

Name of meeting: G&R Scrutiny

Date: 15 January 2024

Title of report: Major Projects Transport Programme Update (General)

Purpose of report: To note and comment on the current transport capital programme.

<p><b>Key Decision – A key decision is an executive decision to be made by Cabinet which is likely to result in Council spending or saving £500k or more per annum, or to have a significant positive or negative effect on communities living or working in an area compromising two or more electoral wards. Decisions having a particularly significant effect on a single ward may also be treated as if they were key decisions.</b></p>	<p><b>Yes/ no or Not Applicable</b>          No   <b>If yes give the reason why</b>          N/A</p>
<p><b>Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u></b></p>	<p><b>Key Decision – No</b>   <b>Private Report/Private Appendix – No</b></p>
<p><b>The Decision - Is it eligible for call in by Scrutiny?</b></p>	<p>N/A</p>
<p><b>Date signed off by <u>Strategic Director</u> &amp; name</b></p> <p><b>Is it also signed off by the Service Director for Finance?</b></p> <p><b>Is it also signed off by the Service Director for Legal Governance and Commissioning?</b></p>	<p>David Shepherd</p> <p>N/A</p> <p>N/A</p>
<p><b>Cabinet member <a href="#">portfolio</a></b></p>	<p><b>Cllr M. Crook</b></p>

**Electoral wards affected:** N/A

**Ward councillors consulted:** All Ward Councillors are consulted where schemes are being planned to be undertaken to inform the scheme proposals.

**Public or private:** Public.

**Has GDPR been considered?** Yes.

## **1. Summary**

The report will provide an update on the matters listed below as guided by the G&R Scrutiny Panel as an area of focus:

- Brief update on the individual transport schemes
- What has been achieved so far and looking ahead?
- How the programmes link to the wider strategy
- Update on the TransPennine Rail Upgrade (TRU)

The report is intended to provide be a high-level detail to set the context around the areas of focus and invite comment from the Panel Members.

## **2. Information required to take a decision**

### **2.1 Summary of main Funding Streams**

#### ***West Yorkshire + Transport Fund***

In July 2014, the Government announced that the WY Combined Authority had secured funding to establish a £1bn fund over 15 years.

The West Yorkshire plus Transport Fund (WYTF) is a 20-year commitment for the Leeds City Region. The first six years funding was confirmed, paid in annual instalments. Future funding is subject to the outcome of Gateway Reviews and Ministerial decision-making.

The WYTF is targeted at enabling key development areas. A number of strategic transport projects will be delivered to facilitate this growth through:

- Orbital road improvements.
- Route corridor improvement 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.

#### ***City Regional Sustainable Transport Fund***

The Department for Transport invited the Combined Authority to bid for funding from its City Regional Sustainable Transport Settlement (CRSTS) fund, for transformational change to be made in local transport networks. The bid was approved by West Yorkshire Combined Authority on 17<sup>th</sup> March 2022, with the DfT confirming its successful outcome on 29<sup>th</sup> July 2022.

The CRSTS 2022-2027 programme was developed by the Combined Authority in partnership with the five West Yorkshire district partner Councils.

The programme will fund transport improvements including walking and cycling infrastructure and will enable more people to access public transport and promote walking and cycling in line with our local regional and regional strategies.

### ***Transforming Cities Fund***

Providing an accessible, attractive and cleaner alternative to car journeys is at the heart of the Leeds City Region Transforming Cities Fund (TCF) - a programme of transport infrastructure investment secured as part of the West Yorkshire devolution deal.

- More accessible, affordable and attractive greener transport options.
- Connecting people to economic and education opportunities.
- Happier and healthier communities for the future.

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.

The Transforming Cities Fund is now part of CRSTS.

### ***Active Travel Fund (ATF)***

The West Yorkshire Combined Authority has been awarded £23 million from the Department for Transport's Active Travel Fund to deliver on a programme of ambitious proposals to create more space for cycling and walking, while easing the pressure on public transport and relieving congestion.

In partnership with local authorities, the Combined Authority will deliver a wide-ranging programme of new cycling and walking measures, with schemes starting in the coming weeks.

The recent successful tranche four award to Kirklees is for £2.3m. This is for two schemes to upgrade towpaths along the Huddersfield Narrow Canal Phase 3 (Slaithwaite to Marsden) and the Huddersfield Broad Canal (Aspley Marina to Cooper Bridge) to support residents to walk and cycle more easily providing health and environmental benefits. Schemes will be delivered in partnership with the Canal and River Trust over 2023/24 and 2024/25. Kirklees will also benefit from participation in an ATF4 West Yorkshire School Streets project.

