

Kirklees Major Transport Capital Schemes; Annual Report 2024

Meeting	Cabinet
Date	10 September 2024
Cabinet Member (if applicable)	Cllr Moses Crook
Key Decision Eligible for Call In	Yes Yes
<p>Purpose of Report</p> <p>To provide an update on delivery and governance of the Council’s major capital transport infrastructure projects and seek the delegated authorities required to progress delivery.</p>	
<p>Recommendations</p> <ul style="list-style-type: none"> • To note the annual update on the Council’s major transport capital programme. • To approve the necessary delegated authorities to progress the schemes as set out in this report: <ol style="list-style-type: none"> (1) Delegate to Service Director Skills and Regeneration in consultation with the Service Director Legal, Governance and Commissioning to enter into any procurement, funding or contract documentation to enable individual projects and schemes to proceed as set out in this report and in accordance with the Contract Procedure Rules. (2) Delegate to Service Director Skills and Regeneration in consultation with the relevant Portfolio holder(s) and Service Director Finance (S151) to enable changes to individual projects and funding allocations in accordance with Financial Procedure Rules to facilitate efficient delivery of this programme and spend of available budgets to allow the outcomes to be realised. <p>Reasons for Recommendations</p> <ul style="list-style-type: none"> • To maintain effective progress towards delivery of the Council’s major transport infrastructure schemes. • To avoid delays to awarding contracts where tender prices are timebound and the build programmes have been agreed for a set start date. 	

Resource Implication:

The vast majority of the cost for the Major Transport Capital schemes is funded by various external funding streams, as set out in Section 2. This includes all development costs and staff time.

Within the Transforming Cities Fund Programme, the Council has previously committed £6.45million of Council capital borrowing as match funding. This is part of the Council's approved Capital plan.

Date signed off by Executive Director & name

David Shepherd 19.08.24

Is it also signed off by the Service Director for Finance?

Kevin Mulvaney

Is it also signed off by the Service Director for Legal Governance and Commissioning?

Samantha Lawton 02.09.24

Electoral wards affected:**WYTF Programme:**

- Ashbrow/Mirfield/Liversedge & Gomersal – A62 Cooper Bridge
- Lindley/Greenhead – A629 Phase 5
- Holme Valley South – Holmfirth Town Centre Action Plan
- Mirfield, Dewsbury West & East, Batley East - Mirfield to Dewsbury to Leeds Corridor Scheme (M2D2L)
- Crosland Moor & Netherton/Newsome – Huddersfield Southern Corridors
- Dalton/Newsome - A62 Smart Corridor
- Newsome – Huddersfield Rail Station Gateway
- Newsome, Dalton, Almondbury - A629 Wakefield Road Sustainable Travel Corridor
- Ashbrow/Greenhead - A641 Calderdale Scheme

CRSTS (+TCF) Programme:

- Dalton – Dalton/Deighton Active Travel
- Liversedge & Gomersal/Mirfield - A62-A644 Bus Enhancements
- Dewsbury East, Batley West, Heckmondwike, Liversedge and Gomersal – A638 Dewsbury to Cleckheaton Sustainable Travel Corridor
- Dewsbury East – Dewsbury Walking and Cycling
- Dewsbury East, Batley East – Dewsbury Batley Chidswell Sustainable Travel Corridor
- Heckmondwike – Heckmondwike Bus Station
- Newsome – Huddersfield Bus Station
- Newsome, Greenhead – Huddersfield Rail Station Connections

Active Travel Fund

- Colne Valle, Golcar, Dewsbury East, Dewsbury West, Cleckheaton/Liversedge & Gomersal - Primrose Lane and Huddersfield Canal
- Colne Valley - Huddersfield Narrow Canal
- Newsome, Dalton, Ashbrow - Huddersfield Broad Canal

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. Executive Summary

In line with the Council's key priorities of investing in our towns and villages to support our diverse places and communities and delivering a greener, healthier Kirklees that addresses the challenges of climate change, the Council has an ambitious programme of transport and active travel investments. These investments are overwhelmingly funded from external sources that come via the West Yorkshire Mayoral Combined Authority.

All projects have previously been brought to Cabinet through a series of reports but given the pace of delivery and the time it takes for projects to move from inception to completion, it is proposed to bring an annual report to Cabinet that updates on progress and seeks the necessary delegations to allow projects to move through to delivery.

