

Name of meeting: Economy and Neighbourhoods Scrutiny Committee

Date: 7 April 2022

Title of report: Progress Update on Huddersfield, Heckmondwike and Dewsbury Bus Station Projects (Transforming Cities Fund programme)

Purpose of report: To provide an update on each of these projects and next steps.

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?	Not Applicable
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	No Private Report/Private Appendix – No
The Decision - Is it eligible for call in by Scrutiny?	Not Applicable
Date signed off by <u>Strategic Director</u> & name 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 – 30 March 2022 No decision is being sought which has financial implications at this stage No decision is being sought which has legal/governance implications at this stage, however it should be noted that advice was sought regarding pre-election guidance for Officers and Councillors ahead of this report being produced.
Cabinet member portfolio	Cllr McBride and Cllr Firth

Electoral wards affected: Newsome, Heckmondwike and Dewsbury East (indirect implications for bus services for other Kirklees wards)

Ward councillors consulted: Newsome, Heckmondwike and Dewsbury East Ward Councillors

Public or private: Public

Has GDPR been considered? Yes – this report does not contain any personal data

1. Summary

- 1.1 The Transforming Cities Fund (TCF) is a national sustainable transport fund administered by the Department for Transport (DfT) for delivery of sustainable transport projects. Kirklees Council has worked with West Yorkshire Combined Authority (WYCA) and other partners to develop a TCF Bid for Leeds City Region. The original bid was submitted to government in November 2019 by WYCA and Kirklees projects amounted to approximately £66 million of investment in sustainable transport initiatives including bus station improvements and active travel schemes, albeit the funding has been partly split with WYCA as a project promoter as they own and operate Huddersfield and Dewsbury bus stations which were included in the original bid.

- 1.2 From 22/23 the Transforming Cities Fund has been incorporated into the Government's City Region Sustainable Transport Settlement which is a five-year settlement from Government. This means that the timescales for delivery of the projects and programme have been eased from the original deadline of March 2023. However, there is still an expectation that the TCF projects will be delivered early in the 5-year settlement to demonstrate effective and efficient delivery to Government, and projects should continue to progress as per their approved programmes. WY leaders have also committed to progressing the "higher scenario" of schemes making the overall funding for the programme across the region £457m and enabling the prospect of the schemes have greater transformational benefits
(<https://westyorkshire.moderngov.co.uk/documents/s25608/Item%207%20-%20TCF%20Programme%20Review.pdf>)

- 1.2 The Leeds City Region Vision and Objectives for the TCF Programme are shown below:

Leeds City Region TCF Vision

"Connecting people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future"

Objective	Description
Enabling inclusive growth 	To enable as many people as possible to contribute to and benefit from economic growth, and contribute to improved health and wellbeing of our residents.
Boosting productivity 	Working with our businesses and universities to close the productivity gap, create thousands of jobs and add substantially to our economy.
Supporting clean growth 	Achieving our target for a net zero carbon economy by 2038 through lowering carbon emissions and taking advantage of new innovations to create jobs and growth.
Delivering 21st century transport 	Creating a transport system which addresses the challenges we face around capacity, connectivity, sustainability and air quality.

1.3 What the Transforming Cities Fund means for West Yorkshire

- More accessible, affordable, and attractive greener transport options
- Supporting sustainable and inclusive growth
- Connecting people to economic and education opportunities
- Happier and healthier communities for the future
- A reduction in transport-based carbon emissions

1.4 Developing a 21st Century transport system is central to the West Yorkshire Combined Authority's vision of building a strong, successful, zero carbon economy that provides a great quality of life for everyone who lives and works in the region. Providing an accessible, attractive, and cleaner alternative to car journeys is at the heart of the Leeds City Region Transforming Cities Fund (TCF).

1.5 Communities across Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield, and York are set to benefit from the schemes, which include new or improved bus and rail stations, cycling and walking infrastructure, and new Park and Rides. The programme is focused on connecting people in the communities of greatest economic need with job and training opportunities. This will, in turn, help boost productivity, living

standards and air quality, creating happier, healthier communities for the future.

