

Name of meeting: Cabinet
 Date: 23 January 2023
 Title of report:

Kirklees Major Transport Schemes; West Yorkshire Transport Fund (WYTF) and City Region Sustainable Transport Settlement (CRSTS) Programmes

Purpose of report:

- To report progress on the delivery of the West Yorkshire Transport Fund (WYTF) and City Region Sustainable Transport Settlement (CRSTS) Programmes in Kirklees;
- To set out a new funding strategy and request a reprofiling of the West Yorkshire Transport Fund (WYTF) Programme in order to ensure schemes remain deliverable; and
- To seek the necessary Delegated Authorities to progress the schemes as set out in this report.

<p>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.</p>	<p>Yes</p> <p>If yes give the reason why It involves a decision that will result in the Council spending over £500K and will effect more than 2 wards.</p>
<p>Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)</u>?</p>	<p>Key Decision Yes Private Report/Private Appendix No</p>
<p>The Decision - Is it eligible for call in by Scrutiny?</p>	<p>Yes</p>
<p>Date signed off by <u>Strategic Director</u> & name</p> <p>Is it also signed off by the Service Director for Finance?</p> <p>Is it also signed off by the Service Director for Legal Governance and Commissioning?</p>	<p>David Shepherd 3rd January 2024</p> <p>Isabel Brittain</p> <p>Julie Muscroft 3rd January 2024</p>
<p>Cabinet member portfolio</p>	<p>Cllr Moses Crook</p>

Electoral wards affected:

- Ashbrow/Mirfield/Liversedge & Gomersal – A62 Cooper Bridge
- Mirfield, Dewsbury West & East, Batley East - Mirfield to Dewsbury to Leeds Corridor Scheme (M2D2L)
- Lindley/Greenhead – A629 Phase 5
- Crosland Moor & Netherton/Newsome – Huddersfield Southern Corridors
- Newsome – Huddersfield Station Gateway
- Holme Valley South – Holmfirth Town Centre Action Plan
- Ashbrow, Cleckheaton, Liversedge & Gomersal, Mirfield, Dalton, Heckmondwike, Dewsbury West, East & South, – North Kirklees Orbital Route scheme.
- Dalton/Newsome - A62 Smart Corridor
- Ashbrow – CityConnect Phase 3 – Bradley to Brighouse
- Newsome – CityConnect Phase 3 - Cross Church Street
- Newsome – Huddersfield Queensgate Ring Road

Ward councillors consulted: All Ward Councillors are consulted where schemes are being planned and at various points throughout a scheme's development.

Public or private: Public.

Has GDPR been considered? Yes.

1. Summary

- This report updates Cabinet on progress towards delivering major transport schemes contained within the West Yorkshire Transport Fund (WYTF) and City Region Sustainable Transport Settlement (CRSTS) Programmes.
- Very significant cost increases in recent years mean that it is no longer possible to deliver the programme as previously envisaged. Remedial action is therefore required to bring the programme back into affordability before decisions can be taken to progress individual projects into their final delivery contracts.
- This report sets out a new funding strategy and associated reprofiling request of the West Yorkshire Transport Fund (WYTF) Programme developed in discussion with the West Yorkshire Combined Authority (WYCA); and
- Seeks the Delegated Authorities needed to progress the schemes to delivery, as set out in this report.

2. Funding position

2.1 Summary of main funding streams

The Kirklees transport programme covers a wide range of activity, including;

- Promoting active travel (walking and cycling)
- Congestion relief; unlocking economic growth via interventions on the highway network
- Bus improvement, prioritisation and reform
- West Yorkshire Mass Transit
- Enabling major rail improvement (TransPennine Rail Upgrade and Penistone Line), and
- Supporting modal shift and decarbonisation

Delivery is supported by a range of different projects and funding sources, many of which are managed by the West Yorkshire Combined Authority (WYCA), with the Council acting as scheme promoter for delivery. These funding streams include;

- West Yorkshire Transport Fund (WYTF)
- City Region Sustainable Transport Settlement (CRSTS)
- Transforming Cities Fund (TCF)
- Active Travel Fund
- City Connect funding
- Kirklees Council capital
- Levelling Up Fund
- Third party investment e.g. Network Rail

This report focuses on decisions needed to progress delivery of the **West Yorkshire Transport Fund (WYTF)** and **City Region Sustainable Transport Settlement (CRSTS)** / **Transforming Cities Fund (TCF)** programmes in Kirklees.

