

Report title: Kirklees Major Transport Capital Schemes; Annual Report 2025

Meeting	G&R Panel
Date	3rd November 2025
Cabinet Member (if applicable)	Cllr Moses Crook
Key Decision Eligible for Call In	No No
Purpose of Report	
To provide an update on development and delivery of the Council's major capital transport infrastructure projects and invite comment/questions from the Scrutiny panel.	
Recommendations	
To note and comment on the annual update on the Council's major transport capital Programme	
Resource Implication:	
The vast majority of the cost for the Major Transport Capital schemes is funded by various external funding streams as identified in Section 2 through West Yorkshire Combined Authority (WYCA). This includes 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 – 24.10.25

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: Ward Councillors are consulted on schemes in their ward where schemes are being planned and at various points throughout a schemes development.

Public or private: Public.

Has GDPR been considered? Yes.

1. Introduction to the Transport Portfolio

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 predominantly funded from external sources that come via the West Yorkshire Mayoral Combined Authority.

The Kirklees transport programme includes a range of projects. Given their scale and complexity, transport schemes of this nature typically take several years to develop and deliver. As such, the projects in the Kirklees programme (outlined in this report) are all at different stages, including: completed projects, schemes under delivery, schemes under development, those awaiting future funding and others that have been paused.

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.

Looking ahead the Major Projects Service is currently in the process of moving to a revised operating model, away from specific funding programmes to align with the WYCA assurance framework and mirror a similar model currently being implemented by WYCA. This will help ensure alignment with future funding via the single settlement.

2. Progress to Date

The last few years have been periods of considerable preparation work, to progress the schemes through the WYCA Assurance Process. This generally involves developing an Outline and a Full Business Case. The Kirklees Transport Capital Programme is made up of a number of projects. Table 1 sets out briefly the various projects and progress to date. Given their complexity, each project is at a different stage with some in development and others in delivery, depending on its level of maturity.

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.

Table 1 – progress to date summary

No.	Projects in Delivery	Summary progress and next steps
1	<p>Holmfirth Town Centre Access Plan</p> <p>Forecast cost: £10.49m</p> <p>Anticipated end date: Spring 2026</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</p>

		<p>area will improve the quality of life for residents, whilst improving the visitor / tourist experience.</p> <p>Footway installations are ongoing, and designs for piling and bridgework requirements are also progressing.</p>
2	<p>Heckmondwike Bus Station</p> <p>Forecast cost: £10.47m</p> <p>Anticipated end date: Spring 2026</p>	<p>A new modern Bus Station for the Heckmondwike community, which includes a new bus station building and bus stand with 5 bus bays and new external landscaping and paved areas.</p> <p>Construction activity is progressing with the shell of the new building and bus stand nearing completion which will be followed by external cladding and internal finishes.</p>
3	<p>Huddersfield Southern Corridors</p> <p>(A616 Chapel Hill/Albert Street/Bridge Street Jct. and A62/Longroyd Lane Jct.)</p> <p>Forecast cost: £13.62m</p> <p>Anticipated end date: Spring 2026</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>The section at Folly Hall is complete and delivery is underway at Lockwood Junction, with this section targeted for completion Spring 2026</p> <p>Longroyd Lane has been descoped due to TRU occupation preventing access. Queensgate was pipelined in 2023 due to rising costs.</p>
4	<p>A629 Halifax Road (Phase 5)</p> <p>Forecast cost: £13.88m</p> <p>Anticipated end dates: Area B: Cavalry Arms Jct Winter 2026 Area C: Prince Royd Summer 2026 Area D: Ainley Top Summer 2026</p>	<p>The Phase 5 project is part of a wider A629 Halifax to Huddersfield Corridor' scheme incorporating a series of multi-modal transport and accessibility infrastructure improvements between Halifax and Huddersfield and the M62.</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. Construction has recently commenced at Ainley Top, with works at Prince Royd starting imminently, followed by the Cavalry Arms junction early in 2026.</p>
5	<p>Huddersfield Rail Station Connections</p> <p>Forecast cost: £18.7m</p> <p>Anticipated end date: Spring 2027</p>	<p>To introduce new cycle/ walking links across the ring road and in the town centre.</p> <p>Construction has started on Northumberland Street and St. John's Road and Trinity Street expected to commence imminently.</p> <p>There are challenges due to the location of the work and proximity to construction being undertaken by Trans Pennine Rail Upgrade (TRU) and other town centre regeneration schemes. Significant communication and</p>

