

Name of meeting: Economy and Neighborhoods Scrutiny
Date: 4th March 2021
Title of report: Major Transport Projects – Update

Purpose of report:

Present an update on major transport projects being developed by Kirklees Council

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	N/A
The Decision - Is it eligible for call in by Scrutiny?	N/A
Date signed off by <u>Strategic Director</u> & name	David Shepherd Strategic Director for Growth and Regeneration 19/02/21
Is it also signed off by the Service Director for Finance?	N/A
Is it also signed off by the Service Director for Legal Governance and Commissioning?	N/A
Cabinet member <u>portfolio</u>	Give name of Portfolio Holder/s Cllr Peter McBride

Electoral wards affected: All

Ward councillors consulted: N/A

Public or private: Public

Has GDPR been considered? Yes. There are no GDPR concerns.

1. Summary

1.1 This report provides an update to the committee on the following:

- Overall aims and objectives of our major transport schemes
- The different transportation programmes and their funding sources
- The processes we go through to develop schemes and draw down funding
- A position statement on each transportation project (set out in the appendices of this report)

This report does not include any information on the Trans-Pennine Route Upgrade (a Network Rail project) or information about highway schemes/projects contained in the Highways Capital Plan (which for the purposes of this report have not been classed as 'major' transport projects).

2. Information required to take a decision

2.1 Overall Aims and Objectives of our Major Transport Schemes

The transportation teams within the Major Project Service are working on a significant number of transportation plans, programmes and projects concerning active travel, public transport investment, supporting planned growth in the Local Plan, planning for economic growth and recovery, improving air quality, reducing congestion. The total capital value of transportation projects being programme/project managed by the Major Projects Service currently stands at circa £200 Million. This excludes the capital investment by DfT/Network Rail into the Trans-Pennine Route Upgrade, the Council's Highways Capital Plan and local investment set out in the Local Transport Plan.

2.2 There is a clear economic rationale for the major transportation schemes set out in this report which are aiming to help accommodate future growth in housing and jobs, as set out in the Council's adopted Local Plan. The majority of the schemes are allocated as transport proposals within the Local Plan with a strong alignment with the main growth locations and planned growth is dependent on phased introduction of new infrastructure in many parts of Kirklees. As well as jobs created in construction, supply chains and social value outcomes, all schemes are subject to value for money testing which indicates that all schemes generate clear net gains in terms of public investment.

2.3 All of the major transport schemes referred to this report are externally funded by central Government through (the now devolved) governance of the West Yorkshire Combined Authority (WYCA). In practice this means that all our schemes are a partnership with the WYCA. The implications of this are set out in various sections of this report but include governance, approval processes, assurance, legal funding agreements, public consultation and joint use of publicity and communications.

2.4 Wherever possible, projects are also aimed at improving the local environment, improving health inequalities, embedding place shaping/urban design principles and best practice, green streets principles (the inclusion of new street trees and green/blue infrastructure) and sustainable drainage systems.

2.5 For its part, Kirklees continues to develop several complex multi-faceted transport schemes which at their core include public transport, cycling, walking initiatives as can be seen by the different transportation funding programmes being pursued. At the heart of scheme development is a multi-disciplinary approach which includes services from across the council, including highway design, road safety, urban traffic control, maintenance/network management, highway construction, planning, town centre teams, legal, procurement, assets, finance, communications, drainage, environmental protection, public health and more.

2.6 Schemes are managed at both project and programme board level. Project scope, scheduling, resource management, budgets and risk are managed throughout. Scheme highlight reports are produced on a monthly basis with any necessary decisions following council protocols as appropriate.

- 2.7 As well as working on major transport project development, the transportation teams are working on place making projects in and around our major transport hubs (e.g. Better Connected Stations projects in Huddersfield and Dewsbury) and looking at ways money can be invested in certain communities (e.g. Streets for People project).
- 2.8 The teams are also supporting rail and bus investment plans in Kirklees, supporting the council's planning and housing delivery functions (albeit not in control of those programmes) and have an increasing role in influence West Yorkshire and local transport planning and policy work such as the emerging WYCA Connectivity Strategy, their rail vision and future mass transit plans as examples.
- 2.9 The Council declared a 'climate emergency' in January 2019 and subsequently set an ambitious 'net zero' carbon emissions target of 2038. This aligns with a climate emergency declaration by WYCA. WYCA have developed and published a Carbon Emissions Reduction Pathway starts to identify policies and strategies needed to decarbonise all sectors including power, construction, industry and transportation. Their roadmap covers all forms of transport including buses, rail, cars, walking and cycling. Work is now underway at WYCA to bring forward project specific assessment of carbon impacts on individual projects. As Kirklees schemes are developed the transportation teams are looking carefully at carbon impacts (along with other environmental, social and economic impacts) to shape schemes and where necessary mitigate and adapt.
- 2.10 The transportation teams are currently progressing 'major' transportation schemes based on a three main funding programmes, all of which are administered by WYCA – the West Yorkshire Transport Fund (plus) (part of a wider funding programme known as the Growth Deal); the Transforming Cities Fund and the Active Travel Fund.

2.11 West Yorkshire Transport Fund (plus)

In July 2014, Kirklees, together with the WY Combined Authority, the other four WY district councils (plus) York, created a government funded West Yorkshire plus Transport Fund to provide much needed major investment in transport to create an environment where economic growth can occur. The West Yorkshire Combined Authority secured £1bn of funding spread over 20 years. Investment funding started in 2015/16.

- 2.12 The fund is targeted at enabling key development areas and is intended to help create about 20,000 new jobs across its projects. A number of strategic transport projects across West Yorkshire are aiming to achieve:

- Improved motorway access
- Orbital road improvements
- Radial improvements on corridors for better public transport options into our urban centres
- Road and rail improvements between district hubs to provide capacity and better connectivity
- Enhanced rail station gateways with increased car parking capacity for park and ride

2.13 Transforming Cities Fund

Announced on 11th March 2020, the Leeds City Region will benefit from £317 million of investment from the Transforming Cities Fund. Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York are all set to benefit from projects designed to improve dramatically people's access to public transport, cycling and walking. This funding programme is seen as major step towards the climate emergency ambitions for the region in terms of transportation.

- 2.14 The funding is targeted at providing an accessible, attractive and cleaner alternative to car journeys to enable people to access skills and job opportunities, particularly those who face disadvantage, to tackle the climate emergency and to raise the region's productivity. The programme, which is being delivered by the Combined Authority in partnership with local authorities, will be funded through £317 million from the Department for Transport (DfT) plus local

match funding up to £164.5 million. Most of the funded projects are aimed at transforming public transport hubs and interchanges, such as those at Huddersfield and Dewsbury, creating active travel options and increasing bus trips.

2.15 These outcomes will be delivered by:

- Transforming access to employment opportunities and skills provision for our communities in areas of persistent poverty
- Creating smart, clean and liveable places which make cycling and walking the obvious choice for accessing town and city centres
- Improving air quality and reducing car dominance in our town and city centres
- Transforming the public transport and active travel offer to and from housing and employment sites, ensuring that people are able to make sustainable travel choices from day one
- Making travel by bus an attractive and more reliable offer for commuters

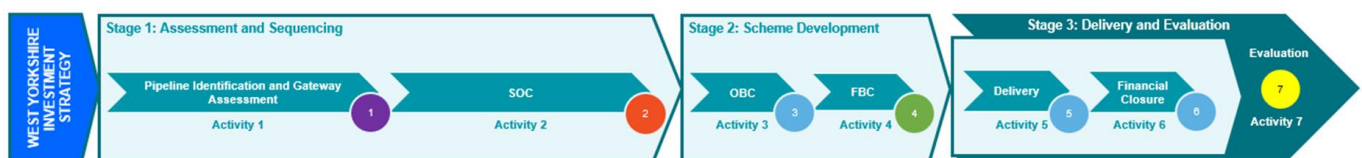
2.16 Active Travel Fund

In November 2020, WYCA was awarded £12.5 million from the Department for Transport's Active Travel Fund to deliver an a programme of ambitious proposals to create more space for cycling and walking, while easing the pressure on public transport and relieving congestion. This funding is to deliver a wide-ranging programme of new cycling and walking measures.