- 1.6 Across the Leeds City Region, it is estimated TCF schemes will improve journeys by bus, rail, bike and on foot for up to 1.5 million people, take up to 12 million car trips per year off our roads and reduce CO2 emissions from car travel by up to 15,000 tonnes by 2036.
- 1.7 WYCA conducted a comprehensive process of determining how and which projects might be funded across the Leeds City Region, recognising that there would be more projects than the Government funding could cover. District partners were asked to submit long lists of potential projects and the programme was signed off by each of the Council Leaders, as well as members of the Combined Authority's Transport Committee. Information on how WYCA prioritised and finally agreed the projects for the bid can be found on their website (<https://www.westyorks-ca.gov.uk/projects/transforming-cities-fund/faqs/>).
- 1.8 In the Kirklees context, there are eight projects which are funded by TCF via WYCA (three bus station projects and five active travel schemes). This update focuses on the three bus station projects at the request of the Chair of Scrutiny – these are Huddersfield Bus Station, Heckmondwike Bus Station and Dewsbury Bus Station.
- 1.9 Responsibility for the bus station projects is split between WYCA and Kirklees Council. WYCA are leading on Huddersfield Bus Station (internal transformation) and Dewsbury Bus Station. Kirklees Council is leading on Heckmondwike Bus Station and the external works and car park access to Huddersfield Bus Station. Its worth noting that the split in responsibilities is primarily due to asset ownership and ongoing operational responsibilities for the bus stations.
- 1.10 It should be noted that all three projects are currently in project development stages, not all the final details are currently known and therefore this report can only present information in the form of a current update, and it is suggested that a fuller update is given to Scrutiny at a later stage.
- 1.11 All the projects are governed and appraised by WYCA using the local assurance framework which requires project sponsors to develop their schemes in progressive steps, seek views from the public and key stakeholders and submit business cases at each main milestone before work can begin on the next. Final decisions on business cases and funding are made by the relevant committees at WYCA. This is consistent with the Government's agreed methodology and appraisal of major transport infrastructure projects.

2. Project information and updates

2.1 Heckmondwike Bus Station

2.1.1 Project Description

The Heckmondwike Bus Station project lies at the heart of the A638 corridor between Dewsbury and Bradford. The scheme, worth £4.97m, sets out to transform the sustainable travel offer within Heckmondwike Town Centre, through the creation of a full bus station on the site of the current bus hub.

2.1.2 The step change in infrastructure includes an upgrade from 4 bus shelters to 6 bus stands and a layover bay, a new building including offices, Changing Places and an accessible WC and a waiting area. These interventions are complemented by measures which contribute to the Council's Climate Emergency, such as a green roof, green wall, sustainable urban drainage, and a solar panel system. A drawing showing the initial proposals is included in Appendix 1.

2.1.3 Scheme Justification and Benefits

The scheme has several strategic drivers for investment. The scheme aligns with local and national policy such as Kirklees Local Plan, West Yorkshire Transport Strategy 2040 and Bus Back Better. The project enables inclusive growth and delivers 21st century transport for the people of Heckmondwike whilst tackling high car ownership and unsustainable travel patterns and their impacts on both air quality and productivity.

2.1.4 Heckmondwike Bus Station went through a rigorous optioneering process at the Outline Business Case stage which brought the scheme from a long list of 5 options, into a short list of 3 options and eventually into a preferred option through a 'multi-criteria appraisal tool'.

2.1.5 The outcomes of the scheme will be to increase capacity at the bus interchange in Heckmondwike, to induce modal shift from private vehicles and improve experience for bus users. Moreover, users of the bus station (including the drivers of the buses) will have increased satisfaction due to better facilities and there will be added value to local communities, with a focus on welfare and safety.

2.1.6 In turn, there will be increased bus patronage and a transformation of the bus offer in this area of Kirklees. The aspirations of the Local Plan will be supported through facilitation of employment and housing growth, and public health will be improved due to an improvement of air quality in the surrounding area. The increased capacity at the interchange will also reduce queuing time on the highway for buses – improving journey times and reliability.

2.1.7 Project Timescales and Current Stage of Process

The Outline Business Case was submitted to the WYCA on 1st October 2021 and was approved at their Places, Regeneration and Housing Committee on 7th February 2022.

2.1.8 These timescales are indicative and subject to change:

- Planning submission – April 2022

- Public engagement – May 2022
- Planning approval – June / July 2022
- Full Business Case submitted – September 2022
- Full Business Case approved – October 2022
- Start on site (enabling works) – October / November 2022
- Start on site (main works) – January 2023
- Close on site – September 2023

2.1.9 Consultations, What People Said and What we are Doing

A full public consultation period took place on the project between 13th July and 17th August 2021. The project launched with the A638 Dewsbury-Cleckheaton Sustainable Travel Corridor project as ‘Helping you travel between Dewsbury and Cleckheaton’. The bus station element of the consultation received 133 survey completions, with a significant majority in favour of the scheme. There was significant outreach through a number of means such as press releases, online portal, social media, letter drops, leaflets, signage, and real-time information on the bus network.

2.1.10 The primary bus operator running through the current hub, Arriva, is an integral stakeholder to the project. The working relationship between Arriva and the Council is strong, demonstrated by a letter of support to accompany the scheme’s Outline Business Case. Arriva is set to run and manage the bus station facility following previous agreement with WYCA and Kirklees, and this is to be set out in a Memorandum of Understanding.