The **West Yorkshire Transport Fund (WYTF)** is designed to facilitate long term economic growth and is funding made available to West Yorkshire from the Department for Transport. A number of strategic transport projects were originally put forward by Kirklees, often related to addressing key infrastructure constraints identified in the Local Plan. The WYTF is approaching the end of its life with many schemes delivered successfully across West Yorkshire. It's therefore imperative that Kirklees moves its remaining projects swiftly into delivery to ensure full advantage is taken of this funding opportunity.

The **City Regional Sustainable Transport Settlement (CRSTS)** is the most recent, multi-year, tranche of devolved transport funding to West Yorkshire, focussing on public and sustainable transport investment. The **Transforming Cities Fund (TCF)** was a devolved programme of transport infrastructure investment secured as part of the West Yorkshire Devolution Deal, designed to support more accessible, affordable and attractive green transport options; connecting people to economic and education opportunities and healthier communities for the future. The Transforming Cities Fund has since been incorporated into the City Regional Sustainable Transport Fund (CRSTS).

2.2. Kirklees WYTF and TCF/CRSTS Programme Overview

WYTF and TCF/CRSTS are funding a number of critical infrastructure projects across Kirklees. The scale of the delivery programme is very significant.

Summary positions of the schemes being progressed is provided in **Appendix 1**. It summarises key achievements and milestones towards completion, such as:

- Land/asset secured
- Consultations completed or planned
- Demolitions undertaken
- Planning permissions granted
- Detailed design and tender documents status,
- Forecast financial outturn

2.3 Previous Programme Reviews

In the last few years, all capital programmes have come under significant strain with very high inflation on materials and significant instability in the construction sector.

As a result, an 'inflation review' was instigated in West Yorkshire in late 2021 which led to a decisions at the WYCA Place & Regeneration Committee on 8th March 2022. The outcome of the review paused a number of schemes across all parts of West Yorkshire.

The impacts for Kirklees at that time were as follows:

Scheme	Details	Inflation Review outcome
Mirfield to Dewsbury to Leeds Corridor Scheme (M2D2L)	Cross boundary walking and cycling scheme between Kirklees and Leeds between Mirfield and Leeds via Dewsbury.	Pause at Full Business Case stage.