2.17 WYCA Assurance Framework

The WYCA Assurance Framework was developed in 2015 as part of the Growth Deal with Government. Its purpose is to ensure that the necessary systems and processes are in place to manage funding effectively, and to ensure the successful delivery of the Strategic Economic Framework (SEF) ambitions. Its focus is to ensure that necessary practices and standards are implemented to provide the Government, Combined Authority, the LEP and local partners with assurance that decisions over funding (and the means by which these decisions are implemented) are proper, transparent and deliver value for money. It covers all projects and programmes funded from Government or local sources that flow through the LEP and WYCA. The framework has recently been updated to streamline certain elements and to take into account the Mayoral responsibilities once elected.

2.18 The assurance framework is relevant in the context of this update as the processes it sets out largely dictate the pace in which major transportation projects can be developed, tested, assessed, funded and delivered. A full process chart is included in the Appendices, however a summarised version of the main stages is set out below:



2.19 All WYCA funded schemes must pass through the Assurance Process. The Assurance Process is administered by the WYCA Portfolio Management Office and decisions are ratified by the relevant WYCA political committees. In simple terms, this means that each project must pass each of the main gateway points shown in the diagram above before it is allowed to continue to the next stage. This process is common to most major infrastructure projects and programmes across the country and indeed, the world, where *major* projects move from initial inception and objective setting, into early design/feasibility and testing of options, public consultation/engagement, refinement of options, preferred options, final designs and costings and then into delivery.

- 2.20 Much of this process works through the submission of a series of business cases, which for transportation schemes are prepared in accordance with an agreed methodology with WYCA and which is in accordance with the Government's 'Green Book' which is produced by the Treasury to appraise and evaluate policies, projects and programmes. This is important context to this update as the business cases are based around five main cases, all of which need to be passed at each stage – strategic (what is the rationale?), economic (what is the value of doing it?), commercial (is it realistic?), financial (what is the impact on the public sector budget?) and management (is it based on a manageable delivery plan with good governance).
- 2.21 *Major* projects (very significant scale, impact, benefit and cost – millions, and usually funded by the Government via WYCA) can often take several years to go through these processes due to the complexity of preparing business cases which meet these tests and the preparation of background evidence to prove them, such as traffic modelling and the assessment/reassessment of scheme 'optioneering'. Major projects often include other complex legislative and statutory matters which need to be resolved such as land assembly/land acquisition, CPO (if necessary and appropriate), planning permissions, associated highway powers/processes (such as Traffic Regulation Orders), various legal matters, and major procurement/delivery routes (if not being delivered by the council's highway construction service).
- 2.22 A summary of the current major transport schemes is set out in the appendices to this report to give a position statement on each scheme. Project descriptions, timings and current funding are given in good faith at the time of writing this report and to provide scrutiny with as much information as Officers can give at the time of writing. Given the complexity of these schemes these factors are all subject to change.

3. Implications for the Council

3.1 Working with People

The council works in partnership with WYCA to engage and consult on all schemes. This is a key requirement of the assurance framework and must be carried out to pass each gateway. Kirklees Council, along with all the other West Yorkshire authorities, uses the WYCA 'Your Voice' system to consult and engage with local people. This is complemented with leaflets, posters and local stakeholder events. The council also publicises its own communication information alongside this so that all stakeholders can be signposted to ways in which their comments can be made. All comments received are fully taken into account in developing the next steps for each project.

3.2 Working with Partners

As can be seen by this report, a significant component of bringing forward major transportation projects is working in partnership with others, particularly WYCA. Other public and private sector partnerships are at play, for example Sustrans, private sector consultancy and private sector construction and delivery organisations. As some of the Kirklees schemes near delivery stage, partnerships are now being formed with local social value enterprise organisations to exploit opportunities for local job creation/apprenticeships. It is clear there are far greater number of stakeholders than ever before with whom to engage and consult in the area of major transportation schemes. The Major Projects Service has given additional consideration as to partnership working and the development thereof and are underway with expanding upon existing relationships and networks, as part of an holistic approach to more general transport strategy. Several schemes are being jointly promoted with adjoining local authorities, such as the A629 Halifax Road programme (Calderdale) and the Mirfield-Dewsbury-Leeds (Leeds City Council) to help address cross-boundary connectivity and movement issues.

3.3 Place Based Working

Whilst some of the major transportation schemes are very large in scale and cover multiple communities and geographies, there are interventions which happen at a local place level. This is the case across all council directorates – including public health, environmental health, and major projects. It is vital to recognise the importance of place within this work and to use intelligence from

the Place Standard tool. Different places have a range of differing assets, environmental factors, topographies, and infrastructures which influence walking/cycling, accessibility to public transport and traffic congestion. Information from individual consultation events and also the council's ongoing place based conversations are feeding into major project scheme development.

3.4 Climate Change and Air Quality

An objective of each of the projects is to improve air quality and have a positive impact on the environment, wherever possible. As confirmed earlier in this report the major transportation projects are taking a holistic, multi-disciplinary approach to bringing forward new infrastructure including green streets principles, reduction in traffic congestion (particularly within existing Air Quality Management Areas).

Poor air quality is a significant public health issue and poor environmental conditions have been created due to the high volumes of traffic and levels of congestion along several of the main road corridors subject to major transport scheme improvements and in Huddersfield Town Centre. Schemes have the potential to have a two-fold beneficial impact on the environment – firstly the reduction in congestion and improvements to journey reliability should reduce the frequent stopping, idling and acceleration that generate the highest levels of emissions. Secondly, the provision of the green infrastructure and landscaping features across schemes will also help with natural air cooling, collecting nitrogen oxides and the absorption of carbon dioxide.

Increasing cycling and walking as modes of transportation is part of the Council's decarbonisation and air quality plans. Internal combustion engine (ICE) transportation is the largest sectoral emitter of carbon, which causes global warming, and pollutants which cause localised air quality problems. Increasing the modal shift from ICE to active travel is one of the critical paths for reducing emissions from our transportation sector. It is recognised that it is not possible to convert all personal and business transportation to active travel, however, modal shift of the appropriate journeys will have positive benefits for the latent alternative transport types, for example, reduction of numbers of vehicles on the road overall will allow traffic to move more freely in the network, free flowing traffic, even if powered by ICE will be more efficient and therefore less emissions.

It is recognised that active travel alone cannot solve the Climate Emergency or our Air Quality problems. Active travel must be part of an integrated transportation system, where the other aspects of the system, such as public transport, and personal/business transport have their emissions reduced or eliminated – depending on sector or use case. The council's Transforming Cities Fund and Active Travel Fund programmes are significant steps forward in addressing these issues.

The Council declared a 'climate emergency' in January 2019 and subsequently set an ambitious 'net zero' carbon emissions target of 2038. This aligns with a climate emergency declaration by WYCA. WYCA have developed and published a Carbon Emissions Reduction Pathway starts to identify policies and strategies needed to decarbonise all sectors including power, construction, industry and transportation. Their roadmap covers all forms of transport including buses, rail, cars, walking and cycling. Work is now underway at WYCA to bring forward project specific assessment of carbon impacts on individual projects. As Kirklees schemes are developed the transportation teams are looking carefully at carbon impacts (along with other environmental, social and economic impacts) to shape schemes and where necessary mitigate and adapt.

3.5 Improving outcomes for children

The report to scrutiny last December referenced several initiatives that the transportation teams are involved with alongside colleagues in the Highway Authority and other partners, including the school travel strategy, community hubs, Mode Shift STARS, Road Safety initiatives, Bikeability, Scooter training, and cycle and scooter storage across education centres.

With regards to the major transportation projects themselves, improved air quality, investment in active travel, reduced traffic congestion, improved public transport, improved public realm/highway

green/blue infrastructure and social value outcomes, such as construction apprenticeships, all have significant benefits for young people's health and future prosperity.

3.6 Other (e.g. Legal/Financial or Human Resources)

The bringing forward of major transport infrastructure involves considerable financial, legal and human resources to achieve. The service is highly reliant on a highly skilled core transportation group of council staff working alongside numerous other council service areas, bringing in other specialist skills where appropriate. The total value of the major transportation programme is currently represents circa £200 million of investment into walking, cycling, public transport and major highway improvements. The council's move to create a new Major Projects Service was a response to the size of this challenge to create dedicated staff capacity to manage these large scale projects and programmes.

4 Consultees and their opinions

- 4.1 WYCA Your Voice, public consultation and statutory body views are fully considered as part of scheme development and as key stages in working in partnership with the West Yorkshire Combined Authority as set out above.

5 Next steps and timelines

- 5.1 Officers will continue to progress the major transport schemes working in partnership with WYCA. Timelines for each project are set out in the scheme updates in the appendices.

6 Officer recommendations and reasons

- 6.1 Officers recommend that this update is noted and that work continues to develop these schemes.

