

Public Document Pack



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

Samantha Lawton

Governance and Commissioning

PO Box 1720

Huddersfield

HD1 9EL

Tel: 01484 221000

Please ask for: Yolande Myers

Email: yolande.myers@kirklees.gov.uk

Monday 28 April 2025

Notice of Meeting

Dear Member

Cabinet

The **Cabinet** will meet in the **Council Chamber - Town Hall, Huddersfield** at **1.30 pm** on **Tuesday 6 May 2025**.

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 cursive script, appearing to read "S Lawton".

Samantha Lawton

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 Cabinet members are: -

Member	Responsible For:
Councillor Carole Pattison	Leader of the Council
Councillor Moses Crook	Deputy Leader of the Council, Cabinet Member - Transport and Housing
Councillor Beverley Addy	Cabinet Member - Adult Social Care and Health
Councillor Munir Ahmed	Cabinet Member - Environment and Highways
Councillor Tyler Hawkins	Cabinet Member - Corporate
Councillor Viv Kendrick	Cabinet Member - Children' Services (Statutory Responsibility for Children)
Councillor Amanda Pinnock	Cabinet Member - Education and Communities
Councillor Graham Turner	Cabinet Member - Finance and Regeneration

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of Cabinet

To receive any apologies for absence.

2: Minutes of Previous Meeting

1 - 2

To approve the Minutes of the Meeting of the Cabinet held on 8 April 2025.

3: Declaration of Interests

3 - 4

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

4: Admission of the Public

Most agenda items will be considered in public session, however, it shall be advised whether the Cabinet will consider any matters in private, by virtue of the reports containing information which falls within a category of exempt information as contained at Schedule 12A of the Local Government Act 1972.

5: Deputations/Petitions

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

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

6: Questions by Members of the Public

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: Questions by Elected Members (Oral Questions)

Cabinet will receive any questions from Elected Members.

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

8: Healthy Child Programme

5 - 14

To receive the Healthy Child Programme.

Wards affected: all

Contact: Lucy Wearmouth, Head of Improving Population Health

9: Highways 2 Year Detailed Capital Plan allocation 2025/26 and 2026/27

15 - 36

To consider the delivery programme for the Highways Capital Plan budget allocation for the years 2025/26 & 2026/27.

Wards affected: all

Contact: Yvonne Atkinson, Highways Capital Programme Manager

10: Local Electric Vehicle Infrastructure fund (LEVI) Charging Points in Kirklees Residential Areas 37 - 50

To consider the Local Electric Vehicle Infrastructure (LEVI) Fund for public Electric Vehicle charging points in Kirklees.

Wards affected: all

Contact: Jason Smith, Project Manager

11: Combined Authorities (Adult Education Functions) (Amendment) Order 2025 51 - 56

To consider the Combined Authorities (Adult Education Functions) (Amendment) Order 2025.

Wards affected: all

Contact: Chris Duffill, Head of Business and Skills

This page is intentionally left blank

Contact Officer: Yolande Myers

KIRKLEES COUNCIL

CABINET

Tuesday 8th April 2025

Present: Councillor Carole Pattison (Chair)
Councillor Moses Crook
Councillor Munir Ahmed
Councillor Tyler Hawkins
Councillor Viv Kendrick
Councillor Amanda Pinnock

Observers: Councillor Mohan Sokhal

Apologies: Councillor Beverley Addy
Councillor Graham Turner

118 Membership of Cabinet

Apologies for absence were received on behalf of Councillors Addy and Turner.

119 Minutes of Previous Meeting

That the Minutes of the Meeting held on 11 March 2025 be approved as a correct record.

120 Declaration of Interests

No interests were declared.

121 Admission of the Public

It was noted that all items would be considered in public session.

122 Deputations/Petitions

No deputations or petitions were received.

123 Questions by Members of the Public

No questions were received.

124 Questions by Elected Members (Oral Questions)

No questions were asked.

125 Public Space Protection Orders

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

Cabinet gave consideration to the revision of the Council's Public Space Protection Orders (PSPO), along with a proposal to introduce new PSPO's.

Cabinet was advised that a single new PSPO for Batley, Dewsbury, Holmfirth, Huddersfield, Ravensthorpe Town Centres addressing (i) Street Drinking (ii) Bird Feeding and (iii) Loitering, Nuisance Behaviour and Temporary Structures would be introduced.

Cabinet noted that the existing PSOP's in relation to (i) control of fires and barbeques (ii) control of sky lanterns, fireworks and balloons and (iii) dog fouling which would remain and be amalgamated into one PSPO.

Regarding options considered, it was determined that the existing PSPO's did not sufficiently address the changing nature of antisocial behaviour, and did not provide sufficient flexibility to address issues arising. Following this feedback from engagement with partners, the option to retain the existing PSPO's without amendment was therefore rejected.

RESOLVED – That approval be given to the revised Public Space Protection Orders (PSPO) and to the introduction of new PSPO's.

126 LGA (Local Government Association) Corporate Peer Challenge - Kirklees Council Action Plan (Reference to Council)

Cabinet considered the Local Government Association (LGA) Corporate Peer Challenge report and action plan, following their visit to the Council in November 2024.

Cabinet noted the full feedback at Appendix B, which contained eight key recommendations for improvement, being (i) Budget, (ii) Transformation (iii) Regeneration Plans (iv) Planning (v) Working with Business and Economic Partners (vi) Member Roles and Development (vii) Continuing to Improve Performance and (viii) Developing a Longer-term Horizon. The action plan was produced which included specific timescales associated with each action and the responsible Service Director.

Cabinet was advised that the action plan set out the important next steps for the Council and built on recent work to improve and strengthen the Council's position for delivering on its priorities into the future.

The report outlined the proposal for ongoing delivery monitoring and reporting, noting that the LGA would return to Kirklees in September 2025 to undertake a progress review.

RESOLVED –

- 1) That the Local Government Association report as at Appendix B be noted.
- 2) That approval be given to the action plan as at Appendix A.
- 3) That the ongoing delivery monitoring and reporting of the action plan, as at 2.8 of the considered report be approved.
- 4) That the action plan be presented at Council on 23 April 2025 for noting.

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

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

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

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

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

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

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

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

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

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

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

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

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

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



Report title: Kirklees Healthy Child Programme (0-19 service)

Meeting	Cabinet
Date	6th May 2025
Cabinet Member (if applicable)	Cllr Beverley Addy
Key Decision Eligible for Call In	Yes Yes
<p>Purpose of Report The Healthy Child Programme (HCP) is a national, evidence-based public health initiative aimed at improving the health and well-being of children and young people from the antenatal period to age 19 and up to 25 for those with Special Educational Needs and Disabilities (SEND).</p> <p>The purpose of this report is to appraise cabinet of the re-procurement of the HCP specifically:</p> <ul style="list-style-type: none"> • To provide an overview of HCP and the background to the HCP contract. • To share the vision for the new HCP. • To update Cabinet on the key milestones for the competitive tender process for the HCP. • To outline the governance flight path undertaken. 	
<p>Recommendations</p> <ul style="list-style-type: none"> • For cabinet to note the report. 	
<p>Resource Implication: The value of the HCP contract will be £8.1 million per annum for the first five years of the contract. The funding envelope had been agreed to ensure that the successful provider will be able to deliver the service as effectively as possible and to bring the funding envelope in line with neighbouring Local Authorities in the Yorkshire and Humber region. The Service will be funded from the ring-fenced Public Health Grant and resource has been allocated for this.</p> <p>In light of the current financial constraints and to ensure providers can plan for the initial five years of the contract, we would go out for a fixed price for the initial five-year period. Before the end of the initial five-year period and upon the decision of any extension we would work with procurement and finance colleagues along with the provider to approve any increases in contract value for the extension period. Relevant clauses in the terms and conditions will be included to allow this to take place.</p>	
Date signed off by <u>Executive Director</u> & name	Rachel Spencer-Henshall Signed off: 6th March 2025
Is it also signed off by the Service Director for Finance?	Kevin Mulvaney Signed off: 4th March 2025

Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer)?

**Samantha Lawton
Signed off: 6th March 2025**

Electoral wards affected: All Wards

Ward councillors consulted: N/A

Public or private: Public

Has GDPR been considered? Not appropriate for this report.

1. Executive Summary

The purpose of this paper is to update Cabinet on the following:

- To provide an overview of HCP and the background to the HCP contract.
- To share the vision for the new HCP.
- To update Cabinet on the key milestones for the competitive tender process for the HCP.
- To outline the governance flight path undertaken.

2. Information required to take a decision

2.1 Overview of the Healthy Child Programme

The HCP is a national, evidence-based public health initiative aimed at improving the health and well-being of children and young people from the antenatal period to age 19, and up to 25 for those with Special Educational Needs and Disabilities (SEND). Also known as the 0-19 service, the HCP aims to improve the health and well-being of children through;

- Health and development reviews,
- Health promotion,
- Parenting support,
- Screening and immunisation programmes.

The programme integrates health, education, and other key partners to provide comprehensive support for children and their families and is a mandated service as part of the Public Health Grant conditions.

The HCP is a mandated service with guidance outlining essential standards and elements that Local Authorities must adhere to, ensuring consistent and comprehensive support for children's health and development across all regions.

There are five mandated health visiting contacts for children from pregnancy to age 2.5 years. These are;

1. Antenatal Visit: Around 28 weeks of pregnancy.
2. New Baby Review: 10-14 days after birth.
3. 6-8 week Review: When the baby is 6-8 weeks old.
4. 1 year Review: Around the child's first birthday.
5. 2-2.5 year Review: Between the ages of 2 and 2.5 years.

2.2 Healthy Child Programme in Kirklees

The HCP was initially commissioned by Public Health on behalf of Kirklees Council (Public Health and Children's Services) and the Kirklees Integrated Care Board (ICB), previously known as Kirklees CCG.

The service began on 1st April 2017 and was commissioned for a five-year term, with an option to extend for an additional five years. The contract followed a lead provider model, with Locala as the lead provider, subcontracting additional services to South West Yorkshire Foundation Trust, Northorpe Hall, Home Start, and Yorkshire Children's Centre (now Fresh Futures). In October 2023, it was decided to disperse the lead provider model. Starting from 1st April 2024, for a two-year period Public Health has directly commissioned Locala to deliver the 0-19 service, encompassing Health Visiting and School Nursing, under a revised service specification. The current contract remains valid until 31st March 2026.

Between the 7th and 11th February 2022, Ofsted and the Care Quality Commission (CQC), conducted a joint inspection of the Kirklees local area to judge the effectiveness of the area in implementing the special educational needs and/or disabilities (SEND) reforms as set out in the Children and Families Act 2014.

The published inspection report highlighted the requirement for a Written Statement of Action (WSOA) because of two significant areas of weakness in the local area's delivery of services in relation to special educational needs and disabilities.

One of the identified areas of weakness was the poor delivery of the HCP which did not support the identification of SEND in children at the earliest opportunity consistently.

Since this time, Public Health has worked closely with Locala in order to improve the performance of the mandated contacts. This work has involved a range of interventions and systems changes including improved governance and oversight, increased resource and capacity dedicated to the programme and closer collaboration with Children's colleagues and partners across the ICB system.

In February 2024 a Provider Selection Regime Decision Report was approved at the Public Health and Corporate Resources SLT to commence a competitive tender process for the re-procurement of the HCP 0-19 Service. Following this, in February 2024 a Key Decision Notice was published to approve the two-year extension for Locala and to commence the re-procurement exercise for the new service which will commence on 01 April 2026. A subsequent delegated decision by lead cabinet member was done in March 2024.

2.3 Vision for the future Healthy Child Programme in Kirklees

The vision for the Healthy Child Programme (HCP) has been influenced by several key factors:

- **National HCP Commissioning Guidance:** Recommendations and guidelines provided at the national level for commissioning HCP services.

- **Local Insight and Engagement Results:** Feedback and data gathered from local stakeholders and communities (see appendix A for summary of the engagement activities and responses).
- **2022 Yorkshire and Humber (Y&H) HCP Mapping Exercise:** A comprehensive review conducted by all 15 local authorities in the Yorkshire and Humber region which evaluated the HCP delivery models. This exercise has helped us understand and design an HCP model based on regional delivery.

The vision for the future HCP model is to improve outcomes for children and young people across Kirklees by:

- Fully delivering the mandated contacts for the HCP.
- Employing qualified staff while utilising a skills mix approach for delivery.
- Providing an equitable, flexible, and graduated approach according to need.
- Improving health and wellbeing outcomes and reducing inequalities for children and families across Kirklees, especially the most vulnerable.
- Ensuring full integration and partnership working across the Kirklees system (including Families Together service, early years, and the voluntary sector).
- Addressing the needs of the 0-19 local population (up to 25 years for those with SEND).
- Focusing on public health prevention and early intervention.
- Collaborating with local communities and understanding the importance of place-based working.
- Being led by intelligence, including feedback from local communities.

