivered
 - Balance – 2438 places delivered
 - Learn 2 ride – 252 places delivered
 - TOTAL = 6456

4847 school ages pupils have received training from officers within the safety team in one form or another since April 2023. **This is an increase of 2843 compared to the same point last year**

This does not include Theatre and Education at another 1360 and Bikeability at 6456 so far (it's worth noting that some pupils may have had both Ped and Bikeability due to overlap but numbers will be minimal)

Upcoming works – before year end and future initiatives / projects

- At least - 18 more sessions booked for pedestrian so far upto end March 2024 total trained by year end 3000 – by end of school year (July 2024) near 4000
- Safety Rangers March Session for North Kirklees – another 300 est. year 5 pupils
- Teddy takes a tumble – 5 schools booked in before Christmas break
- 3 schools assemblies booked in before Christmas
- Theatre and education 9 sessions left (approx. 840 pupils) so total of c.2200 by end of January 2024
- Lydgate – school street trial 5th Feb – final decision after half term
- 3 more school streets discussions planned before end of March
- Street Feet – year 2 pedestrian training – around 1200 pupils (23 schools)
- 7 further School Speed Watch initiatives with Community Safety at Modeshift Schools
- ad-hoc school bookings – when requested – tailored sessions
- New campaigns – Dragons Den – type project work is under way in 4 Modeshift schools



Name of meeting: Scrutiny

Date: 10th January 2024

Title of report: 2 years Highways Capital Plan – Progress

Purpose of report:

To advise on the progress of the Cabinet approved 2 year Highways Capital Plan 2023/24 and 2024/25 and update on available funding allocations, governance arrangements and performance monitoring measures.

| | |
|---|--|
| <p>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.</p> | <p>Not Applicable If yes give the reason why</p> |
| <p>Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)</u>?</p> | <p>Key Decision –No No</p> |
| <p>The Decision - Is it eligible for call in by Scrutiny?</p> | <p>Not Applicable Update on Cabinet approved 2 year Highways Capital Plan 2023/24 and 2024/25 – Approved 14th March 2023</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>Graham West Service Director - Highways and Streetscene – 21/12/2023</p> <p>n/a</p> <p>n/a</p> <p>Update on Cabinet approved 2 year Highways Capital Plan 2023/24 and 2024/25 – Approved 14th March 2023</p> |
| <p>Cabinet member portfolio</p> | <p>Cllr Moses Crook - Housing & Highways – 21/12/2023</p> |

Electoral wards affected: All

Ward councillors consulted: None

Public or private: Public

Has GDPR been considered? The report contains no personal data and is GDPR compliant

1. Summary

The current Highways Capital Plan for 2023/24 & 24/25 is a detailed programme of works to be implemented in 2023/24 with provisional schemes identified for 2024/25.

The Capital plan includes programmes of works and individual schemes for Highways Maintenance, Structures, Street Lighting, Public Rights of Way (PRoW), Flood Management and Drainage, Highways Safety and Network Management (UTC)

The 2 year Capital Plan 2023/24 & 24/25 was [approved by Cabinet on 14th March 2023](#).

2. Capital Programme Update

2.1 Background

This report is to provide an update on the progress of the Highways Capital Plan for 2023/24, available funding allocations, governance arrangements and performance monitoring measures.

Appendix A is the approved 2023-24 and 24-25 list of schemes.

The Highways Capital Plan list of schemes for 2024/25 is indicative and was based on information on proposed budget allocation at the time of producing the [approved Cabinet report](#).

Confirmation of funding allocations for the 2024/25 programme is expected in Jan/Feb 2024 and an updated programme will be produced and circulated following this.

The programme of works for 2024/25 will be subject to the same governance arrangements and performance monitoring measures as the current 2023/24 capital programme.

2.2 Updated funding allocations 2023/24

The table shown in appendix B confirms the funding changes to each of the individual budget areas as an update to the original amounts [approved on 14th March 2023](#). A high-level breakdown is shown in Table A;

| | City Regional Sustainable Transport Settlement (CRSTS) | Council Borrowing | Other Grants and Contributions | |
|--------------------|--|-------------------|--------------------------------|-------------|
| Asset Management | £16,458,930 | £6,630,441 | £1,182,000 | £24,271,371 |
| Safer Roads | £1,147,761 | £193,381 | | £1,671,142 |
| Network Management | £1,068,697 | £100,000 | | £1,168,697 |

| | | | | |
|-------------------------|--|--|--------------|--------------------|
| Developer Contributions | | | £703,644 | £703,644 |
| | | | Total | £27,814,854 |

*Note: Confirmation of funding allocations for 2024/2025 is expected in Jan/Feb 2024

Current spend on budget is at 62% to end November 2023 (period 8).

2.3 Main Workstreams

The budget areas identified in Table A comprise of, in summary;
Asset Management (comprising of)

- Highways maintenance (principal roads, roads connecting communities and local community roads)
- Locality based unclassified Roads (L BUR)
- Street lighting (concrete column replacement and LED replacement)
- Structures
- Public Rights of Way (PRoW)
- Flood Management and Highway Drainage

Safer Roads

Network Management (UTC)

Developer Contributions

2.4 Budget Areas, Asset Condition & Scheme identification

The following section provides an overview of the budget areas as identified in Appendix B, the condition of assets associated with these budget areas, and the information we use to develop forward works programmes associated with these budget areas.

Highway Maintenance - Budget Areas: Principal Roads, Roads Connecting Communities and Local Community Roads

As with all assets, there is a need to continue to invest in countering natural and user derived deterioration, to allow these assets to meet the expectations of their users. An inadequately maintained road network can present a danger to highway users, create congestion and pollution through unplanned road works, cause a detrimental impact on the local economy, and lead to an increase in 'third party' claims against the Council for vehicle damage and personal injury.

The projects identified in the Highways Capital Programme take account of the principles of the national ['Well Managed Highway Infrastructure – A Code of Practice'](#) (WMHI) which advocates a 'whole life / life cycle planning' and 'risk based' approach to highway asset management.

To understand the performance of the road network and to assess whether we are meeting our targets, the Highways Service commissions independent condition assessment of its roads using specialist 'scanner' and visual inspection surveys. These surveys inform forward works planning.

Funding through various sources is available to inspect, assess, maintain, improve, or replace highway assets. This Programme looks to apply an effective approach to asset management that is prioritised through the life cycle planning and risk-based approach set out the latest code of practice, and by using other prioritisation methodologies.

In determining the roads to be improved through the 2023/25 programme, a roads prioritisation methodology has been developed that takes in to account the following factors (shown in order of greatest influence):

1. Road hierarchy and condition (six different hierarchy levels exist that are determined by type of road, volume of traffic, presence of facilities that attract high trips etc – these are expanded in more detail within the [KC Highway Maintenance Plan](#) and [Highway Inspection Manual](#)).
2. Level of reactive repair intervention (number of defect/pothole repairs carried out).
3. Claims history (have compensation claims been submitted).
4. Collaboration with other projects (does the surfacing scheme support another project).
5. Impact on active travel users (support for walking, presence of cycle routes etc.).
6. Stakeholder engagement.

Once the roads are identified as needing intervention, the Council's engineers determine what the most appropriate treatment is using 'lifecycle planning' principles. In some cases, this will result in a complete replacement of the asset, in others, a low cost preventative solution that delays deterioration, might be more appropriate.

Maintenance – Budget Area: LBUR

The locality based unclassified roads programme (LBUR) Phase 2 consists of £12 million of investment over 4 years. The LBUR programme supports the CRSTS and Council borrowing investment in the unclassified road network.

It is recognised that the unclassified road network, which is in need of immediate repair, is not evenly distributed across the borough.

The overall four year programme, £3 million per annum has been developed using the schemes overall district priority ranking and its position in the list when considered against all the other ward Councillor's chosen sites. The funding was allocated starting with the worse ranking scheme and funding allocated upto the value of £3m for 2023/24 before then using the next ranked scheme as the first in year 2024/25.

This programme not only links to the Council priorities, but to CRSTS, supporting active travel and providing door-to-door connectivity.

Maintenance – Budget Area: Structures

Asset condition data/ information for all highway structures assets including highway walls (where surveyed) is proactively collected through systematic inspections and recorded in the Highway Structures database known as AMX (Asset Management Xpert)

Works within this programme cover the inspection, assessment, maintenance and strengthening of all Highway Authority bridges, culverts, footbridges and retaining walls within Kirklees, ranging from major river crossings to small footbridges.

The structures team currently manage 755 highway-related structures and approximately 400km of highway retaining walls. Strengthening schemes and major maintenance works are identified through structural assessment and inspection programmes. These are subsequently prioritised and programmed within the Capital Plan based on nationally adopted Bridge Condition Indicators (BCIs) and in accordance with guidance in WMHI, considering factors such as risk to highway users and highway infrastructure, whole-life cost, network disruption, and social and environmental impact.

Remedial schemes for the reconstruction, strengthening and refurbishment of highway structures is delivered (by the client) via a variety of mechanisms including (In-house contractor, Framework Contractors and other external contractors).

Maintenance – Budget Area: Streetlighting

The street lighting team have commenced with a replacement programme of the Councils 13,773 life expired concrete columns.

Using a combination of CRSTS, Council borrowing (LBUR) and revenue budget there is an annual replacement programme of circa 600 columns.