This report therefore:

- Provides a brief update on progress to date towards delivering major transport projects;
- Seeks the delegated authority needed for the year ahead in order to progress project delivery, as set out in this report.

2. Kirklees Transport Portfolio

A safe, efficient and well-functioning transport system helps underpin many of the Council's shared outcomes such as independence, aspiration, sustainable economy and clean and green.

The Kirklees transport programme covers a wide range of transport benefits which include:

- Promoting active travel (walking and cycling).
- Congestion relief; unlocking economic growth via interventions on the highway network.
- Bus improvement, prioritisation and reform.
- Supporting modal shift and decarbonisation.

Note that this excludes the Highways Capital and Maintenance programmes that is dealt with separately.

The Kirklees Transport Capital Programme is largely funded via monies devolved to the West Yorkshire Mayoral Combined Authority.

- 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 **Active Travel Fund (ATF)** is a funding opportunity to support the uptake of active travel (walking, wheeling and cycling) for everyday trips.
- 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.
- 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.

3. Progress to Date

The last few years have been periods of considerable preparation work, to take the list of schemes previously agreed by Cabinet and progress them through the West Yorkshire Combined Authority (WYCA) Assurance Process. This generally involves developing an Outline and a Full Business Case. The schematic included at Appendix 1 outlines the key stages. Given their scale and complexity, transport schemes of this nature can typically take several years to deliver and each Kirklees project is at a different stage, depending on its level of maturity.

The Kirklees Transport Capital Programme is made up of a number of projects. Table 1 sets out briefly the stage of each project, progress to date and expectations for the next 12 months. Projects are classified as either;

- **Delivered** – substantially completed
- **In Delivery** – on site, construction underway
- **Preparing for delivery** – contractor procurement underway or complete, preparing to start on site
- **In Development** – progressing through the WYCA Assurance Process
- **Pipelined** – not being progressed to delivery at this time (see below)

At West Yorkshire level, these funding programmes have required regular review given their scale and the impact of inflation. These reviews ensure the projects remain affordable within a given funding pot. Often projects extend their initial indicative funding allocation which can result in other projects needing to be deprioritised or paused. These deprioritised or paused projects are intended to form part of a future pipeline of projects that will be considered when additional funding becomes available. These have been the subject of previous decisions but are identified for completeness in Table 1 as “pipelined.”

Table 1 – progress to date summary

No.	WYTF Projects	Summary progress and next steps
1	<p>A62 to Cooper Bridge</p> <p>Forecast cost: £53.5m</p> <p>Anticipated start date: Apr 2027</p> <p>Anticipated end date: Sep 2028</p>	<p>In Development</p> <p>This project will deliver traffic capacity and cycling infrastructure along the A62 between Leeds Road / Bradley Road and Leeds Road / Wakefield Road junctions incorporating Cooper Bridge roundabout. This additional capacity was identified in the Local Plan as needed to accommodate growth in north Kirklees.</p> <p>A phased approach was approved by Cabinet on 23-01-24 which would seek to deliver Phase 1 improvements between Cooper Bridge roundabout and the Leeds Road / Wakefield Road junction. A change request has been submitted to WYCA accordingly and this is progressing through their assurance process.</p> <p>Options for Phase 1 are now being developed with further stakeholder engagement and public consultation expected in late 2024. A revised Outline Business Case will be brought to Cabinet in due course setting out more detail.</p>
2	<p>A629 Halifax Road (Phase 5)</p> <p>Forecast cost: £13.88m</p> <p>Anticipated start date: Spring 2025</p> <p>Anticipated end date: Autumn 2026</p>	<p>Preparing for Delivery</p> <p>This project, between Birkby Road and Ainley Top, is designed to speed up public transport and cars journeys, unlock key development sites and deliver improved cycling and walking facilities to facilitate Local Plan delivery.</p>
3	<p>Holmfirth Town Centre Access Plan</p> <p>Forecast cost: £10.49m</p> <p>Anticipated start date: Stared July 2024</p> <p>Anticipated end date: Dec 2025</p>	<p>In Delivery</p> <p>Holmfirth Town Centre Access Plan (HTCAP) supports economic growth through investment in improvements at key junctions which focus on reducing current and forecast congestion, improving journey time reliability and widening sustainable travel opportunities.</p> <p>Improvements to public realm, pedestrian facilities and the creation of riverside seating and links to the river within the area will improve the quality of life for residents, whilst improving the visitor / tourist experience.</p>
4	<p>Mirfield to Dewsbury to Leeds (M2D2L)</p>	<p>Pipelined</p> <p>The Mirfield to Dewsbury to Leeds (M2D2L) scheme spans the area from west Mirfield, through Ravensthorpe and</p>