		engagement activities are being undertaken in conjunction with stakeholders.
6	Huddersfield Narrow Canal (ATF4) Forecast cost: £0.914m Anticipated end date: Late 2025 / Early 2026	<p>A third phase of development will see improvements between Slaithwaite and Marsden to make it more accessible for walking and cycling.</p> <p>Construction activities are nearing completion, with the footpath remaining open during excavation and tarmacadam works.</p>
7	Huddersfield Broad Canal (ATF4) Forecast cost: £1.31m Anticipated end date: Late 2025 / Early 2026	<p>Surface improvements being undertaken along the Huddersfield Broad Canal between Aspey basis and Cooper Bridge to make it more accessible for cycling and walking.</p> <p>Wall repairs have been undertaken, construction is progressing well, seeking completion early in 2026, subject to weather conditions.</p>
8	A638 Dewsbury-Cleckheaton Forecast cost: £17.56m Anticipated end date: Autumn 2026	<p>The scheme proposes to improve cycle links between Dewsbury and Cleckheaton, improve bus journey times through modal shift and network capacity improvements.</p> <p>Work commenced on the Spen Valley Greenway section, with bus lane, cycle lanes and Market Street crossing due to start imminently.</p> <p>A change request has recently been approved increasing the available funding, and building in additional risk and contingency.</p>
No	Projects in Development	Summary progress and next steps
9	A62 to Cooper Bridge Forecast cost: £53.5m Anticipated start date: Early 2028 Anticipated end date: Summer 2029	<p>The existing A62 / A644 Cooper Bridge junction is severely congested in the AM and PM traffic peaks. The Cooper Bridge highway improvements (Phase 1) looks to ease congestion issues by providing additional highway capacity, bus priority and improved walking and cycling facilities. In doing so it will enable economic growth in terms of housing and employment, and act as a gateway to Huddersfield.</p> <p>There is a risk that there will be insufficient funding to complete the OBC due to the recent WYCA requirement for additional cost assurance in the OBC resulting in pursuing an ECI route.</p> <p>A contract for professional services support covering transport modelling and business case development is being progressed, aiming to deliver an OBC by Sep 2026.</p>
10	Dewsbury-Walking & Cycling	To introduce new cycle/ walking links on the ring road and in the town centre.

	<p>Forecast cost: £14.7m</p> <p>Anticipated start date: Early 2026</p> <p>Anticipated end date: Spring 2027</p>	<p>The scheme contains four sections to be undertaken by a mixture of Kirklees Highways (DLO) and Private contractors as follows:</p> <ul style="list-style-type: none"> • Railway Street and Asda Bridge (DLO) • Battye Street (DLO) • Aldhams Road (Private Contractor) • Link Road/ Long Causeway (DLO) <p>There are a number of challenges to various sections including work already underway at Dewsbury Bus Station and Work by TRU at Dewsbury and Ravensthorpe rail stations, the later impacting the network through abnormal load traffic.</p>
11	<p>Dewsbury-Batley-Chidswell</p> <p>Forecast cost: £10.0m</p> <p>Anticipated start date: Spring 2026</p> <p>Anticipated end date: Spring 2027</p>	<p>Introducing 2km of cycle links from Dewsbury to Chidswell via Batley. The Grange Road section of the scheme has been descoped due to affordability, leaving the Bradford Road section to be delivered.</p> <p>Full business case was submitted in May 2025. Currently progressing with TRO's and procurement for delivery of the scheme, which is also being costed by Kirklees Council Highways (DLO).</p>
12	<p>Huddersfield Bus Station</p> <p>Forecast cost: £8.5m</p> <p>Anticipated start date (for canopy): Spring 2026</p> <p>Anticipated end date (for canopy): Winter 2026</p>	<p>To improve surrounding public realm areas, a new cycle hub and a new building canopy to enhance the existing gateway. A Full Business Case is being developed in conjunction with WYCA.</p> <p>Stats diversion works started 15th September and will continue into early 2026. Canopy project goes out to tender in late October 2025.</p> <p>Proposed Canopy start date will be mid-March 2026 until end of November 2026.</p>
13	<p>Dalton Bank Road Active Travel</p> <p>Forecast cost: £7.5m</p> <p>Anticipated end date: SOC Completion Spring 2027</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 (SOC) was submitted June 2024, however, WYCA have requested that this be resubmitted with a stronger strategic case, currently scheduled for resubmission Mar 2027.</p>