Replacing the concrete columns gives us the opportunity to bring whole streets up to current national standards (BS 5489-1:2020) for lighting. It will also enable the Authority to maximise maintenance intervals and minimise maintenance activities on the replacement units resulting in further cost savings.

The installation and removal of concrete columns is undertaken by Kirklees Councils internal direct labour organisation (DLO). The electrical connections work is undertaken by the District Network Operator (DNO) which is Northern PowerGrid (NPG) in the region.

Maintenance – Budget Area: Public Rights of Way (PROW)

The PROW network in Kirklees covers approximately 1100 kilometres (700 miles) of footpaths, bridleways and byways and is a mixture of urban and rural routes that provide a valuable, traffic-free link both within and between communities.

Investment in the PROW network is further supported in the CRSTS funding allocation for additional network improvements. Kirklees Council will use its PROW CRSTS funding allocation to support a number of overarching project streams and individual schemes.

Maintenance – Budget Area: Flood Management & Highway Drainage

The flood management teams programme has been developed to support the installation of new and improvements to drainage assets to mitigate flood risk to infrastructure and property. This includes assets such as watercourses, gullies, culverts, ditches, drains and debris screens. It supports the undertaking of flood alleviation studies and investigative work to understand the cause of flooding in developing the programme.

Integrated Transport – Budget Area: Network Management

All traffic signal information is recorded within Imtrac, the UTC asset management system. Traffic signal equipment asset condition is recorded on the annual PI for a site with any unsafe items being flagged for attention

The Network Management (Urban Traffic Control – UTC) team use a methodology that includes the comparative age, condition, carbon usage and the availability of replacement traffic signal equipment to prioritise junction and crossing sites for replacement.

The upgrade programme is managed and designed by the UTC team, with installation undertaken by specialist traffic signals contractors.

Integrated Transport – Budget Area: Safe Roads

When attending a road traffic crash involving injury, a Police Officer will record details of people involved, the road environment and the Officer's opinion of the reasons behind the crash. This is made available to the Kirklees Highway Safety team, who annually analyse trends and common patterns to identify sites or routes for further investigation and action. Funding is prioritised at sites with a recorded history of road traffic injuries and is used to alter the road environment and influence driver behaviour.

A list of potential locations and suitable schemes will be made and a First Year Rate of Return* (FYRR) for each scheme determined. Funding will then be allocated towards schemes starting with the highest FYRR until the amount available runs out, any remaining scheme that has been identified will then be added to a list for funding for future years, however these will need to be considered against any newly identified accident sites as we carry out our annual investigation works.

The Safer Roads package aims to improve road safety through the reduction of KSIs and road risk that impact on productivity, social, public and business

costs, and the public’s willingness to travel by sustainable modes as opposed to a ‘car first’ mentality.

The programme includes improvement measures at known casualty sites to reduce killed and serious injuries (KSI) but will also deliver proactive measures around Local Traffic Management that will be community focused accessibility improvements, that promote safer walking, cycling and links to public transport.

Concept, design and consultation is undertaken internally by Design Engineers with Road Safety Experience.

Delivery of the programme is mainly through Kirklees Councils internal direct labour organisation (DLO) but some are delivered by external contractors depending on type of works and resources available.

*The first year rate of return (FYRR) is a term that is often used to describe the amount of return that is generated during the first year of a scheme being on site, it compares the scheme build cost to the accident reduction benefit we can expect to achieve. There is a small, weighted calculation added for sites where Killed or Seriously Injured (KSI) collisions have occurred.

2.5 Current 2-year Cabinet Approved Programme - Progress to Date

Highways 2-year Capital Programme (Headlines)

The following table (Table B) provides a high level overview of 2023/24 Capital scheme progress. This is supported by Table C, which offers a summary of the indicative 2024/25 programme split between Highway Service disciplines.

| Table B – 2023/24 Delivery Progress | | | | | | |
|---|----------------------|---------------|----------------------|-----------------|-------------------|----------|
| 2023/2024 schemes and programmes of works | Programmes of Works* | Named Schemes | Designed/ Programmed | Started on site | Completed to Date | Deferred |
| Asset Management | 22 | 169 | 29 | 81 | 74 | 7 |
| Highways Safety | 1 | 30 | 7 | 9 | 13 | 2 |
| Network Management | 4 | 20 | 14 | 6 | 3 | 1 |

| Table C – 2024/25 Indicative Programme | | |
|--|---------------------------------|--------------------|
| 2024/2025 indicative programme based on available budget information (Starting April 2024) | Identified programmes of works* | Identified schemes |
| Asset Management | 22 | 42 |
| Highways Safety | 4 | 24 |
| Network Management | 4 | 22 |

*Programmes of works include: Surface dressing & pre-patching, sustainability commission, concrete street lighting column replacement, cyclical inspections of structures, urban path improvements (PRoW), road safety education, training & publicity etc

2.6 Governance

In recognition of the size and complexity involved in the delivery and monitoring of a complex and interdependent Highways Capital Programme, robust Governance arrangements are in place. These arrangements take account of both internal management arrangements and WYCA reporting under the CRSTS. These include, but are not limited to;

- West Yorkshire Combined Authority (WYCA) Governance for financial claims and monitoring and evaluation of schemes funded via CRSTS
- Monthly Highways Capital Programme Board meetings. These regular meetings are attended by the Head of Highways, Operations Managers, Performance and Compliance Manager, Highways Capital Programme Manager, Group Engineers and Senior Finance Officer. Meetings are supported by a Terms of Reference which includes: progress reviewing the delivery of the annual CRSTS funded capital programme & council funded Capital Highway infrastructure programme of works, monitoring of budgets, reporting risks, agreeing financial and reporting submissions to WYCA.
- Capital Spend Monitoring spreadsheets. Each Budget Owner is required to complete a detailed spreadsheet which includes scheme progress, any emerging risks/challenges to delivery and budget information. This is updated monthly and is used to populate a headlines report which is shared at the monthly Highways Capital Programme Board and with the Service Director for Highways and Streetscene.
- Highways Capital Procedural Guide – An internal process document to provide resilience of approach for a hybrid workforce. This document also acts as a training guide for new starters.
- Highway Capital Process Checklist - A process checklist used to standardise an approach to the delivery of all capital schemes
- Kirklees Capital Governance Framework (see Appendix C)

2.7 Performance Data

The highway service subscribes to a robust performance management framework to ensure Capital delivery is focussed on asset need, but reflects the needs of asset users and stakeholders. As well as asset condition surveys via specialist 3rd party providers, and programmes of internal inspection surveys, the Highway Service use a range of other data to monitor and inform Capital works.

Governance associated with performance monitoring is outlined in the Kirklees Capital Governance Framework (see Appendix C).

3. Implications for the Council

3.1 Working with People

Schemes are developed in conjunction with communication, consultation and feedback from the community and their representatives.

3.2 Working with Partners

Maintenance and improvements to the transport network are vital for the development of local businesses and help to develop Kirklees as a quality place where people want to live, work and visit.

3.3 Place Based Working

Programmes are shaped to follow good asset management practice. Sites are promoted where community access need is greatest e.g schools, shops, community facilities. Officers will engage with Ward Councillors and communities to understand their priorities as we develop the programme for Locality based Unclassified Roads improvements

3.4 Climate Change and Air Quality

The CRSTS funding puts a focus on local Councils using the funding for better investment in asset management and maintenance, and through the provision and promotion of safe, inclusive, and accessible active travel and public transport alternatives to the private car, and through more ambitious transformational projects such as Transforming Cities and Mass Transit solutions. This will ultimately bring about improvements to both air quality and climate change expectations. Once the funding and reassurance process has been finalised and released this part of the capital plan will be updated to reflect some of those ambitions and asks for CRSTS.

A well developed, connected, maintained and managed highway network is essential to achieve an inclusive and attractive 'door to door' journey for all transport modes but particularly so for those that can walk, cycle and use public transport. Encouraging those that can walk and cycle, to change to less car dependant modes of transport will reduce congestion, carbon usage, wear and tear on the highway network. That leads to improved air quality and overall public health. A network that is in poor condition, with frequent and unattended potholes, drainage problems, damaged flags and unsafe crossings is not going to encourage the behavioural change needed to switch and then sustain active travel choices.

A wide pool of research proves that well maintained roads can also help to reduce the carbon emissions of road traffic. With transport now accounting for the majority of UK emissions, around a quarter of all emissions, the contribution that a well-maintained road network can make towards to their reduction should be recognised and pursued.

The CRSTS will include promotion of sustainable alternatives to car use to support the Kirklees' vision to be carbon neutral by 2038.

Some elements of the capital plan, by the nature of the works, will have a positive impact on climate change, air quality and the promotion of sustainable travel. Examples include work undertaken from the Network Management, Flood Management, Major Transport scheme programmes. Along with an element of the work undertaken from the Safer Roads budget by reducing queues, congestion, road traffic accidents and the improvement of bus journey times.

3.5 Improving outcomes for children

Investing in our roads and footways infrastructure in and around our district with additional initiatives and improvements through the Safer Roads budget, aims to make our network safer, and improve opportunities for children to enjoy their environment and take opportunities for active travel that a safer network provides, to access their schools and local facilities.

3.6 Financial Implications for the people living or working in Kirklees

There are no expected financial implications for people living or working in Kirklees arising from the content of the report.