7 Cabinet Portfolio Holder's recommendations

- 7.1 The Cabinet Portfolio Holder has been consulted with regard to the contents of this report and supports the officer recommendation.

8 Contact officer(s)

Richard Hollinson, Head of Major Projects
Keith Bloomfield, Major Transport Projects
Andrew Higson, Transforming Cities Fund Programme Lead
Tim Lawrence, Transport Strategy/Policy Group Leader

9 Background Papers and History of Decisions

- Dec 2020 – Economy & Neighbourhoods Scrutiny – Active Travel
- Sep 2020 – Cabinet – Kirklees Transforming Cities Fund
- July 2020 – Cabinet – Major Transport – Major Scheme Approvals and Update
- Nov 2018 - Cabinet - Scheme update
- Dec 2017 - Cabinet - Scheme update together with an introduction to the Assurance Process (administered by the West Yorkshire Combined Authority) which all WY+TF schemes must follow
- Aug 2017 - Cabinet - 'WY+TF Land Acquisition Fund' agreement
- Feb 2016 - Cabinet - 'West Yorkshire Transport Fund – Scheme Principles'

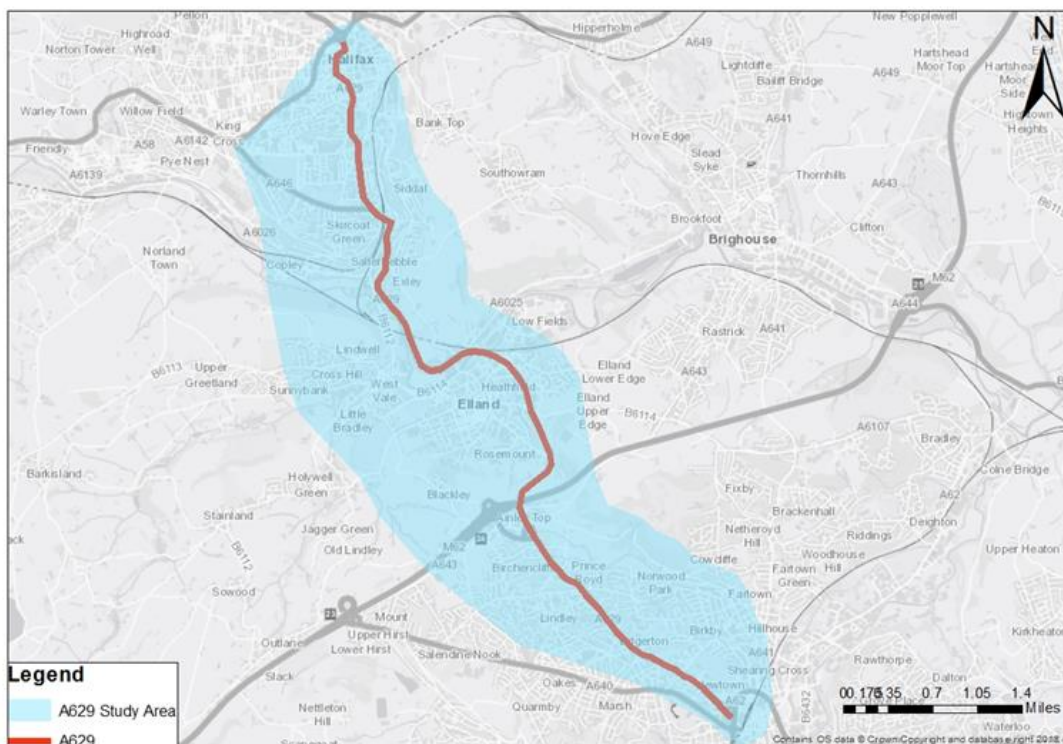
10 Service Director responsible

Angela Blake - Economy and Skills

Appendix 1 – Major Transport Schemes – Current Status Update

Scheme
A629 Phase 4 (WY+TF)
A629 Halifax Road (Phase 5) (WY+TF)
A62 to Cooper Bridge (WY+TF)
A62 Smart Corridor (Phase 1) (WY+TF)
Holmfirth Town Centre Access Plan (WY+TF)
Huddersfield Southern Corridors (WY+TF)
Mirfield to Dewsbury to Leeds (WY+TF)
Bradley to Brighouse Cycling (WY+TF)
Huddersfield Rail Station Gateway (WY+TF and TCF)
Cross Church Street (WY+TF)
Better Connected Stations (TCF)
Emergency Active Travel Funding – Tranche 2 (ATF)
Streets for People (LTP)
Dewsbury Town Centre Walking & Cycling Improvements (TCF)
Dewsbury-Batley-Tingley Sustainable Travel Corridor (TCF)
Dewsbury-Cleckheaton Sustainable Travel Corridor (TCF)
Heckmondwike Bus Station (TCF)
Huddersfield Bus Station (TCF)
Trinity Street Foot/Cycle Crossing (TCF)
Wakefield Road Sustainable Travel Corridor (WY+TF and TCF)

Project	A629 Phase 4
Project description	<p>The A629 Halifax to Huddersfield scheme is the fourth (and final) phase of the A629 corridor improvement programme.</p> <p>The A629 corridor programme is being jointly developed in partnership between Calderdale Metropolitan Borough Council (CMBC) and Kirklees Metropolitan Borough Council (KMBC) and addresses strategic accessibility through highway capacity and operational improvements, cycle infrastructure and enhancements to the bus network.</p> <p>Phase 4 provides the multimodal infrastructure following capacity improvements from Phases 1a, 1b and 5, focusing on a holistic corridor view to address journey times and routing for sustainable modes between Halifax and Huddersfield.</p>
Funding	£25.9m (Funding agreement with Calderdale) of which £6.4m estimated costs for Kirklees elements (25% of budget)
Delivery	External
Current Status	Approval of the Full Business Case + Costs is expected in summer 2023
On site	By winter 2024



Project	A629 Halifax Road (Phase 5)
Project description	<p>The A629 Halifax Road project is Phase 5 of a package of improvements for the A629 between Halifax and Huddersfield which are being jointly delivered by Kirklees Council and Calderdale Council.</p> <p>The Phase 5 project is aiming to ease congestion, reduce journey times and create capacity on the corridor between Ainley Top roundabout and Huddersfield ring road to accommodate future housing and employment growth needed for the vitality of Kirklees, its neighbours, and the wider region.</p>
Funding	£13,296m WY+TF
Delivery	Internal
Current Status	FBC target submission date of 1 April 2021
On site	September 2021



Project	A62 / A644 / Cooper Bridge
Project description	<p>A major transport improvement scheme that provides for better linked access between Huddersfield Town Centre and the Strategic Road Network (SRN).</p> <p>Using both existing and new lengths of highway the scheme aims to provide additional vehicular capacity to reduce congestion and improve travel times between Bradley Road / A62, Cooper Bridge and the SRN.</p> <p>The scheme includes</p> <p>Bradley Road / Colne Bridge Road / Oak Road</p> <p>Modifications to the existing intersection to provide extra vehicular capacity to support both existing and future traffic demand. Pedestrian facilities will be upgraded and prioritised. Cycling facilities will be introduced on highway in accordance with latest guidelines. The scheme will incorporate provision to access the Bradley to Brighouse Cycle Route.</p> <p>Cooper Bridge</p> <p>Major changes to the existing layout to improve access and through movement for vehicles, cyclists, and pedestrians.</p>
Funding	£69.3m WY+TF
Delivery	External
Current Status	OBC target submission is July 2021
On site	March 2024



