

Name of meeting: Cabinet

Date: 22 June 2021

Title of report: Huddersfield Station Gateway and Trinity Street Access

Purpose of report: Approval will be sought, in taking account of Network Rail’s plans for Transpennine Route Upgrade, for the council to carry out public consultation and make revised applications to West Yorkshire Combined Authority under the Transforming Cities Fund and the West Yorkshire-plus Transport Fund for complementary transportation infrastructure schemes in the Station Gateway and at Trinity Street Huddersfield.

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?	Yes - Is it likely to result in spending exceeding £250k
Key Decision - Is it in the Council’s Forward Plan (key decisions and private reports)?	Key Decision – Yes
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name Is it also signed off by the Service Director for Finance? Is it also signed off by the Service Director for Legal Governance and Commissioning?	David Shepherd (Strategic Director Growth and Regeneration) – 04/06/2021 Eamonn Croston – 08/06/2021 Julie Muscroft – 08/06/2021
Cabinet member portfolio	Cllr Peter McBride - Regeneration Cllr Naheed Mather - Environment Cllr Will Simpson - Culture and Greener Kirklees Cllr Eric Firth - Town Centres

Electoral wards affected: Newsome, Greenhead

Ward councillors consulted: Yes. Any comments will be reported verbally to Cabinet.

Public or private: Public

Has GDPR been considered? Yes. No personal or sensitive data, or other information covered by GDPR, is included in this report.

1. Summary

- 1.1 The Huddersfield Blueprint sets out a ten-year vision to create a thriving, modern-day town centre, and the Railway Station Gateway is one of six key areas for regeneration. Trinity Street divides the Gateway from a second key area, the Civic Quarter which contains the Bus Station.
- 1.2 The Transforming Cities Fund aims to deliver, by March 2023, transformational new infrastructure and help create a step change in travel across the City Region, by improving people's access to public transport, cycling and walking.
- 1.3 The West Yorkshire-plus Transport Fund, 2016-2036, is targeted at enabling key development areas. Strategic transport projects will include enhanced rail station gateways with increased capacity for park and ride.
- 1.4 Changes to the scope and spend profile of the council's applications to both funds would complement Network Rail's Transpennine Route Upgrade, and its significant investment in Huddersfield station, now expected in 2023/24-2026/27,

2. Information required to take a decision

a) The Huddersfield Blueprint

- 2.1 The Huddersfield Blueprint sets out a ten-year vision to create a thriving, modern-day town centre. It aims to deliver five key objectives: a vibrant culture, art, leisure and nightlife offer; thriving businesses; a great place to live; improved access; and enhanced public spaces. The Railway Station Gateway is one of six key areas that the Blueprint is focussed on regenerating. The other areas are the Civic Quarter; St Peter's; Kingsgate and King Street; and a new Cultural Heart in the Queensgate and Piazza area.
- 2.2 The Blueprint notes that within the Station Gateway, Huddersfield Railway Station is already a striking arrival place for visitors. Transpennine Route Upgrade, including a new platform, provides an opportunity to look at improving station facilities. This may include new cafes, restaurants and retail to improve the passenger experience.
- 2.3 Key Blueprint projects within the Gateway are:
 - Enhanced railway station - The Transpennine Route Upgrade will provide opportunities to enhance the station with good quality waiting areas and a choice of eating, drinking and convenience shopping. Importantly, it is an opportunity to connect St George's Warehouse with the station and the rest of the town.
 - St George's Warehouse and a new station square - A new square will provide an arrival space, drop off zone and new entrance to the station. The lower levels of the warehouse can be converted into a car park, with the upper floors converted into office space, apartments or a hotel. This will make better use of this site and connect the warehouse to the town.
 - The George Hotel and St George's Square – the council has acquired the iconic hotel building and is committed to bring it back into use. The plans include the new national museum for Rugby League. The existing square will be better used to support more events which will increase visitors into the town centre.