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

An IIA was undertaken and formed part of the Cabinet approved Detailed Capital Plan. There were no negative equality implications with the proposals for any users identified. A well designed and maintained, good quality, inclusive and accessible environment provides a highway network and public spaces that benefit all users. The construction phase for any project may present some inconvenience and disruption for short periods of time however communications and advance notification of works will help to minimise the impact on all road users during these periods

4. Consultation

Non-applicable

5. Engagement

Non-applicable

6. Next steps and timelines

The Highways Service will continue to manage the delivery of 2023/2024 schemes within the Capital Plan by regular monitoring of programme and budgets.

The Highway Service will develop a rolling 2 year Capital Plan using whole life planning and condition data to manage asset deterioration using a risk based approach. It is imperative that accurate asset data is recorded in order to understand what we own and it's condition.

A 2 year Highway Capital Plan 2024/25 and 2025/26 will be produced to be taken to Cabinet in June 2024.

The delivery of a 2 year rolling programme is priority and resources are focused on delivery of asset condition driven works.

7. Officer recommendations and reasons

Non-applicable

8. Cabinet Portfolio Holder's recommendations

Non-applicable

9. Contact officer

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Highways Capital Programme Manager
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10. Background Papers and History of Decisions

Appendix A - Scheme List - Highways 2 year detailed capital plan 2023/24 & 2024/25

Appendix B – Highways Resourcing Statement Outturn for 2023/24

Appendix C – Kirklees Capital Governance Framework

11. Service Director responsible

Graham West, Service Director Highways and Streetscene
Tel: 01484 221000
Email: Graham.West@kirklees.gov.uk

| Total Planning Allocation | |
|---------------------------|--------------------|
| Borrowing | Grant/Contribution |
| 27,814,854 | 19,668,161 |
| 8,374,193 | 8,001,585 |
| 19,440,661 | 11,666,576 |

| 2023/24 Budget | 2024/25 Budget | 2 Yr Total |
|----------------|----------------|------------|
| 27,814,854 | 19,668,161 | 47,483,015 |
| 8,374,193 | 8,001,585 | 16,375,779 |
| 19,440,661 | 11,666,576 | 31,107,237 |