## **2.2 Current Project Summary Position**

Summary positions of the schemes in Kirklees being progressed are summarised in Appendix 1. This is a regular 'highlight report' that is generated internally, giving Scrutiny a sense of what reporting is generated as well as information about key milestones achieved and the next up and coming milestones the projects are working towards.

## **2.4 Project Finance Update**

The budget envelopes were initially set several years ago, some as far back as 2014. Whilst some allocations may have been amended marginally through West Yorkshire Combined Authority (WYCA) approvals or change requests. However, in October 2022 the West Yorkshire Transport Fund (WYTF) wider programme went through an inflation review process which

resulted in the following schemes in Kirklees being paused or reduced in scope which reduce the programme overall allocation.

- 1) M2D2L – to pause at FBC.
- 2) A629 Phase 4 – is paused.
- 3) A629 Wakefield Road STC – to pause at OBC.
- 4) Huddersfield Station Gateway – to pause at OBC.
- 5) City Connect Ph3 Cooper Bridge – is paused.
- 6) City Connect Ph3 Huddersfield Town Centre – is paused.
- 7) Huddersfield Southern Corridors – Queensgate element – is paused.
- 8) A629 Phase 5 – Blacker Road Junction part – is cancelled.

This resulted in £22.371 million allocated WYTF funds to Kirklees being returned to the WYCA general fund. All districts within West Yorkshire were subject to the inflation review process, with each returning sums back to the general fund.

Many projects have taken significantly longer to develop than anticipated due to factors like inflation challenges in the current economic climate, land negotiations, staff recruitment/retention, scope change to meet stakeholder expectations and getting the necessary approvals/consents have taken longer than anticipated. All of which have had incremental impacts but resulted in sizeable funding gaps.

The revised funding strategy is being developed with colleagues at the Combined Authority to help manage the project funding gaps we have. In the new year 2024 we will have agreed a reprofiled programme, critically, within the original funding allocation.

## **2.5 Rail – TransPennine Route Upgrade, Mass and Penistone Line**

### **2.5.1 TransPennine Route Upgrade (TRU)**

The TransPennine Route Upgrade (TRU) is a £11.5 multi-billion-pound, transformative, long-term railway infrastructure programme that will improve connectivity. It will support economic growth in the north and deliver real benefits for passengers and communities along this pivotal rail artery.

Stretching across the North of England between York and Manchester, via Leeds and Huddersfield, it is a 76-mile TransPennine railway route.

TRU will transform this line into a high-performing, reliable railway for passengers with greater punctuality, more trains and improved journey times. The scale of the project means that there will be planned disruption to train services to enable work to be carried out, but we are working with Network Rail to ensure there will be the least disruption not only for passengers but for Kirklees residents who will be impacted by the construction works.