Achieving the vision will ensure we have a more responsive, inclusive, and effective HCP which supports the overall health and development of children and families in Kirklees.

2.4 Service Specification - Key Areas of Change

The key areas of change to the future service specification are:

1. Additional resource

In order to ensure a robust and comprehensive service and following benchmarking with other regional partners, the overall value of the contract has been increased.

2. Partnership and Integration

The service specification strongly emphasises system partnership and integration as crucial elements. The integration section highlights the importance of collaboration with Children's Services and the wider system, including the community and voluntary sector, primary and secondary care, and the ICB. Getting this right will ensure children, young people, and families receive comprehensive, coordinated care, leading to better outcomes and resource efficiency.

3. SEND

SEND is thoroughly considered within the future service specification, with a dedicated section co-produced with SEND experts to ensure it meets the needs of children and young people with SEND in Kirklees. The Healthy Child Programme's mandated contacts, along with the additional 3-month contact (referred to below), will ensure that SEND is identified at the earliest opportunity and that effective pathways of support are available for families.

4. Universal 3-month contact

The future service specification includes a universal 3-month contact to enhance early identification of health needs, support perinatal mental health, and address key public health priorities such as child development, breastfeeding, and immunisation uptake. This additional contact will help to bridge the gap between the 6-8 week contact and the 12-month contact.

5. Universal School Nurse offer

The service specification states that a universal school nursing offer should be available for all children and young people in Kirklees. By taking a preventative and early intervention approach, the school nursing offer will result in better outcomes for children and young people and reduce the need for higher-end, more costly services.

2.5 Governance

The governance flightpath followed for the HCP is detailed in the table below. It outlines a comprehensive timeline of key milestones and decision points to ensure effective implementation and oversight. This includes the re-procurement process, which is essential for securing the best possible service provider and ensuring that the programme continues to meet the needs of children and families in Kirklees.

Public Health and Corporate Resource SLT	13th February 2025
Portfolio Briefing	18th February 2025
Children's SLT	19th February 2025
Joint Scrutiny	26th February 2025
Corporate ELT	11th March 2025
Briefing Cllr Kendrick and Cllr Pinnock	17th March 2025
Portfolio Briefing	18th March 2025
Kirklees Health and Care Partnership SLT	19 th March 2025
Executive Board	24th March 2025
Publish Key Decision Notice	3rd April 2025
Report to Legal and Finance	7th April 2025
Cabinet	6th May 2025
Tender goes Live	2nd June 2025
Deadline for returns of tender	7th July 2025
Evaluation completed by	29th July 2025
Standstill letter issued	5th August 2025
Award	1st September 2025
Mobilisation	Sept 25 - March 26
Contract Start Date	1st April 2026

3. Implications for the Council

The Healthy Child Programme (HCP) is a vital commissioned service for Kirklees Council for several reasons:

- **Statutory Compliance:** It ensures the Local Authority meets its statutory duties, as certain elements of the HCP are mandated for delivery.
- **Health Improvement and Reduction in Inequalities:** The HCP enhances the health and wellbeing of children and young people from the antenatal period to age 19, and up to 25 for those with Special Educational Needs and Disabilities (SEND). Its universal reach and additional support for vulnerable families help reduce health inequalities.
- **Strategic Alignment:** It directly supports the delivery of the Kirklees Health and Care Plan, Health and Wellbeing Strategy, and the SEND Transformation Plan

Overall, the HCP is essential for fostering a healthy start in life for children in Kirklees, leading to long-term health and wellbeing benefits for the entire population.

3.1 Council Plan

There are clear links to the delivery of the Council Plan:

- Supporting the delivery of the Shaped by People, Best Start and Well Shared Outcomes.
- Working to ensure that council services (and the services we commission) are smart and delivering efficiently and effectively.
- Working with people and partners using a place-based approach with partners.
- Supports the Council 25/26 priorities of;
 - ✓ Protecting the vulnerable and promoting inclusion,
 - ✓ Thriving people and communities – now and over the longer-term.

3.2 Financial Implications

The total financial impact will amount to £40,500,000 over the initial five years of the contract. Funding has been allocated from the ring-fenced Public Health Grant. For 2025/26 the total funding for the HCP equates to 27% of the overall Public Health Grant.

3.3 Legal Implications

The procurement will adhere to and be conducted in accordance with UK procurement legislation including The Health Care Services (Provider Selection Regime) Regulations 2023.

Section 12 of the “Health and Social Care Act 2012” imposes a statutory duty on local authorities to deliver the mandated Healthy Child Programme (HCP) and the National Child Measurement Programme (NCMP) as part of their public health responsibilities.

Prior to this paper going to Cabinet the full suite of documents including contract particulars and service specification will be passed to legal services for them to advise.

3.4 Climate Change and Air Quality

We are not expecting the new Healthy Child Programme to negatively impact on climate change or air quality.

3.5 Other (e.g. Risk, Integrated Impact Assessment or Human Resources)

- **Integrated Impact Assessment (IIA)**

As part of this process, council officers will complete a full Integrated Impact Assessment to ensure that the new service is as equitable as possible and that we do not inadvertently negatively impact on any protected characteristic groups.

- **Risk Register**

The Council currently has a logged risk on the corporate risk registers, around the potential of no providers applying for the service due to insufficient funds. We have worked closely with similar Local Authorities and partners to ensure the service specification is proportionate to the funding available.

4. Consultation

Consultation process to date has included:

- Portfolio Holders for Health and Social Care, Children's, and Education.
- Corporate Strategy and Public Health Senior Leadership Team
- Children's Services Senior Leadership Team
- Health, Children's and Adults Social Care Scrutiny Panel. The comments from Scrutiny were as follows and all recommendations have been actioned
 1. That the report be noted,
 2. That Officers be thanked for the comprehensive report and presentation,
 3. That a report with the number of school nurses along with the schools they were attached to would be provided to the Panel,
 4. That information on the percentage of children that received the mandatory child measurement programme and vision and hearing screening be provided to the Panel,
 5. That feedback from the consultation and engagement process be provided to the Panel,
 6. That information on how children with Special Educational Needs and Disabilities post 18 will be supported to be provided to the Panel.
 7. That the officers provide more detail of the possible options which were considered in Section 5.1 as part of the procurement process
 8. That officers provide further detail around the budget for the first five years of the contract.
- Corporate Executive Leadership Team
- Executive Board

5.Engagement

Process to date has included:

- **Public:** Direct engagement with parents and carers via a targeted survey. Engagement with Children and Young People via the Our Voice team across schools in North and South Kirklees.
- **Internal and External Partners:** Worked with a range of internal colleagues and external system partners, including ICB colleagues, Children's Services, Families

Together Service, Procurement, Schools, Primary Care, Homestart, Auntie Pam's and Safeguarding.

Both activities aimed to gather feedback on the current delivery model and gather thoughts/ideas on what should be delivered in a future model. A summary of the engagement activities and responses can be found in Appendix A.

6 Options

6.1 Options Considered

This procurement and subsequent contract fall under the remit of UK procurement legislation including The Health Care Services Provider Selection Regime Regulations 2023. A range of options from the regulations were considered and taken to Contract Assurance Board and Public Health and Corporate Resources SLT for feedback and steer.

Under the regulations the following options were considered:

- **Direct award process A** where there is an existing provider for the services and that provider is the only capable provider.
- **Direct award process B** where people have a choice of providers, and the number of providers is not restricted by the relevant authority.
- **Direct award process C** where there is an existing provider for the services and that existing provider is satisfying the original contract and will likely satisfy the proposed new contract, and the services are not changing considerably.
- **Most suitable provider process** where the relevant authority is able to identify the most suitable provider without running a competitive process.
- **Competitive process** where the relevant authority wishes to run a competitive exercise, or if they wish to conclude a framework agreement.

6.2 Reasons for recommended Option

Following steer at the Contract Assurance Board and Public Health and Corporate Resources SLT and through discussion with Head of Procurement and Head of Risk it was decided to run a competitive tender process to ensure we engage in a competitive process, ensure value for money and which also allows for changes to the service specification and Contract Particulars, to reduce future risks associated with cost increases and performance. This process also allowed the authority to undertake benchmarking and market engagement prior to the tender exercise to ensure the new service is in line with current legislation, the latest operational practices, comparable with neighbouring authorities in terms of resource allocation and is fit for the future.

7 Next steps and timelines

Following Executive Board, the documents will be submitted to legal and procurement for sign off. Once signed off, the paper will be taken to Cabinet on 6th May (see Section 2.4 for more detail)

Once it has been to Cabinet the procurement will be published on Find Tender Service and uploaded onto YorTender and providers will be able to view/bid for the Service.

The procurement process will continue including evaluation of the submitted bids until August 2025 when approval to award the service will be obtained.

We will then work with the successful provider during mobilisation and the new contract will commence on 01 April 2026.

8 Contact officer

Lucy Wearmouth
 Head of Improving Population Health
lucy.wearmouth@kirklees.gov.uk.

9 Background Papers and History of Decisions

The following key decisions were made:

- 1/2/24 Public Health Corporate Resources SLT – approval for competitive tender
- 14/02/24 [Key decision posted](#)
- 15/03/24 [Key decision approved](#)
- 15/03/24 Delegated Decision by lead cabinet member

In addition, the following papers have been presented:

- Provider Selection Regime Decision Report (approved 10/06/24)
- Paper to Public Health Corporate Resources Children’s SLT (presented 13/02/25 and 19/02/25)
- Paper for Portfolio Briefing (presented 18/02/25)
- [Paper for Scrutiny \(presented 26/02/25\)](#)

10 Appendices

Appendix A: Summary of the engagement activities and responses.

Engagement type	Engagement	Responses
Families' views on 0-19 services	Parent/carer SNAP survey, targeted engagement workshops (Auntie Pam’s, HomeStart), antenatal group research.	94 respondents (survey), 20 participants (workshops), 5 participants (antenatal group).
Children & Young People voice	Our Voice Team, workshop offer in schools.	167 pupils from 10 schools (89 in primary, 78 in secondary).
SEND families	Consulted with survey production and response, Our Voice Team in SEND schools.	50 respondents (survey), 46 pupils (workshops).
Workforce & Stakeholder engagement	Partner/stakeholder SNAP survey, Locala workforce views included in survey, PH workforce engagement, Market Provider engagement.	69 respondents (survey), 31 Locala workforce views, 7 PH workforce respondents, 20 delegates (Market Provider engagement).

Primary findings:

- The value of one-to-one face to face, person-centred and holistic contacts, which is overwhelmingly supported at all contacts by both parents/carers and professionals.
- The importance of mental health across all life stages (infant, child, adulthood).
- Transitions and support (to parenthood, key stages in school).
- The significance of early, accessible information and support (prevention).
- Acknowledgement of workforce, resource and system capacity.
- Better integration across the system, including partnerships and shared estate. Transformation should involve reforming and strengthening the system's integration through options such as joint training, co-location and IT system optimisation.
- Increased visibility of services and communications required (key data: only 4 of 160 young people were aware of Local School Nurses).
- Universal school nursing health promotion (particularly in emotional and mental health and wellbeing, sleep, healthy choices and relationships) is important to all stakeholders across a range of topics, and innovative approaches to school and system integration could better utilise the specialist public health skills of this workforce.
- Flexible service delivery via a range of different methods (including skills mix) is needed to allow accessibility and availability of support.

Secondary findings:

- The importance of increased support for those with newborn babies.
- The desire for a named person to contact and form a relationship with (96% of parents would prefer continuity of carer).
- The need to better understand the needs of complex families (including SEND) in the context of both Health Visiting and School Nursing services.
- Infant feeding and weaning support are valued and may require greater visibility
- Baby weight and growth is an area where parents value support. Baby weigh clinics provide peer-led opportunities for early identification of need.
- The Family Health Team was rated as very effective (89% of professionals rated it 'effective' or 'very effective'), with Early Intervention and Prevention through this service requiring more resource.