		Progression beyond SOC is subject to funding.
14	<p>Huddersfield Rail Station Gateway</p> <p>Forecast Cost: £0.5m (Development cost to OBC only)</p> <p>Anticipated end date: Business Case end Spring 2026</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>A station area masterplan is scheduled to go to Cabinet which has been compiled in partnership with Network Rail, TransPennine Express and HD1 Developments Ltd. A tendering process is currently underway to commission consultants to undertake the OBC, targeting Mar 2026 for completion.</p>
15	<p>Mill Street West Toucan Crossing</p> <p>Forecast cost: £0.6m</p> <p>Anticipated start date: Spring 2026</p> <p>Anticipated end date: Summer 2027</p>	<p>Improve crossing facilities for pedestrians and cyclists.</p> <p>The scheme is currently at detailed design stage, aiming to brief Ward members and go to Quality Panel in Dec 2025 ahead of Public consultation in Jan 2026.</p>
16	<p>Meltham Greenway Phase 3</p> <p>Forecast cost: £1.7m</p> <p>BJC Submission: Winter 2025.</p>	<p>Delivery of new section of Meltham Greenway, between Crosland Factory Lane picnic site and the Fold Farm housing development. The scheme will provide a new, accessible, 755m long path for walking, wheeling and cycling.</p> <p>A Business Justification Case (BJC) is to be developed, aiming for submission in Dec 2025. Construction delivery timeline is yet to be established.</p>
17	<p>Cleckheaton Greenway Connection Scheme</p> <p>Forecast cost: £2.0m</p> <p>Timescales: TBC</p>	<p>The scheme will improve pedestrian and cycling connections between Spen Valley Greenway and Cleckheaton Town centre and will incorporate widening of footways, 2 zebra crossings, several uncontrolled crossings, wayfinding and traffic calming.</p> <p>Consultation and design work on the scheme is underway.</p>
18	<p>Brunswick Street Footpath Improvements</p> <p>Forecast</p>	<p>Improved pedestrian, cycling and wheeling links to Huddersfield Railway Station to include.</p> <ol style="list-style-type: none"> 1) Removal of steps 2) Creation of ramp (to replace steps)

	<p>cost: £0.4m</p> <p>Anticipated start date: Spring 2026</p> <p>Anticipated end date: Spring / Summer 2026</p>	<p>3) Widening of existing footway to 3m 4) New street lighting</p> <p>Seeking approval to proceed in Nov 2025, works to be undertaken by Kirklees Council Highways (DLO).</p>
19	<p>Albert Street Flood Alleviation Scheme</p> <p>Forecast cost: £0.06m</p> <p>Timescales: TBC</p>	<p>Scheme aims to reduce the likelihood and impact of flooding from the River Holme to local businesses at Albert Street, Lockwood.</p> <p>Project Management on the scheme as recently been acquired following funding by WYCA.</p>
No	Schemes Delivered	Summary progress and next steps
20	<p>A62 Leeds Road Smart Corridor</p> <p>Forecast cost: £21M</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.</p>
21	<p>Primrose lane and Huddersfield Narrow Canal (ATF2)</p> <p>Forecast cost: £1.98m</p>	<p>This project delivered improvements to the existing bridleway between Bradford Road and the Spen Valley Greenway to make it more accessible for walking and cycling.</p>

	Schemes Paused or Pipelined	Summary progress and next steps
22	<p>Mirfield to Dewsbury to Leeds (M2D2L)</p> <p>Forecast cost: £1.34m (development to FBC)</p>	<p>The Mirfield to Dewsbury to Leeds (M2D2L) scheme spans the area from west Mirfield, through Ravensthorpe and 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>
23	<p>A62-A644 Bus Enhancements</p> <p>Forecast cost: £0.24m (development costs to SOC)</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>A SOC was submitted July 2024 but has now been pipelined, pending further consideration of the need and justification for a more comprehensive scheme.</p>
24	<p>A629 Wakefield Road Sustainable Transport Corridor</p> <p>Forecast Cost:</p> <p>WYTF:£0.75m TCF: £0.7m Total: £1.45m (development costs to 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>An Outline Business Case was submitted to WYCA, however the scheme been pipelined until funding is obtained to delivery further business case development and construction delivery.</p>
25	<p>A641 Bradford-Calderdale -Kirklees</p> <p>Forecast cost: n/a</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 have been pipelined.</p>

3.1 Additional Key Development Activity

Penistone Line

The government awarded Kirklees Council £47.9M to deliver the first phase of investment towards the overall ambition of two trains per hour along the Penistone Line route. An Outline Business Case (OBC) is to be produced by end-March 2026 which will report upon:

- Resilience – through double tracking and passing loops
- Line speed improvements – to improve journey times
- Station improvements - including Mobility Hubs

Governance structures are in place which include:

- A Memorandum Of Understanding with the Department for Transport for the drawdown of £1.4M to deliver the OBC
- A Stakeholder Steering Group, Programme Board and Project Team

Membership of the various groups include, at different levels, Kirklees Council; Barnsley Metropolitan Borough Council; Sheffield City Council; West Yorkshire Combined Authority; South Yorkshire Mayoral Combined Authority; Transport for the North; Network Rail and Northern Trains.

