

Name of meeting: Cabinet
Date: 26 May 2020
Title of report: Huddersfield Southern Corridors Scheme Approval & Land Acquisition.

Purpose of report:

To Seek formal approval from Cabinet for the WY+TF Huddersfield Southern Corridors Scheme, to acquire necessary third-party land and to progress construction (subject to Full Business Case approval, funding confirmation and obtaining the necessary planning and consents).

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	Yes 1. Newsome, Greenhead and Crosland Moor & Netherton wards. 2. Cost of land assembly: £600,000-625,000
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	Key Decision – Yes Private Report/Private Appendix –No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name Is it also signed off by the Service Director for Finance? Is it also signed off by the Service Director for Legal Governance and Commissioning?	Karl Battersby 19 March 2020 Eamonn Croston 17 March 2020 Julie Muscroft 17 March 2020
Cabinet member portfolio	Cllr Peter McBride Cllr Graham Turner

Electoral wards affected: Newsome, Greenhead, Crosland Moor & Netherton

Ward councillors consulted: Cllr Manisha Kaushik (Crosland Moor & Netherton), Cllr Carole Pattison (Greenhead), Cllr Sheikh Ullah (Greenhead), Cllr Mohan Sokhal (Greenhead), Cllr Karen Allison (Newsome), Cllr Andrew Cooper (Newsome) and Cllr Susan Lee-Richards (Newsome).

Public or private: Public **Has GDPR been considered?** Yes

1.0 SUMMARY

1.1 Congestion, long journey times and poor air quality is currently experienced along Huddersfield's Southern Corridors (HSC). Kirklees Council, in partnership with the West Yorkshire Combined Authority (WYCA), is working toward a programme of transport improvements at key locations that will seek to address these issues and drive economic growth. HSC is funded via the West Yorkshire plus Transport Fund from its Phase 1 Corridor Improvement Programme (CIP). HSC consists of improvements at Queensgate, Folly Hall, Longroyd Lane & Lockwood Bar.

1.2 The objectives of the project are as follows

1	To reduce congestion around the Huddersfield Southern Corridors area
2	To improve journey time reliability around the Huddersfield Southern Corridors area
3	To support the proposed housing and employment allocations around the Huddersfield Southern Corridors area through a sustainable transport network
4	To support a more suitable transport network and modal shift from private cars
5	To improve the safety around the Huddersfield Southern Corridors area, with a particular focus on pedestrians and cyclists
6	To improve air quality and environmental impacts along the corridors

1.3 HSC was submitted to WYCA in November 2018 and secured Outline Business Case (OBC) approval on 14 February 2019 releasing £2.534m to progress the project to Full Business Case (FBC) which included £1.6m for land assembly.

1.4 The proposed improvements will require the Council to acquire some third-party land to accommodate the proposed works.

1.5 An essential element of securing FBC approval is to demonstrate that the necessary interests in land and, where necessary, creation of new rights over land, needed, to enable the proposed highway improvements and mitigation measures to be delivered, can be obtained.

2.0 INFORMATION REQUIRED TO TAKE A DECISION

2.1 To date, Cabinet has previously received three reports which relate to the West Yorkshire plus Transport Fund:

- 1) **West Yorkshire Transport Fund – Scheme Principles** - On 9th February 2016, Cabinet approved the 'West Yorkshire Transport Fund – Scheme Principles' report which highlighted a number of key highway design principles that could be used as a basis for the design and development of the Kirklees WY+TF schemes, these were

- Balancing strategic needs against local concerns;
- Creating “Gateways” for our main town and urban centres;
- The acquisition/appropriation of land for highway purposes;
- The future use and management of the road-space of our key transport corridors; and
- The environmental and economic benefits of greening up our key transport corridors (Green Streets).

2) **‘Land Acquisition Costs’** - On 22nd August 2017, Cabinet agreed to underwrite land acquisition costs until finance is subsequently secured from WY+TF and costs reimbursed. As a consequence of this decision a rolling ‘WY+TF Land Acquisition Fund’ has been set up in the Council’s Capital Plan. The authority was then delegated to Service Director Economy & Skills (In consultation with Portfolio Holders for Economy) to acquire land up to £500k.

3) **‘WY+TF Schemes Update’** - On 13th November 2018, a WY+TF Schemes Update report was presented to Cabinet which included a description and status of the Huddersfield Southern Gateways project now renamed Huddersfield Southern Corridors.