11 Service Director responsible

Rachel Spencer Henshall

Deputy Chief Executive and Executive Director for Public Health and Corporate Resources.

rachel.spencer-henshall@kirklees.gov.uk



REPORT TITLE: Highways 2 year detailed Capital Plan allocation 2025/26 and 2026/27

Meeting:	Cabinet
Date:	6th May 2025
Cabinet Member (if applicable)	Cllr Munir Ahmed
Key Decision Eligible for Call In	Yes Yes (Advance Scrutiny 17th April 2025)
<p>Purpose of Report</p> <p>The purpose of this report is to advise Cabinet of the intended delivery programme for the Highways Capital Plan budget allocation for the years 2025/26 & 2026/27 – it identifies planned highways projects for 2025/26 and indicative programme for 2026/27.</p> <p>The Highway Capital Plan, which includes additional grants from the Department for Transport (DfT) and the West Yorkshire Mayoral Combined Authority (WYMCA), outlines circa 20.8 million pounds of investment in Kirklees Highways infrastructure over the next 12 months, and circa 16.4 million pounds investment in 2026/27. This investment will support local and regional objectives - it includes investment in active travel infrastructure to support mode shift to more sustainable methods of transport, network upgrades to improve safety for our road users, and network resilience improvements through the use of lower carbon preventative treatments.</p> <p>This report and attachments contains a breakdown of allocated budgets and detailed programmes of planned works for all highway assets groups. Asset groups include highways maintenance, repairs of structures such as bridges and walls, replacement of life expired street lighting columns, upgrades to signalised crossings, junction improvements and works to improve road safety and encourage active travel by making off road routes more accessible.</p> <p>Identified in the report is an overview of how this substantial investment has been prioritised, how the Highway Service plans to achieve value for money investment, and how works will support the Council and regional objectives.</p>	
<p>Recommendations</p> <p>Cabinet approves:</p> <ul style="list-style-type: none"> • The budget and programme / scheme allocations within the detailed 2-year Highways Capital Plan to the sum of £20,827,680 and £16,453,364 for 2025/26 and 2026/27 respectively, as shown in Appendix A & B, to allow the budget allocation and spend on the schemes identified to improve the Highway Network and increase safety on the roads whilst improving air quality and positively impacting climate change across the district. • The delegation of powers to the Executive Director, Place Directorate or Service Director for Highways & Streetscene in consultation with the Cabinet Portfolio Holder for Environment and Highways and other cabinet members as deemed appropriate by the Executive Director, Place 	

Directorate, to enable any amendments to be made to identified schemes, agree the addition of future schemes, and award funding (within the £20,827,680) for those schemes in accordance with the Council Financial Procedure Rules (for the purposes of expediting efficient delivery of this programme, spend of the available budgets, and to allow the anticipated outcomes and achievements to be realised).

- Approval, where necessary, to accelerate spend of the City Regional Sustainable Transport Settlement (CRSTS) and accelerate the two year forward programme through delegation to the Cabinet Portfolio Holder for Highways.
- Delegation to Service Director for Highways and Streetscene, in consultation with the Service Director for Legal, Governance and Commissioning, to negotiate, agree, and enter into the terms of any applicable funding agreements (and associated documentation) to enable individual projects and schemes to proceed.

Resource Implications:

This report, and associated appendices, presents the programme of highway infrastructure maintenance for the 2025/26 financial year to make best use of the available capital funding of £20,827,680 along with an indicative programme for 2026/27.

This was included in the Medium Term Financial Plan which was presented at Cabinet on 12th February 2025 and approved by Budget Council on 5th March 2025.

The budget outlines the financial framework, and this report gives detailed information about the proposed Highways Capital Programme, ensuring it fits within the allocated budget.

The works will be delivered through a combination of in-house contractor and external specialist contractors to ensure that value for money is achieved

This report also sets out the budget resource allocations for 2025/26 to 2026/27 including Grant Funding, Legacy Funding and Council borrowing.

Date signed off by <u>Executive Director</u> & name	David Shepherd 14.02.2025
Is it also signed off by the Service Director for Finance?	Kevin Mulvaney 05.03.2025
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Samatha Lawton 24.01.2025

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. Executive Summary

The Highways Capital Plan for 2025/26 & 26/27 is a detailed programme of works to be implemented in 2025/26, with provisional schemes identified for 2026/27.

2. Information

2.1 Background

On 5th March 2025, the Highways Capital budgets for 2025/26 & 2026/27 were approved by means of Cabinet Decision as part of the Council Budget Report 2025/26 and future years, incorporating Capital, Treasury Management, General Fund Revenue and Housing Revenue Account. The budget sets the financial framework, and this report provides detailed information on the proposed Highways Capital Programme, aligning with the allocated budget.

Within the financial year 2024/25, additional funding was received into Highways Safety from City Region Sustainable Transport Settlement (CRSTS) for Kirklees Speed Limit Review amounting to £875,000. This was split over 2024/25, 2025/26 and 2026/27.

A successful bid to the Department of Transport (DfT) in 2024 resulted in Kirklees Network Management being directly awarded £500,000 from the Green Light Fund for traffic signal operational efficiency improvements, and a further £72,619.16 as share of the West Yorkshire Mayoral Combined Authority (WYMCA) Traffic Signals Obsolescence Grant allocation. These additional 2 year grants were split over financial years 2024/25 & 2025/26

As part of the government's Autumn 2024 budget, the Department for Transport (DfT) announced nearly £1.6 billion in capital funding for local highways maintenance. This investment underscores the government's commitment to improving road safety and infrastructure across the country.

As a Mayoral Combined Authority, West Yorkshire's allocation includes a £14,814,000 Highways Maintenance Funding top-up for the financial year 2025/26.

The allocation for Kirklees from this Highways Maintenance Funding top-up, designated for Highways Asset Management, amounts to £2,947,986. However, the press release states: *"DfT will introduce a new incentive element in 2025/26 to ensure that best practice in sustainable highways asset management is followed. Twenty-five percent of the funding uplift will be held back until local authorities can prove that they are meeting certain criteria."*

The criteria has not been disclosed at the time this report was prepared. Updates will be provided as soon as the information becomes available. The release of this funding will be subject to the governance arrangements of the West Yorkshire Combined Authority (WYCA).

Appendix B outlines how the CRSTS funding is allocated into each team for the 2025/26 & 2026/27 years and shows the full total for each area across the CRSTS 1 programme.

A summarised breakdown of funding allocations for 2025/26 and 2026/27 is shown in Table 1 below

Table 1 – Summary of Highways Capital Budget

Funding	2025-2026	2026-2027
CRSTS – Asset Management & Enhancements	£9,870,400	£8,984,308
CRSTS Uplift 25-26 – Asset Management & Enhancements	£2,947,986	£0
CRSTS - PRoW (Public Rights of Way)	£156,176	£105,116
CRSTS – Network Management & Enhancements	£715,000	£715,000
CRSTS – Safer Roads	£1,147,500	£702,500
CRSTS – Speed Limit Review	£446,355	£196,440
Green Light Fund	£245,000	£0
Traffic Signals Obsolescence Fund	£62,619	£0
Challenge Fund (Holme Moss)	£820,000	£0
Borrowing	£4,416,644	£5,750,000
Total Funding	£20,827,680	£16,453,364

2.2 Funding Incomes

City Regional Sustainable Transport Settlement Funding

The City Region Sustainable Transport Settlement (CRSTS) consolidates funding from previous allocations of the Highways Maintenance Block, Potholes Fund and Integrated Transport Block. The funding is administered by the West Yorkshire Combined Authority on behalf of the DfT, to allow authorities to carry out responsibilities under section 41 of the Highways Act 1980 - to maintain the highways network in respective areas. Funding was awarded alongside seven other City Regions as part of a 5 year settlement and runs from 2022/23 to 2026/27.

The focus of the CRSTS funding is to drive growth, continually improve services and de-carbonise transport. This can be achieved in part by 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.

Legacy Funding

The 2025/26 allocation shows £820,000 of Challenge fund monies that has been reprofiled from 2023/24 (shown in appendix B as 25/26 budget rather than reprofile for this reason). This money was allocated to the Council for stabilisation works on the A6024 Woodhead Road, Holme Moss. The monies have been previously re-profiled each year until additional match funding could be found by the Council - match funding has now been identified for these works. This is also the case for road widening works at Bradley Mills Road. These are shown in appendix B as part of the larger amount which combines the Council borrowing approved and details expanded further in the following section – Council Borrowing.

Council Borrowing

Council capital investment in the 2025/26 Highways Capital Plan amounts to £4,416,644 funded through prudential borrowing.

The Council funding is directed towards specific schemes and in support of CRSTS and grant monies, which are focussed on asset maintenance improvement and enhancement.

The specific Council funding in 2025/26 is allocated for:

- **Flood Management and Drainage**
Whilst Strategic Flood Management and Drainage monies sit separately within a distinct Council budget line, this money is targeted towards reactive drainage maintenance which supports the strategic allocation.
This line funds improvements of drainage assets to manage flood risk, including improvements to gullies, highway drains, debris screens and highway culverts.
- Funding for the landslip works at A6024, Woodhead Road, Holme Moss and highway works on Bradley Mills Road of £2 million in 2025/26 and £3 million in 2026/27.
- The remaining proportion of Council borrowing, not identified for those named programme areas above, will be shared across Asset Management, Network Management (Urban Traffic Control – UTC) and Safer Roads. These will be used in conjunction with the CRSTS funding and grant monies to improve roads and infrastructure and make them safer and more sustainable.

2.3 Budget Areas & Scheme identification

Maintenance

Principal Roads, Roads Connecting Communities and Local Community Roads

As with all assets, there is a need to continue to invest in the Kirklees road network to counter natural and user derived deterioration, and to allow roads to meet the expectations of users. An inadequately maintained 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/or personal injury. All these factors present an unforeseen burden on the highway revenue budget and staff resources, resulting in a significant proportion of the budget being spent on purely reactive maintenance as opposed to preventative measures.

The projects identified in the Highways Capital Programme take account of the principles of the national 'Well Managed Highway Infrastructure – A Code of Practice' (Henceforth referred to in this report as 'the Code of Practice') which advocates a 'whole life / life cycle planning' and 'risk based' approach to highway asset management. The Code of Practice allows the Kirklees Highway Service to better align service levels with local and regional objectives (improve roads and infrastructure, make them safer and more sustainable, support economic growth and sustainable/active travel – Safer, Better, Greener) The programme supports active travel, access to passenger transport, and provides door to door connectivity.

A well-planned asset management approach can deliver real carbon savings by intervening earlier in the life cycle of an asset and choosing solutions that slow down deterioration; use warm rather than hot materials that are locally sourced; use overlay

rather than excavation processes thus reducing wasteful materials disposal, and to coordinate works and deliver them in the best climatic conditions. In support of this, the Highway Service are working with external consultants to develop a Highway Sustainability Strategy to improve carbon management and support the wider [Kirklees Council Environmental Sustainability Strategy](#) and associated carbon reduction targets. The development of this strategy is being funded using CRSTS.

As the Highway Authority, the Council has certain legal obligations it must meet to ensure the highway network is safe and fit for purpose. From time to time, these obligations may become the subject of claims for loss or personal injury. Demonstrating that the Council maintains the public highway in accordance with the Code of Practice is essential to be able to counter such claims and protect the 'public purse'.

To understand the performance of the road network and to assess whether Kirklees are meeting our targets, the Highways Service commissions independent condition assessment of its roads using specialist 'scanner' and visual inspection surveys. The Highway Service also participates in road network benchmarking with Council peers.

Forward maintenance is focussed on the most efficient, sustainable, and cost-effective form of intervention (having regard to allocated budgets). Focussing solely on end-of-life assets would lead to further deterioration of the highway network, as spend would only target a small proportion of the network. This approach would inevitably lead to more expensive solutions over time, with more frequent unplanned repairs creating disruption and congestion for road users. Additionally, the risk of asset failure or deterioration could expose the Council to increased risk of injury and claims and would not support the decarbonisation objectives of the Council. Considering this position, a proactive approach is therefore required to protect the Council and its citizens.

Whilst growth is positive for the district overall, it does bring about an additional burden in maintenance terms on the highway network, through additional usage and an increase in 'wear and tear'. The highway lifecycle planning and whole life cost approach to highway asset management looks to identify the best solutions at the right time to achieve the greatest benefits from the financial investment available.

The life cycle planning approach allows the Highway Service to promote early interventions on roads that are in visibly good condition and before deterioration requires more expensive and carbon intensive solutions. The use of surface dressing and thin asphalt surfacing for roads and footways are very successful, cost effective, lower carbon intensive, preventative treatments when applied at the right time. In some circumstances patching to remove localised defects in a road in otherwise good condition, can also provide a cost-effective solution.