- 2.4 St George’s Warehouse is a large (240,000 sq ft), five-storey, Grade II listed, former London & North Western goods shed (built 1885) with ancillary listed accumulator tower and engine house. Between the buildings is the former station goods yard (one acre), which for around 20 years has provided a pay and display car park with 200 spaces. The buildings and land are owned by a private company, HD1 Developments Ltd.
- 2.5 Adjoining the Gateway, but divided by Trinity Street, is the Civic Quarter which includes the Civic Centre, Magistrates’ Court, Police Station, and Huddersfield Bus Station.

b) Original project scope

i) West Yorkshire-plus Transport Fund

- 2.6 An Expression of Interest (EoI) to West Yorkshire Combined Authority (WYCA) was made in 2018 through the West Yorkshire Stations Gateway programme, part of the West Yorkshire-plus Transport Fund (WY+TF). The Fund is targeted at enabling key development areas to help create new jobs between 2016 and 2036. Strategic transport projects will be delivered to facilitate growth in the Strategic Economic Plan and include enhanced rail station gateways with increased car parking capacity for park and ride.
- 2.7 The council’s bid assumed land assembly, with off-site works also in the first phase (£5m). St George’s Warehouse and the station would be connected by extending the station subway in phase 2 (a further £5m). Table 1 shows the dependencies on the availability of land and implementation of Transpennine Route Upgrade (TRU) works.

Table 1. WY+TF original scope

Ph.	Element	Description	Dependencies	
			Land	TRU
1	Land assembly	Acquisition of third-party land	✓	
	Trinity Street underpass	Upgrade of underpass beneath the ring road (Castlegate)		
	Highway works	Lighting of Brunswick St footpath; footway widening in J William St		
	Eastern station entrance	Extended gate line in ticket hall; extra door to platform 1		
2	Station subway	Extension and new western entrance at warehouse/car park	✓	✓

- 2.8 Following endorsement of the EoI, the council developed and submitted an Outline Business Case (OBC) for WY+TF with match funding from the Transforming Cities Fund (TCF). WYCA’s programme appraisal team in January 2020 recommended:
- Engagement on developing and agreeing an Appraisal Specification Report (ASR) to reflect a transport Value for Money appraisal with a core transport Benefit Cost Ratio (BCR) and an adjusted BCR reflecting the wider economic regeneration benefits.
 - Submission of a robust delivery programme, which considers the timescales for TCF and TRU, securing planning and listed building consent, and undertaking public consultation. This should inform forecast dates for Full Business Case (FBC), and construction start and end dates.
 - Submission of a revised forecast spend profile aligning with the updated programme.
 - No timescales for completion of the above.

ii) Transforming Cities Fund

- 2.9 The Transforming Cities Fund (TCF) was launched by the Government in 2017 and expanded in 2018. The Department for Transport (DfT) made an award to WYCA to deliver transformational, new infrastructure and help create a step change in travel across the Leeds City Region, to reduce reliance on car travel and meet the commitment to become a net zero carbon region by 2038. Projects would be designed to improve people's access to public transport, cycling and walking.
- 2.10 The council's bid for TCF in Kirklees included a third phase for the Station Gateway, to provide park and ride at St George's Warehouse with pedestrian links to the station and town centre. WYCA endorsed the Strategic Outline Case (SOC) in September 2020, and the three elements in the high funding scenario are listed in table 2.

Table 2. TCF original scope: Station Gateway

Ph.	Element	Description	Dependencies	
			Land	TRU
3	Park and ride	Car parking with taxi and cycle hub at warehouse site	✓	
	Lift/ stair tower	To connect parking to town centre	✓	
	Station subway	Contingency funding – e.g., if TRU does not go ahead	✓	?