	<p>Forecast cost: £1.34m (development to FBC)</p> <p>Anticipated start date: n/a</p> <p>Anticipated end date: n/a</p>	<p>around Dewsbury Town Centre, extending northwards through Shawcross and Tingley on the A653 Leeds Road through Beeston (Ring Road / Dewsbury Road) into South Leeds. The scheme aims to resolve a number of transport issues along this corridor through the introduction of a blend of transport, highway-based and active mode interventions to improve people's modal choice, the local environment, and capacity of the network to help to enable economic growth.</p> <p>Full Business Case was submitted to WYCA in September 2023 but is pipelined until new funding opportunities arise.</p>
5	<p>Huddersfield Southern Corridors (A616 Chapel Hill/Albert Street/Bridge Street Jct. and A62/Longroyd Lane Jct.)</p> <p>Forecast cost: £13.62m</p> <p>Anticipated start date: Sep 2024</p> <p>Anticipated end date: Jul 2026</p>	<p>Phase 1 (Folly Hall) - Delivered Phases 2 and 3 - Preparing for Delivery</p> <p>The Huddersfield Southern Corridors (HSC) comprises a package of four highway and active travel improvements on the A62 and A616 corridors in the southern parts of Huddersfield at Folly Hall, Longroyd Lane, Lockwood and Queensgate.</p> <p>Delivery was recently completed at Folly Hall and delivery is expected to commence at Longroyd Lane in Autumn this year with Lockwood junction following on around 12 months later. Queensgate was pipelined in 2023 due to rising costs.</p>
6	<p>A62 Leeds Road Smart Corridor</p> <p>Forecast cost: £21M</p>	<p>Delivered</p> <p>This scheme has delivered, walking, cycling and traffic capacity improvements along the A62 between the ring road and Old Fieldhouse Lane. Construction works were completed June 2023. A post-completion monitoring/evaluation is now underway including the final road safety audit.</p>
7	<p>Huddersfield Rail Station Gateway</p> <p>Forecast Cost: £0.5m (Development cost to OBC only)</p> <p>Anticipated start date: Business Case in progress</p> <p>Anticipated end date: Business Case end Jan 2026</p>	<p>In Development</p> <p>A scheme to regenerate the Station Gateway area which includes Huddersfield Railway Station, St George's Warehouse, the George Hotel, Estate Buildings, and St George's Square to maximise the regeneration benefits of the TransPennine Route Upgrade (TRU); act as a catalyst for further investment in buildings and infrastructure; and connect active, public, and private modes of travel to help meet climate change commitments.</p> <p>WYCA approved £500,000 from the West Yorkshire Transport Fund for the Council to develop an outline business case based on a station area masterplan which is currently being drawn up in partnership with Network Rail, TransPennine Express and HD1 Developments Ltd.</p>

8	<p>A629 Wakefield Road Sustainable Transport Corridor</p> <p>Forecast cost: £0.75m (development costs to OBC)</p> <p>Anticipated start date: Business case in progress</p> <p>Anticipated end date: Business Case end Oct 2024</p>	<p>To Pipeline at OBC</p> <p>The scheme aims to improve public transport and active travel (walk and cycle) mode provision along the A629 Wakefield Road between Shorehead Roundabout and Fenay Lane junction.</p> <p>Submission of the Outline Business Case is anticipated Winter 2024 at which point the scheme will be pipelined until new funding opportunities arise.</p>
9	<p>A641 Bradford-Calderdale -Kirklees</p> <p>Forecast cost: n/a</p> <p>Anticipated start date: n/a</p> <p>Anticipated end date: n/a</p>	<p>To Pipeline</p> <p>A Calderdale Council led cross boundary project that would deliver, walking and cycling improvements on and off road between Huddersfield town centre and the Calderdale boundary and similar schemes within Calderdale and Bradford. Due to delivery costs exceeding budget the Kirklees and Bradford elements will now be pipelined.</p>
No	CRSTS(TCF) Projects	
10	<p>Dalton-Deighton Active Travel</p> <p>Forecast cost: £7.5m</p> <p>Anticipated start date: Spring 2026</p> <p>Anticipated end date: Summer 2027</p>	<p>In Development</p> <p>This project will see an existing public right of way between Dalton Bank Road and Ashgrove Road transformed to improve accessibility for walkers together with permitting cyclists. Improvements will also be made to Ashgrove Road to provide walking and cycling links to A62 Leeds Road and the Huddersfield Broad Canal.</p> <p>A Strategic Outline Business Case was submitted June 2024. Upon successful outcome of submission, work will commence on the Outline Business Case.</p>
11	<p>A62-A644 Bus Enhancements</p> <p>Forecast cost: £0.24m (development costs to SOC)</p>	<p>Pipelined</p> <p>This scheme has investigated opportunities for improving bus priority infrastructure on A62 Leeds Road between Far Common Road and A62/A644 junction but it is not feasible to deliver meaningful improvements within the existing highway boundaries.</p>