The carriageway (road) maintenance sites identified in Appendix A have been selected to try to achieve the most efficient and effective use of budget, whilst trying to satisfy the expectations of the local community. Spend is distributed across all road classifications – Principal, B & C, and unclassified. The Highways Service will continue to focus resources on the improvement of unclassified roads, whilst maintaining at least a 'steady state' on the condition of the classified network.

The Council's engineers determine the best package of works that will preserve and prolong the good condition of roads, together with the need to restore or replace those that are in poorer condition. The cost difference between the 'preserve' or 'replace' options can be five times more expensive, so it is good highway management practice to keep sound

roads in an acceptable condition and that is why more cost-effective treatments such as surface dressing and micro asphalt are widely used.

In determining the roads to be improved through the 2025/26 programme, a roads prioritisation methodology has been developed that takes in to account road hierarchy and road condition.

Similar to carriageway prioritisation, the forward footway improvement programme considers 'lifecycle planning' techniques and extent of deterioration. In some locations, a more cost-effective treatment such as 'slurry seal' (a thin surfacing overlay treatment) can be utilised instead of the more expensive and carbon intensive traditional footway reconstruction for the reasons outlined previously.

Any additional money within financial years will be allocated to the maintenance programme following asset management principles for prioritising works, in accordance with Kirklees and WYMCA governance arrangements. Works will be prioritised by asset need unless terms of the funding dictate otherwise.

Maintenance – Structures

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 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.

Maintenance - Streetlighting

Following completion of the lantern replacement programme to more energy efficient LED versions, the Street lighting team will continue with the ongoing replacement of the Councils 12,316 concrete columns.

There are also 940 lighting columns that are not concrete (i.e. steel etc) that were installed before 1984 and are over 40years old, with a further 12,299 (37.67% of non-concrete street lighting columns) that will become over 40 years old within the next 10 years.

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

Maintenance – LBUR

2024/25 was the final year for LBUR and this was approved by cabinet on 9th July 2024 as part of the 2 year Highway Capital Plan 2024-25 25-26.

The LBUR programme has now ceased. Any unclassified roads within the original programme not progressed will be included in the overall prioritisation list.

Maintenance – 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, for access to essential local services, education, and employment centres, as well as for leisure activities. The PROW network can often provide a link to public transport facilities such as stations and bus stops, further reducing the reliance on private cars.

Investment in the PROW network is further supported in the CRSTS funding allocation for additional network improvements with a £3.44 million award for five years across West Yorkshire with £156,176 each year in Kirklees between 2022/23 & 2026/27.

Kirklees Council will use its PROW CRSTS funding allocation to support a number of overarching project streams and individual schemes as follows:

- A project to install and improve signage across the district – poor signage was identified as one of the main barriers to accessing the PROW network following a public consultation carried out in 2022
- A project to install, replace and improve handrails in a number of locations to make paths safer
- Replacement / installation of a number of footbridges – Kirklees have a number of bridges that are unsafe, or which have been washed away
- Installation of boardwalks to open up impassable bogged routes
- Commission remedial works on individual sections of PROW to address surfacing, drainage and for example tree route eruption
- Improve accessibility by addressing the standard and condition of stiles and gates found on the network

These improvements as a whole will open up various links on the PROW network enabling users to safely navigate a greater number of routes, both for recreation and to move between locations.

These activities have either commenced, or preparatory steps have been taken in 2024/25 with a view to continuing this programme of works in 2025/26

Active Travel

Be it walking to school, cycling to work, or other everyday journeys you make to get from place to place, active travel can offer a convenient, healthy and affordable way to move more. Walking, wheeling and cycling are also the least carbon-intensive ways to travel

Increasing levels of physical activity is seen as central to improving the nation's health and wellbeing, and active travel is widely viewed as having the potential to play a major part in that mission. More active travel will also make roads quieter, safer and more attractive for people to walk, wheel and cycle

The CRSTS Asset Management and Enhancement programme contributes to this goal by strengthening active travel and public transport connections alongside improvements to the off road PROW network.

The proposed Asset Management and Enhancement programme provides the opportunity to complement other projects and aims to support connectivity and accessible, active travel modes and links to public transport facilities.

The programme focuses some of the key areas to promote behaviour change to enable active travel, including:

- Footway improvements - supporting active travel, access to passenger transport, door to door connectivity (first and last mile)
- Maintaining or improving road surfaces – supporting the use of cycling for commuting and leisure
- Adding dedicated cycle lanes (where practicable), adding, or improving pedestrian crossing facilities (such as dropped crossing points and tactile paving)
- Where columns are being replaced, bringing the whole street up to current national standards (BS 5489-1:2020) for lighting

Integrated Transport – Network Management

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 CRSTS has recognised the importance of modern, dynamic, low energy using traffic signal equipment to provide safe and efficient facilities for all forms of transport. Where installed, new technologies and Urban Traffic Control (UTC) systems can effectively manage traffic to reduce delays or prioritise public transport, pedestrians or cyclists at individual junctions and along key corridors. Optimised network management reduces carbon and improves air quality. The CRSTS has recognised the importance of these projects and has identified specific monies to support the projects identified in Appendix A.

A previous successful bid to DfT resulted in Kirklees Council being awarded £500,000 from the Green Light Fund (GLF). This award focusses on improving the A62 corridor from M62 Junction 27 to (but not including) Cooper Bridge. The bid included elements to improve road layout changes, improved pedestrian facilities, rectification of faulty signal detection, and a review of timings and coordination of signal installations. The grant was split over 2024-25 and 2025-26.

A further award of £507,826.28 was made to WYMCA from DfT through the non-competitive share of the Traffic Signals Obsolescence Fund (TSOG). The award was shared between the five WY authorities on previously agreed asset number splits; this resulted in an additional £72,619.16 being made available to Kirklees Council for the replacement of aging or defective traffic signals equipment for 2024-25 and 2025-26. The award is managed in the same way as the CRSTS Network Management fund in terms of governance and grant fund agreement.

Integrated Transport – Safe Roads

The Safer Roads programme 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 looks to boost accessibility by addressing barriers to use / perceptions around safety of key transport networks, and therefore encouraging modal shift towards active modes and public transport, which will help to decarbonise our transport network.

In order to achieve this target, the Safer Roads Programme will deliver a variety of sub-programmes that will reduce the dominance of motor vehicles to create streets that are safer for people and active travel by putting the needs of people before those of vehicles, when designing infrastructure. It will implement a connected network of safer routes,

categorise streets around usage and create consistent road environments to lower speeds and manage road user behaviour.

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

Enhanced impacts will also be sought through development of a 'Vision Zero' action plan to reduce road fatalities and severe injuries, that will see a holistic, multi-disciplinary approach to provide added value to the Safer Roads programmes by engaging other agencies and departments and aligning agendas and resources where beneficial. The programme comprises of several key areas, including:

- Vision Zero development and integration.
- Infrastructure to address areas identified by collision analysis, e.g., sites, lengths for concern and especially cluster analysis.
- Local cycle infrastructure and pedestrian crossing improvements.
- Safe routes to school and School Street improvements.
- Speed management initiatives.
- Projects that implement traffic management and vehicle movement changes, that favour safety and sustainable modes.
- Speed Limit Review

Integrated Transport – Flood Management & Drainage

Whilst Strategic Flood Management and Drainage monies sit separately within a distinct Council budget line, this money is targeted towards highways drainage maintenance which supports the strategic allocation. This line supports improvement of the drainage assets to manage flood risk, including improvements to gullies, highway drains, debris screens and highway culverts.

2.4 Risks to Programme

There may be occasions when a scheme identified in Appendix A cannot be delivered within a particular timeframe due to reasons such as conflict with other works (whether from within the Highway Service or by major projects / transportation, public realm teams or statutory undertakers both planned or emergency) that are happening on the highway network, unfavourable conditions for weather sensitive treatments or through lack of suitable or specialist resources to deliver a scheme. In such circumstances, the affected sites will be reassessed and considered for reprogramming for delivery at a future date. Therefore, some capital programmes may include additional contingency schemes which will be brought forward if other schemes need to be deferred or reprioritised.

Without approval, the Highway Service runs the risk of not being able to undertake sufficient work in the summer months utilising most of the good weather, school holidays and contractor availability. This would result in an underspend on those budgets and delayed schemes into winter months where the practicalities and benefits of delivery are lost. By not approving the programme, there is also the risk that the Highway Service Operational who construct the majority of the named schemes will not have enough work in their forward programmes, which then brings both operational and financial revenue risks, should they not be able to work on the network and build the schemes from within the plan.

The available funding and subsequent programmes that have been developed and identified in this report is only one part of the overall works that may occur on the highway network over the next 2 years. This report focuses on the highways lead element of the funding and work, mainly in response to KC statutory duties as a Highway Authority. Other programme areas and highway works (such as major transport improvement schemes, public realm schemes or WYMCA lead improvement schemes) are also being developed for implementation in future years.

Whilst the Highway Service will not be the principal driver for these projects, as a key stakeholder in delivery (and in some instances the recipient of new infrastructure) the service will collaborate to support shared strategic outcomes when planning and delivering the highway capital programme.

2.5 Innovation, Governance and Performance

Innovation

Across all budget areas, the Highway Service continue to seek advancements in technologies and approach. The Service uses Artificial Intelligence (AI) platforms to assess asset condition and create efficiencies. This includes defect identification and modelling to inform forward works programmes.

The capital programme is also aligned with the OSAMS Programme, which seeks to replace internal asset management systems and improve external service request reporting platforms. The Highway Service are responsible for the Council's most valuable asset. The gross replacement cost of highway infrastructure managed within these systems, calculated in accordance with the requirements for Whole of Government Costs (in June 2017), is estimated to be £4.6billion and the depreciation at £0.65 billion.

In addition to the adoption of new systems and technology, the service continue to expand the use of new maintenance and repair processes (e.g. jet patching) to reduce repair times and associated roadwork delays for highway network users. The service also has a programme reviewing 3rd party contracts with a view to improving value for money and support more sustainable service delivery and carbon reporting. This aligns to local objectives and regional mayoral pledges to tackle the climate emergency and protect our environment.

Governance

To support successful delivery of the highway capital programme, the capital delivery programme is supported by a dedicated Capital Works Programme Manager, monthly financial monitoring, standardised project delivery documentation, and regional board oversight meetings in the areas of Road Safety, Network Management and Asset Management (attended by West Yorkshire colleagues).

Performance

In addition to asset condition benchmarking with peers and via external specialist consultants, the Highway Service maintain and are further developing a programme of performance measures. Existing measures include monthly and quarterly programme reporting of finances, programme risk reporting and delivery output reporting. This reporting informs Council financial planning and supports the CRSTS Grant Fund Agreement and associated WYMCA reporting requirements.

The CRSTS Grant Fund Agreement and associated WYMCA outcome reporting requires Kirklees Council, along with West Yorkshire peers, to report financial and scheme output progress each quarter. This regional governance helps to ensure comparative value for money with West Yorkshire colleagues, and informs alignment with regional outcomes around a safer, more reliable, more efficient and more sustainable highway network.

3. Implications for the Council

3.1 Council Plan

[Kirklees Council Plan 2025/26](#)

The initiatives outlined in this report are designed to support the key priorities of the Council Plan. These include enhancing transportation networks, reducing congestion, and improving road safety. By aligning our efforts with these priorities, Kirklees Highways aim to create a more efficient, safer, and sustainable Highway Network.

The Highway Service's plans are also closely aligned with the strategic outcomes of the West Yorkshire Combined Authority (WYCA). These outcomes include:

- **Economic Growth:** By improving transportation infrastructure, WYCA aim to boost economic activity and connectivity across the region, facilitating the movement of goods and people.
- **Environmental Sustainability:** Projects that incorporate sustainable practices, such as using eco-friendly materials and reducing carbon emissions, to contribute to the region's environmental goals.
- **Social Inclusion:** To prioritise accessibility and inclusivity in projects, ensuring that all members of the community benefit from improved transport networks

3.2 Financial Implications

The 2 year Highways Capital Plan identifies planned projects for 2025/26 and indicative programmes for 2026/27. The annual capital allocations of £20,827,680 in 25/26 and £16,453,364 in 2026/27 include Council investment, funded through prudential borrowing, of £4,416,644 and £5,750,000 respectively. The associated cost of borrowing is £104,000 in 2025/26, increasing to £480,000 in 2026/27, and £794,000 in 2027/28 and future financial years. The borrowing assumptions are consistent with those contained in the 'Council Budget Report 2025/26 and 2026/27' approved at Council on 5th March 2025.

3.3 Legal Implications

The detailed plan 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.