- 2.11 The Kirklees TCF programme also included the Huddersfield Major Walking and Cycle Routes project, incorporating improved crossing facilities for pedestrians and cyclists where the ring road (Castlegate) meets Trinity Street.

c) Transpennine Route Upgrade

- 2.12 In March 2021, Network Rail submitted a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport, for TRU Huddersfield to Westtown (Dewsbury). On this eight-mile section, the proposals include doubling the number of tracks from two to four, electrifying the line from Huddersfield to Dewsbury, and making significant improvements to the four stations including Huddersfield.
- 2.13 The plans for Huddersfield Station include a new platform on the sidings between platform 8 and St George's Warehouse. Network Rail will connect the new platform to the rest of the station by extension of the existing subway and a new footbridge. To facilitate the works, Network Rail is planning several construction compounds, including a strategic compound on the entire 200-space car park at St George's Warehouse for the four-year duration of TRU. A satellite compound on Network Rail's station car park (68 spaces) off St George's Square will operate for up to two years within the programme.

d) Revised project scope

- 2.14 Subject to approvals, TRU is expected to start in 2023/24 and finish in 2026/27. The council supports the long-term benefits the upgrade will bring to Huddersfield and Kirklees. Nevertheless, Network Rail's plans mean the council needs to re-scope both TCF and WY+TF (and for the latter, re-profile spend) for the Station Gateway. Trinity Street Access would proceed under TCF, and it would be sensible to group together all options for improving connectivity in this location for the purpose of public consultation.

j) Transforming Cities Fund

- 2.15 The revised scope for the Station Gateway and Trinity Street Access TCF projects would constitute phase 2 of ‘Better Connected Stations’, and focus on improving three routes for walking, cycling and public transport:
1. Kirkgate/Trinity Street – linking the station to the Trinity West mixed-use development (former Kirklees College) site and Greenhead College beyond.
 2. Northumberland Street – connecting to the University of Huddersfield’s proposed health innovation campus at Southgate on the route to the St John’s Smith’s Stadium.
 3. John William Street/St John’s Road – joining to the new Huddersfield Market in Brook Street and Cambridge Road car park.
- 2.16 A mobility hub near the station, together with mobility points on main arterial routes for the last-mile journey into town, would provide highly visible, safe and accessible spaces for public, shared and active travel modes. Provision can include a bus stop, taxi rank, cycle parking, and electric vehicle (EV) charging. These could be located alongside improved public realm and, where relevant, enhanced community facilities.
- 2.17 The reformulated project will improve the infrastructure of the Station Gateway by the TCF spend deadline of 31 March 2023 and in advance of TRU. The priority schemes for the high funding scenario are outlined in table 3.

Table 3. Station Gateway TCF revised scope – priority schemes

Area	Element	Description	£m	Status
1	Brunswick Street	Lighting of public footpath	0.05	Draft scheme
2	Northumberland Street	Footways, cycle lanes, landscaping	1.7	Draft scheme options
3	John William Street	Footways, cycle lanes, landscaping	1.2	Draft scheme
3	St John’s Road/ Castlegate	Cycle lanes, improved pedestrian/ cycle crossing	2.2	Draft scheme
All	Mobility hub and mobility points	Public, shared and active travel modes	1.5	Site appraisal
	Contingency		0.85	
	Total		7.5	

- 2.18 A reserve scheme (table 4) is at the eastern station entrance, where the building is owned by the council, leased to Network Rail and managed by TransPennine Express. The project would help ease passenger congestion in the ticket hall ahead of TRU.

Table 4. Station Gateway TCF revised scope – reserve scheme

Area	Element	Description	£m	Status
All	Eastern station entrance	Extended gate line in ticket hall; extra door to platform	0.7	Draft scheme

2.19 For public consultation, the options for improving crossing facilities on the Castlegate section of the ring road would be grouped together under the title Trinity Street Access (table 6). The options are to:

1. upgrade the underpass - on the north side of the junction towards the railway station as part of the Station Gateway project.
2. to improve the at-grade crossing (preferred option).
3. construct a foot/ cycle bridge. Options 2. and 3. are on the south side, nearer the bus station and form part of the Huddersfield Walking and Cycling route project.