	<p>Anticipated start date: n/a</p> <p>Anticipated end date: n/a</p>	<p>A Strategic Outline Business Case was submitted July 2024 but will be pipelined, pending further consideration of the need and justification for a more comprehensive scheme.</p>
12	<p>A638 Dewsbury-Cleckheaton</p> <p>Forecast cost: £15.8m</p> <p>Anticipated start date: Nov 2024</p> <p>Anticipated end date: Oct 2025</p>	<p>Preparing for Delivery</p> <p>The scheme proposes to improve cycle links between Dewsbury and Cleckheaton, improve bus journey times through modal shift and network capacity improvements.</p>
13	<p>Dewsbury-Walking & Cycling</p> <p>Forecast cost: £12.3m</p> <p>Anticipated start date: Apr 2025</p> <p>Anticipated end date: Jan 2026</p>	<p>In Development</p> <p>To introduce new cycle/ walking links on the ring road and in the town centre. Improving active travel connectivity between station to station.</p>
14	<p>Dewsbury-Batley-Chidswell</p> <p>Forecast cost: £10.0m</p> <p>Anticipated start date: Apr 2025</p> <p>Anticipated end date: May 2026</p>	<p>In Development</p> <p>Introducing new cycle links from Dewsbury to Chidswell via Batley. Outline Business Approval granted in 2024. Progressing detail designs for Full Business Approval late 2024.</p>
15	<p>Heckmondwike Bus Hub</p> <p>Forecast cost: £10.5m</p> <p>Anticipated start date: Sep 2024</p> <p>Anticipated end date: Sept 2025</p>	<p>In Delivery</p> <p>A new state of the art bus station with new waiting and welfare facilities, increasing bus stands from 4 to 6. Enabling work has commenced June 2024 to undertake the statutory diversion works. The existing bus facility has been decommissioned. Currently assessing contract prices with contractor; finalising planning/building consents.</p>

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16	<p>Huddersfield Bus Station</p> <p>Forecast cost: £8.0m</p> <p>Anticipated start date: Apr 2025</p> <p>Anticipated end date: Mar 2027</p>	<p>In Development</p> <p>To improve surrounding public realm areas, a new cycle hub and a new building canopy to enhance the existing gateway. Outlines Business Case approved in 2022. Aiming for Full Business Approval in late 2024.</p>
17	<p>Huddersfield Rail Station Connections</p> <p>Forecast cost: £19.15m*</p> <p>Anticipated start date: Apr 2025</p> <p>Anticipated end date: Mar 2027</p>	<p>In Development</p> <p>To introduce new cycle/ walking links across the ring road and in the town centre. Outline Business Approval granted in 2024. Progressing detailed designs for Full Business Approval late 2024. Construction start Spring 2025 subject to WYCA approval and being able to accommodate works alongside Trans Pennine Rail Upgrade (TRU) and other town centre regeneration schemes.</p> <p>* This includes £0.45m to complete all necessary closure reports for the previous Rail Station Access project (delivered).</p>
No	Active Travel Funds (ATF)	
18	<p>Primrose lane and Huddersfield Narrow Canal (ATF2)</p> <p>Forecast cost: £1.98m</p> <p>Anticipated start date: in construction</p> <p>Anticipated end date: Nov 2024</p>	<p>Preparing for Delivery and In Delivery</p> <p>Primrose Lane in delivery. This project will improve the existing bridleway between Bradford Road and the Spen Valley Greenway to make it more accessible for walking and cycling.</p> <p>Works on Huddersfield Narrow Canal is currently being procured.</p>
19	<p>Huddersfield Narrow Canal (ATF4)</p> <p>Forecast cost: £0.914</p> <p>Anticipated start date: Mar 2024</p> <p>Anticipated end date: Jun 2024</p>	<p>In Development.</p> <p>A third phase of development will see improvements between Slaithwaite and Marsden to make it more accessible for walking and cycling. Designs being progressing. Construction start Spring 2025.</p>