2.2 HSC consists of four interrelated junction improvements on the southern approaches into Huddersfield Town Centre at

- A Queensgate (including A629 Wakefield Road at Shorehead)
- B A616 / St Thomas Road / Colne Road ‘Folly Hall’
- C A62 Manchester Road / B6432 / Longroyd Lane
- D Lockwood Road / Bridge Street / Swan Lane ‘Lockwood Bar’

2.3 In relation to HSC the update report dated 13th November 2018 stated

- The HSC project had submitted the Outline Business Case and a decision would be expected from Investment Committee in February 2019 as to its approval or otherwise.
- Construction of HSC must have commenced by March 2021 in order to secure the funding.
- Engagement to commence with landowners to acquire land by negotiation following OBC approval.

2.4 **Background to scheme development**

2.5 An Expression of Interest, approved in 2017, identified the need for improvement at key locations within the HSC area as part of the CIP Phase 1 programme: Longroyd Bridge; Lockwood Bar; Lockwood Road; and Queensgate / Shorehead.

2.6 The need for intervention at these locations was evidenced and considered on-site observations, customer complaints, traffic survey data, analysis of journey times all in addition to the strategic transport modelling work undertaken to inform development of the Kirklees Local Plan. Interventions were then sifted down.

2.7 The benefit to cost ratio at OBC stage was shown to be 2.215; the department for transport criteria on VfM indicates that the scheme is in the High Value Category.

2.8 Detailed scheme proposals

Queensgate

2.9 Proposals for Queensgate are shown in Appendix 1a, 1b &1c.

2.10 Huddersfield Ring Road in its current form creates a barrier to movement between the Town Centre and the University of Huddersfield. Pedestrians and cyclists are not well catered for in the current layout with pedestrian refuge islands often being overcrowded at peak times. No facilities currently exist for cyclists.

2.11 The Huddersfield Blueprint identified an aspiration to better link areas beyond the Ring Road with the Town Centre. Improved public space around Queensgate and the opening of the Piazza to Queen Street are part of this ambition.

2.12 The Queensgate scheme will provide: a mixture of new, enhanced and relocated pedestrian / cycle crossing facilities at Alfred Street, Queensgate and at Shorehead Roundabout.

2.13 A new bi-directional segregated cycle facility will be created on the north of Queensgate to provide a route between Queen Street and Wakefield Road. Zetland Street and Queen Street will incorporate raised threshold crossings to aid both pedestrians and cyclists. The functionality of the traffic signals at Shorehead Roundabout will be maximised to improve its vehicular capacity.

2.14 Because of the changes the Council will be required to submit a full planning application for the creation of a relocated vehicle entry to the University in addition Listed Building consent will be required for the relocation of a small section of boundary wall to the St Paul's Hall on Queensgate to better facilitate pedestrians.

2.15 To better provide for pedestrians and make improvements to the existing alignment of the highway a small segment of private land is required alongside the radii of A629 (Wakefield Road) onto Queensgate scheme. Engagement with the directly affected party, to acquire land by negotiation, commenced on 26 February 2020. It is proposed that the Council swaps a small parcel of Council owned land for the land required to construct the scheme.

Folly Hall

2.16 The Folly Hall scheme proposals are shown in Appendix 2.

2.17 The scheme seeks to improve the peak hour traffic flow along the A616 by providing additional storage for right turning traffic. This minimises the potential for right turning traffic blocking the ahead movement thus improving journey time reliability, with consequent decreases in vehicle delay and improved road safety and air quality / carbon reduction outcomes.

2.18 Right turning lanes into both St Thomas Road and Colne Road will increase from their current 40 metre length to 90 metre length accommodated by a reduced central reserve width and a marginal reduction in the width of the western footway.