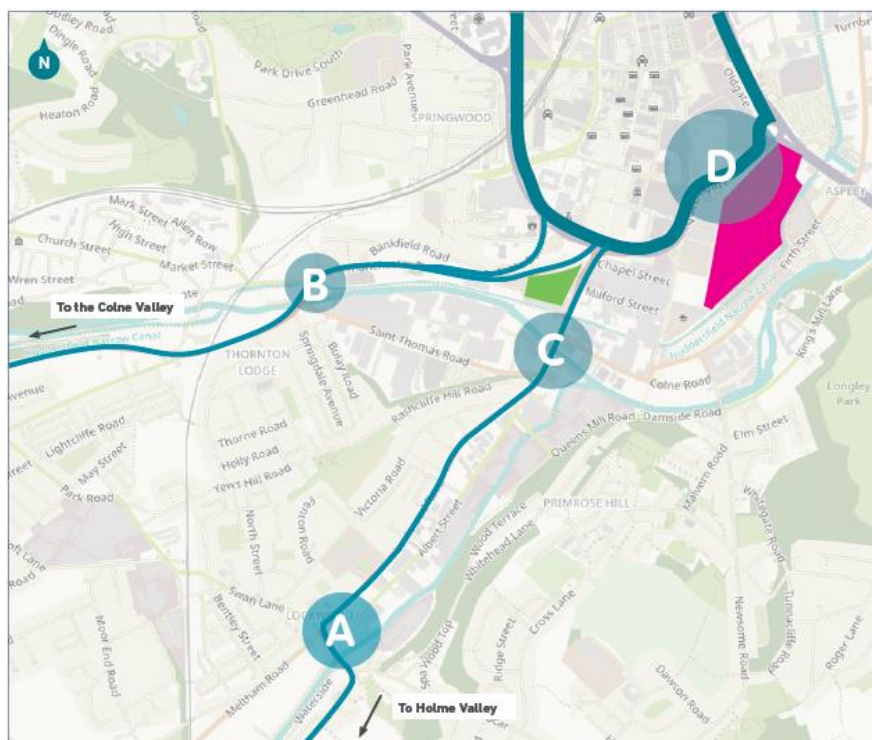
Project	A62 Smart Corridor (Phase 1)
Project description	<p>Congestion, slow journey times and poor air quality are currently problems along the A62 Leeds Road in Huddersfield. We are working with West Yorkshire Combined Authority to make improvements along the A62, specifically the section between Huddersfield Ring Road and Old Fieldhouse Lane.</p> <p>The improvements include big changes at the gyratory outside the Great Northern Street retail park, to remove the complicated system and replace it with a simpler design.</p>
Funding	£7.352 million (Activity 4 approval) plus £853k ESIF
Delivery	External
Current Status	FBC + Costs March 2021
On site	Contract award March 2021, start on site June 2021



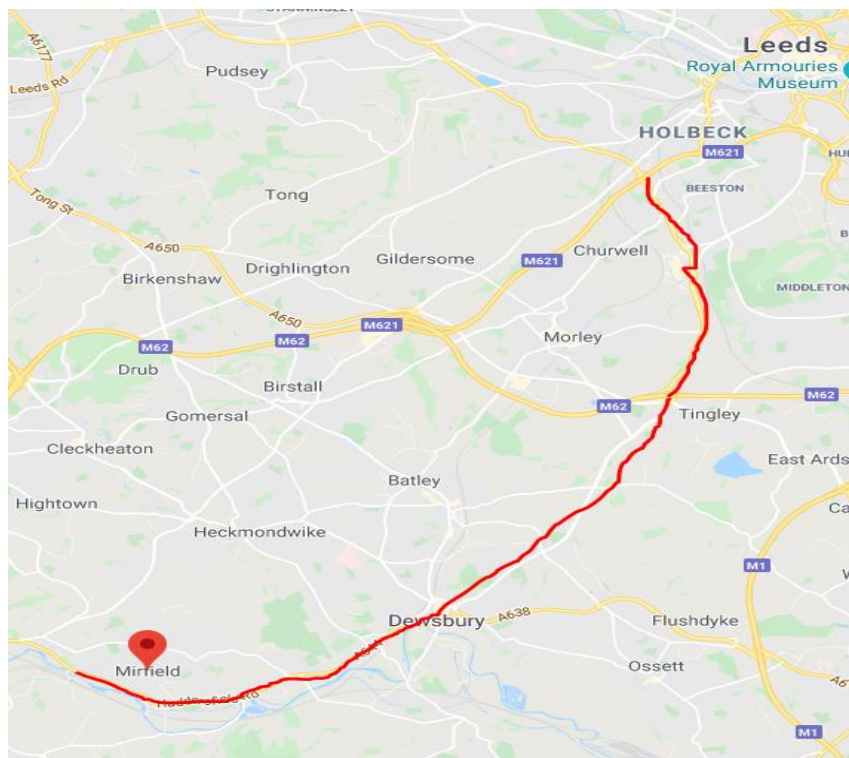
Project	Holmfirth Town Centre Access Plan
Project description	<p>The Holmfirth Town Centre Access Plan scheme is designed to relieve congestion and queueing at peak time in the town centre, as part of the Corridor Improvement Programme.</p> <p>The aims of the project are to:</p> <ul style="list-style-type: none"> • ease congestion in Holmfirth • improve efficiency and journey time reliability for all road users • create better access for residents, workers, and business owners • create a more attractive environment for residents, businesses, and visitors • enhance the area as a tourist destination
Funding	£3.97m WY+TF
Delivery	External
Current Status	Target date for FBC submission June 2021.
On site	January 2022



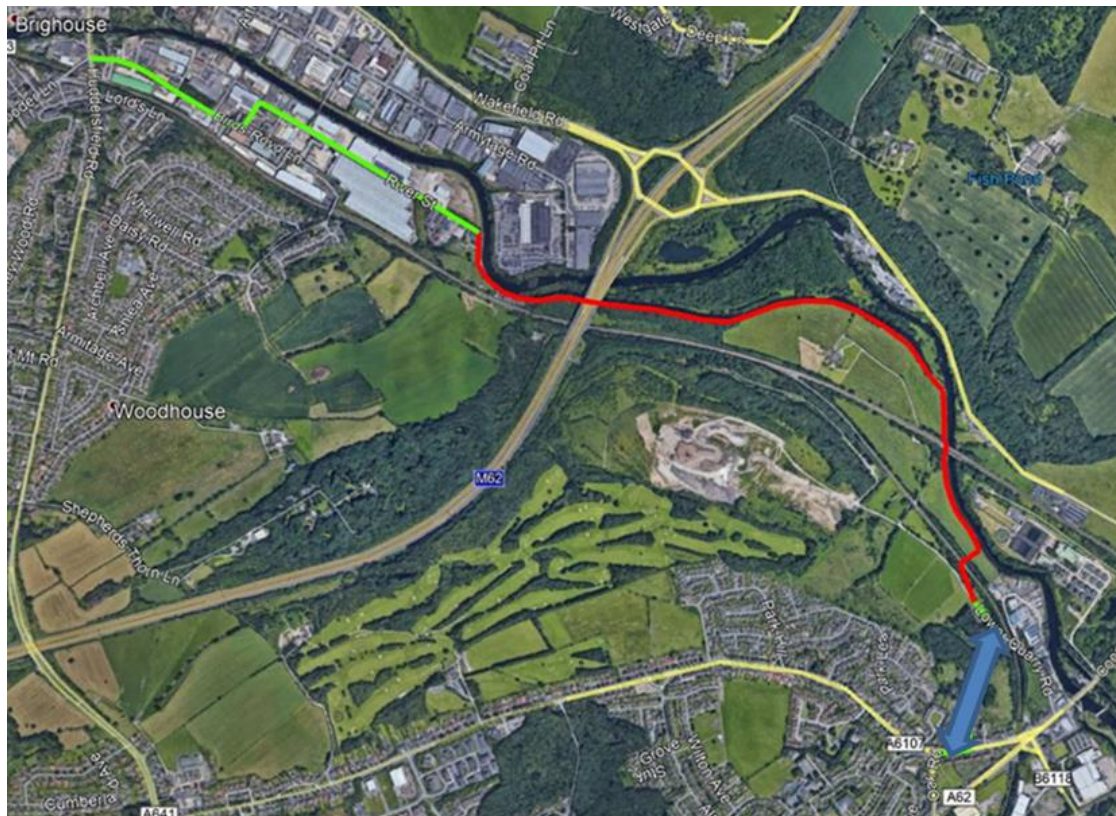
Project	Huddersfield Southern Corridors
Project description	<p>Plans have been developed to improve four key locations on busy routes to the south of Huddersfield town centre, where there are delays, queuing traffic, and limited facilities for pedestrians and cyclists. These routes are often severely congested at peak times, which makes travel difficult, and travel times unreliable and slow.</p> <p>The four locations are</p> <ul style="list-style-type: none"> • Lockwood Bar - A616 Lockwood Road / Bridge Street / 'Lockwood Bar' / Albert Street / Crowther Street • Longroyd Lane - A62 Manchester Road junction with Longroyd Lane and B6432 St Thomas' Road • Folly Hall - A616 Lockwood Road / Chapel Hill junction with B6432 Colne Road and St Thomas' Road • Queensgate - Huddersfield Ring Road, linking to Cross Church Street and Shorehead Roundabout.
Funding	£13.57m (£10.42m WYCA & £3.15m Kirklees)
Delivery	Lockwood External, the rest Internal
Current Status	FBC plus costs by the end of this financial year
On site	Spring 2021