20	<p>Huddersfield Broad Canal (ATF4)</p> <p>Forecast cost: £1.31</p> <p>Anticipated start date: Mar 2025</p> <p>Anticipated end date: Jun 2025</p>	<p>In Development</p> <p>Surface improvements will be undertaken along the Huddersfield Broad Canal between Aspey basis and Cooper Bridge to make it more accessible for cycling and walking. Designs being progressed.</p>
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4. Looking Ahead; delivery in 2024/2025

The next 12 months will see further projects move into delivery, requiring the necessary delegated authority to progress. The projects where this is necessary are listed below (please note these are all within the CRSTS-TCF Programme).

There will be time limited disruption on the Council’s highway network during these build periods, the impacts are being mitigated with discussions with local businesses, communities and other key stakeholder like bus operators and blue light services. Mitigation proposals that are considered include phasing, restrictions to off-peak working and/or limiting the extent of traffic management on the network at one time. A balanced solution will be sought to ensure safety of the operatives on site, construction duration and in maintaining suitable safe access/egress to homes and businesses.

4.1 A638 Dewsbury - Cleckheaton STC

Walking and cycling scheme from Dewsbury to Cleckheaton via Heckmondwike Town Centre with both on and off-site highway works. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning. The designs are currently being finalised.

The main highway works element of the project are in the process of being procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in October 2024. The construction works are anticipated to start in November 2024.

A main part of the scheme will make improvements on the Spen Valley Greenway (National Cycle Route 66). The Spen Valley Greenway is owned and maintained by Sustrans and forms part of the public accessible national and local active travel infrastructure.

It is proposed that Sustrans will be issued a direct award contract to undertake the necessary design and delivery of the project on their own land, as the Council does not generally carry out works on private land. This award will be undertaken in compliance with the Council’s Financial Procedure Regulations and Contract Procedure Rules.

Sustrans is a national walking, wheeling and cycling charity, and in its governing document as registered by the Charity Commission includes the following statement:

“to promote and encourage, both in the UK and overseas, for the public benefit the development in the community of, and the provision of safe routes, paths and facilities for, cycling, walking and other forms of low energy transport”

4.2 Dewsbury Walking & Cycling

Walking and cycling scheme on outskirts of Dewsbury Town Centre with some elements within the Town Centre. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning Services. The detail designs are currently being progressed.

The works will be procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in March 2025. The construction works are anticipated to start in April 2025.

4.3 Dewsbury-Batley-Chidswell Sustainable Travel Corridor

Walking and cycling scheme from Dewsbury Town Centre to Chidswell Estate in Batley running on major highways in Dewsbury and Batley. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning. The details designs are currently being progressed.

The works will be procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in March 2025. The construction works are anticipated to start in April 2025.

4.4 Huddersfield Rail Station Connections

Walking and cycling scheme from St. John's Road and Trinity Street in Huddersfield to Huddersfield Rail Station via John William Street and Northumberland Street. Consultations have been undertaken at various WYCA approval stages of the scheme. The works are being undertaken under permitted development and no prior approvals are required from Planning. The designs continue to be progressed.

The works will be procured through YorCivils Framework with an Approval to Proceed from WYCA and subsequent contractor appointment expected in March 2025. The construction works are anticipated to start in April 2025.

4.5 Huddersfield Narrow Canal and Broad Canal Projects (Grant Award)

Both these schemes will make walking and cycling improvements along existing towpaths. The land is owned by the Canals and River Trust. Canal & River Trust is a charitable operator and guardian of 2,000 miles of historic waterways across England and Wales with the purpose to ensure they remain available for the public to enjoy.

For the Active Travel Huddersfield Narrow Canal (HNC) and Broad Canal (HBC) schemes, Canal and River Trust will be awarded grants to undertake the necessary design and delivery of the projects. These are grants will be for £1,195,346 (HBC) and £832,718 (HNC).

The outcomes of these works will align with the Council's objectives to enhance and improve the active travel network. It is important to note the Council as a matter of course does not carry out works on private land. These grants will be awarded in accordance with necessary Financial Procedure Regulations and Contract Procedure Rules.