| Programme | Capital code | Funding Source | Locality | Ward | Scheme Type / description of works |
|--|--------------|-----------------------------------|-----------------------------|-----------------------------|---|
| ASSET MANAGEMENT | | | | | |
| 1A - Principal Roads | | | | | |
| Principal Road Surfacing Dressing Programme | C.61131 | CRSTS 23/24 | Various | Various | |
| Pre surface dressing patching | C.61132 | CRSTS 23/24 | Various | Various | |
| SCRM deficient sites | C.62960 | CRSTS 23/24 | Various | Various | |
| A6024 Woodhead Road Landslip | C.65284 | CRSTS 23/24 | Holme Moss | Holme Valley South | |
| A641/A6107 Bradley Bar Kerbing | C.64986 | CRSTS 23/24 | Fiby | Ashbrow | |
| A62 Queensgate, Huddersfield | C.65325 | CRSTS 23/24 | Huddersfield | Newsome | |
| A62 Manchester Road Slithwaite | C.66074 | CRSTS 23/24 | Slithwaite | Coinc Valley | carriageway resurfacing |
| A635 Barnsley Road Uppel Derby | C.66478 | CRSTS 23/24 | Upper Derby | Derby Dale | carriageway resurfacing |
| A640 New Hey Road - Sateandine Nook (patching) | C.66479 | CRSTS 23/24 | Upper Derby | Derby Dale | carriageway patching |
| Sustainability commission | | CRSTS 23/24 | Huddersfield | Lindley | |
| A635 Leeds Road Shaw Cross | | Roller 22/23 | Dewsbury and Mirfield | Dewsbury East | |
| Maintenance Assessment CVI | | CRSTS 23/24 | Various | Various | |
| Anti Skid Sites | | CRSTS 23/24 | Various | Various | |
| Footways | | CRSTS 23/24 | Various | Various | |
| A6024 Woodhead Road - Jacobs Well PH to Stone Yard - Footway | C.66075 | CRSTS 23/24 | The Valleys | Holme Valley South | |
| A629 Wakefield Rd, Fenay Bridge | C.66716 | Pothole fund | Fenay Bridge | Almsbury | |
| A62 Leeds Rd, Deighton | C.66718 | Pothole fund | Deighton | Ashbrow | |
| A651/A58 Birkenshaw R about | C.66719 | Pothole fund | Birkenshaw | Birstall and Birkinshaw | |
| 1B - Roads Connecting Communities | | | | | |
| B & C Road Surface Dressing Programme | C.61178 | CRSTS 23/24 | Various | Various | |
| Pre surface dressing patching | C.61179 | CRSTS 23/24 | Various | Various | |
| C576 East Street & part Scholes, Jackson Bridge - CW | C.66079 | CRSTS 23/24 | Jackson Bridge | Holme Vally South | carriageway resurfacing |
| C545 Union Street from Union Road to Westgate - CW | C.66080 | CRSTS 23/24 | Heckmondwike | Heckmondwike | carriageway resurfacing |
| C514 Henley Road, FV | C.66081 | CRSTS 23/24 | Famley Hey | Kirkburton | footway resurfacing |
| B6120 Turnstated Ave FW | C.66082 | CRSTS 23/24 | Clockheaton | Clockheaton | footway resurfacing |
| B6115 Denby Lane / Lower Denby Lane - Fairfields to Barnsley Road FW | C.66083 | CRSTS 23/24 | Upper Derby | Derby Dale | footway resurfacing |
| B6116 Huddersfield Road FW | C.66084 | CRSTS 23/24 | Shelley | KIRK & DENBY | footway resurfacing |
| B6179 Westfield Lane, Scholes FV | C.66085 | CRSTS 23/24 | Clockheaton | Clockheaton | footway resurfacing |
| C560 Britanira Road Slithwaite | | CRSTS 24/25 | Slithwaite | Coinc Valley | carriageway resurfacing |
| B6111 Market Street part and Yates Lane | | CRSTS 24/25 | Millsbridge | Golcar | carriageway resurfacing |
| B6108 Hudds Rd (Healey Hse Bends) Metha | C.66717 | Pothole fund | Metham | Holme Valley North | carriageway resurfacing |
| 1C - Unclassified Roads | | | | | |
| U Road Patching | C.64298 | CRSTS 23/24 | VARIOUS | VARIOUS | |
| U Road Surface Dressing | C.64299 | CRSTS 23/24 | VARIOUS | VARIOUS | |
| Potholes | C.66132 | CRSTS 23/24 | VARIOUS | VARIOUS | |
| Lowerhouses Lane - CW&FW | C.66095 | CRSTS 23/24 | Lowerhouses | Newsome | carriageway and footway resurfacing |
| Stonefield Street CW Johnny Walsh scheme | C.66098 | CRSTS 23/24 | Dewsbury | | carriageway resurfacing |
| Metham House Lane - Retread & Overlay | C.66100 | CRSTS 23/24 | New Mill | Holme Valley South | carriageway resurfacing |
| Waterloo Rise - CW&FW | C.66102 | CRSTS 23/24 | Waterloo | Almsbury | carriageway and footway resurfacing |
| Crow Lane - CW&FW | C.66103 | CRSTS 23/24 | Millsbridge | Golcar | carriageway and footway resurfacing |
| Bank Gate - CW | C.66104 | CRSTS 23/24 | Slithwaite | Coinc Valley | carriageway resurfacing |
| Paul Lane - CW | C.66105 | CRSTS 24/25 | Upper Heaton | Dalton | carriageway resurfacing |
| Warwick Road - CW | C.66106 | CRSTS 23/24 | Batley | Batley East | carriageway resurfacing |
| Kaye Lane / Ashes Lane / Longley Lane JUNCTION - CW&FW | C.66483 | CRSTS 23/24 | Almsbury | Almsbury | carriageway and footway resurfacing |
| Howard Street - CW&FW | C.66484 | CRSTS 23/24 | Batley Carr | Batley East | carriageway and footway resurfacing |
| Partridge Crescent - CW | C.66485 | CRSTS 23/24 | Thornhill | Dewbury South | carriageway resurfacing |
| Far End Lane Slip road to Woodhead Road | | CRSTS 24/25 | The Valleys | Holme Valley South | carriageway resurfacing |
| Metham Road footway | C.66487 | CRSTS 23/24 | Marsden | Coinc Valley | footway resurfacing |
| Old Bank Road - CW | | CRSTS 24/25 | Dewsbury | Dewsbury East | carriageway resurfacing |
| West Street (inc part Grove St & part Reform St) - CW | C.66108 | CRSTS 23/24 | Liversedge | Liversedge and Gomersall | carriageway resurfacing |
| Watts Hill Side / Back 'O Wall - CW | | CRSTS 24/25 | Role Moor | Coinc Valley | carriageway resurfacing |
| Thurstonland Road - CW | | CRSTS 24/25 | Famley Tyas | Kirkburton | carriageway resurfacing |
| Church Road - CW&FW | | CRSTS 24/25 | Roberttown | Liversedge and Gomersall | carriageway patching and footway resurfacing |
| Towngate - CW&FW | | CRSTS 24/25 | Newsome | Newsome | carriageway and footway resurfacing |
| Prop footway surfacing | C.66379 | CRSTS 23/24 | VARIOUS | VARIOUS | |
| St Paul's Rd CW Resurfacing | C.64904 | CRSTS 23/24 | Kirkburton | Kirkburton | carriageway resurfacing |
| Holme Lane, Slithwaite (CW & Footway) | C.66496 | CRSTS 23/24 | Slithwaite | Coinc Valley | carriageway patching and footway resurfacing |
| Bull Lane, Heyworth CW Resurfacing | C.66088 | CRSTS 23/24 | Heyworth | Holme Valley South | carriageway resurfacing |
| Ridings Fields Steep Riding | C.65801 | Roller 22/23 | The Valleys | Holme Valley North | |
| Park Drive South | C.65793 | Roller 22/23 | Greenhead | Greenhead | |
| Harp Road - CW | C.65949 | Roller 22/23 | The Valleys | Golcar | |
| Holme Lane | C.65146 | Roller 22/23 | The Valleys | Coinc Valley | |
| Walfield Road | C.65778 | Roller 22/23 | Huddersfield North | Greenhead | |
| The Knowle - CW | C.65671 | Roller 22/23 | Derby Dale and Kirkburton | Kirkburton | |
| Car Top Lane | C.66089 | Roller 22/23 | The Valleys | Golcar | |
| Poplar Street / Clough Road / Scholes Road - CW&FW/SL | C.65114 | Roller 22/23 | Huddersfield North | Greenhead | |
| Smithy Lane - CW&FW/SL | C.66117 | Roller 22/23 | Derby Dale and Kirkburton | Derby Dale | |
| Shirley Road | C.65789 | Roller 22/23 | Spn | Liversedge and Gomersall | |
| Newsome, Kirkburton & Derby Dale (PF) | C.66720 | Pothole fund | Various | Various | |
| Lindley, Ashbrow & Greenhead (PF) | C.66721 | Pothole fund | Various | Various | |
| HV North & HV South (PF) | C.66722 | Pothole fund | Various | Various | |
| Crosland Moor, Coinc Valley & Golcar (PF) | C.66723 | Pothole fund | Various | Various | |
| Almsbury, Mirfield & Dalton (PF) | C.66724 | Pothole fund | Various | Various | |
| Heckmondwike, Batley East & West (PF) | C.66725 | Pothole fund | Various | Various | |
| Birstall & B'shaw, Lsedge & G'sail & Ch | C.66726 | Pothole fund | Various | Various | |