Project	Mirfield to Dewsbury to Leeds
Project description	<p>The scheme focusses on the A644 and A653 transport corridors between Mirfield and Leeds, through Dewsbury. It seeks to improve multi-modal travel opportunities, reduce negative transport impacts on local communities and help to integrate new developments.</p> <p>The scheme encompasses new walking and cycling infrastructure, bus lanes and junction modifications. A public consultation for the scheme has helped form a shortlist of schemes for a 'Phase 1' project that fits into the current funding envelope. There is also significant scheme overlap with the Transforming Cities Fund Programme.</p> <p>The scheme recognises the changing localities because of the Kirklees Local Plan, North Kirklees Growth Zone (Dewsbury Riverside and Chidswell), Dewsbury Development Framework and Blueprint.</p>
Funding	£12.5m, West Yorkshire Transport Fund £0.5m, Leeds Developer Contributions
Delivery	TBC – likely to be externally procured.
Current Status	Outline Business Case submitted and currently being reviewed by WYCA. FBC submission October 2021.
On site	February 2022



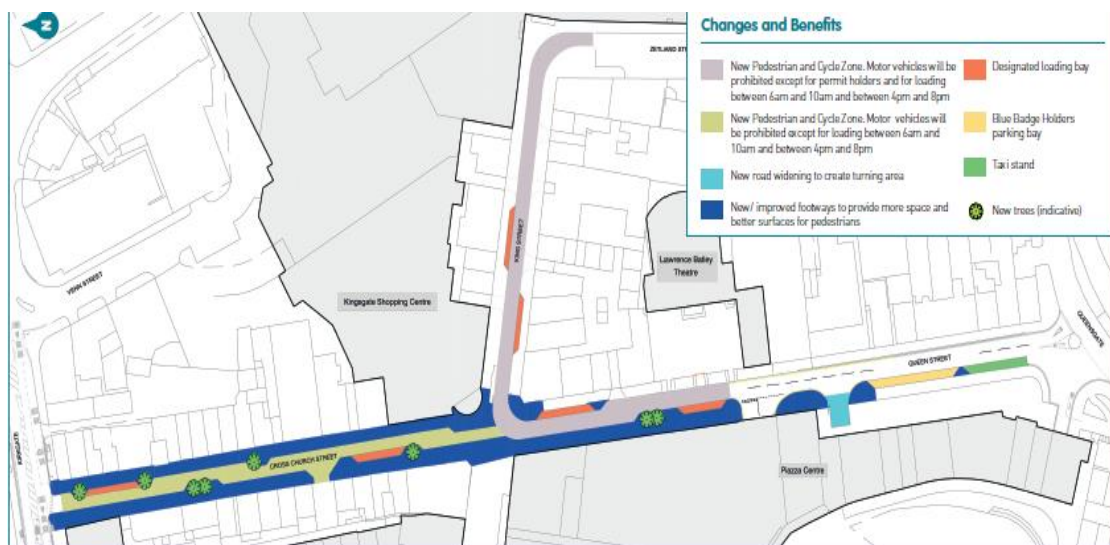
Project	Bradley to Brighouse Cycling Scheme
Project description	The project will deliver a 6.5km high quality cycle and walking route between the settlements of Bradley and Brighouse crossing the Kirklees and Calderdale border. The route will predominantly be delivered off highway but provide strategic links to the highway network, where required, to complement a number of other highways improvement schemes planned for the area including the A62 / A644 / Cooper Bridge Scheme. The project will complete a long standing 'missing link' in the strategic cycle network in the region and National Cycle Network.
Funding	£2.328m (WY+TF £1.862m, Highways England £0.466m)
Delivery	Tbc
Current Status	FBC + costs Sep 2021
On site	Early 2022



Project	Huddersfield Station Gateway (WY+TF and TCF)
Project description	<p>The scheme includes the following interventions.</p> <ul style="list-style-type: none"> • Trinity Street underpass upgrade of underpass at Ring Road (Castlegate) junction. Connecting the station to Trinity West and Greenhead College. • Highway works, lighting of Brunswick St footpath; footway widening in John William St • Eastern station entrance, extended gate line in ticket hall; extra door to platform 1 • Station subway extension and new western entrance at warehouse/car park. • Mobility hubs – at the Station Forecourt, Bath Street, New North Parade and Oldgate car parks. • John William Street and St John’s Road – footways, cycle lanes and landscaping in John William Street and Wood Street, connecting to the new Market and Cambridge Road car park. • Northumberland Street- footways, cycle lanes and landscaping, connecting to the Southgate campus.
Funding	£10m WY+TF, £7.5m TCF
Delivery	Internal and external. The subway and eastern station entrance will be delivered in partnership with Trans-Pennine Express and Network Rail.
Current Status	WY+TF funding - OBC date tbc TCF funding – OBC date tbc
On site	2022



Project	Cross Church Street
Project description	<p>Plans for improvements to Cross Church Street and Queen Street have been developed to enhance the town centres public space.</p> <p>Queen Street and King Street will see a new Pedestrian and Cycle Zone between the Lawrence Batley Theatre and Zetland Street prohibiting all motor vehicles except for permit holders, loading will however be permitted certain times.</p> <p>Cross Church Street will see a new Pedestrian and Cycle Zone between the Kingsgate Shopping Centre entrance and Kirkgate prohibiting all motor vehicles except for during permitted times.</p> <p>These streets will allow cyclists to travel in both directions but the existing one-way arrangements for motor vehicles will remain.</p> <p>The restricted part of Queen Street will be block-paved in the road area to match King Street, and Cross Church Street will have different block-paving in the road area to indicate the Pedestrian and Cycle Zone. The footways will be paved with high quality Yorkstone, with new street furniture provided.</p>
Funding	£1,290,925 WY+TF & £800,000 Kirklees
Delivery	Internal
Current Status	FBC + Costs tbc
On site	Tbc



Project	Better Connected Stations
Project description	<p>The scheme will deliver an upgraded walking and cycling route between Huddersfield Rail and Bus Stations, and access to and new facilities at Dewsbury Rail Station.</p> <p>These interventions will significantly improve the passenger arrival and interchange experience at these Gateways and help to prepare for the increase in patronage from the Transpennine Route Upgrade.</p> <p>The Huddersfield scheme will transform the walking and cycling route between the bus and rail stations, through additional and more direct crossings, way-marking, and safety enhancements, encouraging seamless interchange between the transport hubs.</p> <p>At Dewsbury Station, walking and cycling enhancements to the western entrance will improve accessibility, bringing it up to the access standards of the main southern entrance. Further measures within the station itself, including a new shelter and accessible toilet and changing room, will create a better environment for passengers.</p>
Funding	<p>Huddersfield - £1.885m (£1.550m TCF/CA, £335k Kirklees) Dewsbury - £568,210 (£344,688 WYCA & £223,522 CCIF contribution)</p>
Delivery	Internal
Current Status	Huddersfield and Dewsbury in delivery
On site	<p>Dewsbury Start January 2021 (highways) May 2021 (station)</p> <p>Huddersfield St Georges Street - complete Remainder started in September 2020</p>

Project	Active Travel Funding - Tranche 2
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Project description

In November 2020 the government confirmed the awards to local authorities as part of Tranche 2 of the Active Travel Funding, the first stage of a £2 billion investment across England in walking and cycling over the next five years.

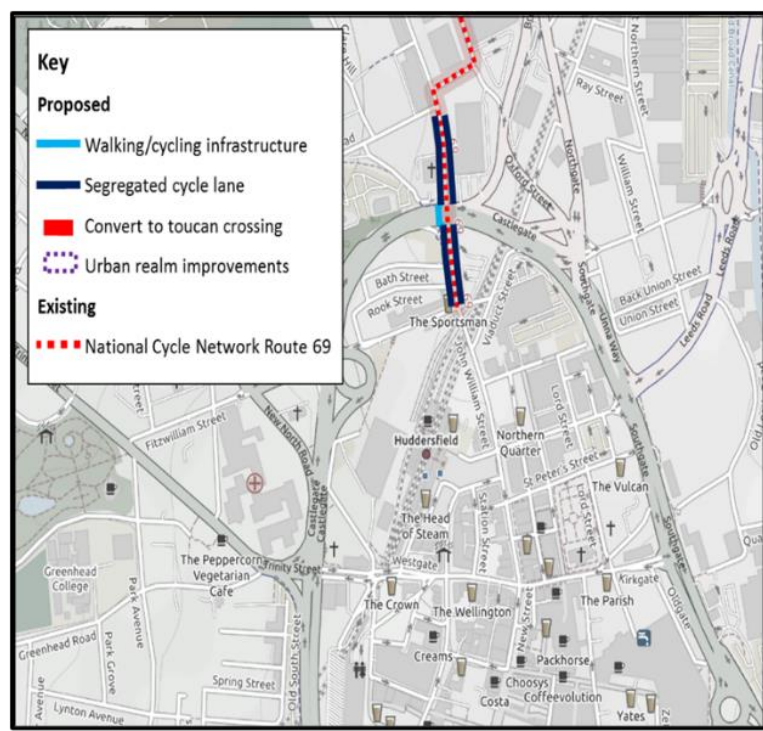
Tranche 2 was allocated to local authorities to provide on road facilities to support safe walking and cycling and to help make sure the road, bus and rail networks are ready to respond to future increases in demand.