For each of the projects above, this report requests Cabinet to delegate authority to the Service Director of Skills and Regeneration in consultation with the Service Director for Legal, Governance and Commissioning to award contracts to facilitate delivery and to enter into any funding agreements to enable this project to proceed in accordance with the Contract Procedure Rules; and to delegate to Service Director Skills and Regeneration in consultation with the relevant Portfolio holder(s) and Service Director Finance (S151) to enable changes to individual schemes and projects and funding allocations in accordance with Financial Procedure Rules to facilitate efficient delivery of the project and spend of available budgets to allow the outcomes to be realised.

5. Implications for the Council

5.1 Council Plan

This Capital Programme as a whole supports regeneration through infrastructure investment on roads and transport hubs in our district. This helps to set the course to invite and attract partner investment into our communities, towns and villages.

These projects will improve connectivity within the district to important destinations like employment, education and our green spaces. They look to enhance our public transport active travel offer in promoting modal shift to a greener Kirklees.

5.2 Financial Implications

A summary of the project budgets and the future forecast spend profiles is provided at Appendix 2. The future spend profiles are estimated and are subject to achieving the necessary consents and approvals to award contracts, and subject to agreement of final contract sums.

Within the TCF Programme, £6.45million of Council capital borrowing has been committed as match funding against the following projects:

- Dewsbury Walking/Cycling £2m
- Huddersfield Bus Station £1m
- Huddersfield Rail Station Connections and Access £3.45m

As part of previous capital plan reviews, the Council's match funding commitment to WYTF projects was removed. That was done on the understanding that match funding for TCF would be retained because match funding was an important part of the original TCF funding award.

6. Legal Implications

6.1 Funding Agreements

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 Regulation and The Procurement Act 2023 and Regulations as applicable.

6.2 Grant Award to Canals & River Trust

Under the Financial Procedure Rules, the Council has the power to accept a grant offer of any value from the West Yorkshire Combined Authority (WYCA). It may also make a grant of any value where it has been approved by Cabinet. Further, in accordance with FPR 22.10(a), the Canal and Rivers Trust will be required to undertake competitive procurement aligning with the council's Contract Procedure Rules in respect of any goods, works or services obtained.

The grant to the Canal and Rivers Trust (CRT) has been considered against the Subsidy Control Act 2022 and the Statutory Guidance. It is not deemed that the funding amounts to the Council making a subsidy for the following reasons:

- The funding has to be distributed in accordance with the funding objectives set by WYCA. The Council is simply administering the money and applying a set of objective criteria, therefore WYCA is the public authority responsible for the purpose of the Subsidy Control Act and the local authority is an intermediary.
- In addition, the grant will be provided to carry out works to the towpaths which will be freely accessible to the public. Such infrastructure, delivering general public benefit, is not considered to be economic activity and will therefore not fall within the scope of the Subsidy Control Act.

Upon Cabinet approval of grant funding for this project, it is intended that the Council will enter into a formal Grant Agreement with CRT. The Grant Agreement will incorporate appropriate provisions which reflect the terms of the Council's agreement with WYCA and which will allow the Council to make payments in stages as the works progress and in line with milestones and outputs.

The Council will work with the Canal and River Trust (a registered charity) to develop and deliver the project and will ensure that further subsidy control assessments are carried out if and when necessary.

7. Other (e.g. Risk, Integrated Impact Assessment or Human Resources)

7.1 Risk

The Service Risk Register has been reviewed. An important part in seeking the Delegations set out in this report is to allow the timely award of contracts within the timeframe that contractors will guarantee their tender prices. This thereby enables the effective delivery of the Transport Programme, ensuring the transport benefits are realised. and protects the Council's reputation in meeting its delivery programme.

Successfully delivery schemes of the nature require the right skills and professional teams to be in place which effectively manage the Council's risk. Construction project management is either delivered via the Council's Highways function or brought in from outside professionals, depending on the project.

All cost liabilities outside a grant funding agreements with West Yorkshire Combined Authority rest with the Council. Project budgets have made inflation allowances and include risk and contingency sums as standard in order to minimise the risk of cost overruns, however unforeseen ground conditions, weather impacts, unrecorded utilities can have significant impact on final project costs.

7.2 Integrated Impact Assessment (IIA)

All projects were required to undergo an Integrated Impact Assessment and these are reviewed to ensure 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.