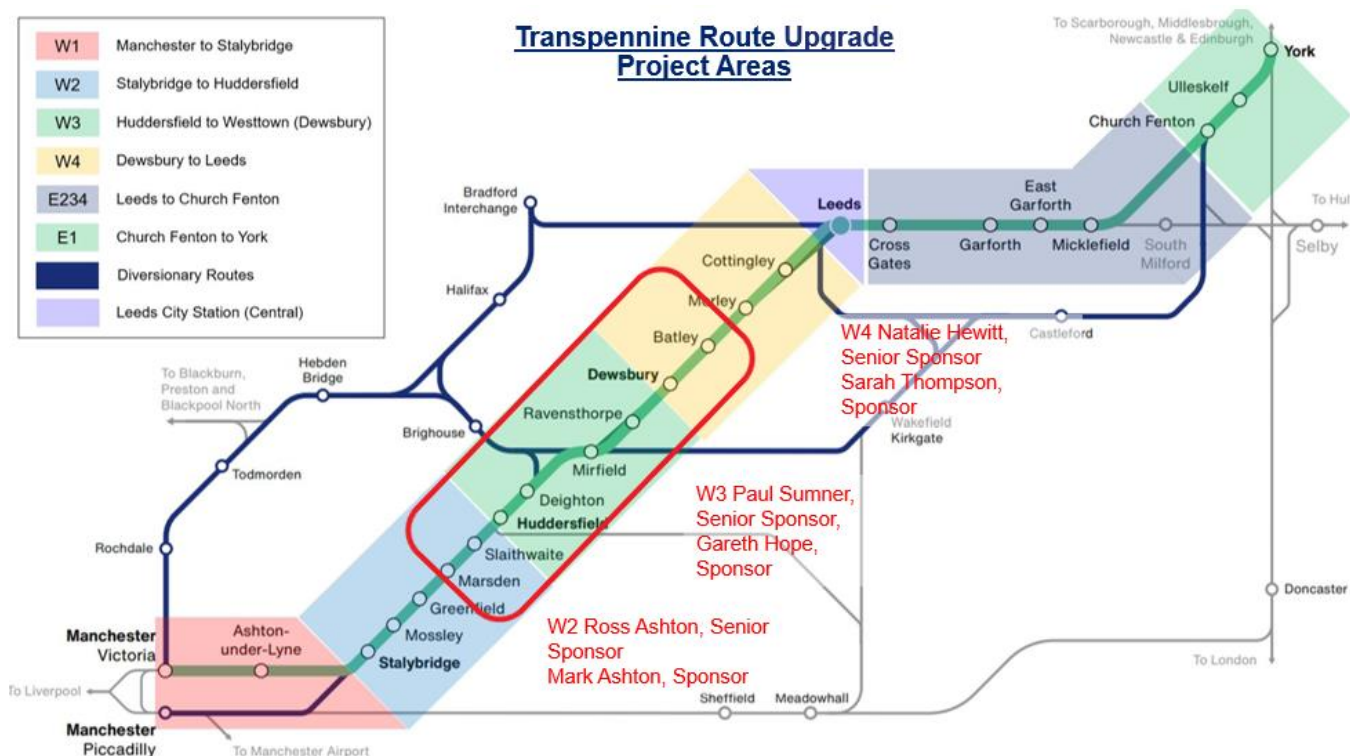
TRU will double the number of tracks from two-to-four, electrify the line from Huddersfield to Dewsbury and make big improvements to the four stations in this section – Huddersfield, Deighton, Mirfield and Ravensthorpe; where there is a need to separate the lines going to/from Leeds from the lines going to/from Wakefield,

The existing Ravensthorpe station will be relocated with a new station to the west of the existing stations before the lines split – this new station will have ‘Access for All’ construction standards including level access platforms and the creation of lifts either side of the platform. A new car

park will be constructed to serve the station and the creation of new road alignments and a roundabout on Calder Road. See general visuals in Appendix 2.

### 2.5.2 Scope of the project

The TRU project will stretch the entire breadth of Kirklees district from Marsden in the west to Batley in the east. The scheme is split into 3 separate TRU projects – W3 (section from Huddersfield to Westtown, Dewsbury), W2C (section from Standedge tunnel to Huddersfield) and W4 (Westtown, Dewsbury to Batley):



### 2.5.3 Transport Works Act Order (TWAO)

On 31 March 2021, Network Rail submitted a Transport and Works Act Order (TWAO) application to the Secretary of State for Transport for the Huddersfield to Westtown (Dewsbury) W3 section of the project. Kirklees raised a number of issues, and the Councils response was formally lodged as an objection to the application. This was ratified at the Full Council meeting 14<sup>th</sup> July 2021. Kirklees officers negotiated the Councils concerns through a series of workshops over the summer of 2021 which eventually led to the Council to be in a position to formally withdraw their objection to the TWAO through the use of agreed planning conditions and a series of legal agreements setting out protocols on how the Council and Network Rail will work together to ensure the least disruption to Kirklees residents.

The public inquiry took place in December 2021 and the Order was formally granted by the Secretary of State in June 2022.

The W4 section of the route does not have a TWAO granted and Network Rail will be pursuing their consents via the normal statutory procedures with the Council in relation to property, highways, environmental health and planning.

A second TWAO is expected late 2024 for the W2C section of the route (Marsden to Huddersfield). Officers will be engaging with Network Rail's project teams early in 2024 to ensure issues relating to highways, planning, environmental health, heritage and communications with residents are addressed effectively prior to the submission of the application to the Secretary of State to ensure Kirklees will be a position not to object to the Order.

#### **2.5.4 Kirklees/TRU Working arrangements**

As part of the negotiation process prior to the Council formally withdrawing its objection to the TWAO for W3 – the two parties agreed a comprehensive governance arrangement in the form of a series of working groups with an escalation process to sit alongside.

Currently the Council and Network Rail facilitate seven formal working groups sessions that meet monthly and are attended by Network Rail project/programme managers, technical design consultants, planning consultants, heritage consultants and members of the construction teams. Kirklees project managers and technical officers from each discipline attend also. Formal working groups are as follows:

- Highways Network Management Group
- Property Group
- Planning and Environmental Group
- Heritage Group
- Waste Project Delivery Group
- Communications Group
- Biodiversity/Landscape Group

Agendas are set by Kirklees officers and one of the primary purposes of the session is to feedback any issues concerning technical officers from the Council along with any concerns raised by Cllrs and members of the public. Technical approvals are also discussed along with TRU programme requirements, identification of risks for the delivery of Council services and proposed mitigation of those risks. Kirklees officers have established a strong collaborative working relationship with Network Rail over these past two years and have consistently worked together well to resolve issues.