The key to tranche 2 is quick delivery and the department for Transport wants that, *as far as possible schemes to be committed by March 2022, however there is an understanding that this may not be possible in many cases. In these cases, they would look for commitments such as agreed business cases and contracts to deliver or failing that, robust plans based on consultation would need to be in place*

As part of Tranche 2 allocations from the Active Travel Fund, Kirklees has received £1.9 Million. Given that the schemes need to be delivered quickly, schemes proposed have been selected based on the level of design work already undertaken, whether they are already in other deliver programmes, in addition to their strategic fit within existing policies and programmes.

The three schemes being progressed are:

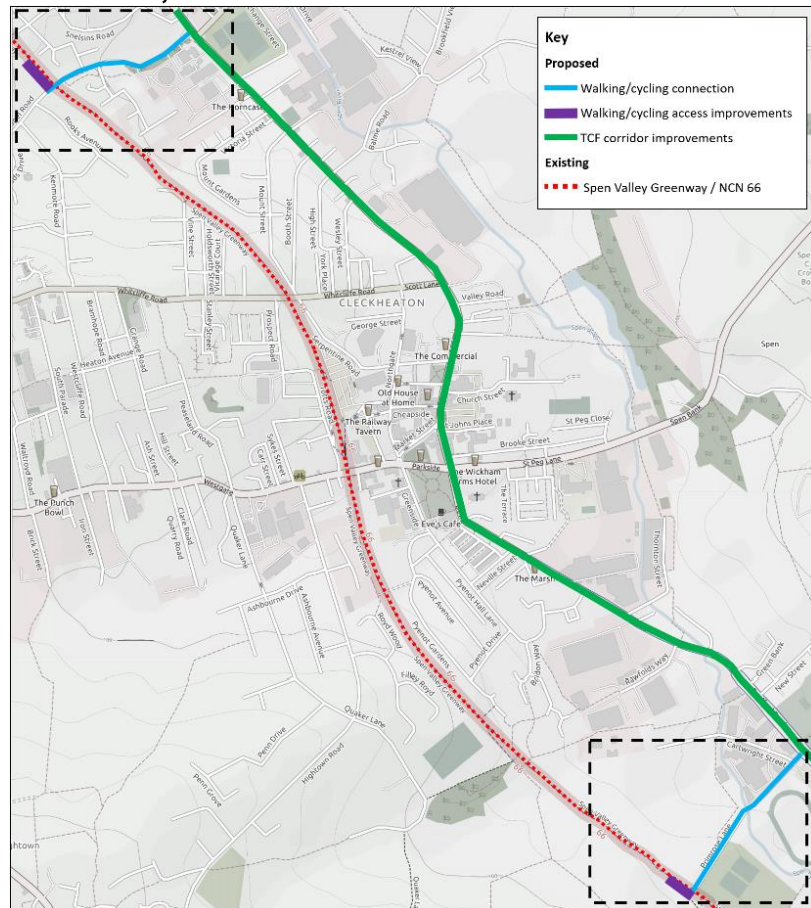
**1- Huddersfield St Johns Road/Huddersfield Ring Road
Cost £1.1Million**



The aim of this scheme is to provide segregated cycle tracks on the southern and northern side of the ring road junction, continuing along St. John's Road to link on to the

Bradley/Birkby Greenway. It is proposed that the traffic lights at the junction will be amended to provide improved facilities for cyclists. This scheme forms part of the wider Station Gateway area being developed as part of the Huddersfield Blueprint ambition

2- Spen Valley Links to the A638 Cost £500,000

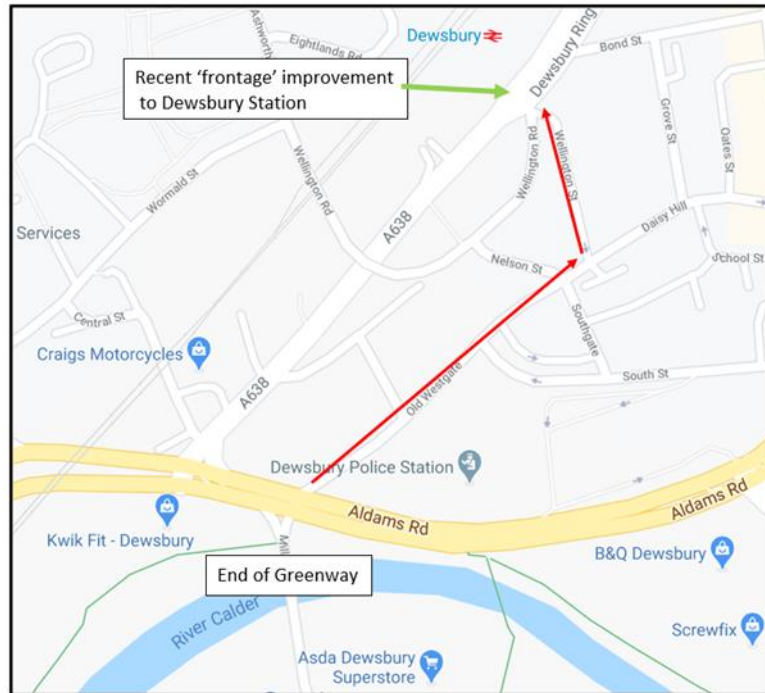


Improvements to walking and cycling access to the Spen Valley Greenway (NCN66) in and around Cleckheaton. The scheme will complement plans to introduce new cycling and walking infrastructure on the A638 Bradford Road corridor as part of West Yorkshire's successful Transforming Cities Fund (TCF) bid.

The scheme includes changes to on-street signage, new permitted cycle access, reallocating road space to provide new cycle lanes, and improved walking and cycling access to ramps serving the strategic Spen Valley Greenway (NCN66) route.

The TCF programme is currently finalising the full extent of the Spen Valley links schemes and when this is known, consultation will commence, albeit as part the TCF programme. The ATF will therefore act as a complimentary package of works and funding.

**3- Dewsbury Station Access- Calder Valley Greenway Link
Cost: £300,000**



A collection of linked schemes including junction improvements at Mill Street West/Dewsbury Ring Road and on highway cycle improvements to provide a safe and continuous route from the end of the Dewsbury Greenway to Dewsbury Railway Station

There are no cycle facilities at the Old Mill Street junction and as a result crossing the junction appears intimidating, confusing and unsafe. The route to the station along Old Westgate, Nelson Street and Wellington Road, deposits cyclists on Dewsbury Ring Road, somewhat removed from the new signalised crossing facilities installed to access Dewsbury Station.

The Calder Valley Greenway connects Mirfield and the Spen Valley with Dewsbury and this scheme, if implemented, provide a safe and continuous route for a large catchment to the west of Dewsbury for onward journeys by train to Manchester and Leeds.