| Dewsbury East, South & West (PF) | C.66727 | Pothole fund | Various | Various | |
| 1D - Structures | | | | | |
| Principal Inspections (80254) | C.61211 | followed & Reprofiled CRSTS 202/2 | Various | Various | Inspections/surveys etc |
| General Inspections (81837) | C.61212 | CRSTS 202/24 | Various | Various | Inspections/surveys etc |
| Unprogrammed Inspections (82424) | C.61216 | CRSTS 202/24 | Various | Various | Inspections/surveys etc |
| Structures Interim Measures (80622) | C.61221 | CRSTS 202/24 | Various | Various | Inspections/surveys etc |
| Structures Assessments (2319) | C.61222 | followed & Reprofiled CRSTS 202/2 | Various | Various | Inspections/surveys etc |
| Third Party Liaisons | C.61224 | CRSTS 202/24 | Various | Various | Inspections/surveys etc |
| Abnormal Load Movements (83715) | C.61225 | CRSTS 202/24 | Various | Various | Inspections/surveys etc |
| Asset Management | C.61227 | CRSTS 202/24 | Various | Various | Inspections/surveys etc |
| Wall Surveys (80619) | C.64258 | followed & Reprofiled CRSTS 202/2 | Various | Various | Inspections/surveys etc |
| Retaining Walls | C.61216 | CRSTS 202/24 | Various | Various | Minor repairs |
| Reactive Wall Maintenance | C.62307 | CRSTS 202/24 | Various | Various | Minor repairs |
| Minor Structural Maintenance | C.61210 | CRSTS 202/24 | Various | Various | Minor repairs |
| Bridge Strategy (8170) | C.61217 | CRSTS 202/24 | Various | Various | Bridge asset management |
| Future Design Works (80440) | C.61223 | CRSTS 202/24 | Various | Various | Bridge Strengthening |
| High Culvert, Flockton - K1227 | C.64988 | CRSTS 202/24 | Kirkburton | Kirkburton | Bridge Strengthening |
| B6108 Metham Road, Big Valley K33235 | C.66097 | CRSTS 202/24 | Newsome | Newsome | Wall strengthening |
| Mill Moor Road Culvert, Metham- K1066 | C.62518 | Reprofiled CRSTS 202/23 | Holme Valley North | | Bridge Strengthening |
| Royal St Bridge, Millsbridge -K0041 | C.64676 | CRSTS 202/24 | Golcar | | Bridge Strengthening |
| Willow Lane Bridge, Birkby- K0088 | C.64677 | CRSTS 202/24 | Greenhead | | Bridge Strengthening |
| South View Culvert, Jackson Bridge - K1227 | C.64999 | CRSTS 202/24 | Various | | Bridge Strengthening |
| Lower Clough Culvert, Lintthwaite-K1051 | C.65000 | Reprofiled CRSTS 202/23 | Coinc Valley | | Bridge Strengthening |
| Jack Culvert, Birkby- K1014 | C.65566 | CRSTS 202/24 | Greenhead | | Bridge Strengthening |
| Kirkbride Lane, New Mill- K33314 | C.66058 | Reprofiled CRSTS 202/23 | Holme Valley South | | Bridge Strengthening |
| Queensgate Underpass, Huddersfield- K0252 | C.65586 | CRSTS 202/24 | Newsome | | Bridge Strengthening |
| Thick Hollis Dike Bridge, Metham - K0033 | C.62517 | CRSTS 202/24 | Holme Valley North | | Bridge Strengthening |
| 1F Street Lighting Replacement Strategy | | | | | |
| Concrete Column Replacement Programme | C.66013 | CRSTS 23/24 | | | |
| LED Replacement Programme | Various | Borrowing | Various | Various | |
| 1J - Active Travel / PROW (CRSTS - Major Projects) | | | | | |
| Neighbourhood Path Improvements | C.60984 | CRSTS 23/24 | Various | Various | Inspections/surveys etc |
| Urban Path Improvements | C.60985 | CRSTS 23/24 | Various | Various | Inspections/surveys etc |
| PROW CRSTS | C.66428 | CRSTS 23/24 plus rollover | Various | Various | Programme Development |
| Handrails | C.66428 | CRSTS 23/24 | Various | Various | Ongoing handrail project, so far installed on DEW/26/50 and DEW/42/10 STD E7669 |
| Bridge Replacements | C.66428 | CRSTS 23/24 | Various | Various | This will represent an onward if responsibility is vested with PROW |
| Signage | C.66428 | CRSTS 23/24 | Various | Various | Ongoing signage replacement STD E2070 |
| Training | C.66428 | CRSTS 23/24 | N/A | N/A | STD E1264 |
| Equipment | C.66428 | CRSTS 23/24 | N/A | N/A | STD E1183 plus E2454 anti-slip decking inserts |
| Volunteers | C.66428 | CRSTS 23/24 | Various | Various | Contributes to volunteered PROW improvement activities STD E3000 |
| Drainage HOU/57 | C.66428 | CRSTS 23/24 | Holme Valley | Holme Valley | Drainage works on Miry Lane HOU/57 COST E3950 |
| Drainage HOU/140 | C.66428 | CRSTS 23/24 | Holme Valley | Holme Valley | Drainage works on HOU/140 COST E7500 |
| Works HUD/188/10 | C.66428 | CRSTS 23/24 | Huddersfield | Huddersfield | Works E9000 |
| Surfacing BAT/22a | C.66428 | CRSTS 23/24 | Batley | Batley | Surfacing of BAT/22a Grosvenor Road - Flexipave COST E3423 |
| Surfacing Queen's Mill Road | C.66428 | CRSTS 23/24 | Holme Valley | Holme Valley | Contribution to River Holme Connections resurfacing of OMR COST E5000 |
| Schemes to Identify | | | | | Includes probable forthcoming job on Pennine Brideway at Marsden COST E810 |
| 1K - Locality Based U Road Improvements | | | | | |
| Ashbrow | | | | | |
| Fiby Road, Kennedy Avenue to Lightridge Road | C.66498 | LBUR2 23/24 | Ashbrow | Ashbrow | Carriageway Works |
| Hammond Street, Abbey Road to Abbey Road Roundabout | C.66499 | LBUR2 23/24 | Ashbrow | Ashbrow | Carriageway and Footway Works |
| Abbey Road, Abbey Road roundabout to Hammond Street | C.66500 | LBUR2 23/24 | Ashbrow | Ashbrow | Carriageway and Footway Works |
| Abbey Road, Alder Street to Abbey Road inc roundabout | C.66501 | LBUR2 23/24 | Ashbrow | Ashbrow | Carriageway Works |
| Batley West | | | | | |
| Brownhill Road | | LBUR2 24/25 | Batley West | Batley West | Carriageway and Footway Works |
| Birstall and Birkenshaw | | | | | |
| Nab Lane, Leeds Road to End | C.66504 | LBUR2 23/24 | Birstall and Birkenshaw | Birstall and Birkenshaw | Carriageway Works |
| Moor Lane Birkenshaw | C.66505 | LBUR2 23/24 | Birstall and Birkenshaw | Birstall and Birkenshaw | Carriageway Works |
| South View Drive, South View Road to End | | LBUR2 24/25 | Birstall and Birkenshaw | Birstall and Birkenshaw | Carriageway and Footway Works |
| Clockheaton | | | | | |
| Tofts Road, Prospect Road to Westgate (inc Section of Prospect Rd) | | LBUR2 24/25 | Clockheaton | Clockheaton | Carriageway and Footway Works |
| Park View, West End to Highfield Road | | LBUR2 24/25 | Clockheaton | Clockheaton | Carriageway and Footway Works |
| Coinc Valley | | | | | |
| Bargeate | C.66512 | LBUR2 23/24 | Coinc Valley | Coinc Valley | Carriageway and Footway Works |
| Low Westwood Lane | C.65715 | LBUR2 23/24 | Coinc Valley | Coinc Valley | Carriageway and Footway Works |
| Hoyle Ing and Royd House Lane | C.66511 | LBUR2 23/24 | Coinc Valley | Coinc Valley | Carriageway and Footway Works |
| Crosland Moor and Netherton | | | | | |
| May Street | | LBUR2 24/25 | Crosland Moor and Netherton | Crosland Moor and Netherton | Carriageway and Footway Works |
| Dalton | | | | | |
| Conston Avenue | C.66516 | LBUR2 23/24 | Dalton | Dalton | Carriageway and Footway Works |
| Derby Dale | | | | | |
| Hestor Lane - Rowgate | C.66517 | LBUR2 23/24 | Derby Dale | Derby Dale | Carriageway and Footway Works |
| Dewsbury East | | | | | |
| Carterbury Road | | LBUR2 24/25 | Dewsbury East | Dewsbury East | Carriageway and Footway Works |
| Dewsbury West | | | | | |
| Boundary Road | | LBUR2 24/25 | Dewsbury West | Dewsbury West | Carriageway Works |
| Hollins Lane | | LBUR2 24/25 | Dewsbury West | Dewsbury West | Carriageway Works |
| Golcar | | | | | |
| Prospect Road | | LBUR2 24/25 | Golcar | Golcar | Carriageway Works |
| Greenhead | | | | | |
| Wasp Nest Road | | LBUR2 24/25 | Greenhead | Greenhead | Carriageway and Footway Works |
| Heckmondwike | | | | | |
| | | | | | |