Any issues that cannot be resolved is escalated to a formal bi-monthly Programme Level meeting between Kirklees directors and senior sponsors of Network Rail.

#### **2.5.5 Construction Update:**

Key works are continuing to establish the main compound set up in the following locations:

- Hillhouse sidings, Alder Street, Huddersfield – Work continues to prepare the ground for the new Light Maintenance Depot at Hillhouse. Bulk earthworks will complete in December 2023, mining remediation works are expected to be complete in December. Drainage works for the new depot have also begun.
- Ravensthorpe Triangle – Forge Lane – work commenced in this area including mining remediation works and closure of the local greenway.
- Lees Hall Road, Ravensthorpe – work will commence shortly.
- Calder Road, Ravensthorpe – formation of new construction access road to facilitate the compound. Numerous traffic management arrangements for 2024.
- St Georges Square – Jan 2024 – formation of compound on long and short stay car park to facilitate works to station roof.

- Compound set up on HD1 car park to rear of the station.

Further visible construction works will commence during 2024 and issues will be addressed in the working group sessions cited above. Network Rail will also be undertaking a 10-day blockade from Huddersfield station to Mirfield in April 2024. During this period, Network Rail will be replacing tracks between Huddersfield and Deighton and undertaking repair and renewal works to the Huddersfield viaduct, Span 29 (Northgate, Bradford Road). Work will also commence preparing the track bed for the new platform 2 at Mirfield Station.

## 2.5.2 Mass Transit

West Yorkshire Combined Authority (WYCA), working with the five District Partners, has been developing a vision for the region's future transport system, engaging with communities so we know what people want and need.

Mass Transit intends to be fully integrated with our ambitious plans for the future of our bus network, enabling us to make buses work for people by improving journey times and reliability.

As part of an integrated transport network, Mass Transit can:

- help to combat climate change through providing a real and sustainable alternative to the car, cutting emissions, and improving air quality.
- aim to connect places across our region – helping people travel to jobs and education in a reliable, efficient, and affordable way.
- support productivity and inclusive growth – creating new transport capacity, addressing inequality, rebalancing the economy, and encouraging investment in our region.
- support health and wellbeing through creating healthy towns, cities, and local communities across our region.
- strengthen the UK's economic recovery by creating jobs and skills.

The Mass Transit Vision has been consulted on and the feedback received is now available on the WYCA's project page. Work continues to project on the following work streams:

- Strategic Outline Case for Phase 1 of Mass Transit
- The Phase 1 routes to be prioritised are likely to be Leeds City Centre to South Leeds, Leeds to Bradford, and East Leeds
- Route design options in Kirklees (South Leeds to Dewsbury and Dewsbury to Bradford).
- A detailed study of the route between South Leeds and Dewsbury, which could proceed as a 'Phase 1B'.
- Route options between Dewsbury and Bradford are likely to be brought forward as part of Phase 2 of Mass Transit (alongside studies of options for Dewsbury to Huddersfield)

In 2024/25 the consultation and engagement will increase as the project promoter look to get feedback on the route options. This should help to share and influence the preferred route. Development work around the Transport Works Act Order for the Mass Transit will also start around late 2024 and will start to increase into 2025 with approval being sought in 2026. Land assembly to start in 2025 until 2027 with construction of Phase 1 to follow.



### 2.5.3 Penistone Line

On Monday 20<sup>th</sup> November 2023, Kirklees was notified by the Minister for Levelling Up that the £47.9m LUF2 Proposal has provisionally secured funding through LUF3.

The proposals sought to deliver connectivity and reliability improvements; these look to include:

- Mobility Hubs at several stations, with facilities including EV charging, car club spaces, bike hire and parcel lockers.
- Improved accessibility to stations - to platforms and improved walking and cycling routes.
- More double track and a passing loop to enable delayed trains to pass. This forms an essential part of additional, future schemes to deliver a half-hourly rail service.
- Line speed improvements (50mph to 60mph) along a section to improve performance and reliability.
- New fibre broadband along the railway to improve train performance, safety and onboard connectivity. Additionally, commercial operators will provide high-speed (1gb) broadband to rural communities along the route.