7.3 Human Resources

None.

8. 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. Many of the projects are now at stage where much of the general consultation is complete.

9. 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. Many of the projects are now at stage where much of the general consultation is complete.

10. Options

All projects within the Transport Programme go through an optioneering exercise in determining which scheme will achieve the best outcome. This is done at two key stages within the projects business justification case. The first is the Strategic Outline Case where a number of proposals are made at a very high-level. These are then further narrowed down to typically around three which are then further detailed at the Outline Business Case to help determine a preferred solution. The preferred solution gets further detailed during the Full Business Case ready for delivery. During which the value for money of these projects is determined and the routes that will ensure best value is achieved.

In reviewing project governance and approval process across the Council's Transport Capital Programme two methods have been considered. Method 1 is to simply continue to bring separate papers for each project to Cabinet for decision. Method 2 is to bring a single Annual Transport Capital Programme paper to Cabinet seeking approvals for all the projects.

Given that key decisions to develop these individual projects under the current Transport Capital programmes were granted in a series of Cabinet meetings dating back to 2017. The authority we now often seek is to simply allow Council's Officers to progress the projects so that we can implement the decisions Cabinet has made. Therefore, in view of efficiency and effectiveness, Method 2 is being recommended to Cabinet.

There will be cases where individual projects will need to be brought to Cabinet separately especially for new projects or funding programmes for decision.

11. Recommendations

In order to maintain effective progress towards delivery of the Council's major transport infrastructure schemes, Cabinet is recommended to:

- Note the annual update on the Council's major transport capital programme.
- Approve the necessary delegated authorities to progress the schemes as set out in this report:
 - (i) Delegate to Service Director Skills and Regeneration in consultation with the Service Director Legal, Governance and Commissioning to enter into any procurement, funding or contract documentation to enable individual projects and schemes to proceed as set out in this report and in accordance with the Contract Procedure Rules.
 - (ii) Delegate to Service Director Skills and Regeneration in consultation with the relevant Portfolio holder(s) and Service Director Finance (S151) to enable changes to individual schemes and projects and funding allocations in accordance with Financial Procedure Rules to facilitate efficient delivery of this programme and spend of available budgets to allow the outcomes to be realised.

12. Next steps and timelines

Officers to continue in progress the projects as set out in this report in accordance with internal and West Yorkshire Combined Authority quality assurance processes.

Cabinet authority is sought to formally receive grant funding and to award contracts once all necessary tender reviews, West Yorkshire Combined Authority assurance processes and Kirklees financial procedures are completed. Incur expenditure in line with this report and the grant funding rules to progress each project.

13. Contact officers

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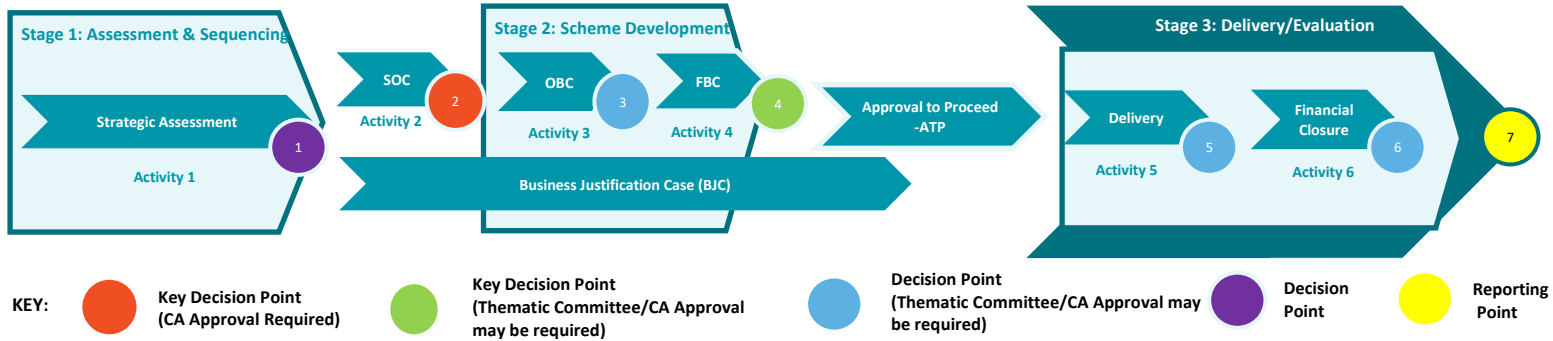
14. Background Papers and History of Decisions