Lockwood

- 2.19 The Lockwood Bar scheme proposals are shown in Appendix 3.
- 2.20 The Lockwood Bar junction will be redesigned to occupy a smaller footprint, with allows for improved pedestrian crossing facilities, public realm enhancements, a new right turn only bus signal to reduce public transport delays and relocated and enhanced bus stop facilities.
- 2.21 A new two-way single carriageway road connection will be provided between Albert Street and Lockwood Road, using a parcel of private land to enable the creation of a new traffic signal-controlled junction with Lockwood Road at the location of the Lockwood Road / Crowther Road junction. This will also provide improved pedestrian crossing facilities across Lockwood Road.
- 2.22 A consolidation of on-street parking provision, and restriction of eastbound traffic movement along a section of Albert Street between the realigned Crowther Street and Bath Street (except cyclists).
- 2.23 Engagement with directly affected parties, to acquire land by negotiation, commenced in September 2019. A letter was sent to two separate landowners, setting out indicative areas of land needed on a permanent basis to enabled construction works to be carried out.
- 2.24 As the scheme has developed following consultation, the scheme has been redesigned and will now only involve one affected landowner.
- 2.25 The land required is 181 – 187 Lockwood Road (Appendix 4). The property is currently being used as a car wash and tyre fitting premises. The land is owned by one person on a long leasehold basis. There are subleases in respect of the car wash and tyre fitting company who operate from the site.
- 2.26 Chartered Surveyor Andrew Higson from Kirklees Corporate Landlord valued the long leasehold interest in the property at £450,000-£475,000. The property owner had previously received an offer of £550,000 from the current tenant (Shine-On Car Wash), which he declined. A purchase price of £550,000 was therefore agreed (which would include any additional payments the owners would be likely to receive as compensation should the Council acquire the property through compulsorily through a Compulsory Purchase Order. In addition to acquiring the long leasehold interest the Council is negotiating the acquisition of the sub-leases.
- 2.27 The Council will be required to submit a full planning application to carry out the scheme which will include demolishing the existing buildings on the site.

Longroyd Lane

- 2.28 The Longroyd Lane scheme proposals are shown in Appendix 5.
- 2.29 The junction of A62 Manchester Road and Longroyd Lane is traffic signal controlled. The Longroyd Lane approach provides a single-entry lane which suffers from congestion and associated poor air quality through increased vehicle emissions. A scheme to increase the capacity of the Longroyd Lane approach whilst not providing disbenefit to general traffic and buses along Manchester Road has been identified.
- 2.30 The proposal includes the widening of Longroyd Lane to accommodate an extra traffic lane, shared-use footpath, a new controlled pedestrian crossing across Longroyd Lane, the provision of a mandatory on-carriageway lane for westbound cyclists and amendments to the traffic signal operation to benefit the wider junction.

- 2.31 The Council will be required to submit a full planning application for the creation of a new highway access at Longroyd Lane, which will include listed building consent for demolition of the Grade II listed cottages at Longroyd Lane (1-7 Longroyd Lane).
- 2.32 A strip of private land is required at Longroyd Lane to allow for construction. Engagement with the directly affected party, to acquire land by negotiation, has been on going. Negotiations are by means of a potential land swap (the remaining land from the listed cottages) and construction of entrance to the adjoining development site.
- 2.33 Project Assurance process, costs and Grant**
- 2.34 Each scheme is subject to an Assurance Process (Appendix 6) which is administered by the WYCA Portfolio Management Office.
- 2.35 The Huddersfield Southern Corridors OBC was approved by the WYCA on the 14 February 2019 with an additional £2.534m Grant funding released to progress the project to FBC stage which primarily involves detailed design and entering into agreements to secure land.
- 2.36 The target date for submission of the FBC is July 2020.
- 2.37 The outturn cost of the scheme is currently estimated at £8.2m and will be met from the WY+TF programme
- 2.38 Providing that the project remains Value for Money, the project will likely achieve FBC approval where further funds will be released to construct the scheme.

3.0 IMPLICATIONS FOR THE COUNCIL

3.1 Working with People

3.2 A public consultation was held between 30 September – 25 October 2019 which included two staffed drop-in events and a fixed display in Huddersfield Library. During this time all relevant Ward Members and Key Stakeholders were consulted.

3.3 Comments received during the consultation have resulted in amendments being made to the scheme layouts to addresses some of the issues and concerns raised.

3.4 Working with Partners

3.5 HSC is being delivered in partnership with the West Yorkshire Combined Authority and involves working with partners such as University of Huddersfield.

3.6 Place Based Working

3.7 HSC aims to reduce general traffic congestion whilst improving sustainable transport provision (increased cycling, walking and public transport patronage). An uplift to both urban realm and landscaping are used throughout to better create a sense of place.

3.8 Climate Change and Air Quality

3.9 An objective of the scheme is to improve air quality and have a positive impact on the environment. Lockwood, Longroyd Lane and Queensgate all include soft landscaping and

planting. A reduction in congestion levels which will help improve air quality as will the emphasis on the use of sustainable transport.

3.10 The Low Carbon impacts of the scheme is summarised as follows

- Reduction in untraded carbon emissions of 24796 tonnes over the 60-year appraisal period;
- Reduction in traded carbon emissions of 55 tonnes over the 60-year appraisal period.

3.11 **Improving outcomes for children**

3.12 None

3.13 **Other**

3.14 Legal services will need to be engaged to support the land acquisition process. Financing of these services will be met from project funds.