There are no direct legal implications arising from this report. The Council as highways authority has a statutory duty under the Highways Act 1980 to maintain publicly maintainable highways. Any procurement required to deliver the highway scheme programmes, will be carried out using existing highways maintenance contracts and or

in accordance with the Public Contracts Regulations 2015 and /or the Public Procurement Act 2023 and regulations which came into effect on 24 February 2025) and the Council's Contract Procedure Rules.

Some projects within the programme will require legal assistance. For example, this may include the acquisition of land in third party ownership and development of Traffic Regulation Orders.

The Council must comply with its Public Sector Equality Duty under section 149 of the Equality Act 2010.

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.

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, wheel, cycle and use public transport. Encouraging those that can walk, wheel and cycle to change to less car dependant modes of transport will reduce congestion, carbon usage, and 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.

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.

In August 2019, the Tyndall Centre for Climate Change Research produced a report for Kirklees Council outlining recommended climate change targets based upon the commitments in the 2015 Paris Agreement to stay "well below 2°C and pursuing 1.5°C" for global temperature rise. This work was informed by climate science and defined in terms of science-based carbon budget setting.

The report recommended that as a district and as an organisation, Kirklees aims to "reach zero or near zero carbon no later than 2041."

Following the report from the Tyndall Centre, Kirklees set a more ambitious target to reach net-zero by 2038, aligning with both the West Yorkshire Combined Authority's target, and the regional target for Yorkshire and Humber set by the Yorkshire Leaders Board.

To achieve 'Net Zero by 2038', Kirklees developed a series of science based 'steppingstone', SMART (Specific, Measurable, Achievable, Realistic, Timely) targets of emission reduction, against the baseline year inventory from the year 2000. These targets are as follows:

- 63% reduction by 2025
- 78% reduction by 2030
- 87% reduction by 2035
- 92% reduction by 2040
- 95% reduction by 2045
- 100% reduction by 2050

Progress against the Net Zero by 2038 target has been analysed at a regional level. This shows that if Kirklees continue to progress at the current rate of emission reduction, the Council will not achieve Net Zero by 2038 at any scale – regional or district. However, it is still possible to achieve this target if rapid emission reductions are made through correct investments and interventions. More detail on this progress report can be found here: [Our Carbon Story](#)

The CRSTS supports the promotion of sustainable alternatives to car use to enable the Kirklees' vision to be net zero by 2038.

3.5 **Other (e.g. Risk, Integrated Impact Assessment or Human Resources)**

An IIA has been undertaken.

There are no negative equality implications with these 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**

No consultation is planned. Work programmes are developed using nationally recognised asset management prioritisation principles and industry codes of practice. Programmes are data driven and use information such as asset condition, or road safety statistics (Killed and Seriously Injured data) to develop the prioritised programme.

5. **Engagement**

All Ward Members will be written to with a programme of identified works in their areas that meet the criteria for scheme inclusion.

In addition to this, Ward Members and residents are notified in advance of proprietary treatment works commencing (such as surface dressing etc). Advance notification of works is provided through signage, local letters, and press adverts (for works with associated Traffic Regulation Orders).

6. **Options**

6.1 Options considered

The Council, as the Local Highway Authority for Kirklees, has a statutory duty to maintain the adopted highway network within Kirklees, in accordance with section 41(1) of the Highways Act 1980. The programme has been developed in consideration of statutory requirements and available budgets to offer the most efficient, sustainable, and cost-effective form of intervention that can be delivered within the 2025/26 financial year. In addition, in order to secure CRSTS funding, programmes of work must also align with the funding requirements of WYMCA.

As outlined in section 2.3 of this report, developing a programme which focuses solely on 'end of life' assets would not be a cost effective or sustainable form of asset management. No other options were considered outside of highway lifecycle planning and whole life cost approach to programme development.

6.2 Reasons for recommended option

To enable the Council to comply with statutory duties and WYMCA funding requirements.

7. Next steps and timelines

Following approval of recommendations outlined in page 1 and 2 of this report, the overall Highways Capital Maintenance Programme will be monitored throughout the financial year to ensure that it can be managed within approved budgets. It is planned that all works will be delivered within budget and programme in the financial year.

The Highways Service will continue to manage the delivery of schemes within the Capital Plan and provide updates as appropriate.

8. Contact officer

Yvonne Atkinson
Highways Capital Programme Manager
Tel: 01484 221000
Email: YvonneA.Atkinson@kirklees.gov.uk

9. Background Papers and History of Decisions

Highways 2 year detailed Capital Plan allocation 2024/25 and 2025/26 – approved by cabinet 9th July 2024

10. Appendices

Appendix A - Scheme List - Highways 2 year detailed capital plan 2025/26 & 2026/27
Appendix B – Highways Resourcing Statement for 2025/26

11. Service Director responsible

Katherine Armitage, Acting Service Director Highways and Streetscene
Tel: 01484 221000
Email: Katherine.Armitage@kirklees.gov.uk

This page is intentionally left blank

						B	250,000	250,000	500,000
						G	1,593,855	898,940	2,492,795
						T	1,843,855	1,148,940	2,992,795
2K - Flood Management & Drainage Improvements									
Minor Drainage Wks & Surfacing	C.60999	Council Borrowing	Various	Various	Management/improvement of highways drainage assets	B	250,000	250,000	
						B	250,000	250,000	500,000
						G			0
						T	250,000	250,000	500,000
2L - Developer Funded Schemes									
						B			0
						G			0
						T	0	0	0

IT Total	
External Funding	
Net IT Total	

	3,116,474	2,113,940	5,230,414
	2,616,474	1,613,940	4,230,414
	500,000	500,000	1,000,000

Gross Programme Total	
External Funding	
Net Programme Total	

	20,827,680	16,453,364	37,281,044
	16,411,036	10,703,364	27,114,400
	4,416,644	5,750,000	10,166,644

This page is intentionally left blank

Highways Capital Plan 2025-2026 And 2026-2027- Appendix B

		Highways Budget	
		2025-2026 March Budget	2026-2027 Budget
Maintenance			
All Roads	CRSTS - Asset Mangt & Enhancements	£7,670,400	£6,784,308
	Highways Maintenance Funding 25-26 (top up)	£2,947,986	
	Challenge Fund Grant	£820,000	£0
	Borrowing	£3,916,644	£5,250,000
		£15,355,030	£12,034,308
Structures	CRSTS - Asset Mangt & Enhancements	£1,200,000	£1,200,000
	Borrowing	£0	£0
		£1,200,000	£1,200,000
Street Lighting	CRSTS - Asset Mangt & Enhancements	£1,000,000	£1,000,000
	Borrowing	£0	£0
		£1,000,000	£1,000,000
Active Travel / PROW	CRSTS - Active Travel / PROW	£156,176	£105,116
		£156,176	£105,116
TOTAL MAINTENANCE		£17,711,206	£14,339,424
Integrated Transport			
Network Management	CRSTS - Renewals & Enhancements	£715,000	£715,000
	Green Light Fund	£245,000	£0
	TSOG	£62,619	£0
	Borrowing	£0	£0
		£1,022,619	£715,000
Safer Roads	CRSTS - Safer Roads	£1,147,500	£702,500
	CRSTS - Speed Limit	£446,355	£196,440
	Borrowing	£250,000	£250,000
		£1,843,855	£1,148,940
Flood Mgt & Drainage	Borrowing	£250,000	£250,000
		£250,000	£250,000
Developer Funded Schemes	Contributions	£0	£0
		£0	£0
TOTAL INTEGRATED TRANSPORT		£3,116,474	£2,113,940
TOTAL HIGHWAYS CAPITAL PLAN		£20,827,680	£16,453,364
Funding			
CRSTS - Asset Mangt & Enhancements		£9,870,400	£8,984,308
CRSTS Uplift 25-26 - Asset Mangt & Enhancements		£2,947,986	£0
CRSTS - PROW / Active Travel		£156,176	£105,116
CRSTS - Network Mangt Renewals & Enhancements		£715,000	£715,000
CRSTS - Safer Roads		£1,147,500	£702,500
CRSTS - Speed Limit Review		£446,355	£196,440
Green Light Fund		£245,000	£0
Traffic Signals Obsolescence Fund (TSOG)		£62,619	£0
Challenge Fund Grant (Holme Moss)		£820,000	£0
		£16,411,036	£10,703,364
Borrowing		£4,416,644	£5,750,000
		£4,416,644	£5,750,000
TOTAL FUNDING		£20,827,680	£16,453,364

This page is intentionally left blank



Report title: Local Electric Vehicle Infrastructure (LEVI) Fund for public Electric Vehicle charging points in Kirklees.

Meeting	Cabinet
Date	May 2025
Cabinet Member (if applicable)	Cllr M Crook (Transport)
Key Decision Eligible for Call In	Yes Yes
<p>Purpose of Report:</p> <p>To inform Cabinet of the LEVI Project, the total value of the capital grant from WYCA will be £2,494,389 and for this to be added to the Capital Plan for Place. To note that this will be supplemented by approx. 50-60% additional investment from private providers, both for initial installation and ongoing revenue costs for the duration of the contract. This will lead to a total investment of approx. £3.8m for the district.</p> <p>To accept grants in two tranches of £282,000 (Phase 1) and £2,212,389 (Phase 2) (“the LEVI Project”) from West Yorkshire Combined Authority (WYCA) to fund the installation of Electric Vehicle charge points in Kirklees. Total grant fund is £2,494,389.</p> <p>To note the creation of a procurement framework for Electric Vehicle Charge Point providers by WYCA, the use of the West Yorkshire Procurement Framework to appoint a provider (or providers) to deliver the LEVI project in West Yorkshire and specifically charge points in Kirklees.</p> <p>To delegate authority to Officers to make decisions relating to the project to bring it to delivery and completion.</p>	
<p>Recommendations</p> <ul style="list-style-type: none"> • Cabinet to delegate authority for the LEVI fund to be added to the Capital Plan, the value of which will total £2,494,389. • Cabinet to note the sites included in Phase 1, set out in Section 2 of this report, and authorise the use of these sites for delivery of Phase 1. • Cabinet to delegate authority to Executive Director of Place (in consultation with the Portfolio Holder) to identify and agree up to 10 additional off-street sites for Phase 1, if for whatever reason, the agreed sites in Phase 1 as set out in section 2 of this Report, are not deliverable or additional funding becomes available. • Cabinet to delegate authority to the Executive Director for Place (in consultation with the Portfolio Holder) to agree number, type and speed of any EV charge point on any site (Council owned land) or land constituting adopted highway (“the Highway”) for the delivery of the LEVI project. 	

- Cabinet to delegate authority to Executive Director for Place (in consultation with the Portfolio Holder) to identify and authorise the use of Council owned land, including off street parking places and in the Highway for Electric Vehicle charging infrastructure leading to the installation of EV charge points in Phase 2.
- Cabinet to delegate authority to Executive Director for Place (in consultation with the Portfolio Holder) to determine if a car parking fee or a parking permit to be required for the use of EV charging should be applicable and to make amendments to the Parking Places Order (s) and/or a Traffic Regulation Order or Temporary Traffic Regulation Order to facilitate a charging strategy for any site or sites.
- Cabinet to delegate authority to Service Director – Development to negotiate and agree terms for leases of Council land and agreements for positioning equipment on the Highway including the actual location of the charge points, consideration payable, terms of the agreement and area of demise for any sites included in the LEVI project.
- Cabinet to note the procurement process conducted by WYCA and to delegate authority to Service Director Environmental Strategy and Climate Change to contract with the selected Provider(s) for the LEVI project, respectively.
- Cabinet to delegate authority to the Service Director – Legal, Governance and Commissioning to enter into all agreements necessary to affect those arrangements referred to above.

Reasons for Recommendations

- The Council is receiving a portion of a government grant which will be supplemented by investment from the private sector. The council will not use its own capital to support the project. The project is expected to attract significant investment.
- The procurement phase of the project has been managed by WYCA with an agreed framework of six providers through the two phases. This will reduce the time to procure the providers for Kirklees and this is the preferred approach for the Department for Transport.
- EV charging is a key component within the decarbonisation of the transport sector. This is a vital component of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

Resource Implication: LEVI grants to be provided in two tranches of £282,000 (Phase 1) and £2,212,389 (Phase 2) from West Yorkshire Combine Authority (WYCA) to fund the installation of Electric Vehicle charge points in Kirklees. Total grant fund is £2,494,389. No Council match funding is required.

Existing Council Officer resources in a variety of teams will be required to deliver the project, however, these demands can be met within existing resource capabilities of the teams. A revenue grant as part of the LEVI funding is currently being used to fund part of the Project Management team and external Legal support to deliver this and other EV related projects within Environmental Strategy and Climate Change.