Table 5. Trinity Street Access TCF - options

Area	Element	Description	£m	Status
1	Underpass	Upgrade of underpass beneath the ring road	0.6	Draft scheme
1	At-grade crossing	Improvement of surface crossing on the ring road	1.0	Concept
1	Foot/ cycle bridge	Construction of bridge over the ring road	5.5	Draft scheme
	Total		TBC	

2.20 The options for at-grade improvement (£1.0m) and bridge (£5.5m) sit with the Trinity Street project and only one of these could be afforded from the £5.5m budget. The underpass option (£0.6m) is currently part of the Station Gateway TCF project and its cost could be met either from the contingency provision (£0.85m in table 3), added to the reserve list (table 4), or alternatively – if the bridge option is not selected – funded alongside an at-grade improvement from the Trinity Street TCF budget.

2.21 An indicative programme for the Station Gateway and Trinity Street TCF schemes is presented in table 6.

Table 6. TCF indicative programme

Stage	Dates
Draft outline designs	January to May 2021
Cabinet endorsement	June 2021
Public consultation	September 2021
Revised outline designs	October to November 2021
Outline Business Case (OBC) submission	January 2022
Detailed design	January to February 2022
Procurement (construction)	March to April 2022
Full Business Case (FBC) submission	June 2022
Cabinet approval	August 2022
Construction	September 2022 to March 2023

ii) West Yorkshire-plus Transport Fund

2.22 Elements dependent on the availability of the land at St George's Warehouse and/ or TRU form the scope of a revised proposal for WY+TF (table 7). WYCA has already agreed that the two previously phased allocations, each of £5m, can be combined into one of £10m.

Table 7. WY+TF revised scope

Ph.	Element	Description	£m	Status
1/2	Station subway or footbridge extension	To connect warehouse site to station	6.0	Draft scheme for subway option
2	Lift/ stair tower	To connect warehouse site to town centre	1.0	Draft scheme
2	Park and ride	Car parking with taxi and cycle hub	2.0	Site masterplan to be agreed
	Contingency		1.0	
	Total		10.0	

2.23 Table 8 sets out an indicative programme for the WY+TF project. Early stages are as for TCF, with later stages to dovetail first with TRU and then with building works at St George's Warehouse and car park.

Table 8. WY+TF indicative programme

Stage	Dates
Draft outline designs	January to May 2021
Cabinet endorsement	June 2021
Vision statement agreed with project partners	July 2021
Public consultation	September 2021 (provisional)
Revised outline designs	Spring 2022
Revised site masterplan	Summer 2022
Outline Business Case (OBC) submission	Autumn 2022
Detailed designs	Winter 2022
Phase 1	
Procurement (construction)	Spring 2023
Full Business Case (FBC) submission	Summer 2023
Cabinet approval	Autumn
Construction	Autumn 2023 to Spring 2024
Phase 2	
Procurement (construction)	Autumn 2026
Full Business Case (FBC) submission	Winter 2026
Cabinet approval	Winter
Construction	April 2027 to March 2029

2.24 A vision statement will need to be agreed between the council and project partners HD1 Developments Ltd, Network Rail, TPE, Historic England and WYCA, before public consultation can take place on the WY+TF project. The consultation date of September 2021 is therefore provisional. A revised site masterplan would then follow.

2.25 Phase 1 construction relates only to the option of a subway extension, potentially capable of delivery at the same time as TRU, from the new platform to the station boundary. The alternative of a footbridge extension could only be built in a single phase, spanning the additional rail line between the new platform and the warehouse car park and Network Rail's existing right of way just inside the car park boundary.

d) Cambridge Road car park

- 2.26 The council's Cambridge Road car park provides 220 long-stay spaces and, with 31% weekday peak-hour occupancy in 2019, has spare capacity to provide 'park and stride' to the station. The site is allocated for housing development (44 units) in the Kirklees Local Plan, which is due its five-year review in 2024 and covers the period to 2031.
- 2.27 Retention and promotion of Cambridge Road car park to serve train and/ or rail replacement bus services, while TRU is undertaken would help compensate for the loss to construction compounds of the station and warehouse car parks.