These works should be seen as a stepping stone towards a future half-hourly rail service by delivering part of the infrastructure required for such a service.

The Minister's letter received outlines next steps towards securing funding. A period of project validation is to follow to allow Kirklees and partners to confirm alignment with the originally submitted bid, timescales and value for money.

Officers met leaders recently from partners (WYCA, SYMCA, Barnsley, Northern, TfN, Network Rail) to secure strategic buy-in. Technical officers from these organisations will also meet to focus on delivery by reforming the Penistone Line Project Board. The board is ready to be re-mobilised, having met regularly to develop the SOBC during Spring/Summer 2023.

## 2.6 Strategic Transport Priorities

Kirklees' Transport Strategy Vision sets out our ambition for a place that accessible, inclusive and safe where:

- People have travel choices that suit their lifestyle.
- People can easily and safely access the goods and services they need.
- All communities across the district are connected and have equal access to opportunities.
- Healthy and sustainable travel is an obvious and easy choice.

Our vision promotes a straightforward approach to travel with reliable and affordable public transport at its heart. This, along with the promotion of appropriate modes of travel for appropriate journeys, is the to key connectivity in Kirklees.

In terms of delivery, our ambitious transportation investment programme is what links the vision to reality. Our plan to invest in all transport modes, working with partners, has the potential to address local congestion and air quality issues, aid economic recovery, assist inclusive growth,



integrate active travel, improve journey times, and make it easier for Kirklees residents to move around.

Across our transport capital programme, our schemes seek to enhance cycle infrastructure, improve bus journey times, mitigate congestions, provide new and improved bus stations and provide better accessibility.

### **3. Implications for the Council**

#### **3.1 Working with People**

Collaborating with partners is key to ensuring the Council get the best outcomes for citizens, communities, and Kirklees as a whole. As part of the transport programme considerable engagement through public events have been undertaken including promotion through our social media channels.

This process will continue as projects move through the development phases. Further engagement with businesses and town centre users will be required as the schemes get developed in more detail. This should help shape the projects in meeting community needs.

#### **3.2 Working with Partners**

The Council has and continues to engage with landowners, businesses and stakeholders during development of the projects. This will continue as individual project proposals are worked up.

#### **3.3 Place Based Working**

All our projects are developed with the communities and local ward Councillors to ensure we get the best outcomes for the residents. The development of our projects are influenced and shaped by the Blueprints in the towns/villages. There remains a close coordination with our Blueprint colleagues to ensure our projects outputs remain aligned.

#### **3.4 Climate Change and Air Quality**

Both climate change, biodiversity net gain and air quality are key considerations through the development phases of projects moving forward, informing by the assurance and planning processes. The schemes will ensure promotion of better connectivity through the area and to surrounding communities using active travel to improve public health and reducing adverse transport derived air quality issues.

#### **3.5 Improving outcomes for children**

The design approach seeks to create more safe environments for all. Our streets and spaces will be designed with all generations in mind making them both safe and inclusive at the same time by improving crossing facilities for walker and cyclists and seek speed reducing measures where appropriate at strategic locations like schools and play areas.

### **3.6 Financial Implications for the people living or working in Kirklees**

None.

### **3.7 Other (eg Integrated Impact Assessment/Legal/Financial or Human Resources)**

All projects where required undergo an Integrated Impact Assessment and are reviewed by our Corporate policy colleagues. This ensures we maintain a high standard in our approach and our schemes align with the Council's wider strategies on equality, inclusion, diversity and on our environmental/climate strategies.

## **4. Consultation**

Consultation is a key part of the development of these projects and will continue through various stages as part of our quality assurance process. Project specific consultation activities will be detailed during the development of projects and often include attendance at hubs, use of Council social media platforms and websites for promotion together with the Combined Authority's Your Voice platform.

## **5. Engagement**

Engagement is a key part of the development of these projects and will continue through various stages as part of our quality assurance process.

## **6. Next steps and timelines**

Officers will continue in progress the projects as set out in this report in accordance Council's internal and WYCA quality assurance processes.

## **7. Officer recommendations and reasons**

To note and invite comment on issues raised to help inform our transport capital programme.

## **8. Cabinet Portfolio Holder's recommendations**

The Cabinet Portfolio Holder support the Officer recommendation.

## **9. Contact officer**

Rashid Mahmood  
Head of Major Projects (interim)  
01484 22 1000  
Rashid.Mahmood@kirklees.gov.uk

**10. Background Papers and History of Decisions**

None.

**11. Service Director responsible**

Edward Highfield – Service Director, Skills and Regeneration