A629 Phase 4	<p>Part of a wider package of schemes along the A629 corridor between Halifax and Huddersfield designed to speed up public transport and car journeys along the route, unlock key development sites and deliver improved facilities for cycling and walking.</p> <ul style="list-style-type: none"> • Phase 1: Jubilee Road to Shaw Hill and Elland Wood Bottom to Salterhebble Hill (Calderdale). • Phase 2: Halifax Town Centre (Calderdale) • Phase 3: Free School Lane into Halifax (Calderdale) • Phase 4: Cycling, walking and public transport interventions (joint Kirklees/Calderdale). • Phase 5: Ainley Top into Huddersfield (Kirklees) (see below). 	Paused (Phase 4)
A629 Phase 5	<p>Corridor scheme between Ainley Top and Huddersfield designed to speed up public transport and car journeys along the route, unlock key development sites and deliver improved facilities for cycling and walking.</p> <p>Planned measures include highway widening, remodelling junctions and signals, and improved public transport including improvement to cycling and walking infrastructure, at the following junctions:</p> <ul style="list-style-type: none"> • Ainley Top • Prince Royd • Cavalry Arms • Blacker Road (removed) 	Blacker Road element removed. Remainder of the scheme to proceed.
A629 Wakefield Road Sustainable Transport Corridor	<p>The A629 Wakefield Road corridor stretches for approximately 3 kilometres from Shorehead Roundabout, southeast of Huddersfield town centre to the A629/ A642 Waterloo junction in Waterloo.</p> <p>The objectives of the project are to improved pedestrian environments; provide continuous high standard cycle facilities; improve access to bus services; improve safety on the highway for all users; improve air quality and improve reliability for cars along the corridor.</p>	Pause at Outline Business Case stage
Huddersfield Station Gateway	<p>Huddersfield Station Gateway will complement live investment in the Transpennine Route Upgrade (TRU) between Manchester and York. The Station Gateway project seek to maximise the benefits of this investment for Huddersfield, by helping to regenerate the area around the town's railway station. A revised masterplan document will be prepared to help develop the Outline Business Case.</p>	Develop revised masterplan and then pause at Outline Business Case stage
City Connect Phase 3 – Bradley to Brighouse	Walking and cycling scheme between Bradley and Brighouse	Paused

City Connect Phase 3 - Cross Church Street	Pedestrianisation and creation of key active travel route providing links to employment and education establishments, the town centre and to other parts of the wider active travel network.	Paused
North Kirklees Orbital Route	This project formed part of a package of longer-term transformational projects with funding only allocated to develop a Strategic Outline Case for a new link road within North Kirklees. The scheme was stopped at this point.	Stopped
Huddersfield Southern Corridors	A package of junction improvements designed to improve safety and traffic flows for highway users and active travel (walking and cycling) <ul style="list-style-type: none"> • Longroyd • Lockwood • Queensgate • Folly Hall (delivered) 	Queensgate element removed. Remainder of the scheme to proceed.

This resulted in £22.3 million of previously allocated WYTF funds to Kirklees being returned to WYCA to be reallocated to other schemes. All districts within West Yorkshire were subject to the inflation review process, with each returning significant sums or being subject to reprofiling. Paused schemes now effectively become pipeline schemes for the future. No decisions about these previously paused schemes are being sought.

2.4 Current Funding Gaps

The nature and scale of the infrastructure projects being delivered mean that they are developed over a number of years. The original budget envelopes for WYTF and TCF/CRSTS scheme were set several years ago, some as far back as 2014. Whilst some allocations have been amended via subsequent approvals ('Change Requests') to WYCA and the 2021/22 Inflation Review referenced above, many of the projects have retained their original allocations.

Against this position many projects have taken longer to develop than originally envisaged due to factors such as land negotiations, staff turnover, securing resources in a challenging market, compliance with the necessary consents/approvals needed, scope change to meet stakeholder expectations, changes in policy and design guidance, the impact of Covid and then rapid inflation. The combined effect of all of these factors mean than in most cases, the budgets are no longer sufficient to deliver the scheme objectives in today's construction market.

During this period the Council's own financial position has also worsened considerably as a result of many of the very same factors. The Council had originally committed to underwrite a total of £12.93m of funding towards the WYTF Transport programme. To date, the Council has contributed c£6.52m of that funding. Given the Council's overall financial position, it is now no longer possible to make any future contributions and £6.4m of the remaining Council capital contribution has been removed from the WYTF programme during 2023. This means there is then a further gap on project budgets.

There has been no proposal to remove Council match funding from the TCF/CRSTS projects.

The collective impacts of these factors means that the WYTF and TCF/CRSTS programmes now have considerable funding gaps that need addressing before individual projects can proceed.

The current financial position for the remaining WYTF schemes is set out in Table 1.

The current financial position for the TCF/CRSTS schemes that have funding gaps is set out in Table 2.