e) Other infrastructure schemes

- 2.28 The Station Gateway and Trinity Street Access projects will complement other infrastructure schemes on the edge of and within Huddersfield town centre, including:
- Better Connected Stations – to transform the walking and cycling route between the bus and railway stations, through additional and more direct crossings, way-marking, and safety enhancements. It is being delivered by the council as part of the TCF CityConnect programme. Phase 1 in St George's Street has been completed, and the next phase will move on to Westgate/ Henry Street junction, Upperhead Row, Dundas Street, and Market Street/ Railway Street.
 - Huddersfield Bus Station – to upgrade the busiest bus station in West Yorkshire (33,000 passenger trips a day, pre-Covid) and its environs through the TCF. Developed in partnership, WYCA will be responsible for upgrade of the interior, better customer information, and safety improvements in Henry Street. The council will deliver a new entrance and arrival space canopy, planting and seating, and improvements to access arrangements and public realm.
 - A62 Leeds Road 'smart corridor' - to tackle congestion, slow journey times and poor air quality. Phase 1 will improve walking, cycling and bus facilities along Leeds Road between the ring road and Old Fieldhouse Lane, including alterations to the Northumberland Street/ Southgate/ Leeds Road junction, and a simpler layout at Lower Fitzwilliam Street/ Gasworks Street to replace the existing gyratory. Funded by WY+TF, the works are due to start in Summer 2021.
 - A629 Halifax Road – to improve the main road between Halifax and Huddersfield and jointly delivered by Kirklees and Calderdale Councils through WY+TF. Phase 5 is aimed at easing congestion, reducing journey times, and creating capacity on the corridor between Ainley Top roundabout and Huddersfield ring road for future housing and employment growth. Construction is due to start in Autumn 2021.

3 Implications for the Council

3.1 Working with People

- 3.1.1 Public consultation is a usual pre-requisite of WYCA before any OBC is submitted for either TCF or WY+TF.
- 3.1.2 Communications to the public on the submission of the Leeds City Region TCF bid and the government's subsequent funding announcement have been made by WYCA and the council. A full public consultation exercise on the Station Gateway and Trinity Street

Access TCF projects including options will be undertaken in September 2021 as part of OBC development.

3.1.3 Public consultation on the Station Gateway WY+TF project would follow an agreement between the project partners of a vision statement for the St George's Warehouse site.

3.1.4 The Station Gateway and Trinity Street projects will deliver investment that is inclusive in design (producing social value outcomes), family friendly (more accessible, safe, attractive), weaving in principles of place shaping/urban design (including dementia friendly design).

3.2 Working with Partners

3.2.1 The Leeds City Region TCF programme and the TCF projects within Kirklees are being co-developed and appraised by WYCA. The Authority has procured a consultancy development partner, WSP, to assist with the development of projects and project business cases for number of partnering districts, including Kirklees. The council will also work closely with its own specialist consultancies, train and bus operators, road user representative groups, equality access groups, business forums and delivery contractors.

3.2.2 For the WY+TF project, a vision statement for the St George's Warehouse site would be a high-level statement of intent with a set of principles that each project partner - HD1 Developments Ltd, Network Rail, TPE, Historic England, WYCA and the council - is comfortable with. If a vision statement is agreed, HD1 Developments Ltd proposes to lead on production of a site masterplan, in consultation with the other project partners.

3.3 Place Based Working

3.3.1 Development of the TCF Kirklees programme has involved recruiting the services and/or knowledge of local user representative and community groups. For both the TCF and Station Gateway WY+TF projects, members of the public and ward councillors will be consulted on their views on the development of scheme proposals, options and designs that seek to deliver programme objectives and address local needs.

3.3.2 Subject to Covid-19 regulations and guidelines, on-line and/or drop-in events for members of the public will form part of the engagement process for both TCF and WY+TF.

3.4 Climate Change and Air Quality

3.4.1 The reduction of carbon emissions is a key objective and driver for the development of TCF schemes. The delivery and promotion of sustainable transport modes that help to reduce adverse transport-derived impacts on communities and public health is also a determinant in development of the schemes. All the TCF projects have been reviewed to consider where further carbon mitigation measures can be integrated into scheme scope and designs.