3.15 The WYCA approved the release of additional grant funding of £2.534m on the 14 February 2019 to enable the project to progress to FBC.

3.16 Quarterly claims are made to the WYCA to recover any expended scheme costs that occur within the claiming period as detailed in the current Financial Agreement.

4.0 **CONSULTEES AND THEIR OPINIONS**

4.1 Consultation was undertaken between 30 September and 25 October and included

- Unmanned exhibition in the Huddersfield Library and Art Gallery for the full duration of the public engagement period.
- Two drop-in events at the following accessible locations.

Day	Date	Time	Location
Wednesday	9 October	9am-4pm	Cathedral House
Friday	11 October	10am-7pm	Lockwood Baptist Church

- Plans and questionnaire hosted by the WYCA engagement website 'Your Voice
- Information about the public engagement and links to WYCA website provided on the Councils webpage Major Transport Schemes
- Posters in Bus Shelters along the route

4.2 A total number of 506 individuals visited the Your Voice website. Visitors to Your Voice are split into three categories: 'Engaged', 'Informed' and 'Aware'.

4.3 An 'Aware' visitor is one who has made at least one visit to the website page but has not accessed any additional information or participated in an exercise/activity. An 'Informed' visitor has clicked on something, accessed an image or document. An 'Engaged' visitor is one who has contributed to an activity, in this case the online survey or mapping tool.

4.4 The number of visitors by category are shown below:

Aware	506	Accessed at least one page of the engagement project site
Informed	220	Performed at least one of multiple actions
	216	Visited multiple project pages
	133	Viewed a photo/image
Engaged	104	Participated in the online survey or mapping tool

4.5 A total of 162 respondents provided a comment, this consisted of

- 127 survey responses
- 2 letters
- 4 emails

4.6 A full breakdown of the comments received are set out in the Engagement Analysis report in Appendix 7.

4.7 **Ward Councillor Views**

4.8 Newsome Ward Councillors joint response. “We have been consulted on a number of occasions about this scheme and we are pleased that concerns from businesses along the route of the Highways scheme have been addressed and will bring no detriment to them. We are hopeful that the new arrangement will improve traffic flows”.

4.9 Cllr Manisha Kaushik (Crosland Moor & Netherton) is in favour of the scheme. “I am confident the issues which were raised during consultation have been addressed. The scheme will bring numerous benefits including improving the air quality and the environment of Huddersfield’s southern corridors”.

4.10 Greenhead Ward Councillors are in favour of the scheme. “We are happy with the scheme and the improvements at Longroyd Lane. We are confident the scheme will deliver on its objectives and provide benefits”.

5.0 **NEXT STEPS**

1. To acquire land at 181-187 Lockwood Road and continue to negotiate for the other land required to carry out the scheme.
2. Submit relevant planning applications and applications for listed building consents.
3. Submit Full Business Case for approval in July 2020.
4. Subject to FBC approval, on site construction to commence in January 2021.

6.0 **OFFICER RECOMMENDATIONS AND REASONS**

It is recommended that:

6.1 Cabinet approve the Huddersfield Southern Corridors Scheme.

6.2 Authority be delegated to the Strategic Director Economy & Infrastructure to negotiate and agree the acquisition of the long leasehold interest in 181-187 Lockwood Road for £550,000.

6.3 Authority is delegated to the Strategic Director Economy & Infrastructure to progress the Huddersfield Southern Corridors to construction, including:

- Acquiring all necessary third-party land;
- Obtaining approval of the FBC from WYCA and confirmation from WYCA that funding is approved;
- Obtaining the required planning permissions and listed building consents; and
- Securing the necessary Traffic Regulation Orders and Stopping Up Orders.

7.0 CABINET PORTFOLIO HOLDER'S RECOMMENDATIONS

7.1 Cllr Peter McBride is in favour of the scheme. "The key to making sure everyone can benefit from this vision is making travel and access equally as ambitious and fit for the future.

The regeneration plans we have will see more housing and employment opportunities come to Huddersfield and we must make sure our road network is ready for any additional traffic that might bring. These schemes will help us to do just that, by reducing congestion and improving travel time in the area.

We also have a commitment to address climate change and need to do all we can to support and encourage greener forms of travel. If we are to do this, we must make sure pedestrians and cyclists feel safe. A reduction in congestion and more people travelling in a greener way will also help us to improve air quality in this area."