2.1.11 The project team undertook significant engagement with statutory stakeholders (including emergency services, government agencies and utility companies), interested parties (including community groups, civic societies, and local charities) and seldom heard groups (including the elderly, domestic abuse survivors and LGBTQ+ groups). This resulted in valuable feedback which was fed into project development. An accessibility workshop was held during the public consultation period and designs were adjusted significantly during concept design stage to reflect this; wayfinding and colour contrasting fixtures for example. The feedback has also been instrumental in the project team now looking at WC/changing places facilities.

2.1.12 Moving forward, the project will be subject to a planning application and its statutory consultation process will run during the determination period. This will be an opportunity for residents and businesses to raise any material planning concerns. A “you said, we did” style engagement will run alongside this process to allow for consultees to understand how they fed into the design process. The project will also be subject to a statutory consultation period during the Traffic Regulation Order process, which concerns any necessary traffic management changes.

2.1.13 Next Steps

The next key milestone for Heckmondwike Bus Station is the submission of the planning application to the local planning authority. Subject to the relevant approvals the project will subsequently continue with its design and scope

development as set out in the indicative timeline above.

2.2 Dewsbury Bus Station

2.2.1 Project Description

The scheme will fully refurbish and upgrade Dewsbury Bus Station making it safer and more accessible. The scheme has been developed in response to a range of challenges associated with people feeling unsafe because of anti-social behaviour, poor access to the bus station and to the facilities inside, road safety and limitations in the current quality of customer facilities. The scheme will modernise the existing building making it more attractive and welcoming to encourage people to use the bus station and travel by bus, rather than private car, reducing vehicle carbon emissions. Many of the current facilities are at the end of their useful life and require replacing. The scheme will install new seating, lighting, flooring and an information point in the concourse, and new signs will help people navigate in and around the bus station. New real time information boards will also be installed providing passengers with live bus and rail information. The scheme will also include a new roof with solar panels, cycle parking facilities, a Changing Places facility with fully accessible toilets and generous space and equipment, and improvements to staff areas. Outside the bus station there will be additional bus layover bays and improvements to make it easier and safer to walk around the bus station and landscaping and planting to make the area greener and more attractive. The scheme supports wider regeneration in the town centre, leading to economic growth, attracting businesses, and improved access to educational opportunities in the town and the rest of Kirklees. Total scheme cost (approved at OBC) is £14,337,600. A drawing showing the initial proposals is included in Appendix 2.

2.2.2 Scheme Justification and Benefits

Dewsbury Bus Station was rebuilt in 1994 and is owned by the Combined Authority. Approximately 20,000 people use the bus station daily which is close to the town's retail and employment areas. Dewsbury Train Station is situated close by, to the north. The existing bus station has challenges including concerns around personal safety, accessibility, road safety and a lack of quality services. The scheme will create a more welcoming and attractive bus station, where people feel safe, which is accessible and has better facilities and has the potential to attract more visitors to the town. This will support economic growth in the town centre, by attracting businesses, and making it easier for people to access training and educational opportunities in Dewsbury and the wider City Region. The proposed scheme at Dewsbury Bus Station will help reduce reliance on cars and promote buses as a convenient alternative. The scheme complements wider investment in bus priority and walking and cycling within Dewsbury town centre as well as along key corridors connecting the town.

2.2.3 The scheme will deliver a transformational, comprehensive refurbishment and upgrade of Dewsbury Bus Station making it a modern, fit for purpose facility that is safer and more accessible and will support wider regeneration in the town centre. The scheme has been developed in response to a range of challenges associated with people not feeling safe using the bus station because of antisocial behaviour, poor walking and cycling access to the bus

station, and access to the facilities inside, road safety, a poor waiting environment and a lack of quality services. The currently unoccupied retail units will be reconfigured to make them more attractive to prospective tenants. The scheme will also include a new roof with solar panels, cycle parking facilities, a Changing Places facility with fully accessible toilets with generous space and equipment, and improvements to staff areas including an accessible toilet and shower facility. Safety and security for passengers will be improved through improvements to CCTV and lighting, which will help to deter antisocial behaviour and crime.

2.2.4 Project Timescales and Current Stage of Process

- OBC approval granted – March 2022
- Planning application submission – September 2022
- Procurement and construction award - March 2023
- Full business case submission - May 2023
- Start of works - September 2023
- Completion of works - January 2025

2.2.5 Consultations, What People Said and What we are Doing

Consultation was carried out between 22nd July and 12th September 2021. Feedback was sought on initial early-design proposals for the bus station and will help shape the development of more detailed plans.

2.2.6 Stakeholder mapping was carried out prior to consultation and emails were sent to a large list of stakeholders in the Dewsbury area who may have links to the bus station or who would be able to help promote the consultation. Groups contacted included elected members, bus operators, businesses and services, education providers, transport providers, community groups, attractions in Dewsbury and other statutory stakeholders. Targeted mapping and engagement were also carried out to ensure the consultation was inclusive for 'seldom heard groups'.