Table 1 - Kirklees WYTF Programme Funding Forecast Gap – current summary position

Project	Total Current Funding	Removal of Council Contribution	Forecast Cost	Forecast Funding Gap (B – D)
A	B	C	D	E
A62 to Cooper Bridge (full scheme)	£75,100,000	£0	£94,000,000	-£18,900,000
M2D2L (Mirfield to Dewsbury to Leeds)	£1,335,000	£0	£1,345,000	-£10,000
A629 Halifax Road Phase 5	£10,621,347	£836,896	£13,876,870	-£3,255,523
Huddersfield Southern Corridors	£11,845,264	£280,386	£13,617,159	-£1,771,895
North Kirklees Orbital Route	£248,000	£0	£283,409	-£35,409
Holmfirth Town Centre Action Plan	£5,409,889	£2,063,932	£14,606,494	-£9,196,605
A62 Smart Corridor	£13,934,504	£3,110,033	£21,000,000	-£7,065,496
CityConnect Phase 3 - Huddersfield town centre	£544,568	£60,189	£646,901	-£102,333
A629 Wakefield Road	£1,300,000	£0	£1,450,000*	-£150,000
Land acquisition fund	0.00	£55,362	£0	£0
	£120,338,572	£6,406,798	£160,825,833	-£40,487,261

* Includes the £700K in TCF A629 Wakefield Rd Scheme, Table 2

Table 2 - Kirklees TCF/CRSTS Programme Funding Forecast Gap – current summary position

Title	Indicative WYCA Funding	Council Borrowing (Match)	Total Funding	Forecast Cost	Funding Gap (D-E)
A	B	C	D	E	
Heckmondwike Bus Station	8,666,152	0.00	8,666,152	8,666,152	£ 0.00
Dewsbury/Cleckheaton Sustainable Travel Corridor	15,799,000	0.00	15,799,000	15,799,000	£ 0.00
Dewsbury Town Centre Walking & Cycling	10,250,000	1,500,000	11,750,000	12,250,000	-£ 500,000
Huddersfield Rail Station Connections	13,000,000	3,000,000	16,000,000	18,702,477	-£ 2,702,477
A629 Wakefield Rd Sustainable Travel Corridor	700,000	0.00	700,000	700,000	£ 0.00
Huddersfield Bus Station	6,449,000	1,000,000	7,449,000	7,449,000	£ 0.00
Dewsbury/Batley/Chidswell Sustainable Travel Corridor	6,000,000	500,000	6,500,000	9,992,299	-£ 3,492,299
Huddersfield Rail Station Access	1,735,000	451,643	2,186,643	2,257,000	-£ 70,357
Dewsbury Rail Station Access	160,000	0.00	160,000	161,000	-£ 1,000
Totals	62,759,152	6,451,643	69,184,152	75,976,928	-£ 6,766,133

2.5 Proposed Funding Strategy; WYTF Programme

The strategy to address the funding gaps on Kirklees WYTF programme primarily centres around phasing of Cooper Bridge scheme. The current estimate for the Cooper Bridge scheme is estimated at £94m which exceeds the current funding allocation. A phased approach has therefore been explored. This would reduce the current funding requirement and, with WYCA's agreement, allow the balance of funds to be redistributed to other schemes within Kirklees that have funding gaps.

The most logical way of phasing delivery of the Cooper Bridge scheme would be to make Phase 1 the Coper Bridge roundabout element only. Subsequent phases could then look to address widening under the rail bridge and improvements to Bradley junction at a later date if traffic modelling demonstrated the need still existed and other funding sources were available. Delivery of strategically important housing sites in the local area will continue to be facilitated by delivery of Phase 1 of the Cooper Bridge project.

It is currently estimated that a meaningful intervention at Cooper Bridge roundabout as a first phase would cost approximately £53m and the scheme currently has £75.1 of funding allocated.

It is important to note the figures above are forecast estimates, based on the best information available at this time. Whilst forecast budgets include sums for risk and

contingencies, it must be recognised that given the volatility of construction prices, these forecast costs could increase.