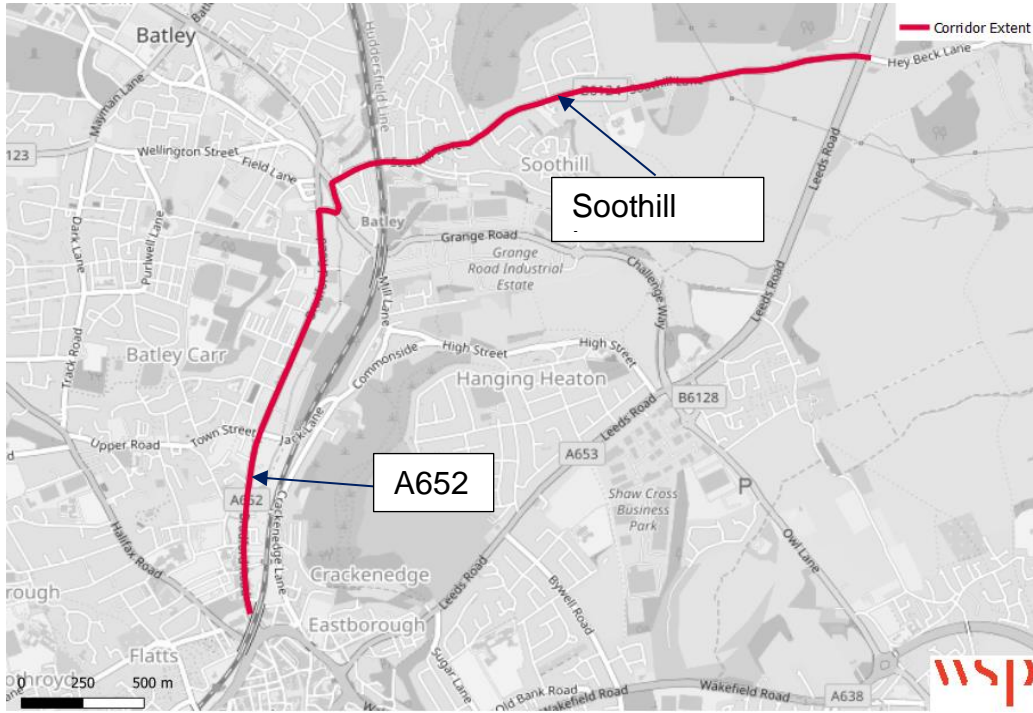
The scheme is being brought forward as an accelerated element of the M2D2L West Yorkshire Transport Fund package of works

Funding	£1,983 Million
Delivery	<i>as far as possible schemes to be committed by March 2022</i>
Current Status	Design/preparing for consultation

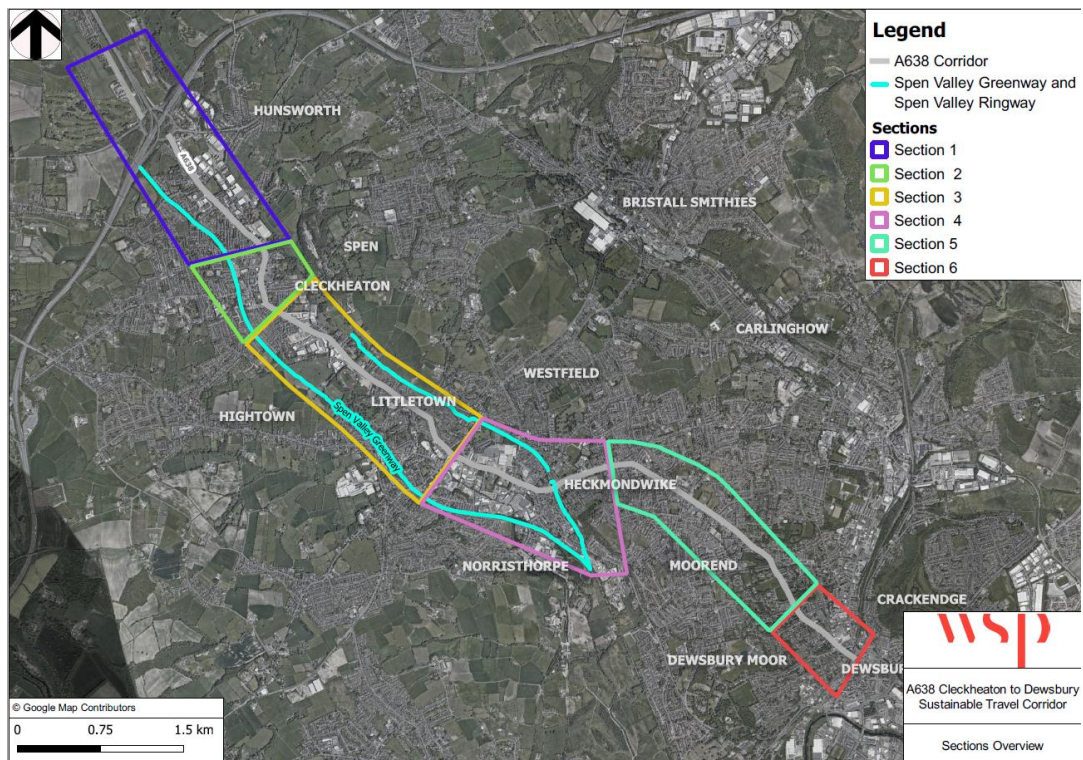
Project	Streets for People
Project description	<p>Streets for People (SfP) is WYCA's emerging approach to appraising the role of streets in creating sustainable, healthy, safe, and pleasant places. It focuses on the needs of people and place, rather than the movement of vehicles. The £1million SfP demonstration project in Kirklees is one of five across West Yorkshire to focus on making streets more people friendly by improving quality of place, air quality, safety, and cycling.</p> <p>Selection of a preferred scheme by March 2021.</p>
Funding	£1m
Delivery	tbc
Current Status	Option Appraisal

Project	Dewsbury Town Centre Walking & Cycling Transformations
Project description	<p>Dewsbury Town Centre currently suffers from:</p> <ul style="list-style-type: none"> • Poor accessibility and connectivity; Ring Road severance • Inadequate walking/cycling infrastructure to town centre and key sites • Poor arrival and sense of place experience, very little retail activity and poor business confidence • Anti-social behaviour • Poor air quality and growth constraints <p>Furthermore, considering the forecast growth in the area, particularly for the North Kirklees Growth Zone at Dewsbury Riverside and Chidswell, it is likely that the existing transport system would be unable to accommodate this growing demand sustainably.</p> <p>The scheme consists of four complimentary parts, namely:</p> <ol style="list-style-type: none"> 1. Pedestrian realm improvements to Aldams Road link and South Street creating better accessibility to the bus station and surrounds; 2. Halifax Rd/Bradford Rd/Ring Rd sustainable travel reconfiguration; 3. Walk/Cycle Way on Dewsbury Ring Road between Bradford Rd and Leeds Rd junctions; 4. A series of walking and cycling upgrades to internal Town Centre streets such as Bond Street, Wellington Street and Church Street.
Funding	£10.25m TCF + £1.25m prospective Town Fund
Delivery	Internal & External
Current Status	Outline Business Case target submission Summer 2021
On site	By Spring 2022