3.4.2 The Rail Park and Ride Programme within WY+TF seeks to increase parking spaces at rail stations and provide increased access to train services for West Yorkshire residents. A parking study of Huddersfield and Dewsbury town centres, carried out for the council by consultants SYSTRA in 2019, placed rail station parking in its own category. This reflects the opportunity park and ride gives to encourage people out of their cars for at least part of their journeys, and Network Rail's plans for TRU to increase capacity by accommodating faster, more frequent and longer trains on the line through Kirklees.

3.4.3 Huddersfield, with 5,100,976 passenger entries and exits in 2017/18, is the second busiest station in West Yorkshire and the fourth busiest in Yorkshire and Humber. SYSTRA updated analysis by AECOM (2015) and found that with only 68 parking spaces in the long-stay station car park, Huddersfield has a daily ratio of 240 passengers per parking space. This compares unfavourably with the ratios for similar stations in the North of England, at Rotherham (76), Warrington Central (72), Barnsley (62), Doncaster (25), Stockport (11), and Wakefield Westgate (8).

3.5 Improving outcomes for children

3.5.1 The active travel proposals in Huddersfield Station Gateway and Trinity Street Access will contribute positively to a family-friendly town centre and underpin the investment the council is making to deliver the Huddersfield Blueprint, including the Cultural Heart project which is the subject of a separate report to today's Cabinet meeting.

3.6 Covid-19

3.6.1 The potential impacts of recovery from the pandemic on walking, cycling, public transport and private vehicles are being considered for the Station Gateway and Trinity Street Access projects, where relevant and possible, through sensitivity testing of different assumptions used for forecasting demand.

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

3.7.1 Legal: The council has the power to enter into funding agreements with WYCA. The council also has sufficient statutory powers to carry out each of the TCF and WY+TF projects.

3.7.2 Financial: There is £7.5m in the council's TCF capital plan for 'Huddersfield Rail Station Access' and £10m in the WY+TF capital plan for 'Huddersfield Station Gateway'. The budget for the Trinity Street Access project is £5.5m in the TCF capital plan.

3.7.3 The recommendations in this report include a decision to accept forthcoming TCF and WY+TF grant funding from WYCA for development of the TCF and WY+TF projects through OBC to FBC. The specific amounts for these development grants are to be determined. Earlier this year, WYCA combined two decision point stages into one, so that the Full Business Case (FBC) should now include finalised costs.

3.7.4 The allocations to TCF projects are established in the Leeds City Region TCF bid of £317m. The allocations to Kirklees TCF projects total £39.5m and £66m in the low and high scenarios, respectively. Table 9 summarises the TCF funding for the Station Gateway and Huddersfield Major Walking and Cycling Routes projects. For the latter, the high scenario (£11.5m) comprises £6m for the A629 Wakefield Road and £5.5m for Trinity Street. In all cases, the 'gainshare' from the West Yorkshire devolution deal would add to the DfT funding (low scenarios) to help fund the high scenarios.

Table 9. TCF funding

Project	High scenario £m	Low scenario DfT £m	Devolution deal £m
Huddersfield Station Gateway	7.5	1.5	6.0
Trinity Street Access	5.5	4.0	1.5

- 3.7.5 The council is providing match-funding of £4m to the Huddersfield TCF projects from the Capital Plan provision for the Huddersfield Blueprint.
- 3.7.6 The WY+TF is a 20-year commitment for the Leeds City Region, to a value of £1 billion starting in 2015/16. The first six years funding is confirmed, paid in annual instalments. A review is required after the first five years, and then every five years subject to the outcome of the reviews and Ministerial decision-making. The first review in 2020 produced a positive outcome, ensuring the 'gainshare' of £30m per year for the Fund will now be paid for the five years 2021/22 to 2025/26. The next five-year review is due in 2024. In the meantime, WYCA has ring fenced £10m to the Huddersfield Station Gateway project from WY+TF, to be sourced through the Growth Deal from the Ministry of Housing, Communities & Local Government.
- 3.7.7 Human Resources: The ongoing development and delivery of the TCF and WY+TF projects requires several programme and project management staff, together with design and support service staff. Development partner support for TCF Kirklees projects is being provided through WYCA, by consultancy WSP.
- 3.7.8 For the Station Gateway WY+TF project, consultant firms Cushman & Wakefield and Steer helped to develop the original OBC.