2.2.7 A workshop with groups representing people with disabilities was held prior to public consultation, to ensure that their feedback on early ideas could be incorporated into the proposals. The workshop included representatives and members of Accessible Calderdale Disability Access Forum, Experience Community, Kirklees Council Independent Travel Trainers, Kirklees Education, Kirklees Visual Impairment Network, Royal National Institute of Blind People and Visits Unlimited.

2.2.8 Other stakeholders connected with Dewsbury were engaged with prior to public consultation to provide local insight and input into the design of potential measures to improve the facilities. A workshop with bus operators was organised and briefings were attended by political figures including cabinet members, local ward councillors, and members of the Combined Authority's Transport Committee. Proposals were also shared with the Dewsbury Town Centre Board, and the Mayor of West Yorkshire, prior to the public consultation.

2.2.9 Top reasons given for not using the bus station were 'I don't find the waiting facilities comfortable', 'I don't think the bus station is an attractive building to use' and 'I don't feel safe using the bus station (e.g., antisocial behaviour)'. These points are now being addressed in the scheme's development. 54% of respondents were not satisfied with the current bus station facilities. Feedback on the initial proposals for Dewsbury Bus Station was generally positive (51.4% of respondents rated them as 'very good' or 'good'). 45.6% of respondents said the proposals would encourage them to use the bus station more, and 28.5% of respondents said they would be more likely to walk or cycle to and from the bus station after the project is complete.

2.2.10 Next Steps

We understand WYCA (as project lead and project sponsor) are now developing their proposals further to the scheme having outline business case approval and will be preparing a planning application based on their preferred option which will be submitted to Kirklees Council later this year. This application would be determined by Kirklees Council following standard local planning authority protocols. This will then lead WYCA towards their full business case and construction partner procurement.

2.3 Huddersfield Bus Station

2.3.1 Project Description

Huddersfield Bus Station TCF scheme comprises a comprehensive suite of measures that will transform the user experience of the bus station, making bus travel more accessible and desirable for both existing and new customers. The scheme will encourage increased uptake of sustainable modes, reducing private car dependency and thus reducing vehicle carbon emissions. In addition, there has been a key focus on improving station accessibility, particularly for those who find the current bus station difficult to use and navigate due to disability or other impairments.

2.3.2 The scheme also addresses safety and security concerns to ensure the bus station can be seen as a safe and secure environment for passengers and staff. The new main entrance concourse and canopy will create a safer, higher-quality passenger environment that is accessible to all. The canopy also seeks to address overcrowding issues by extending the waiting area outside and uplifting the environment with enhanced customer urban realm underneath. Currently there is an approved TCF budget of £9.1m with aspirations to provide an enhanced scheme. A drawing showing the initial proposals is included in Appendix 3.

2.3.3 Scheme Justification and Benefits

There are numerous local and national strategic drivers for investment that the scheme aligns with including the WYCA Strategic Economic Framework, Kirklees Local Plan, West Yorkshire Transport Strategy 2040, The Huddersfield Blueprint and Bus Back Better.

- 2.3.4 The scheme aligns with the TCF programme objectives by providing 21st century transport facilities to the region, this enabling and supporting inclusive, clean growth and boosting local productivity.
- 2.3.5 The scheme objectives have influenced the ongoing design of the scheme and it will deliver an enhanced customer experience throughout the bus station and improve the sense of place providing a gateway experience. Improved connectivity and accessibility for all users will enable inclusive growth and provide integration with other sustainable transport modes. The external areas of the bus station will be improved, which will improve the safety and security of users both inside and outside the bus station. Further to this the proposed use of renewable energy and carbon mitigation measures of the facility will be improved to help tackle the climate emergency.

2.3.6 Project Timescales and Current Stage of Process

The Huddersfield Bus Station project is currently undergoing an in-depth design and optioneering process to provide a scheme that maximises user and operational benefits and meets TCF objectives. Work is ongoing on the outline business case with a view to a completed outline business case being available late Summer/Autumn 2022, ready for the submission of an outline business case in May 22.

2.3.7 The following timescales are indicative and subject to change:

- Further public engagement and outline business case – Autumn 2022
- Planning approval – Spring 2023
- Full Business Case submitted – July 2023
- Full Business Case approved – August 2023
- Start on site (Main Works) – December 2023
- Close on site – June 2025

2.3.8 Consultations, What People Said and What we are Doing

As part of the project development process, the project team launched a public consultation to gauge public support for the project and to invite comments and suggestions from the public. This survey covered all aspects of the Huddersfield Bus station project including the WYCA led elements and the Kirklees Council elements.

2.3.9 2143 people visited the consultation page over the 6-week period, in addition to the emails and Q&As received through the WYCA Your Voice Platform. The consultation ran from 29th July to 13th September and included online webinars. No in person events were held due to ongoing COVID 19 restrictions.