A summary of Cooper Bridge Phase 1 is included at Appendix 2. Detailed traffic modelling required to assess the business case for this scheme and impacts on things like bus journey times is currently underway to fully understand its implications and benefits therefore, the layout is indicative and is subject to change to meet stakeholder requirements. Discussion on this will continue with the West Yorkshire Combined Authority through their normal quality assurance procedures.

These proposals have been discussed at length with WYCA and are going through their assurance and decision-making processes. In order to support the proposed phasing of Cooper Bridge and re-allocation of funding to other projects, WYCA have highlighted that they will be unlikely to support further increases to budgets in later years. Furthermore, WYCA highlight that a new Outline Business Case for Phase 1 of Cooper Bridge will need to be submitted and appraised. The scheme will need to demonstrate a positive business case, bus benefits and promotion of active travel if it is to be successful.

This report therefore asks Members to agree the phasing of Cooper Bridge scheme, with Phase 1 to focus on the Cooper Bridge roundabout only, and to seek agreement from WYCA to redistribution the subsequent saving of around £21.6million of external funding to support funding gaps on the other WYTF schemes (see Table 3).

Table 3 - Proposed Indicative allocations for each WYTF project with a phased Cooper Bridge

Project & Assurance Stage	Current WYCA only funding allocation	Forecast Cost	Funding Gap (all sources of funding considered)	Proposed Indicative WYCA Funding	Reprofiled from A62 Cooper Bridge	Overall WYCA funding change
A	B	C	D	E	F	G
A62 to Cooper Bridge- Phase 1	£75,100,000	£53,512,739	0	£53,512,739		£-21,587,261
M2D2L (Mirfield to Dewsbury to Leeds)	£1,335,000	£1,345,000	£10,000	£1,345,000	£10,000	£10,000
A629 Halifax Road Phase 5	£10,546,347	£13,876,870	£3,255,523	£13,801,870	£3,255,523	£3,255,523
Huddersfield Southern Corridors (excl Queensgate)	£10,315,765	£13,617,159	£1,771,895	£12,087,660	£1,771,895	£1,771,895
North Kirklees Orbital Route (OBC - stopped)	£248,000	£283,409	£35,409	£283,409	£35,409	£35,409
Holmfirth Town Centre Action Plan	£5,173,821	£14,606,494	£9,196,605	£14,370,426	£9,196,605	£9,196,605
A62 Smart Corridor (Defects maintenance period)	£8,350,000	£21,000,000	£7,065,496	£15,415,496	£7,065,496	£7,065,496

CityConnect Ph3 - Huddersfield town centre (OBC-Paused)	£180,000	£646,901	£102,333	£282,333	£102,333	£102,333
A629 Fenay Lane	£600,000	£1,450,000	£150,000	£750,000	£150,000	£150,000
	£111,848,933	£120,338,572	£21,587,261	£111,848,933	£21,587,261	£0.00

* Plus other (non-WYCA) funding sources brings total funding to £120,338,010

2.6 Proposed Funding Strategy for TCF/CRSTS Programme

The funding shortfall on the TCF/CRSTS schemes is less significant in overall terms and it is hoped these can be addressed through the WYCA Quality Assurance process. This means either receiving additional funding from TCF/CRSTS reserves held by WYCA (unlike WYTF where there are no such reserves) or to progress with 'do minimum' options identified in the business planning process which will make the overall programme affordable and deliverable.

We continue to work closely with colleagues at WYCA who are aware of the financial position of the Council's budget challenges. There is no proposal to remove Council match or reprofile funding away from other TCF/CRSTS projects at this time.