3.8 Do you need an Integrated Impact Assessment (IIA)?

- 3.8.1 An Integrated Impact Assessment (IIA) is not required at this stage. IIAs will be undertaken for each project during the next stage of development, the OBC.

4 Consultees and their opinions

- 4.1 The proposed re-scoping (and in respect of WY+TF also spend re-profiling) of the Station Gateway and Trinity Street Access projects has been endorsed by the TCF Programme Board, and in respect of WY+TF by the Major Projects Board. Both Boards have representation from the council and WYCA.
- 4.2 The council's Executive Team has asked that the narrative for the Station Gateway project should include meeting objectives to help deliver family-friendly, dementia-friendly, safer communities, place-shaping, and positive investment.
- 4.3 The Senior Legal Officer and the Senior Finance Officer have been consulted and their advice is reflected in this report.

5 Next steps and timelines

- 5.1 The indicative programmes are set out in table 6 for the TCF projects and in table 8 for WY+TF. If the officer recommendations are approved, officers will proceed to work with WYCA and development partner WSP towards public consultation on the TCF projects for Station Gateway and Trinity Street Access.
- 5.2 The next step for the WY+TF project would be for officers to seek to agree with the project partners a vision statement for the St George's Warehouse site.

6 Officer recommendations and reasons

- 6.1 In respect of Huddersfield Station Gateway and Trinity Street Access, Cabinet is requested to:
- a) Endorse the re-scoped Transforming Cities Fund project and the re-scoped and re-profiled West Yorkshire-plus Transport Fund project for public consultation.
 - b) Approve the re-profiled West Yorkshire-plus Transport Fund project being entered into the Kirklees Capital Plan.
 - c) Delegate authority to the Strategic Director Growth & Regeneration to carry out public consultation and to develop and work up project options and designs.
 - d) Delegate authority to the Strategic Director Growth & Regeneration to submit business cases to the West Yorkshire Combined Authority for funding from the Transforming Cities Fund and the West Yorkshire-plus Transport Fund.
 - e) Delegate authority to the Strategic Director Growth & Regeneration to negotiate and agree the terms of any agreement with West Yorkshire Combined Authority for the purpose of providing development funding from Transforming Cities Fund and West Yorkshire-plus Transport Fund.
- 6.2 The reasons for these recommendations are to enable officers to carry out public consultation and develop business cases to meet the DfT's spend deadline for TCF of 31 March 2023, and to help keep alive the ring fencing made by WYCA for WY+TF.
- 6.3 Officers would report back to Cabinet in due course to seek final scheme approval for implementation.

7 Cabinet Portfolio Holders' recommendations

- 7.1 The Cabinet Members for Regeneration, Environment, Culture and Greener Kirklees, and Town Centres Have been consulted on this report.
- 7.2 Leading Members Team on 11 June 2021 considered the proposed project re-scoping and re-profiling and agreed that a report should proceed to Cabinet today.

8 Contact officers

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9 Background Papers and History of Decisions

Kirklees Transforming Cities Fund Programme,
Cabinet, 1 September 2020

<https://democracy.kirklees.gov.uk/ieDecisionDetails.aspx?ID=8969>

West Yorkshire-plus Transport Fund Scheme Update,
Cabinet, 13 November 2018

<https://democracy.kirklees.gov.uk/ieDecisionDetails.aspx?ID=6679>

West Yorkshire-plus Transport Fund Scheme Update,
Cabinet, 19 December 2017

<https://democracy.kirklees.gov.uk/ieDecisionDetails.aspx?ID=5124>

West Yorkshire Transport Fund – Scheme Principles,
Cabinet, 9 February 2016

<https://democracy.kirklees.gov.uk/ieDecisionDetails.aspx?ID=1698>

10 Service Director responsible

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11 Appendices

Huddersfield Station Gateway Plan

Trinity Street Access Plan