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.
Cabinet Report – 23 January 2024 Kirklees Major Transport Schemes; West Yorkshire
Transport Fund (WYTF) and City Region Sustainable Transport
Settlement (CRSTS) Programmes

15. Service Director responsible

Edward Highfield – Service Director, Skills and Regeneration

Appendix 1 - WYCA Assurance Process



Appendix 2 – financial summary	Total Project Budget (£m)	Funded by:			Spend to 31/03/2024 (£m)	Forecast Spend (next 3 years only) (£m)			Future Years Spend (£m)
		Council Capital (£m)	WYCA (£m)	Other (£m)		24/25 (£m)	25/26 (£m)	26/27 (£m)	
TRANSPORT FUND									
A62 Cooper Bridge	53.50	0.00	53.50	0.00	2.70	1.30	8.90	2.08	38.52
A629 Phase 5	13.88	0.00	13.80	0.08	3.70	0.35	6.10	0.75	2.98
Holmfirth Town Access	10.49	0.24	10.25	0.00	2.20	3.90	3.90	0.30	0.19
M2D2L	1.34	0.00	0.00	0.00	1.32	0.02	0.00	0.00	0.00
Huddersfield Southern Corridors	13.62	1.53	12.09	0.00	6.00	1.40	3.20	2.10	0.92
A62 Leeds Rd Smart Corridor	21.00	4.39	15.42	1.19	19.38	0.50	1.02	0.00	0.10
Huddersfield Rail Station Gateway	0.50	0.00	0.00	0.00	0.22	0.12	0.13	0.03	0.00
A629 Wakefield Rd	0.75	0.00	0.00	0.00	0.60	0.15	0.00	0.00	0.00
Subtotal	115.08	6.16	105.06	1.27	36.12	7.74	23.25	5.26	42.71
CRTSTS FUND									
Dalton-Deighton	7.50	0.00	7.50	0.00	0.23	0.32	1.20	2.40	3.35
A62-A644 Bus Improvements	0.24	0.00	0.24	0.00	0.14	0.09	0.00	0.00	0.01
Subtotal	7.74	0.00	7.74	0.00	0.37	0.41	1.20	2.40	3.36
TCF FUND									
A629 Wakefield Road	0.70	0.00	0.70	0.00	0.65	0.05	0.00	0.00	0.00
A638 Dewsbury-Cleckheaton	15.80	0.00	15.30	0.50	2.40	9.00	4.35	0.05	0.00
Dewsbury Walking/Cycling	12.30	2.00	10.30	0.00	1.40	0.70	10.10	0.10	0.00
Dewsbury-Batley-Chidswell	10.00	0.00	10.00	0.00	1.50	2.00	6.45	0.00	0.05
Heckmondwike Bus Hub	10.50	0.00	10.50	0.00	1.90	4.40	4.18	0.00	0.02
Huddersfield Bus Station	8.00	1.00	7.00	0.00	0.70	1.60	5.70	0.00	0.00
Huddersfield Rail Station Connections	18.70	3.00	15.70	0.00	1.40	1.20	12.90	3.20	0.00
Huddersfield Rail Station Access	0.45	0.45	0	0	0	0.45	0	0	0
Subtotal	76.45	6.45	69.50	0.50	9.95	19.4	43.68	3.35	0.07

Scheme	Total Project Budget (£m)	Funded by:			Spend to 31/03/2024 (£m)	Forecast Spend (next 3 years only) (£m)			Future Years Spend (£m)
		Council Capital (£m)	WYCA (£m)	Other (£m)		24/25 (£m)	25/26 (£m)	26/27 (£m)	
ACTIVE TRAVEL FUNDS									
ATF 2 (Primrose Lane/HNC)	1.98	0.00	1.98	0.00	1.10	0.83	0.05	0.00	0.00
ATF4 Huddersfield Narrow Canal	0.91	0.00	0.91	0.00	0.02	0.04	0.85	0.00	0.00
ATF4 Huddersfield Broad Canal	1.30	0.00	1.30	0.000	0.02	0.05	1.20	0.03	0.00
Subtotal	4.19	0.00	4.19	0.00	1.14	0.92	2.10	0.03	0.00
Grand Total	203.46	12.61	186.49	1.77	47.58	28.47	70.23	11.04	46.14