| 2023/24 Budget | 2024/25 Budget | 2 Yr Total |
|----------------|----------------|------------|
| 1,030,248 | 1,030,248 | |
| 387,563 | 1,417,889 | |
| 237,563 | 300,000 | |
| 3,182,000 | 3,000,000 | |
| 45,000 | 45,000 | |
| 492,000 | | |
| 42,445 | | |
| 350,000 | | |
| 425,000 | | |
| 112,563 | | |
| 1,125,135 | | |
| 1,500,000 | | |
| 305,740 | | |
| 125,000 | 250,000 | |
| 311,065 | | |
| 325,551 | | |
| 162,795 | | |
| 799,411 | 3,000,000 | 5,000,000 |
| 2,000,000 | 3,042,937 | 10,735,749 |
| 7,692,812 | 6,042,937 | 15,735,749 |
| 10,492,223 | 6,042,937 | 15,735,749 |
| 261,095 | 500,000 | |
| 583,382 | 893,832 | |
| 113,345 | | |
| 73,582 | | |
| 42,445 | | |
| 95,416 | | |
| 11,922 | | |
| | | |

Highways Capital Plan 2023-24 - Appendix B Outturn Report

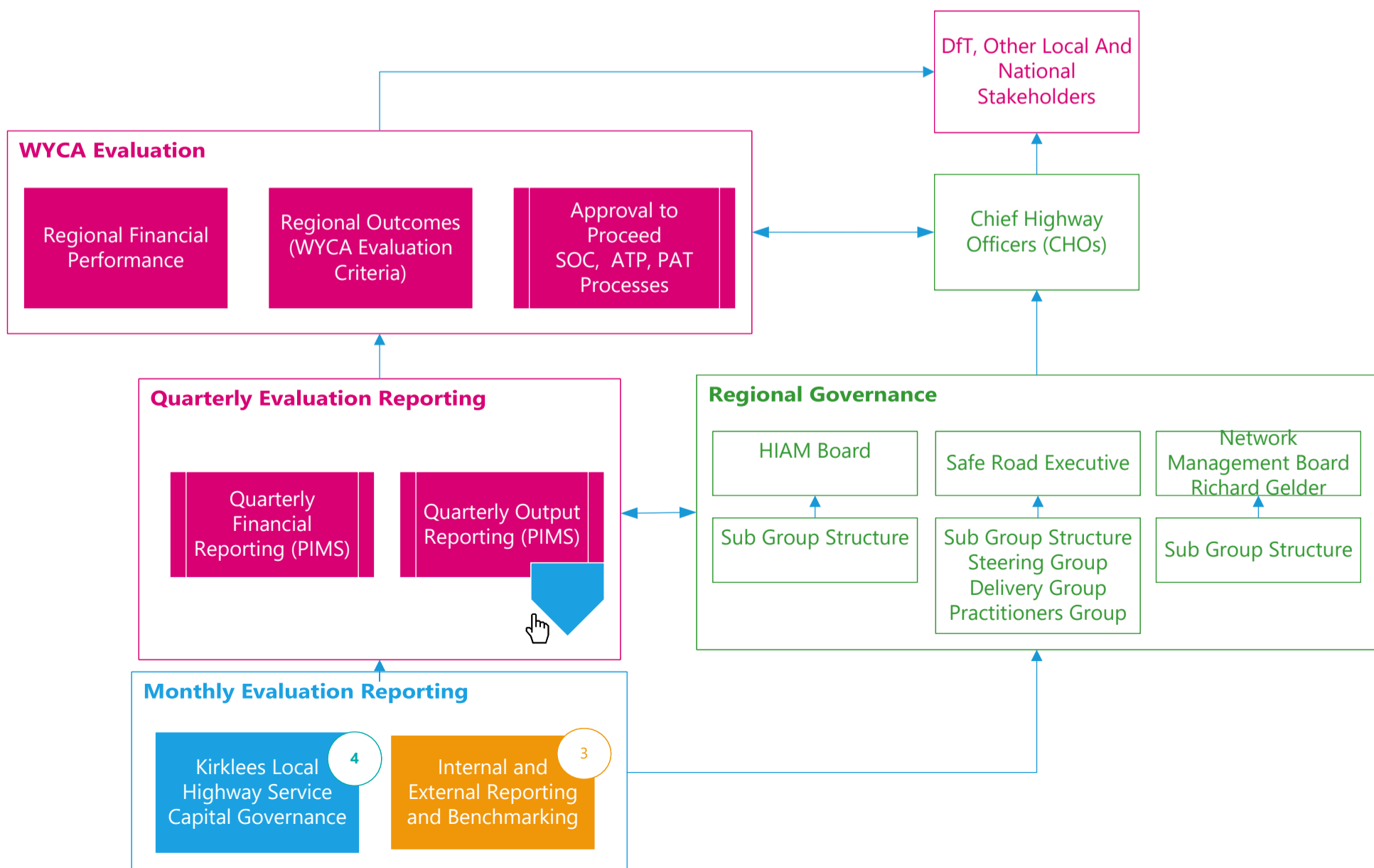
| | | March 2023/24 Budget | Re-profile budget from 2022-23 | Rollover from 2022-23 (June 2023) | New monies since March report | Total 2023-24 |
|---|--|----------------------|--------------------------------|-----------------------------------|-------------------------------|--------------------|
| Asset Management | | | | | | |
| Highways Maintenance-Principal Roads | CRSTS - Asset Manag & Enhancements | £3,678,106 | £537,000 | £2,295,706 | £0 | £6,510,812 |
| | Borrowing | £0 | £2,000,000 | £0 | £0 | £2,000,000 |
| | Challenge Fund Grant | £0 | £1,182,000 | £0 | £0 | £1,182,000 |
| | Pot Hole Fund | £0 | £0 | £0 | £0 | £799,411 |
| | | £3,678,106 | £3,719,000 | £2,295,706 | £0 | £10,492,223 |
| Highways Maintenance- Roads Conn Communities | CRSTS - Asset Manag & Enhancements | £1,096,258 | £0 | £292,956 | £0 | £1,389,214 |
| | Borrowing | £0 | £0 | £0 | £0 | £0 |
| | Pot Hole Fund | £0 | £0 | £0 | £0 | £331,064 |
| | | £1,096,258 | £0 | £292,956 | £0 | £1,720,278 |
| Highways Maintenance- Local Community Roads | CRSTS - Asset Manag & Enhancements | £2,953,043 | £100,000 | £625,004 | £0 | £3,678,047 |
| | Borrowing | £2,530,000 | £160,000 | £-178,180 | £0 | £2,511,820 |
| | Pot Hole Fund | £0 | £0 | £0 | £1,290,475 | £160,000 |
| | | £5,483,043 | £260,000 | £446,824 | £1,290,475 | £6,349,867 |
| Highways Maintenance- Locality Based U Road (LBU) | CRSTS - Asset Manag & Enhancements | £0 | £0 | £0 | £0 | £0 |
| | Borrowing | £3,000,000 | £0 | £-1,396,615 | £0 | £1,603,385 |
| | | £3,000,000 | £0 | £-1,396,615 | £0 | £1,603,385 |
| Structures | CRSTS - Asset Manag & Enhancements | £1,200,000 | £698,000 | £102,600 | £0 | £2,000,600 |
| | Borrowing | £0 | £0 | £0 | £0 | £0 |
| | | £1,200,000 | £698,000 | £102,600 | £0 | £2,000,600 |
| Street Lighting | CRSTS - Asset Manag & Enhancements | £1,000,000 | £0 | £311,296 | £0 | £1,311,296 |
| | Borrowing | £0 | £0 | £42,961 | £0 | £42,961 |
| | | £1,000,000 | £0 | £354,257 | £0 | £1,354,257 |
| | Grant | £9,927,407 | £2,517,000 | £3,627,562 | £1,290,475 | £17,362,444 |
| | Borrowing | £5,530,000 | £2,160,000 | £-1,531,834 | £0 | £6,158,166 |
| | Total | £15,457,407 | £4,677,000 | £2,095,728 | £1,290,475 | £23,520,610 |
| | TOTAL MAINTENANCE / PROW | £15,457,407 | £4,677,000 | £2,095,728 | £1,290,475 | £23,520,610 |
| Integrated Transport | | | | | | |
| Network Management | CRSTS - Renewals & Enhancements | £715,000 | £195,100 | £158,597 | £0 | £1,068,697 |
| | Borrowing | £100,000 | £0 | £0 | £0 | £100,000 |
| | | £815,000 | £195,100 | £158,597 | £0 | £1,168,697 |
| Safer Roads | CRSTS - Safer Roads | £925,000 | £571,000 | £-18,239 | £0 | £1,477,761 |
| | UKSPF - CCTV Upgrades | £0 | £0 | £0 | £0 | £0 |
| | Borrowing | £280,000 | £0 | £-86,619 | £0 | £193,381 |
| | Cllr SID Monies | £49,000 | £0 | £-49,000 | £0 | £0 |
| | | £1,254,000 | £571,000 | £-153,858 | £0 | £1,671,142 |
| Flood Mgt & Drainage | Borrowing | £450,000 | £0 | £22,275 | £0 | £472,275 |
| | EA Grant | £0 | £51,990 | £27,605 | £0 | £79,595 |
| | Contributions | £0 | £0 | £80,301 | £0 | £80,301 |
| | | £450,000 | £51,990 | £130,181 | £0 | £632,171 |
| Developer Funded Schemes | Contribs | £0 | £0 | £623,343 | £0 | £623,343 |
| | Grant | £1,640,000 | £818,090 | £167,963 | £0 | £2,626,053 |
| | Contributions | £0 | £0 | £703,644 | £0 | £703,644 |
| | Borrowing | £879,000 | £0 | £-113,344 | £0 | £765,656 |
| | Total | £2,519,000 | £818,090 | £758,263 | £0 | £4,095,353 |
| | TOTAL INTEGRATED TRANSPORT | £2,519,000 | £818,090 | £758,263 | £0 | £4,095,353 |
| CRSTS - Major Projects | | | | | | |
| Active Travel / PROW | CRSTS | £156,176 | £0 | £42,715 | £0 | £198,891 |
| | Borrowing | £0 | £0 | £0 | £0 | £0 |
| | | £156,176 | £0 | £42,715 | £0 | £198,891 |
| | TOTAL CRSTS - Major Projects | £156,176 | £0 | £42,715 | £0 | £198,891 |
| | Grant | £156,176 | £0 | £0 | £0 | £198,891 |
| | Borrowing | £0 | £0 | £0 | £0 | £0 |
| | Total | £156,176 | £0 | £0 | £0 | £198,891 |
| | CRSTS - Major Projects | £156,176 | £0 | £0 | £0 | £198,891 |
| | Grant | £11,723,583 | £3,335,090 | £3,795,525 | £1,290,475 | £20,187,388 |
| | Borrowing | £6,409,000 | £2,160,000 | £-1,645,178 | £0 | £6,923,822 |
| | Contributions | £0 | £0 | £703,644 | £0 | £703,644 |
| | Total | £18,132,583 | £5,495,090 | £2,853,991 | £1,290,475 | £27,814,854 |
| | TOTAL Highways Capital Plan 2023-24 | £18,132,583 | £5,495,090 | £2,896,706 | £1,290,475 | £27,814,854 |
| | CRSTS - Asset Manag & Enhancements | £9,927,407 | £1,335,000 | £3,627,562 | £1,290,475 | £16,180,444 |
| | CRSTS - PROW / Active Travel | £156,176 | £0 | £42,715 | £0 | £198,891 |
| | CRSTS - Network Managt Renewals & Enhancements | £715,000 | £195,100 | £158,597 | £0 | £1,068,697 |
| | CRSTS - Safer Roads | £925,000 | £571,000 | £-18,239 | £0 | £1,477,761 |
| | UKSPF - CCTV | £0 | £0 | £0 | £0 | £0 |
| | Council Borrowing - all budget areas | £6,409,000 | £2,160,000 | £-1,645,178 | £0 | £6,923,822 |
| | Challenge Fund Grant - HM & BMR | £0 | £1,182,000 | £0 | £0 | £1,182,000 |
| | EA Grant - Flood Management | £0 | £51,990 | £27,605 | £0 | £79,595 |
| | Developer Contributions | £0 | £0 | £703,644 | £0 | £703,644 |
| | | £18,132,583 | £5,495,090 | £2,896,706 | £1,290,475 | £27,814,854 |

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Highway Governance Framework