No additional Council capital or revenue is required to deliver the project, although there is a revenue loss implication where Pay and Display car parks are used as sites.

Date signed off by Executive Director & name.

David Shepherd – 24/04/25

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

Kevin Mulvaney – 24/04/25

Is it also signed off by the Service Director for Legal and Commissioning (Monitoring Officer)?

Samantha Lawton – 24/04/25

Electoral wards affected: All Wards. Note, for phase 1 (expected in 2025), eleven wards will be affected, and these are: Almondbury, Batley East, Crosland Moor and Netherton, Dalton, Denby Dale, Dewsbury East, Dewsbury South, Golcar, Holme Valley North, Liversedge and Gomersal and Newsome.

The expectation is that all electoral wards will be affected by Phase 1 and Phase 2 of the project.

Ward councillors consulted: Ward councillors in the affected wards will be engaged with regarding the project through the Council's communication channels. The communication team will send out information specifically to ward councillors affected by the project and the EV team will be on hand to support. As Portfolio Holders for Transport and Environment, Councillor Crook and Councillor Ahmed have been consulted for their views on the proposed scheme, and both were in favour.

Public or private: The report will be open to the public without any exemptions.

Has GDPR been considered? This report has no implications on The Data Protection Act 2018 and the UK GDPR legislation.

1. Executive Summary

The UK government's roadmap for electric vehicle (EV) infrastructure is a key part of its broader strategy to achieve net-zero carbon emissions by 2050. Transport is the largest contributor to UK greenhouse gas emissions, with cars alone responsible for over half of transport-related emissions. To address this, the government has committed to ending the sale of new petrol and diesel vehicles by 2030 and ensuring all new cars and vans are fully zero-emission at the tailpipe by 2035. Central to this transition is a tenfold increase in public chargepoints, aiming for 300,000 by 2030. To support this, several funding initiatives are in place: the £450 million Local Electric Vehicle Infrastructure (LEVI) Fund, which helps local authorities install thousands of chargers, particularly in areas without off-street parking; the Rapid Charging Fund, which focuses on deploying high-powered chargers along motorways and major roads; and the Workplace Charging Scheme, which supports businesses in installing EV charge points for employees. Alongside these investments, the government has introduced legally binding targets to ensure that a growing share of new vehicles sold each year are zero-emission. By expanding charging infrastructure and incentivising EV adoption, the UK aims to make the transition to cleaner transport both practical and accessible, reinforcing its commitment to a net-zero future.

The decarbonisation of the transport sector is also an important part of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

As the number of electric vehicles (EV) on the road continues to grow, the need to provide sufficient charging infrastructure is increasing, particularly to support those without access to a driveway. It is expected that as part of a growing network of EV charge points will be located in public spaces and the Highway. Councils will be required to meet the growing need of EV drivers locally, but also to make sure that a lack of confidence in being able to access charging facilities will not present a barrier to people switching to electric vehicles and achieving the associated environmental benefits. These are usually charge points that are not immediately commercially viable.

To support this, the Department for Transport (DfT) are providing local authorities funding to deliver publicly accessible infrastructure through the Local Electric Vehicle Infrastructure (LEVI) scheme with £343 million capital and £37.8 million revenue resource funding over the next two financial years through the LEVI Fund.

The LEVI Fund is being allocated to Tier 1 local authorities in England. The LEVI Fund is primarily targeted at addressing the need for EV charging in areas with lower levels of residential off-street parking, as EV owners who park on-street will need to rely more heavily on the public charging network. The variables selected to allocate LEVI funding looked to reflect this need.

Currently, certain areas of the UK are further ahead in the development of charging networks than others. The allocation model of LEVI reflects this aspect to ensure that provision is developed equally.

As a result, West Yorkshire Combined Authority (WYCA) has been awarded grants of £1.5 million (Capability/Revenue) and £14.33 million (Capital) from the LEVI fund. WYCA have decided to break the project into two phases to enable learning to be gained from the first phase, through a smaller initial allocation of capital, and then to deliver the bulk of the charge points in the second phase, using lessons learned from phase 1.

All the five districts of West Yorkshire have been allocated an equal share of £282,000 for phase 1. Kirklees has been awarded £2,212,389 million for phase 2 - this is based on a criteria established by the University of Leeds research as mentioned later in the report. The fund requires us to work with private sector EV charging providers to install charge points using the funding provided. The private sector is expected to provide additional investment for installations while being responsible for any on-going costs associated with its upkeep – such as maintenance and asset management.

The project will deliver charging infrastructure in areas which are currently deemed to be 'non-commercially viable' to the private sector – namely due to the phased introduction of EV's in the UK and the local region. LEVI is designed to bring the infrastructure closer to densely terraced areas, which will instil confidence in residents to look at EV's as alternatives to internal combustion engine vehicles.

WYCA has collaborated with the Council and the other districts of West Yorkshire to agree on a framework - to which there are six appointed providers. A Provider will be appointed via call off from the Framework to deliver phase 1 for all West Yorkshire. The mechanism for appointing a provider or providers for Phase 2 has not yet been agreed.

These chargers will be delivered in Phase 1 in Council parking areas and car parks, with some on street locations, while subsequent phases to explore on-street charging options. A delivery plan is attached as Appendix 1.

All electoral wards will be affected by the project and all the councillors of these wards will be engaged throughout delivery.

2. Information required to take a decision.

LEVI is a DfT funded project of £450 million designed to provide low-powered EV charging infrastructure into densely terraced and rural areas that may be 'left behind' in the EV transition due to a lack of commercial viability. Of this fund, WYCA has been awarded a total £15,826,000 million to support the five districts of West Yorkshire. Each district will get a share of the funds according to the criteria established by the University of Leeds research where considerations included – population density, areas of low off-street parking, vehicle ownership and commuting patterns.

WYCA have been informed by DfT that LEVI should be predominantly used to support on-street charging infrastructure across West Yorkshire, but we can, with justification, use the fund to support local car parks. The funding mechanism proposed to support best investment, will require the Council to enter a 15-year contract with EV charge point provider and in exchange for a land lease, the provider will be responsible for any ongoing costs associated with the upkeep of the charging infrastructure. A set of robust KPI's will be created to support our contract management process throughout the contract duration and they will be supported by the new [Public Charge Point Regulations 2023](#).

WYCA applied for the grant on behalf of the five districts of West Yorkshire and are required to lead on procurement. To support the procurement of commercial charge, point providers, it was agreed that the creation of a West Yorkshire Electric Vehicle Charging procurement framework, as the most suitable way to deliver the project. In Summer 2024, 6 providers were granted a place on the framework. Councils can utilise the framework for various EV charging requirements, but the total framework value shall not exceed £50m.

The Framework Contract will be for a five (5) year term commencing on 09 September 2024. The tendering process, bidding and evaluation of bids is managed by WYCA.

The aims of the project include enabling and accelerating an EV charging network, 'right charges in right places,' support wider transport decarbonisation goals and reducing inequalities in access and ensure good coverage across Kirklees. The project will deliver charging infrastructure in car parks in all electoral wards.

Phase 1

LEVI phase 1 is expected to begin delivery in Summer 2025, and the Invitation to Tender (ITT) was completed in December 2024, using the WYCA EV framework. Our funding of £282,000 is expected to gain an additional 58% investment from the chosen charge point operator across twenty-three identified sites listed below. These sites are made up of Kirklees owned land locations. Kirklees will have just four on-street charging locations in Phase 1 while we establish the WYCA on-street charging standards and explore other technologies through CRSTS funding.

We have identified three priority locations (highlighted below), and these must be delivered as a minimum.

Location	Speed	Number of Actual bays	Site Type
Springwood, Spring Wood Street, Huddersfield	Fast/Rapid	TBC	P&D
New Street Car Park, Lupton Square, Honley, Holmfirth	Fast	TBC	Currently Free
Shaw Cross Community Centre, Dewsbury	Standard	TBC	None Parking Service Site
New Way Long Stay Car Park, Batley	Standard	TBC	New P&D
High Street Car Park, Birstall	Fast	TBC	New P&D
Camroyd Street Car Park, Dewsbury	Fast	TBC	P&D
17 Carlisle Cl, Meltham, Holmfirth	Fast	TBC	New P&D
25 Station Rd, Holmfirth	Standard	TBC	P&D
99 College St, Crosland Moor, Huddersfield	Standard	TBC	None Parking Service Site
Wellington Road West Library Car Park, Dewsbury	Fast/Rapid	TBC	P&D
4 John St, Milnsbridge, Huddersfield HD3 4NW	Fast	TBC	Currently Free
48 George St, Cleckheaton	Standard	TBC	None Parking Service Site
King's Bridge Road Car Park, Huddersfield	Fast	TBC	P&D
39 King St, Heckmondwike WF16 9LN	Standard	TBC	None Parking Service Site
Meltham Road Car Park, Netherton	Fast/Rapid	TBC	Currently Free

Field Lane Long Stay Car Park, Batley	Standard	TBC	New P&D
War Memorial Car Park, Denby Dale	Fast	TBC	Currently Free
CO-OP Car Park, Skelmanthorpe	Standard	TBC	Currently Free
Church Street Car Park, Emley	Fast	TBC	Currently Free
57 Harpe Inge, Huddersfield	Standard	TBC	On-Street Parking
10 Warton St, Liversedge	Standard	TBC	On-Street Parking
59 School St, Moldgreen	Standard	TBC	On-Street Parking
28 Mains Ave, Cowersley	Standard	TBC	On-Street Parking

A total of 148 bays will be set aside for Phase 1 of the project with total annual income at approx. £27,700 and £415,500 over 15 years. This represents 3.8% of the total number of car parking bays (5,751) within Kirklees.

There will be a loss of income to Parking in affected pay and display car parks. However, we expect some income from the project as it has been agreed via the WYCA framework that each bay will be leased out as following income to the Council:

Speed of charger	Fee received per bay per annum
Standard	£130
Fast	£160
Rapid	£1,200

Legal and Property Services will work together to map out and draw red line boundary plans of the areas affected. Providers will need to enter into a lease with the Council for each site before any equipment is installed.

Leases will be for a duration of 15 years. At the end of the term the Council will either negotiate the grant of a further lease or ask the providers to remove the equipment and 'make good' on the sites.

There is flexibility built into the contract terms to reprofile the types and numbers of charge points in any location based on need and changes in circumstances – the incumbent provider is supportive of this also. This can be supported with Ward Councillor/Portfolio Holder support. Delegated authority is sought so that the Executive Director for Place (in consultation with the Portfolio Holder) can make the final decision on the number, type, and location of any charge points in any site or sites. However, the total number of Charge Points must be delivered by the contractor between the identified sites or in the vicinity of the identified sites.

There is also flexibility built into the contract to collaborate with the provider to determine if a car parking charge or if a permit is required to park in any charging bay. Delegated authority is sought so that the Executive Director for Place (in consultation with the Portfolio Holder) can determine the parking charge/permit strategy for any given site.

Phase 2

As previously noted, the LEVI project is split into two phases. Phase 2 is also split into two monetary phases – Phase A and Phase B. Each monetary value is 50/50 split of £2,212,389.

We expect that Phase 2 will feature sites predominately in on-street locations where there are many terraced properties and where on-street parking is at a premium.

These sites will be dependent on the funding selection criteria and officers will collaborate with the Executive Director for Place (in consultation with the Portfolio Holder) and Strategic Director and Portfolio Holder/Ward Councillors to determine final site selection. Sites will be determined in the back half of 2025, for delivery in 2026/27.

3. Implications for the Council

3.1 Council Plan

This project is linked to the third priority of the council priorities for 2025/26 which focuses on thriving people and communities – now and over the longer term. Council will work with businesses and community groups in local places to support their efforts to build safe, clean, and green places where people want to live, work, and visit.

This programme is directly related the Council's Top Tier Environment Strategy - 'Kirklees on the Move' theme ([Kirklees on the move | Environment Strategy | Kirklees Council](#)). It is a key action from the Council's Climate Change Action Plan [Climate Change Action Plan for Kirklees](#) and Air Quality Action Plan ([Kirklees Air Quality Action Plan](#))

Air Quality is a significant local issue in Kirklees. Breathing in polluted air causes health impacts such as respiratory and heart diseases. The Air Quality problems we have in Kirklees are mainly caused by emissions of Internal Combustion Engine (ICE) vehicles. Transport is the highest emitting sector in West Yorkshire, accounting for 44% of all CO2 emitted and these emissions are dominated by road transport which accounts for 89% of transport related emissions in West Yorkshire. Kirklees declared a climate emergency in 2019 with an ambitious emission reduction target of committing the borough to achieving net-zero carbon by 2038.