2.7 Delivery; approvals sought

2.7.1 Holmfirth Town Centre Action Plan

As part of the Holmfirth Blueprint, the proposed Holmfirth Town Centre Access Plan project aims to support economic growth through investment in the public realm and improvements at key junctions. The package of measures includes upgrading of existing signal-controlled junctions, widening of footways, improvements to pedestrian crossings, inclusion of Electric Vehicle charging points, improvements to the public realm, improvements to bus stop facilities, improvements to car parks and introduction of 20mph areas in the town.

On 5th July 2022 the Cabinet gave authority for the full business case (FBC) to be submitted to West Yorkshire Combined Authority (WYCA), authorised scheme delivery and acceptance of further grant funding from WYCA. Cabinet authorised all requests with a condition highlighting a '*spending tolerance of circa 15% (£1,129,130) of forecast cost (£7,473,821) to be funded through the Council's capital plan*'.

Final tender costs received in 2023 were outside this tolerance and therefore the final contract has not been let to construct the scheme. Instead, a re-procurement exercise is underway and, subject to confirmation of the overall funding strategy and reprofile from WYCA outlined above, the intention would be to let a new contract for delivery of the Holmfirth scheme in mid-2024.

Cabinet is requested to note the changes to the project, authorise submission of any necessary business case to the West Yorkshire Combined Authority (WYCA) to secure

additional funding, and to seek delegated authority to the Strategic Director of Growth & Regeneration and to the Service Director Legal, Governance and Commissioning to award contracts to facilitate delivery and to enter into any funding agreements.

2.7.2 Huddersfield Southern Corridors

The Huddersfield Southern Corridors Project comprised a package of highway and active travel improvements on the A62 and A616 corridors in southern parts of Huddersfield. This includes improvements at Longroyd Lane, Lockwood Bar, Queensgate and Folly Hall. The latter of which has now been built out and is open to the public.

On 30th April 2023 a Change Request to WYCA was approved which highlighted an indicative funding of £8.7m of West Yorkshire Transport Fund funding. The project also included £3.25m of Kirklees Capital Funding at that time however, following an inflation review it was decided to pause the Queensgate element of the package to bring costs back in line. Kirklees Capital funding was also reduced to £1.530m. This has left a funding shortfall of £1.77m (see Table 1).

This report requests Cabinet notes the changes to the project, authorise the submission of any necessary business case to the West Yorkshire Combined Authority (WYCA) to secure funding, and to seek delegated authority to the Strategic Director of Growth & Regeneration and to the Service Director Legal, Governance and Commissioning to award contracts to facilitate delivery and to enter into any funding agreements.

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 has 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.

3.2 Working with Partners

The Council has engaged 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 with are developed with the communities and local 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 where we have a scheme. There remains a close coordination with our Blueprint colleagues to ensure our projects works are and remain aligned.

3.4 Climate Change and Air Quality

Both climate change and air quality will be considerations through the development phases of projects moving forward, informing the planning processes and the future detailed design work. The schemes ensure promotion of better connectivity through the area and to surrounding communities particularly using active travel to contribute to reducing adverse transport derived impacts on communities and improve public health.

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 to strategic location 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 consistent standard and our schemes align with the Council's wider strategies on inclusion, diversity, inclusion and on our environmental/climate strategies. The Council has the power to enter into funding agreements with the West Yorkshire Combined Authority; together with the statutory powers to carry out the projects referred to in this report. The Council will comply with its' Financial Procedure Rules, Contract Procedure Rules and the Public Contracts Regulations.

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 in subsequent cabinet reports for each scheme.

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. Project specific activities will be detailed in subsequent cabinet reports for each scheme.

6 Risk

WYCA have made clear throughout discussions about the proposed reprofiling of WYTF monies that they are unlikely to be able to support any future changes or requests for additional funding. Revised funding allocations for projects are therefore likely to be final. Given the stage of the projects, the cost information is based on estimates. This inserts an inevitable development risk that costs increase without an identified source of funding for it.