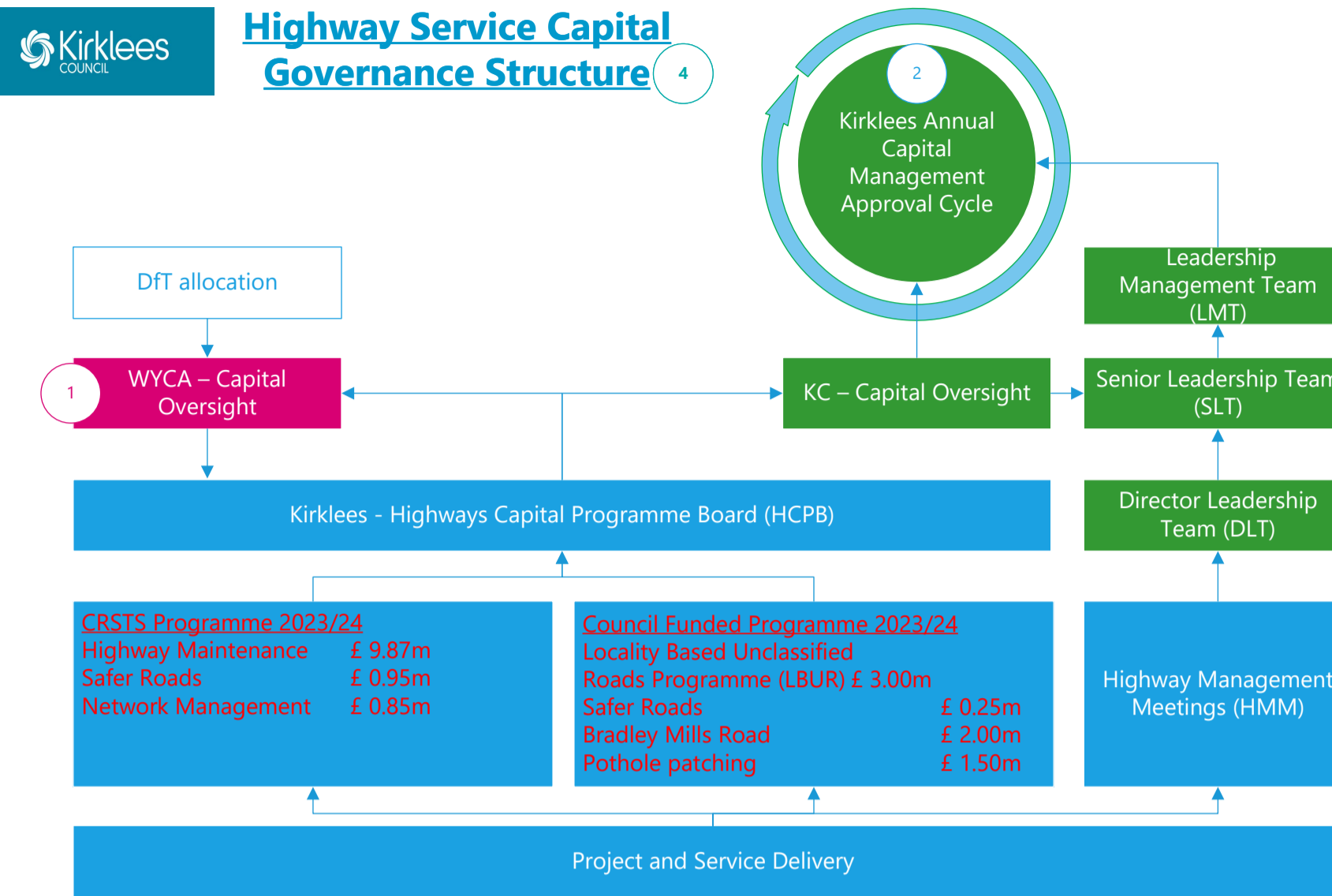
12.07.2023 V0.04

WYCA Capital Oversight 1



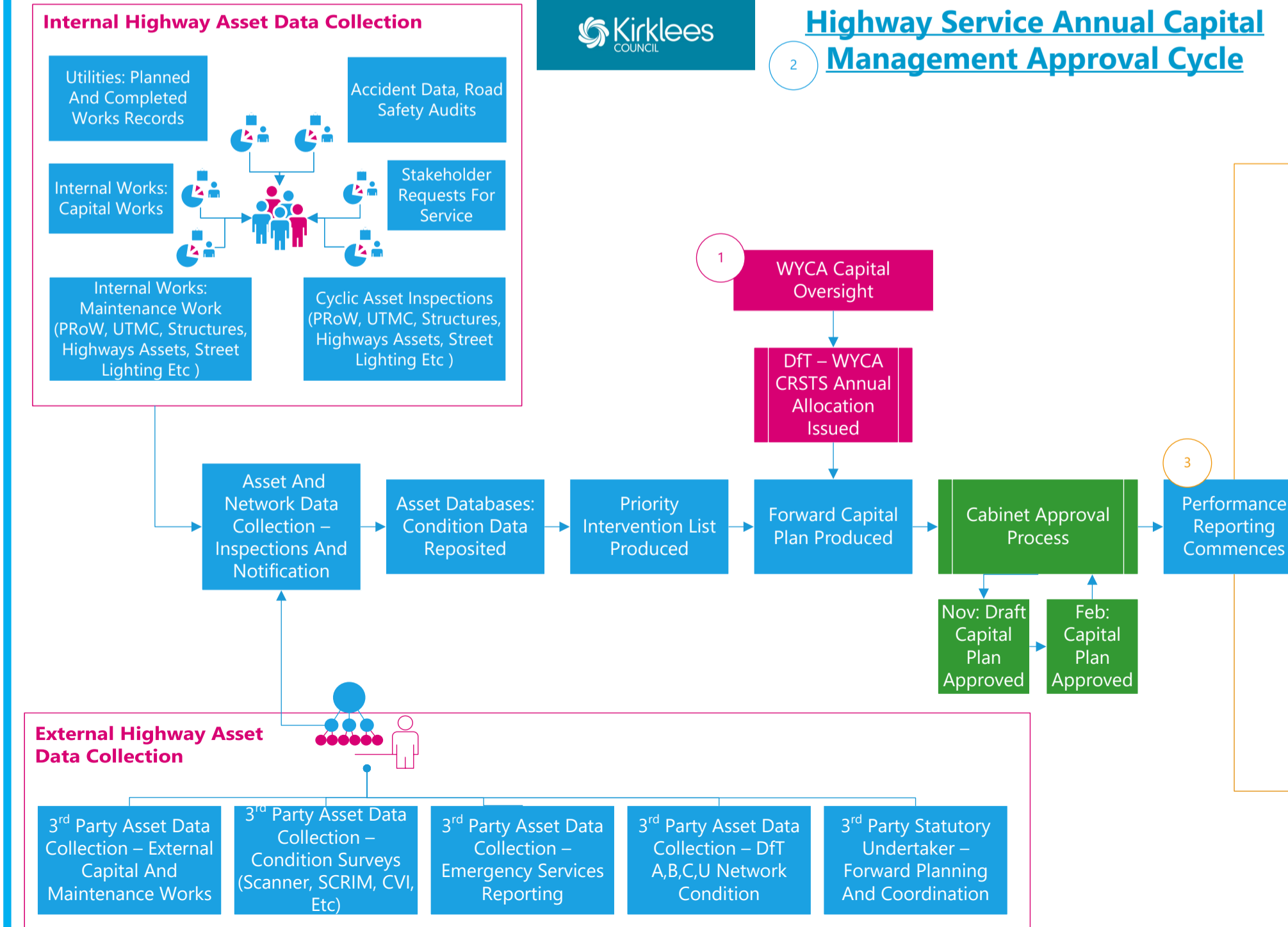
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Highway Service Capital Governance Structure 4



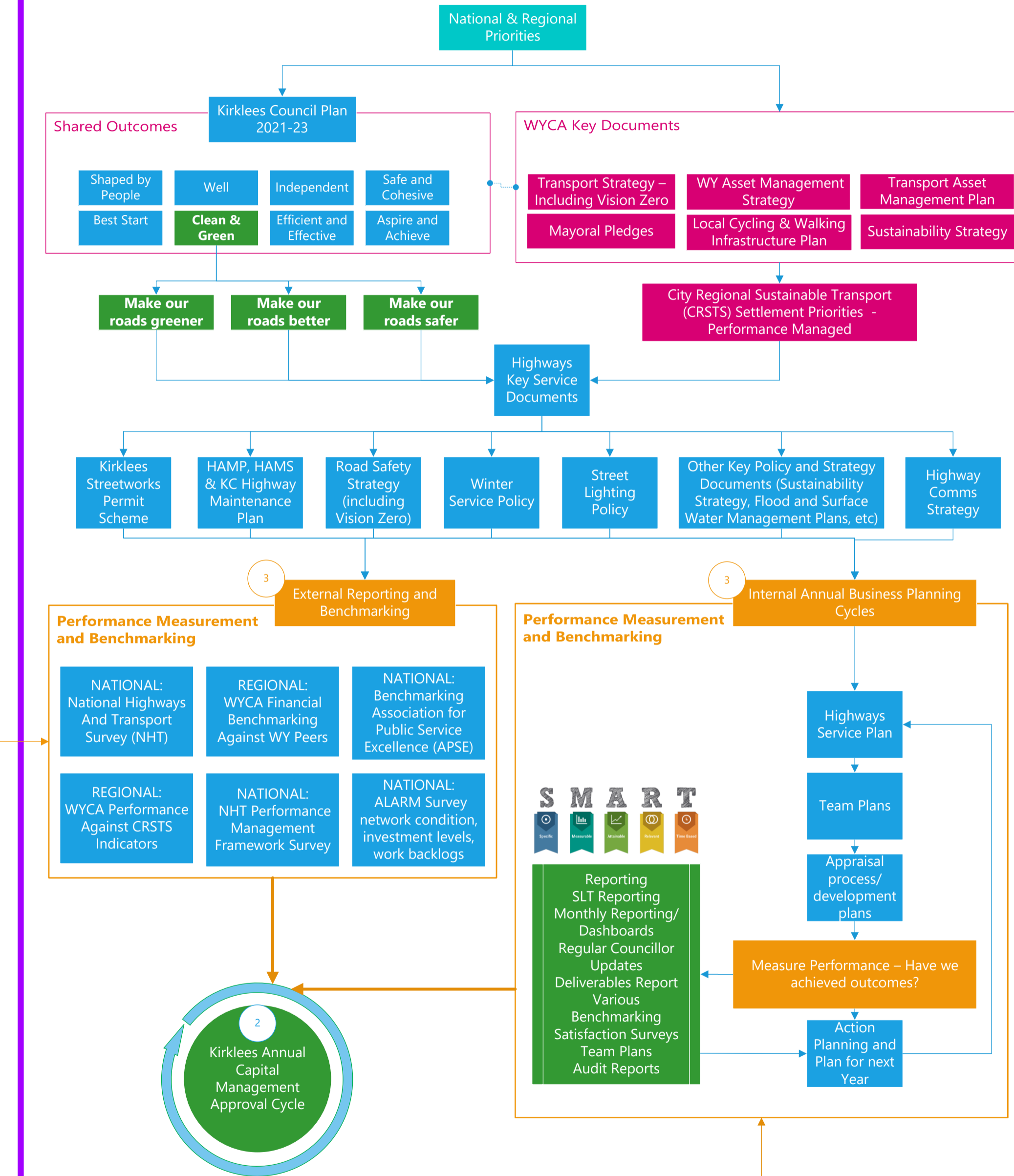
12.07.2023 V0.04

Highway Service Annual Capital Management Approval Cycle 2



12.07.2023 V0.04

Highway Service Performance Framework



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CLIMATE CHANGE AND ENVIRONMENTAL SCRUTINY PANEL – WORK PROGRAMME 2023/2024

MEMBERS: Cllrs Jo Lawson (Chair) John Taylor, Matthew McLoughlin, Timothy Bamford, Hannah McKercher, Matthew McLoughlin , Will Simpson, Garry Kitchen (Coptee) and Jane Emery (Coptee)