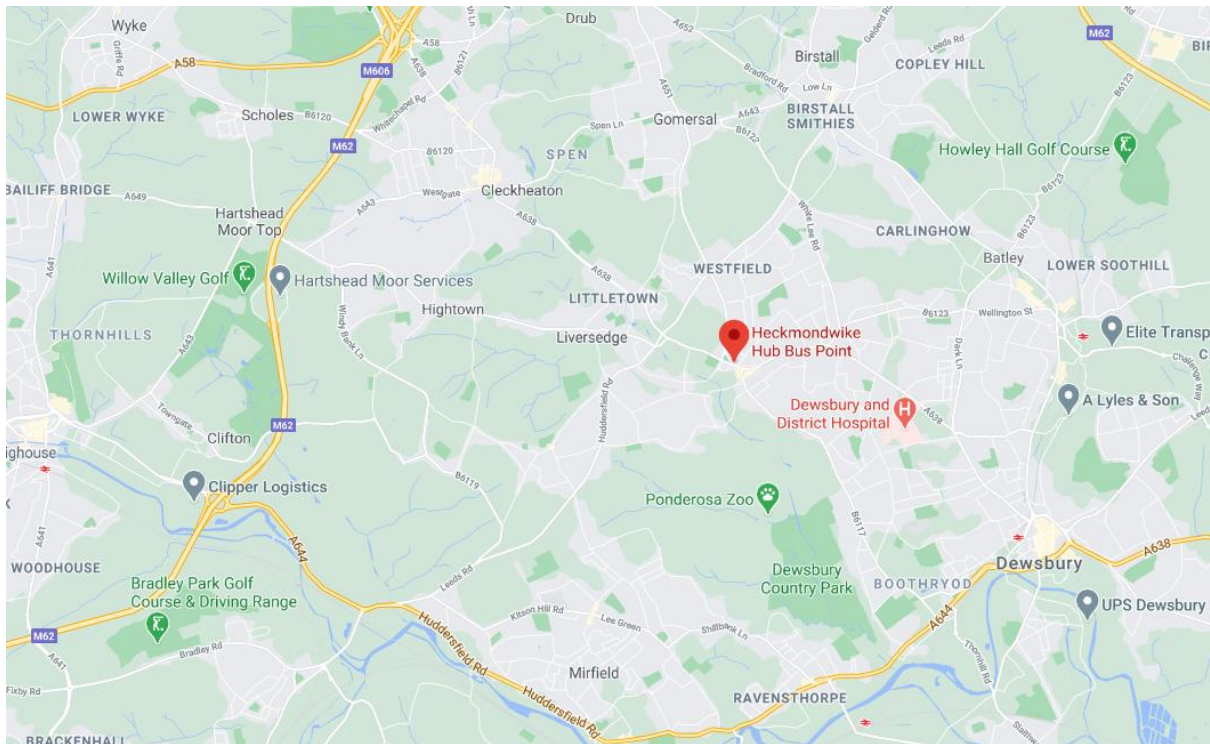


Project	Dewsbury-Batley Tingley Sustainable Travel Corridor
<p>Project description</p>	<p>Kirklees Council is seeking to improve and transform sustainable and active travel along the A652 Bradford Road and B6124 Soothill Lane. The scheme area extends from just north of the junction of the A652 with Dewsbury Ring Road to the Rouse Mill Lane gyratory and runs east on Soothill Lane to the A653 Leeds Road/Soothill Lane junction.</p> <p>The proposed scheme entails:</p> <ul style="list-style-type: none"> • New bus priority measures • Footway widening and improved/new pedestrian crossings • Improved and new cycle lanes • Multimodal junction improvements including signal upgrades 
Funding	£6.0m TCF
Delivery	Internal + External
Current Status	OBC target submission date is September 2021
On site	June 2022

Project	Dewsbury-Cleckheaton Sustainable Travel Corridor (A638)
Project description	<p>This corridor is a strategic priority - at the heart of the North Kirklees Growth Zone that presents a significant opportunity to create a genuinely multimodal transport corridor by significantly improving the bus, pedestrian and cycling offer on this key commuter route.</p> <p>The scheme promotes implementation of bus priority treatments along the Corridor, seeking to enhance bus reliability, together with new footways and crossings to help all prospective customers to access bus services.</p> <p>The scheme will also transform the continuity, safety and legibility of the cycle network through a set of on-street cycling upgrades and new local links to Spen Valley Greenway and Spen Ringway, to maximise its usage, together with localised widening and lighting of the Greenway itself. This will help to create a holistic network to support everyday journeys, making cycling a mode of choice and providing high-value and active travel opportunities.</p>
Funding	£12.0m TCF
Delivery	External
Current Status	Outline Business Case target submission date of July 2021.
On site	By Spring 2022

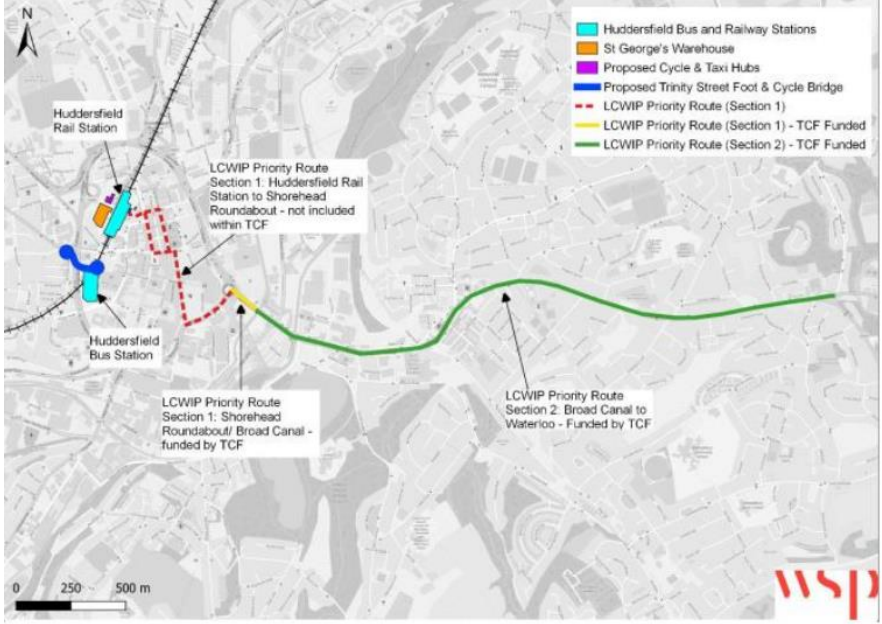


Project	Heckmondwike Bus Station
Project description	<p>Heckmondwike Bus Station project seeks to transform the current Heckmondwike Bus Hub to a full bus station facility on the current site.</p> <p>This includes upgrading the number of bus stands from 4 to 6, providing an indoor waiting and seating facility, the potential for a retail unit, and a layover bay.</p> <p>The scheme aims to accommodate forecast growth, relieve the network of congestion and provide a better experience for the public.</p>
Funding	£4m (Transforming Cities Fund)
Delivery	External (TBC)
Current Status	Outline Business Case – submission date of 1 st June 2021.
On site	Spring 2022

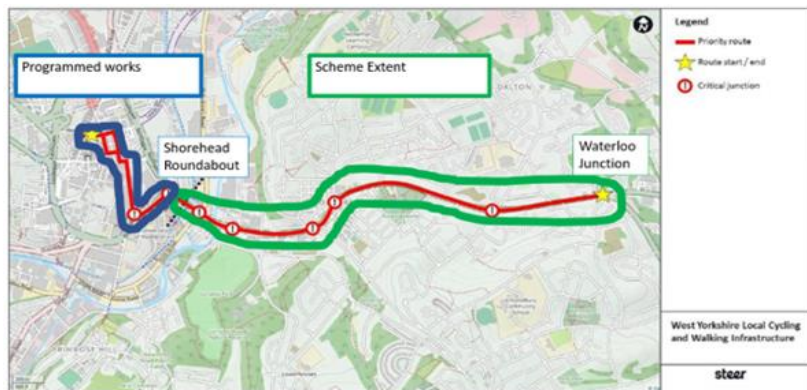


Project	Huddersfield Bus Station
Project description	<p>Pre Covid-19, Huddersfield Bus Station supported around 33,000 passenger trips per day, making it the busiest in West Yorkshire. The station however suffers from internal passenger congestion at its busiest times, poor quality and old fittings, and a lacklustre sense of arrival or gateway experience to Huddersfield Town Centre. There are also issues of pedestrian infringements on the bus channel approach.</p> <p>The proposed project is split into several components, which are:</p> <ul style="list-style-type: none"> • A major interior refurbishment and upgrade to information; • Entrance and arrival space 'canopy', with planting and seating (as shown on the front cover of Huddersfield Blueprint); • Improvements to access arrangements and public realm; • Remediation to infringements and safety on Henry Street. <p>The project is being developed in partnership between Kirklees Council and WYCA, with the Council responsible for the delivery of the Entrance Canopy and access/public realm, and WYCA responsible for the internal refurbishment, customer information and Henry Street.</p>
Funding	£9m TCF currently, however a cost uplift request is expected
Delivery	External contractor, likely to be Design & Build for Canopy structure
Current Status	Outline Business Case: consultation in June, submission in September
On site	Spring-summer 2022 (interior refurb and entrance canopy phased)



Project	Trinity Street Access Scheme
Project description	<p>Kirklees Council and the West Yorkshire Combined Authority are seeking to transform walking and cycling connectivity between communities west of the ring road (A62 Castlegate) and Huddersfield Bus Station/Town Centre. Several options are currently being evaluated, including a pedestrian/cycle bridge across the ring road and significant upgrades to the existing surface crossings and underpass at Trinity Street.</p> 
Funding	£5.5m TCF
Delivery	External
Current Status	OBC target submission date is September 2021
On site	June 2022

Project	A629 Wakefield Road Sustainable Travel Corridor
Project description	<p>The scheme extents are the A629 Wakefield Road between Shorehead Roundabout and the A629/A644 (Waterloo) junction. The A629 Penistone Road / Fenay Lane junction is also included within the scheme.</p> <p>The benefits of the scheme will be to assist Local Plan delivery, provide improved facilities for walking, cycling and public transport movements to meet Climate Change Emergency requirements and to provide reliability benefits for all road users in a safe and efficient manner.</p>
Funding	Potentially £13.6m (comprising £7.6m West Yorkshire Transport Fund and £6.0m Transforming Cities Fund).
Delivery	Tbc
Current Status	SOBC – Strategic Outline Business Case
On Site	2023



Appendix 2 – Full Process Chart for WYCA Assurance Framework