To mitigate this risk, each project budget contains an industry standard element for risk and contingency. With limited prospect of additional funding from either WYCA or the Council, should these contingency sums not be sufficient, the consequence is that scope may need to be reduced in response to any future cost increases in order for projects to remain within budgets, or that the projects themselves do not pass Full Business Case approval and therefore do not proceed should they no longer demonstrate value for money.

At the point of awarding construction contracts, the schemes will pass the Approval to Proceed process to confirm tender prices are within secured funding envelopes and can still demonstrate value for money for them to proceed. This will mitigate financial risk but will not remove it altogether.

7 Next steps and timelines

Officers to continue in progress the projects as set out in this report in accordance internal and WYCA quality assurance processes. Where individual projects require Cabinet Decisions they will be brought separately to Cabinet for decision.

Cabinet authority is sought to formally receive grant funding and incur expenditure in line with this report and the grant funding rules to progress each project.

8 Officer recommendations and reasons

Cabinet is requested to:

- 8.1 Note the update on the projects highlighted in the report including the outcomes of the previous inflation review set out in 2.3.
- 8.2 Approve the phasing Cooper Bridge and to request from WYCA the virement of £21.6m allocated for Cooper Bridge scheme to other WYTF Kirklees schemes as noted in this report. This will allow key transport infrastructure works to progress to bring much-needed improvements more widely across the district.
- 8.3 To note that a Phase 1 Cooper Bridge scheme with a significantly reduced budget of £53.5m will need to achieve a satisfactory business case for it to proceed.
- 8.4 Note changes to the Holmfirth Town Centre project at paragraph 2.7.1 of this report, to support the submission of any necessary business case to the West Yorkshire Combined Authority (WYCA) to secure funding, and to delegate authority to the Strategic Director of Growth & Regeneration to award contracts to facilitate delivery on Holmfirth Town Centre Action Plan once all funding has been secured.
- 8.5 Note changes to the Huddersfield Southern Corridors project at paragraph 2.7.2 of this report, to support the submission of any necessary business case(s) to the West Yorkshire Combined Authority (WYCA) to secure funding, and to delegate authority to the Strategic Director of Growth & Regeneration award contracts to facilitate delivery on Huddersfield Southern Corridors project once all funding has been secured.

8.6 Delegate authority to the Service Director Legal, Governance and Commissioning to enter into any funding agreements and ancillary contracts on the Council's behalf with West Yorkshire Combined Authority that is referred to in 2.5.1 and 2.5.2.

9 Cabinet Portfolio Holder's recommendations

The Cabinet Portfolio Holder recommends that Cabinet accepts and endorses the officer recommendation stated in paragraph 8.1 to 8.6.

10 Contact officer

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

11 Background Papers and History of Decisions

Appendix 1 – Summary Project Status (Live Schemes)

Appendix 2 – Cooper Bridge Phase 1 (concept layout)

Cabinet Report – 19 December 2017 WY + Transport Fund Scheme update

Cabinet Report – 18 September 2018 Huddersfield Town Centre Works

Cabinet Report – 16 October 2018 A629 Phase 5 scheme approval/CPO

Cabinet Report – 13 November 2018 WY plus Transport Fund Scheme update

Cabinet Report - 26 May 2020 HSC Scheme Approval/Land Acquisition

Cabinet Report – 28 July 2023 Transport Major Scheme Approvals/Update

Cabinet Report – 01 September 2020 Transforming Cities Fund Programme

Cabinet Report – 22 June 2021 Kirklees Active Travel Fund (Tranche 2)

Cabinet Report – 22 June 2021 Huddersfield Station Gateway/Trinity St. Access

Cabinet Report – 12 October 2021 A62 Cooper Bridge Improvement Scheme

Cabinet Report – 16 November 2021 A62 Cooper Bridge Call In/Additional Information

Cabinet Report – 05 July 2022 Holmfirth Town Centre Access Plan.

12 Service Director responsible

Edward Highfield – Service Director, Skills and Regeneration