2.3.10 The Huddersfield Bus Station consultation information boards were downloaded 635 times off the WYCA Your Voice consultation platform. 280 respondents were actively engaged with 274 survey submissions made and 6 asking direct questions. Most respondents, 209, actively used the buses, with 218 respondents living in Huddersfield.

2.3.11 Many respondents, 43%, agreed that they didn't feel safe using the bus station and a large majority, 72%, don't find the waiting facilities comfortable. Further to this 72% also agreed that they didn't think the bus station was attractive.

2.3.12 Respondents were asked directly whether they supported the inclusion of a canopy structure over the area outside and surrounding the main entrance. The response to this was overwhelmingly positive with most respondents, 76%, replying positively.

2.3.13 In summary:

- Respondents noted that the exterior of the building needs improvement, and it was important that these improvements are included within the scheme
- Safety and security are important improvements that should be included in the scheme
- Environmental improvements are important to respondents and should be included in the development proposals
- There is very strong support for the delivery of the canopy as part of the scheme
- It is important that the canopy should provide improved facilities for users in the form of retail, seating, information points and planting.
- The provision of cycle facilities is supported under the canopy with the delivery of hire and maintenance facilities receiving lower levels of support

2.3.14 Moving forward, the project will be subject to a planning application and its statutory consultation process will run during the determination period. It is anticipated that a "you said, we did" style engagement will run prior to the planning process to allow for consultees to understand how they fed into the design process.

2.3.15 Next Steps

The next key milestone for Huddersfield Bus Station is the submission of the Outline Business Case. Subject to the relevant approvals the project will subsequently continue with its design and scope development as set out in the indicative timeline above.

3. Implications for the Council

3.1 Working with People

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 Kirklees Council. Full public consultation exercises on scheme options for each project have been undertaken at each development stage of the projects. An example of the information used for this is set out in Appendix 4 of this report.

3.2 Working with Partners

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

3.3 Place Based Working

Development of all TCF projects involves recruiting the services and/or knowledge of local user representative and community groups. Members of the public and ward councillors are consulted on their views on the development of scheme options and designs to achieve the best mix of interventions to deliver the programme objectives and address local needs. Specific place-based consultation events for members of the public form part of the engagement process.

3.4 Climate Change and Air Quality

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 recently been reviewed to consider where further carbon mitigation measures can be integrated into scheme scope and designs.

3.5 Improving outcomes for children

The TCF Programme does not specifically focus on improving outcomes for children, however, most interventions being considered concern inclusive transport measures and will improve the safety of and provisions for vulnerable road users, which include children. The schemes are being developed with a focus on improving the safety and security of bus stations – which will benefit families with the provision of improved toilet and changing places facilities where possible.

3.6 Other (e.g., Legal/Financial or Human Resources) Consultees and their opinions

The council has the power to enter into funding agreements with the West Yorkshire Combined Authority. The council also has sufficient statutory powers to carry out each of the TCF projects, such as statutory planning processes where planning permission is required. The ongoing development and delivery of the TCF projects requires a number of programme and project management staff, together with design and support service staff.

Officers note that at the time of writing this report that Officers and Councillors are operating within pre-election guidance protocols.

4. Next steps and timelines

The next steps for each of the projects are set out in Section 2 of this report.

5. Officer recommendations and reasons

It is recommended that the Scrutiny panel acknowledge the progress made on the bus station projects to date and note this update.

6. Cabinet Portfolio Holder's recommendations

None at this point.

7. Contact officer

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8. Background Papers and History of Decisions

Cabinet report 'Kirklees Transforming Cities Fund Programme' – 1 Sept 2020
(<https://democracy.kirklees.gov.uk/ieListDocuments.aspx?CId=139&MId=6485&Ver=4>)

Details of all the public consultations carried out in partnership with WYCA can be found at: <https://www.yourvoice.westyorks-ca.gov.uk/>