There is support for this scheme along the line including the MPs, the three councils, the two combined authorities, and rail industry bodies.

The Council has the ability to draw down up to 10% of the overall award to undertake development work (OBC and Full Business Case) – once the OBC has been through the necessary validation with the DfT the next step will be to produce the FBC for the scheme.

Transport Strategy and Policy

A number of initiatives are being progressed which includes:

Local Transport Plan 4 (LTP4): A West Yorkshire wide policy document for transport currently at draft stage which will set out policies to support Kirklees investment ambitions for future years.

Moving Traffic Enforcement: A scheme to help gain powers for West Yorkshire Police with enforcement of moving traffic. A Cabinet report is currently being prepared for this initiative.

3. Looking Ahead; delivery in 2025/26

The next 12 months will see further projects moving from development into delivery.

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. Transport for City Regions (TCR)

The TCR programme provides multi-year, consolidated funding settlements to enhance the local transport networks of some of England's largest city regions, including investment in public and sustainable transport infrastructure. Kirklees Council is currently in the early stages of discussions with WYCA to discuss TCR settlement for project development and delivery over the next few years.

5. Implications for the Council

6.1 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 and connecting places and communities within the district and beyond.

5.1 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 £2m
- Huddersfield Rail Station Connections and Access £2.45m

6. Legal Implications

7.1 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.

7. Risk & Integrated Impact Assessment

8.1 Risk

The Service Risk Register has been reviewed. 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 WYCA 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 risks and issues such as abnormal 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.

8. Comms & Engagement

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.

The schemes outlined in Table 1 above are now either in delivery or in the process of commencing on site. A dedicated Comms and Engagement Team has now been formed and is currently implementing specific action plans for comms and engagement within Holmfirth, Huddersfield and Town Centres to promote the impending transportation and regeneration schemes planned for these centres. This will allow for a wider comms and engagement plan for schemes that are being delivered outside these town centres. These comms and engagement plans will allow us to continue updating businesses, local residents and key stakeholders including elected representatives on the planned works within the District.

9. Next steps and timelines

Officers to continue in progress the projects through development and delivery as set out in this report in accordance internal and WYCA quality assurance processes.

10. Contact officers

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11. Background Papers and History of Decisions

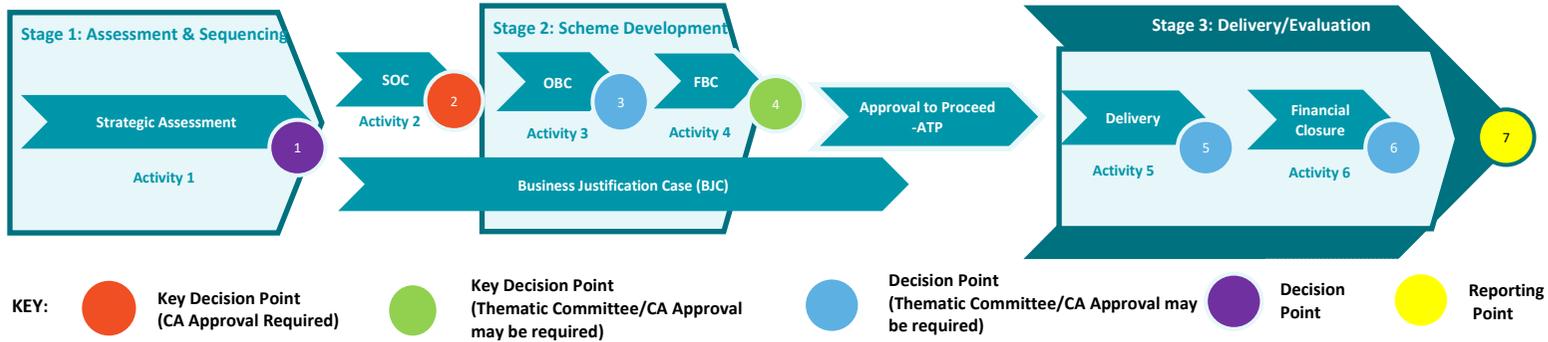
Cabinet Report – 19 December 2017 WY + Transport Fund Scheme update
Cabinet Report – 18 September 2018 Huddersfield Town Centre Works
Cabinet Report – 16 October 2018 A629 Phase 5 scheme approval/CPO
Cabinet Report – 13 November 2018 WY plus Transport Fund Scheme update
Cabinet Report - 26 May 2020 HSC 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