The Council encourages the move from ICE vehicles to low or ultra-low emission vehicles by supporting the installation of charging infrastructure of electric vehicles (EV).

Phase 1 of the project is designed to deliver electric vehicle charging infrastructure to car parks close to densely terraced residential areas. By bringing the infrastructure to these areas, it will encourage residents to buy cleaner and ultra-low emitting vehicles. The areas chosen for the project are not commercially viable and will not attract private charge point providers in the short run.

3.2 Financial Implications

In Phase 1 the majority of EV infrastructure will be installed in car parks. Twenty car parks have been earmarked for the project, nine of which are currently chargeable as Pay & Display Car Parks. At the present time, it is intended that Kirklees will not charge a parking fee for the use of a parking bay whilst a vehicle is charging. The impact will be a reduction in the revenue for the parking service at these, as there will be fewer parking bays in car parks to charge a parking fee. EV will generate revenue through FIXED bay fees or a 10% revenue share, whichever is greater for each financial year. The project is looking at installing many low powered charge points of 7Kw (standard) and 22Kw (fast) which generate low income, so we expect the bay fees to be our income source for much of the project. As stated in the table above, charge point providers will be charged a minimum annual fee of £130/£160/£1200 per bay dependant on the speed deployed. 148 bays will be set aside for this phase of the project and that will generate approx. £27,700 and £415,500 over 15 years.

If any other fees are required for implementation of the infrastructure, these will be an additional income to the Council and will be met fully by providers. Any ongoing revenue costs for the chargers will be met by the provider for the full duration of the 15-year contract. As noted above, there is flexibility within the Contract to continue to charge a parking fee or require a permit to charge within a bay allocated for EV Charging. The Executive Director for Place (in consultation with the Portfolio Holder) determine the parking fee strategy for any site or sites.

However, the revenue generated may not offset revenue lost by parking. For example, Springwood is a heavily used car park and income lost would be significant. It is estimated that in our pay & display car parks, we may reduce income in car parks by up to £47,219.58 a year. Adding in additional income to areas where we do not currently have P&D, we have a net loss of approx. £19,500 per annum for Phase 1.

Sites will require further negotiation, as these have been proposed by the supplier at this stage, and we have an opportunity to negotiate where chargers are located.

There does have to be a long-term view that EV charging will need to be deployed in our car parks in the future, as EV uptake becomes more prevalent, it's a strategic fuelling point for our residents and allows them to choose an EV over a conventional ICE vehicle. If we do not have assistance from the LEVI fund to install these, the costs to the Council could increase significantly as we may have to fund 100% of the installation cost and pick up any ongoing revenue costs for the equipment for the life of the asset.

3.3 Legal Implications

The council will lease land to charge providers for a term of 15 years. The Legal team will draft the leases for the bays used for charge point infrastructure. These will take into consideration the infrastructure installed and commitment to its removal at the end of the term. There is additional requirement to negotiate on site locations with the provider in advance of signing contracts. Due to resource requirements and the volume of work arising The Legal team would look to outsource the legal work to a firm of solicitors on one of the available Solicitors Frameworks. Financial resources are earmarked for legal costs to assist with these matters.

The call-Off Agreement contains standard termination provisions, which include the ability of the Council to terminate the Call-Off Agreement on notice if the Supplier suffers an "Insolvency Event". If that occurs, clause 26.2(c) says that the Council can, at its option,

either require the title to all above ground assets to be transferred to the Council or require the Supplier to remove all equipment.

3.4 Economic resilience

This project is designed to provide charging points for residents who do not have access to off-street parking. It will ensure that charging infrastructure is not a barrier to acquiring EVs for those in rural areas and terraced properties. This will ensure that all residents have equal access to chargers as EVs become more affordable to the average family. In the long-run, CO₂/NO_x emissions will be reduced, which is a strategic goal of the Council.

4 Consultation

There has been consultation with internal stakeholders: Highways, Property Services, Legal, Procurement, Parking and Corporate Landlord.

WYCA conducted a county wide consultation in summer, and it highlighted the need for such a project. Legal and Procurement have approved and signed off the call-off contract and framework agreement. Legal will be responsible for signing the funding agreement when it is ready.

The project team has received advice from Highways, Property Services, Parking and Corporate Landlord regarding the areas to install the infrastructure and how it will affect council assets such as land.

5 Engagement

The infrastructure will be installed in all electoral wards. All ward councillors will be engaged with through the process. The engagement will be for information purposes. There has previously been an engagement process conducted by West Yorkshire Combined Authority regarding the LEVI project.

6.1 Options considered.

Option one

To accept the LEVI grant funding of £2,494,389 from West Yorkshire Combined Authority and approve the recommendations outlined in this report to further develop local EV charging infrastructure to help achieve the district and regional net zero targets.

Option two

To not accept the WYCA LEVI grant funding and recommendations as set out in this report. This would limit the Council's ability to develop the required public EV charging infrastructure and place Kirklees in a weaker position compared to neighbouring authorities. Kirklees' proportion of the funding allocation would be redistributed to the other West Yorkshire local authorities. This option is not recommended.

6.2 Reasons for recommended Option

The officer recommendation is that Option 1 is pursued. The reasons for this are as follows:

- The Council is receiving a portion of a government grant which will be supplemented by investment from the private sector. The council will not use its own capital to support the project. The project is expected to attract significant investment.
- The procurement phase of the project has been managed by WYCA with an agreed framework of six providers through the two phases. This will reduce the time to procure the providers for Kirklees and this is the preferred approach for the Department for Transport.
- EV charging is a key component within the decarbonisation of the transport sector. This is a vital component of the West Yorkshire region and Kirklees Council target to be net zero/climate ready by 2038. In addition, the switch to zero emission vehicles will produce improvements in air quality with the associated improvements in public health.

7 Next steps and timelines

We expect that all draft Grant Funding Agreements with the Combined Authority will be issued in April 2025. Once agreed, contract with the Charge Point Provider will be signed as soon as practicable afterwards. The Portfolio holder will be briefed about the signing of contracts and any further decisions relating to the project as per the delegations in this report. Land leases should be agreed by June 2025 and the ground works will be commissioned approx. July/August 2025.

8 Contact officer

Jason Smith
Project Manager
Jason.smith@kirklees.gov.uk
(01484) 221000

9 Background Papers and History of Decisions

Programme briefing to Cllr Crook (Portfolio Holder for Transport and Housing) on 23 Jan 2025

Programme briefing to Cllr Ahmed (Portfolio Holder for Environment and Highways) on 3 Feb 2025

Paper signed off by Cllr Crook (Portfolio Holder for Transport and Housing) on 24th Apr 2025.

10 Appendices

Appendix 1 – 2023 DVLA Battery Electric/Plug-In Hybrid registrations in Kirklees by MSOA

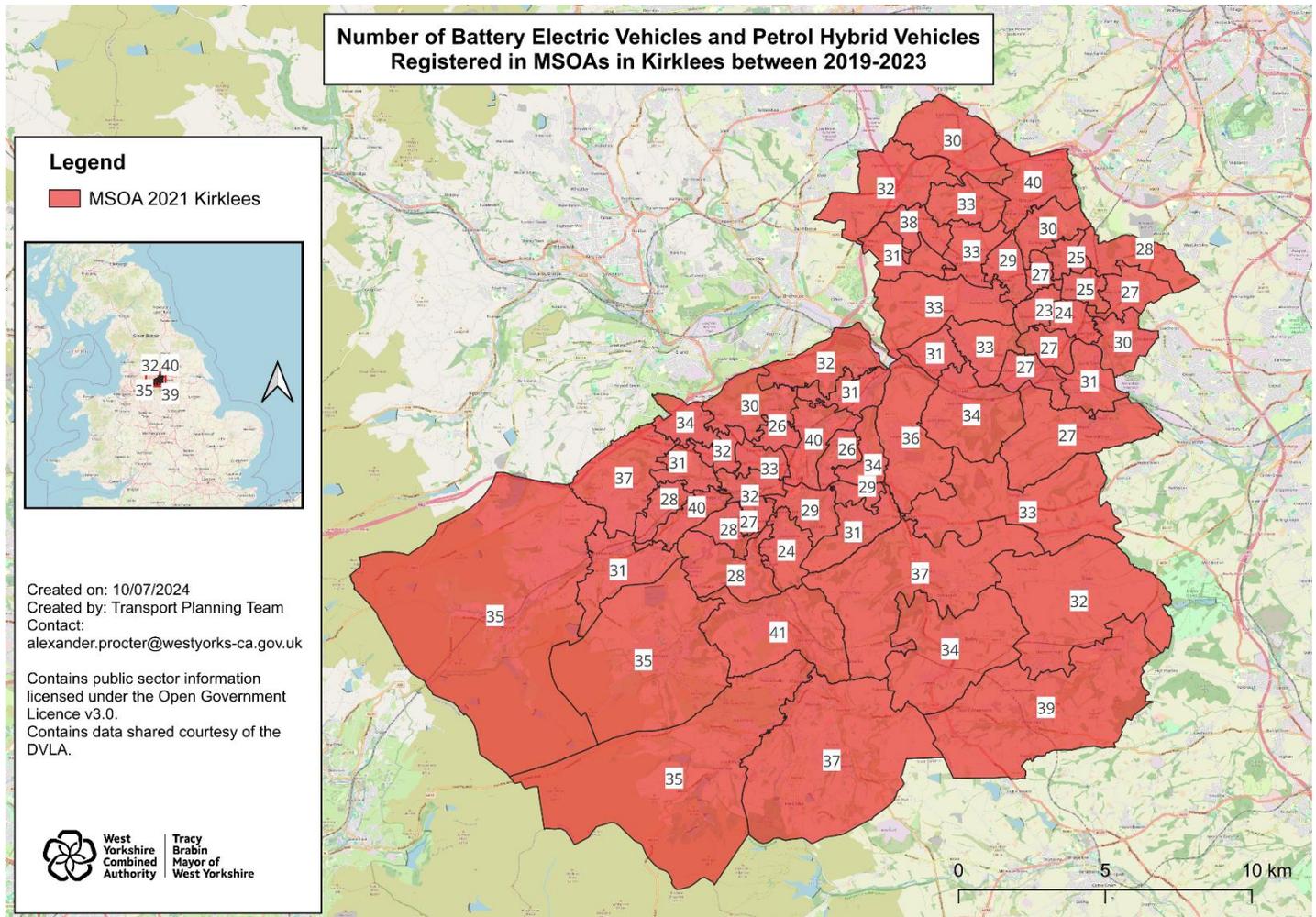
Appendix 2 – List of EV Charging Locations on Council Land

Appendix 3 – Proposed LEVI phase 1 locations alongside current EV infrastructure in Kirklees (data provided by Zap-Map)