SUPPORT: Jodie Harris – Principal Governance and Democratic Engagement Officer

| FULL PANEL DISCUSSION | | |
|-------------------------------------|---|---|
| THEME/ISSUE | APPROACH / AREAS OF FOCUS | OUTCOMES / ACTIONS |
| Cumulative Impact Assessment | <p>New Issue:</p> <p><u>Meeting of the Panel to be held 4th July 2023</u></p> <p>The purpose of this report is to brief Members of the Environment and Climate Change Scrutiny Panel on proposals to introduce a Cumulative Impact Assessment Policy under the Licensing Act 2003.</p> | <p>The Panel recommended that:</p> <ol style="list-style-type: none"> 1. The data be reviewed where it was felt to be incorrect (particularly in relation to Dewsbury Town centre) and be shared with the Panel. 2. The maps be made clearer and shared with the Panel following review with the Public Health Department. 3. Where figures less than 50 had been blocked out in the report that liaison took place with the Public Health Department to obtain actual figures and that these be shared with the Panel. 4. The quality of the report presented be improved and formatted to a higher standard before presentation to the Panel moving forwards. 5. A review of areas be undertaken where streets may be excluded by the boundary line and allow for issues to persist (i.e.- Trinity Street). 6. The ambition for the Public Consultation was made clear and that a statistically valid figure against the overall population for the number of public respondents be set to ensure broad representation and meaningful engagement. 7. Consideration be given to amending the period within which the Public Consultation was to be held to ensure the student population be represented. 8. The Panel be informed with the outcomes of the Public Consultation if approved by the Licencing Panel. |

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| | | <p>9. The Panel be provided with information in relation to; those licences that were being reviewed (i.e.- where areas were congested with premises selling cheap alcohol), the scope for refusal and evidence of good practice.</p> <p>10. It was important to be inclusive in the approach and that consideration continue to be given to the inclusion of other areas.</p> <p>11. If the Consultation be approved, that an email be sent to all Ward Members asking them to put forward the areas that they represent for consideration if they felt it would be useful.</p> <p>12. The Panel to be informed if the Consultation was approved and for an update be provided on progress prior to further consideration by Licensing and Full Council.</p> |
| <p>White Rose Forest – Summary Review 2022/23</p> | <p>New Issue:</p> <p><u>Meeting of the Panel to be held 4th July 2023</u></p> <p>The Panel considered a presentation in relation to White Rose Forest – Summary review 2022/23 and looking ahead to 2023/24</p> | <p>The Panel noted the report, White Rose Forest – Summary review 2022/23 and looking ahead to 2023/24 and recommended that Kirklees specific data be provided in relation to the Green Streets be provided to the Panel.</p> |
| <p>Waste Strategy Update</p> | <p><u>Meeting of the Panel to be held 30th August 2023</u></p> <p>In 2023/2024, the Environment and Climate Change Panel will receive an update around work undertaken to refresh the strategy in light of recent financial challenges and changes to legislation.</p> <p><i>Background:</i></p> <p><i>The former Economy and Neighbourhoods Scrutiny Panel first scrutinised the new Waste Strategy in 2021. In 2022/23 there was a focus on pre-decision scrutiny of the Waste Strategy Capital Update and the Cabinet decision 2nd August 2022 was taken to approve funds.</i></p> | |

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| | <p><i>Overall, the Panel were supportive of the strategy and recommended that, 'the idea of rewarding individual businesses be considered in the development of the Community Reward Scheme. A joined up and borough wide approach be taken to the reuse shop and bulky waste initiatives in later stages of development'.</i></p> | |
| <p>Snow Warden Volunteer Scheme Update</p> | <p><u>Meeting of the Panel to be held 30th August 2023</u></p> <p>In 2023/2024, the Environment and Climate Change Panel will receive an update around learning from snow wardens, under the theme of Winter Maintenance.</p> <p><i>Background:</i></p> <p><i>The former Economy and Neighbourhoods Scrutiny Panel reviewed the approach taken to Winter Maintenance 7th September 2021 which included a focus on the link to planning.</i></p> <p><i>Key issues noted included the maintenance of active travel routes during winter and of the challenges around housing growth, resources, and capacity for winter maintenance. It was agreed that the current policy for winter maintenance should be assessed. This work was undertaken an update was given 30th August 2022.</i></p> | |
| <p>Council Owned Tree and Woodland Management Policy</p> | <p><u>Meeting of the Panel to be held 25th October 2023</u></p> <p>The Panel will consider the finalised draft replacement Council Owned Tree and Woodland Management Policy.</p> | |

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| <p>Air Quality Update</p> | <p><u>Meeting of the Panel to be held 25th October 2023</u></p> <p>Background:</p> <p><i>The former Economy and Neighbourhoods Scrutiny Panel received an update in October 2019. A number of areas to monitor were identified following implementation of the Action Plan.</i></p> <ol style="list-style-type: none"> 1. <i>Which measures have proven effective, and which provide good value for money.</i> 2. <i>Addressing the issue of vehicles with idling engines particularly outside schools.</i> 3. <i>How the planning system can be used/will address issues in relation to infrastructure to encourage sustainable transport/active travel.</i> 4. <i>Improving infrastructure to encourage travel by public transport/cycling and walking.</i> 5. <i>Encouraging/ facilitating better options for travel to school to reduce use of private cars.</i> <p><i>In 2022/23 the Panel received notification of the publication of the Annual Status Report (ASR) for consideration with a view for a formal update to follow. The ASR provided a look back on Air Quality monitoring data for the calendar year of 2021 as well as some progress made in relation to the Air Quality Action Plan (AQAP)</i></p> <p><u>Meeting of the Panel to be held 25th October 2023</u></p> <p>The Panel will consider the 2023 Air Quality Annual Status Report (ASR) and will receive a presentation providing an update on Local Air Quality Management.</p> | |
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| 2 Year Highways Capital Plan Update | <p><u>Meeting of the Panel to be held 10 January 2024</u></p> <p>The Panel will consider an update in relation to the 2 year Highways Capital Plan</p> | |
| Highways and Road Safety | <p><u>Meeting of the Panel to be held 10th January 2024</u></p> <p>The Panel will consider an update in relation to Highways and Road Safety.</p> <p><i>Background:</i></p> <p><i>The former Economy and Neighbourhoods Scrutiny Panel received a presentation around Highways Safety which set out The Councils statutory responsibilities, (as per the Highways Safety Act), (i.e.- Safe vehicles, speeds, roads and behaviours as well as Post collision learning and care). The presentation also covered issues in relation to capital funding, and the Vision Zero ambition to eliminate road deaths and serious injuries (KSI's) to zero by 2040 and improve road safety for everyone using a safe systems approach. The Panel recommended that more emphasis be placed on enforcement and that the council continue to promote, persuade and influence driver behaviour as well as maintaining strong partnership work with the Police.</i></p> | |
| Home to School Transport Policy (post 16) | <p><u>Meeting of the Panel to be held 10th January 2024 (TBC)</u></p> <p>The Panel will consider an update in relation to Home to School Transport Policy (post 16)</p> | |
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| Environmental Sustainability Strategy | <p>New Issue:</p> <p><u>Meeting of the Panel to be held 21 February 2024</u></p> <p>The Panel will receive an update on the Environmental Sustainability Strategy.</p> | |
| Waste Re-Procurement | <p><u>Meeting of the Panel to be held 21 February 2024</u></p> <p>The Panel will consider an update on Waste Re-Procurement in relation to work undertaken in the scrutiny of the Waste Strategy update.</p> | |
| Parks and Greenspace Vision | <p><u>Meeting of the Panel to be held 27th March 2024</u></p> <p>The Panel will receive an update in respect of Parks and Greenspace Vision</p> | |
| Parking Strategy Review | <p><u>Meeting of the Panel to be held 27th March 2024</u></p> <p>The Panel will consider an update in respect of Parking Strategy Review. To include use of pesticides.</p> | |
| Events | <p><u>Meeting of the Panel to be held 27th March 2024</u></p> <p>The Panel will receive an update in respect of local events (i.e.- Woven/Pride/Year of Music)</p> <p>-</p> | |
| | <p><u>new municipal year</u></p> | |

| <p>Statutory Health and Safety Service Plan 2022- 23</p> <p>Food Safety Service Plan 2023</p> | <p>The Environment and Climate Change Panel will receive an update in respect of the Health and Safety and Food Safety Service Plans.</p> <p><i>Background:</i></p> <p><i>The former Economy and Neighbourhoods Scrutiny Panel received an update on the performance of the Food Safety Team against the priorities set in the Food Safety Service Plan 2022 and the delivery of the Health and Safety Service Plan 2022-23. Overall, the Panel were positive about the updates and recommended that communication with Community Groups to help increase their understanding of the regulations under Martyn’s Law (if brought forward) were key.</i></p> | |
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| LEAD MEMBER BRIEFING ISSUES | | |
| THEME/ISSUE | APPROACH / AREAS OF FOCUS | LEAD OFFICER |
| 1. | | |
| 2. | | |

Items scheduled:

- Cumulative Impact Assessment (July)
- White Rose Forest – Summary review 2022/23 and looking ahead to 2023/24 (July)
- Waste Strategy Review (August)
- Snow Warden Volunteer Scheme Update (August)
- Air Quality Action Plan (October)
- Tree Policy (October)
- 2 Year Highways Capital Plan (January)
- Highways and Road Safety (January)

- Environmental Sustainability Strategy (February)
- Waste Procurement (Private Item) (February)
- Parks and Greenspace Vision (March)
- Events (Woven/Pride/Year of Music) (March)
- Parking Strategy Review (March)

Items not yet scheduled:

- Fleet Replacement
- Street Lighting
- Statutory Food Hygiene Plan 2024 – 2025 / Statutory Health & Safety Plan 2024 – 2025
- Future Bereavement Services Offer
- Heat District Energy Network

Upcoming Panel visits Ideas:

- Energy from Waste (EfW) and Materials Recycling Facility (MRF) Scrutiny Visit (September)