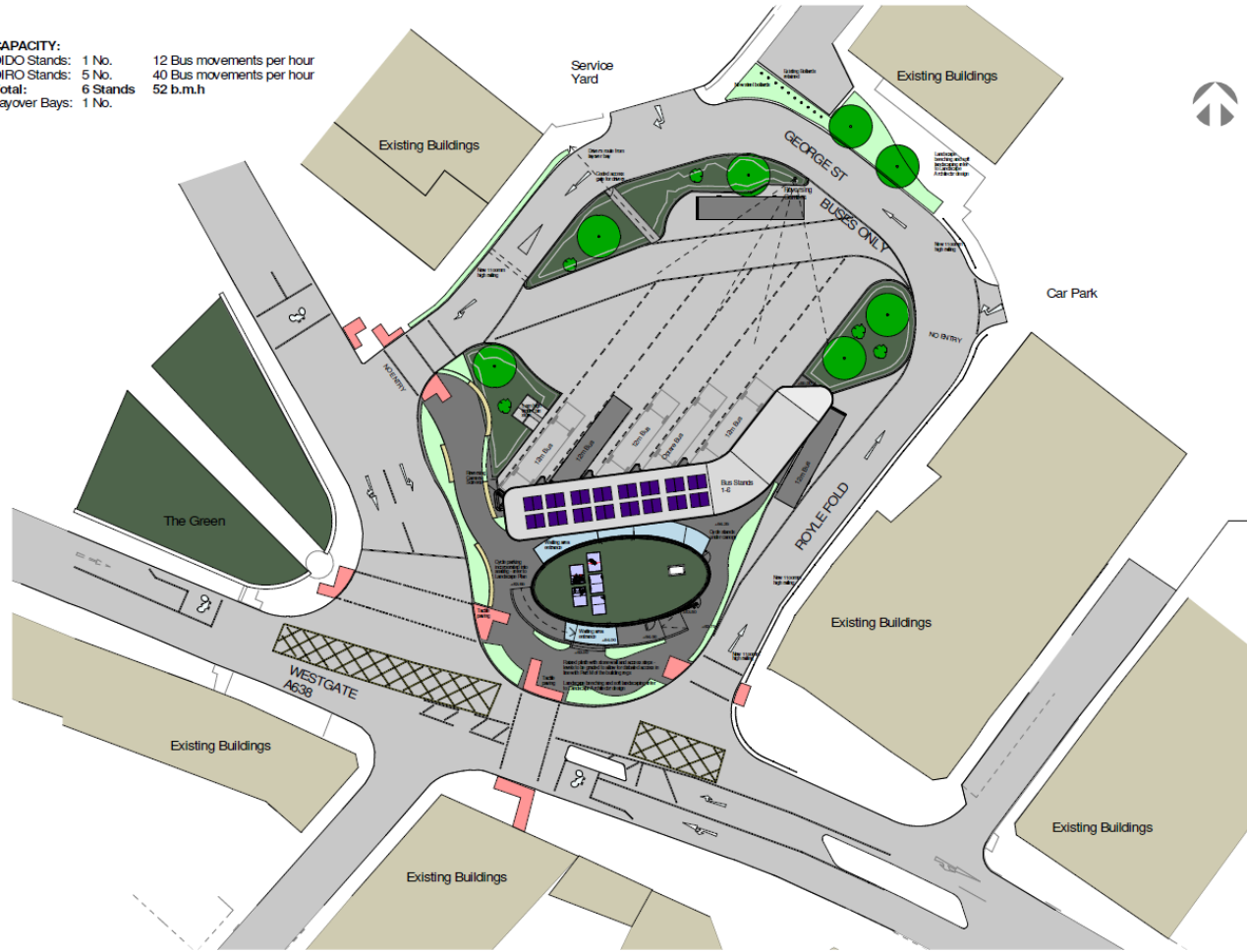
Report to WYCA Place, Regeneration and Housing Committee – Transforming Cities Programme Review – 7 February 2021
(<https://westyorkshire.moderngov.co.uk/documents/s25608/Item%20-%20TCF%20Programme%20Review.pdf>)

9. Service Director responsible

Edward Highfield
Service Director for Skills and Regeneration

Appendix 1: Heckmondwike Bus Station

CAPACITY:
 DIDO Stands: 1 No. 12 Bus movements per hour
 DIRO Stands: 5 No. 40 Bus movements per hour
 Total: 6 Stands 52 b.m.h
 Layover Bays: 1 No.



No.	Date	By	Description
01	08/11/18	SGP	Initial Design
02	08/11/18	SGP	Final Design
03	08/11/18	SGP	Final Design
04	08/11/18	SGP	Final Design
05	08/11/18	SGP	Final Design
06	08/11/18	SGP	Final Design
07	08/11/18	SGP	Final Design
08	08/11/18	SGP	Final Design
09	08/11/18	SGP	Final Design
10	08/11/18	SGP	Final Design

1 Planning Site Plan
 1 : 200

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Kirklees COUNCIL

SGP

Architects + Masterplanners

Project: Heckmondwike Bus Station
 Site: Heckmondwike Bus Station
 Location: Heckmondwike, WF15 0R1

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Heckmondwike Bus Station
 Site Plan
 Heckmondwike WF15 0R1

Drawing Name:
 Proposed Site Plan

Drawing Date: 18/08/2018
 Drawn: SG - The Designer
 SGP File Ref: HECKMONDWIKE_BUS_STATION
 Revision: 01/18 (18/08/2018) (18/08/2018)