11 Service Director responsible

Katherine Armitage

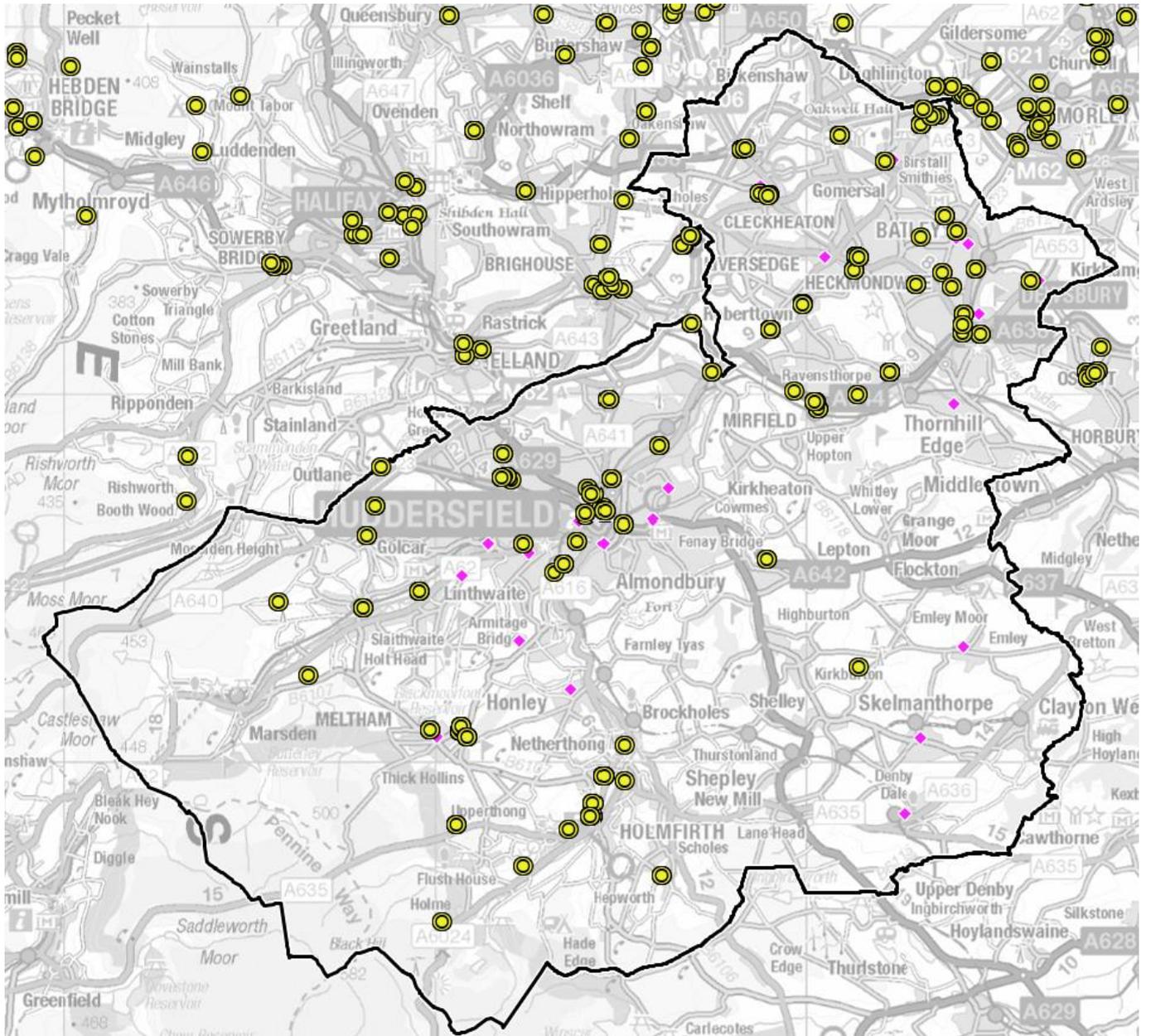
Appendix 1 – 2019 - 2023 DVLA Battery Electric/Plug-In Hybrid registrations in Kirklees by MSOA



Appendix 2 – List of current EV charging locations on Council Land

Network	Address	Speed	Number of devices	Number of sockets
Geniepoint	Albion Street Car Park	50	1	3
Geniepoint	Crown Bottom, Holmfirth	50	1	3
Geniepoint	Dewsbury Railway Station	50	1	3
Geniepoint	Henrietta Street Car Park	50	1	3
Geniepoint	Huddersfield Station	50	1	3
Geniepoint	Lidget Street Car Park	50	1	3
Geniepoint	Low Lane	50	1	3
Geniepoint	New Street, Slaithwaite	50	1	3
Geniepoint	Oldgate Car Park	50	1	3
Geniepoint	South Street Car Park	50	1	3
Geniepoint	Station Road	50	1	3
Geniepoint	Station Road Car Park	50	1	3
EON	Cliffe House, Kirkburton	7	3	3
Podpoint	Upper Road Car Park, Batley	7	1	2
EON	Kirkburton Village Hall	7	1	2
Podpoint	Brambles Primary, Huddersfield	7	1	1
Monta	Knowl Park House	7	2	4
Monta	Ash View House	7	5	5

Appendix 3 - Proposed LEVI phase 1 locations (diamonds) alongside current EV infrastructure in Kirklees (dots) (data provided by Zap-Map)





Report title: Combined Authorities (Adult Education Functions) (Amendment) Order 2025

Meeting	Cabinet
Date	6 May 2025
Cabinet Member (if applicable)	Cllr Amanda Pinnock
Key Decision Eligible for Call In	Yes No

Purpose of Report

The purpose of the report is for Cabinet to consider the Combined Authorities (Adult Education Functions) Amendment Order 2025 which has been published in draft form by the Department for Education.

The order proposes the transfer of funding powers from Government to Combined Authorities and Combined County Authorities to enable them to utilise their Adult Skills Fund budgets to fund new technical qualifications developed in 2024 by the Institute for Apprenticeships and Technical Education.

The consent of each of the constituent local authorities forming the West Yorkshire Combined Authority is required and this report requests Cabinet’s consent to the making of the order.

Recommendations

It is recommended that Cabinet

- provides consent in principle to the Department of Education’s creation of a statutory instrument – the Combined Authorities (Adult Education Functions) (Amendment) Order 2025 conferring additional funding powers for adult education functions to the West Yorkshire Combined Authority
- Notes that the Chief Executive of the Combined Authority, in consultation with the Mayor of the Combined Authority, will finalise and consent to the final draft of the Order and any related changes to existing statutory instruments

Reasons for Recommendations

To ensure that adult learners in Kirklees are able to access the full range of new technical qualifications developed by the Institute for Apprenticeships and Technical Education from the start of the 2025/26 academic year, and to enable West Yorkshire Combined Authority to draw down funding from the Adult Skills Fund to support these qualifications.

Resource Implication: There are no staffing implications arising from the report. The Council is a direct provider of adult and community learning courses but the vast majority of this provision is non-accredited learning, whereas the Government’s proposed Order is related to accredited learning provision. As a result, the direct financial implications for the Council arising from approval will be very modest.

Date signed off by <u>Executive Director</u> & name	David Shepherd 24 April 2025
Is it also signed off by the Service Director for Finance?	Kevin Mulvaney 24 April 2025
Is it also signed off by the Service Director for Legal Governance and Commissioning (Monitoring Officer)?	Samantha Lawton 24 April 2025

Electoral wards affected: All

Ward councillors consulted: N/a

Public or private: Public

Has GDPR been considered? Yes

1. Executive Summary

In 2024 new types of technical qualifications were approved by the Institute for Apprenticeships and Technical Education, for delivery from the 2025/26 academic year. These are funded nationally under section 100 (1B) of the Apprenticeships, Skills, Children and Learning Act 2009.

To enable Combined Authorities and Combined County Authorities to use their Adult Skills Fund budget to fund the new technical qualifications from 2025, the Government will need to transfer this funding power to them via a statutory instrument – the Combined Authorities (Adult Education Functions) Order 2025.

West Yorkshire Combined Authority provides its consent to the making of the Order on 30 January 2025. However, the consent of constituent local authorities that are members of Combined Authorities is required before the Order can be made. The Department of Education is seeking this consent as quickly as possible in order that the Order can be enacted in time for the 2025/26 academic year.

2. Information required to take a decision

Combined Authorities (Adult Education Functions) (Amendment) Order 2025

In 2024 new types of technical qualifications were approved by Institute for Apprenticeships and Technical Education, for delivery from 2025. These are funded nationally under section 100 (1B) of the Apprenticeships, Skills, Children and Learning Act 2009.

The new qualifications include a number of new T-Levels (for 16–19-year-olds) and a range of new Level 3 qualifications for adults in areas including construction and the built environment; education and early years; engineering and manufacturing; digital and health and science.

To enable Combined Authorities and Combined County Authorities to use their Adult Skills Fund budget to fund the new technical qualifications from 2025, the Government proposes to transfer this funding power to them via a statutory instrument – see [Transfer of funding powers for new technical qualifications - GOV.UK](#).

The Combined Authorities (Adult Education Functions) (Amendment) Order 2025 (“the Order”) will be made, subject to Parliament’s approval, under provisions within the Local Democracy, Economic Development and Construction Act 2009. The Department of Education has published the draft order for consultation. The proposed order relates specifically to the Level 3 qualifications for adult learners.

The Order will amend the existing education-related statutory instrument for each Combined Authority to add the further funding power, to enable combined authorities to fund new, high-quality technical qualifications alongside the other qualifications that are already supported through the Adult Skills Fund. In the case of West Yorkshire, the new Order will amend parts of the West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2021 (S.I. 2021/112).

The consent of the Combined Authority and each of its constituent councils is required before the Order can be made. The Department of Education is seeking consent as quickly as possible in order that the Order can be enacted in time for the 2025/26 academic year.

The Combined Authority provided its consent to the making of this Order at its ordinary meeting on the 30 January 2025. The consent of each of the constituent local authorities forming the West Yorkshire Combined Authority is required and this report requests Cabinet’s consent to the making of the order.

The approval of new qualifications and withdrawal of obsolete qualifications occurs relatively frequently. The list of qualifications from which Combined Authorities can select for funding purposes is not static – it is constantly changing. Commissioners and training providers already have processes in place to manage changes to the qualifications landscape and decide which ones are most appropriate for adults in their areas.

A public consultation and an assessment of burdens has been undertaken by the Department for Education. The latter concluded that transferring section 100 (1B) will not place any additional burdens on combined authorities or their constituent local authorities. The proposed Order will not require the Combined Authority to do anything different, or change the way it operates, it will merely give the power to fund the new technical qualifications through the Adult Skills Fund, alongside other qualifications that are already available to it.

Should the Cabinet agree to provide its consent to the Combined Authorities (Adult Education Functions) (Amendment) Order 2025, this will ensure that adult learners have access to the full range of high-quality technical qualifications available elsewhere in England. A number of the new qualifications will support upskilling in key economic sectors of significance to the district including construction, early years education, health and life sciences and manufacturing/engineering.

3. Implications for the Council

3.1 Council Plan

Widening the range of technical qualifications that are funded and available to adult learners in Kirklees will support the achievement of a number of Council Plan outcomes – most notably ‘Aspire and Achieve’ through widening the range of opportunities available to learners and also ‘Sustainable Economy’ as the new qualifications will open up new Apprenticeship opportunities for employers and learners.

3.2 Financial Implications

There are no direct financial implications for the Council arising from the decision to provide local authority consent to the Order. The Council is an adult learning provider in its own right but the vast majority of the courses it delivers are non-accredited to avoid duplicating provision by Kirklees College.

The Council currently receives approximately £31,000 per annum from the Adult Skills Fund to deliver accredited adult learning courses. In the event that the Council determines to provide consent for the Order, this could generate a modest increase in learner demand for the new qualifications covered by the Order and result in a modest increase in ASF income. In the event that consent is not provided the level of Adult Skills Fund income is likely to remain the same. Any related changes will be negligible.

3.3 Legal Implications

The proposed Order will amend parts of the West Yorkshire Combined Authority (Election of Mayor and Functions) Order 2021 (S.I. 2021/112) to enable the transfer of funding powers to fund the new qualifications set out in the report.

The provision of consent does not commit Kirklees Council to fund technical qualifications under section 100(1B) of the Apprenticeships, Skills and Children Act 2009.

S101(5) of the Local Government Act 1972 provides that two or more local authorities discharge any of their functions jointly and may arrange for the discharge of those functions by an officer of one of the authorities, so this decision would be legally compliant.

Whilst this would be classed as a Key Decision, the need to proceed with urgency would make it impractical to publish a key decision notice. Under Rule 17 of the Council’s Access to Information Procedure Rules, this decision can be made by Cabinet if this rule has been complied with.

3.4 Climate Change and Air Quality

There are no climate change or air quality implications.

3.5 Other (e.g. Risk, Integrated Impact Assessment or Human Resources)

Responsibility for the Implementation of the Integrated Impact Assessment will be assumed by West Yorkshire Combined Authority as they exercise their new powers and transition to the delivery phase. There is no expected equality impacts associated with the decision to consent to these powers.

4 Consultation

The Department for Education has undertaken a public consultation on the proposals which is cited [Government consultation response](#).

Engagement

As a result of the short timescales to secure local authority consent for the Order no formal consultation has taken place.

6 Options

6.1 Options Considered

The Council could choose not to provide its consent to the making of the Combined Authorities (Adult Education Functions) (Amendment) Order 2025. However, this would have the effect of limiting funding for and access to the new technical qualifications in West Yorkshire. This would have negative impacts on learners and employers and generate reputation risks for the Council.

6.2 Reasons for recommended Option

Providing consent for the proposed Order will maximise the range of qualifications open to learners and employers.

7 Next steps and timelines

Formal consent is required from each of the West Yorkshire local authorities as soon as practicable in order that WYCA's approval can be ratified and the Order can be finalised and enacted before the Parliamentary recess. This is to ensure that delivery of the new qualifications can commence at the start of the 2025/26 academic year.

8 Contact officer

Chris Duffill, Head of Business and Skills chris.duffill@kirklees.gov.uk

9 Background Papers and History of Decisions

N/a

10 Appendices

N/a

11 Service Director responsible

Edward Highfield, Service Director Skills & Regeneration

This page is intentionally left blank