Scrutiny Report – 10 September 2024 Kirklees Major Transport Capital Schemes; Annual
Report 2024

12. Service Director responsible

David Wildman – Service Director, Skills and Regeneration

Appendix 1 - WYCA Assurance Process



Appendix 2 – financial summary	Total Project Budget (£m)	Funded by:			Spend to 31/03/2025 (£m)	Forecast Spend (next 3 years only) (£m)			Future Years Spend (£m)
		Council Capital (£m)	WYCA (£m)	Other (£m)		25/26 (£m)	26/27 (£m)	27/28 (£m)	
TRANSPORT FUND									
A62 Cooper Bridge	53.5	0	53.5	0	2.7	1.3	8.9	2.08	38.52
A629 Phase 5	13.8	0	13.8	0.08	3.7	0.35	6.1	0.75	2.98
Holmfirth Town Access	10.49	0.24	10.25	0	2.2	3.9	3.9	0.3	0.19
M2D2L	1.34	0	0	0	1.32	0.02	0	0	0
Huddersfield Southern Corridors	13.62	1.53	12.09	0	6	1.4	3.2	2.1	0.92
A62 Leeds Rd Smart Corridor	21	4.39	15.42	1.19	19.38	0.5	1.02	0	0.1
Huddersfield Rail Station Gateway	0.5	0	0.5	0	0.22	0.12	0.13	0.03	0
A629 Wakefield Rd	0.75	0	0.75	0	0.6	0.15	0	0	0
Subtotal	115	6.16	106.31	1.27	36.12	7.74	23.25	5.26	42.71
CRTSTS FUND									
Dalton-Deighton	7.5	0	7.5	0	0.23	0.32	1.2	2.4	3.35
A62-A644 Bus Improvements	0.24	0	0.24	0	0.14	0.09	0	0	0.01
Subtotal	7.74	0	7.74	0	0.37	0.41	1.2	2.4	3.36
TCF FUND									
A629 Wakefield Road	0.7	0	0.7	0	0.65	0.05	0	0	0
A638 Dewsbury-Cleckheaton	17.56	0	17.56		2.4	9	6.11	0.05	0
Dewsbury Walking/Cycling	14.7	2	12.7	0	1.4	0.7	12.5	0.1	0
Dewsbury-Batley-Chidswell	10	0	10	0	1.5	2	6.45	0	0.05
Heckmondwike Bus Hub	10.5	0	10.5	0	1.9	4.4	4.18	0	0.02
Huddersfield Bus Station	8.5	1	7.5	0	0.7	1.6	6.2	0	0
Huddersfield Rail Station Connections	18.7	3	15.7	0	1.4	1.2	12.9	3.2	0
Huddersfield Rail Station Access	0.45	0.45	0	0	0	0.45	0	0	0
Subtotal	81.11	6.45	74.66	0	9.95	19.4	48.34	3.35	0.07

Scheme	Total Project Budget (£m)	Funded by:			Spend to 31/03/2025 (£m)	Forecast Spend (next 3 years only) (£m)			Future Years Spend (£m)
		Council Capital (£m)	WYCA (£m)	Other (£m)		25/26 (£m)	26/27 (£m)	27/28 (£m)	
ACTIVE TRAVEL FUNDS						25/26 (£m)	26/27 (£m)	27/28 (£m)	>2028 (£m)
ATF 2 (Primrose Lane/HNC)	1.98	0.00	1.98	0.00	1.1	0.83	0.05	0	0
ATF4 Huddersfield Narrow Canal	0.91	0.00	0.91	0.00	0.02	0.04	0.85	0	0
Mill Street West Toucan Crossing	0.6		0.6				0.6	0.03	0
Cleckheaton Greenway Connection Scheme	2		2			0.05	1.95		
Brunswick Street Footpath Improvements	0.4		0.4			0.35	0.05		
Meltham Greenway Phase 3	1.74		1.74			0.04	1.74		
Subtotal	7.63	0	7.63	0	1.12	1.31	5.24	0.03	0
Flood Alleviation Funding (CFRM)									
Albert Street Flood Alleviation Scheme	0.06					0.03	0.03		
Subtotal	0.06	0	0	0	0	0.03	0.03	0	0
Grand Total	211.54	12.61	196.34	1.27	47.56	28.89	78.06	11.04	46.14

Note: The above financial summary does not include the Penistone Line scheme the financial profile of which will evolve during the business case stages. The first phase as outlined in section 3.1 is £47.9m.