Drawing Number: HECKMONDWIKE_BUS_STATION
 Project Code: Heckmondwike Bus Station



Appendix 2: Dewsbury Bus Station

Transforming Dewsbury Bus Station

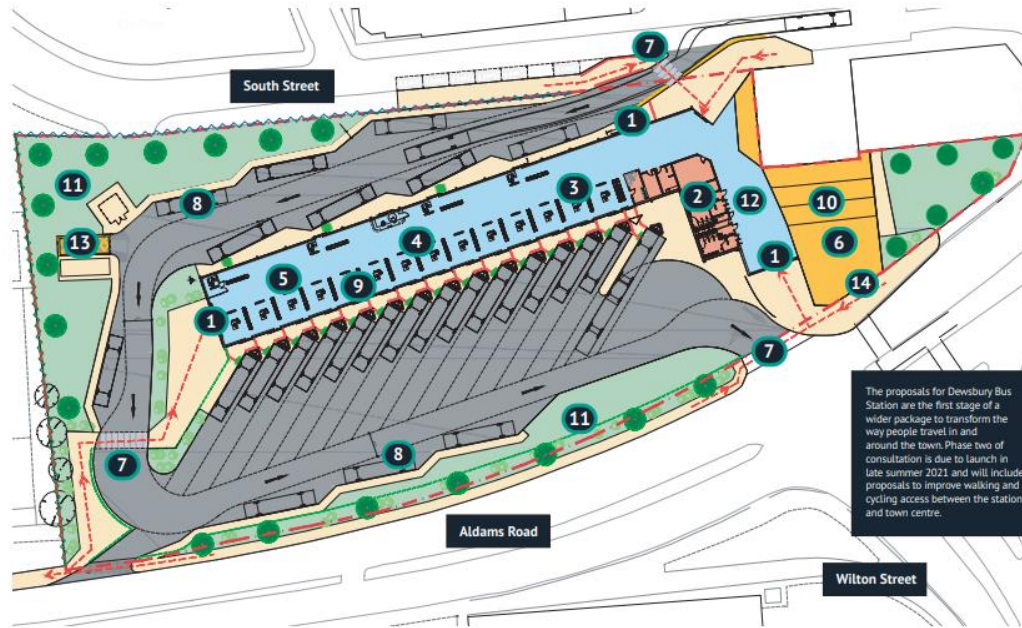
The proposals

Introduction to the consultation and the project:

The West Yorkshire Combined Authority, in partnership with Kirklees Council, is seeking feedback from people on a proposed transformation of the Dewsbury Bus Station building and its surroundings; including an improved interior, better accessibility for all bus station users and upgraded public entrances and exits.

- 1 New and improved entrances
- 2 A new Changing Places facility will provide an additional accessible toilet with extra equipment and space to meet the needs of people with a disability
- 3 Improved wayfinding
- 4 Internal features such as seating, flooring and signage will be replaced
- 5 New real time information screens at bus bays and concourse
- 6 Installation of solar panels to the roof to make the bus station more energy efficient
- 7 Improvements to crossings and kerbs to make walking safer, easier and more accessible
- 8 New bus layover bays created to improve bus station capacity
- 9 Bus stands improved to make boarding buses easier and safer
- 10 Upgraded retail units for an improved experience
- 11 Enhanced landscaping and additional green planting
- 12 A glazed atrium roof between South Street and Aldams Road entrances to allow natural light to enter
- 13 Parking provision for the Yorkshire Ambulance Service
- 14 Design of Aldams Road entrance to reflect position opposite Dewsbury Minster

Staff and tenant parking will be required however the location is subject to review.



The proposals for Dewsbury Bus Station are the first stage of a wider package to transform the way people travel in and around the town. Phase two of consultation is due to launch in late summer 2021 and will include proposals to improve walking and cycling access between the station and town centre.

Delivered in partnership by:



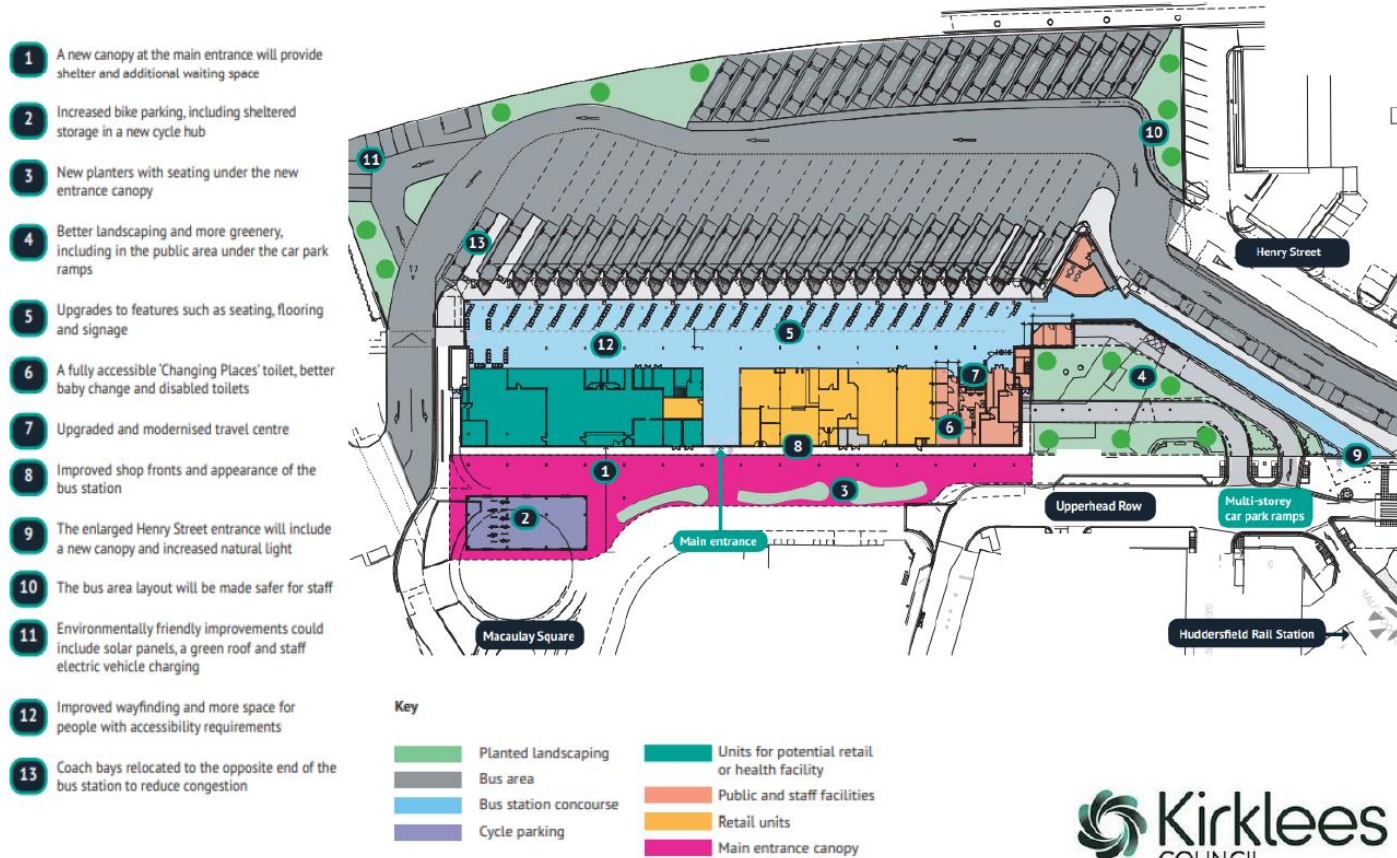
Funded by:



Key			
■	Planted landscaping	■	Public and staff facilities
■	Bus area	■	Retail units
■	Open public space and pavements	- - -	Site boundary
■	Bus station concourse	- - -	Public access routes

Appendix 3: Huddersfield Bus Station

The Huddersfield Bus Station proposals



Appendix 4 – Your Voice Example Page



Home » Transforming Dewsbury Bus Station

Transforming Dewsbury Bus Station



Please note that this public consultation has now closed.

Thank you to all those who took part in this consultation. All survey answers, comments and suggestions are being considered in the next phase of designs. Please find the Outcome Report available at the top of this webpage or by clicking the button below.

The information below was presented during the public consultation between Thursday 22 July to Sunday 12 September 2021.



[Click here to view the Outcome Report](#)

The West Yorkshire Combined Authority, in partnership with Kirklees Council, is seeking feedback on a proposed transformation of the Dewsbury Bus Station building and its surroundings, including an improved interior, better accessibility for all bus station users and upgraded public entrances and exits.

In this public consultation we will be seeking feedback on initial proposals for the bus station, which will help shape the development of more detailed plans.

Improvements in Dewsbury Town Centre

The Dewsbury Bus Station proposals are the first stage of a wider package to transform the way people travel in and around the town, including better walking and cycling access between the station and the town centre. There will be a separate consultation regarding the proposed improvements in Dewsbury Town Centre later in the autumn.

Scheme aims

To encourage more people in and around Dewsbury to use public transport, the proposals aim to:

- Transform passenger facilities and enhance customer experience
- Improve accessibility and safety for all bus station users
- Upgrade retail experience at the bus station
- Help regenerate Dewsbury town centre and make it easier for people to travel between the town centre and the station

Consultation Report

[Transforming Dewsbury Bus Station - Consultation Report.pdf \(866 KB\) \(pdf\)](#)

Our Proposals: Information and Visuals

[Dewsbury Bus Station Consultation Boards.pdf \(7.06 MB\) \(pdf\)](#)

Frequently Asked Questions (FAQs)

[About the 'Transforming Dewsbury Bus Station' scheme](#)

[About the Transforming Cities Fund \(TCF\) programme](#)

[Taking part in the consultation](#)

Key Dates

[Public consultation opens
22 July 2021](#)

[Public consultation closes
12 September 2021](#)

[Webinar on Transforming Dewsbury Bus Station
07 September 2021](#)