8.0 CONTACT OFFICERS

Keith Bloomfield – Strategic Lead (Major Projects) – Keith.Bloomfield@kirklees.gov.uk

Adrian Bateman – Project Manager (HSC) – Adrian.Bateman@kirklees.gov.uk

Jake Rowlands – Projects Officer (Major Projects) – Jake.Rowlands@kirklees.gov.uk

9.0 BACKGROUND PAPERS AND HISTORY OF DECISIONS

West Yorkshire Transport Fund – Scheme Principles (9 February 2016)

Land Acquisition Costs (22 August 2017)

WY+TF Schemes Update (13 November 2018)

10. SERVICE DIRECTOR RESPONSIBLE

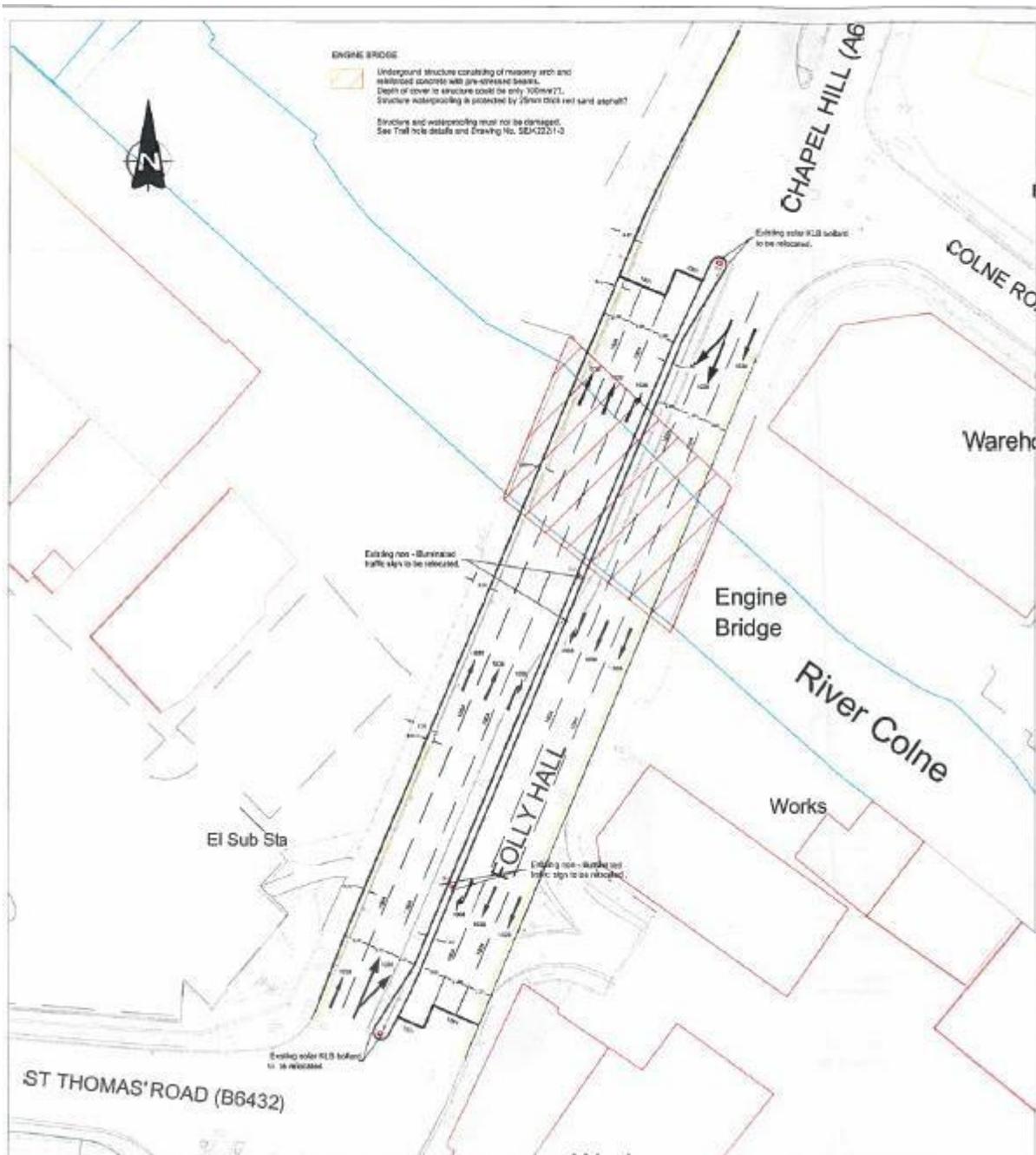
Karl Battersby - Strategic Director Economy and Infrastructure

Angela Blake – Director for Economy and Skills

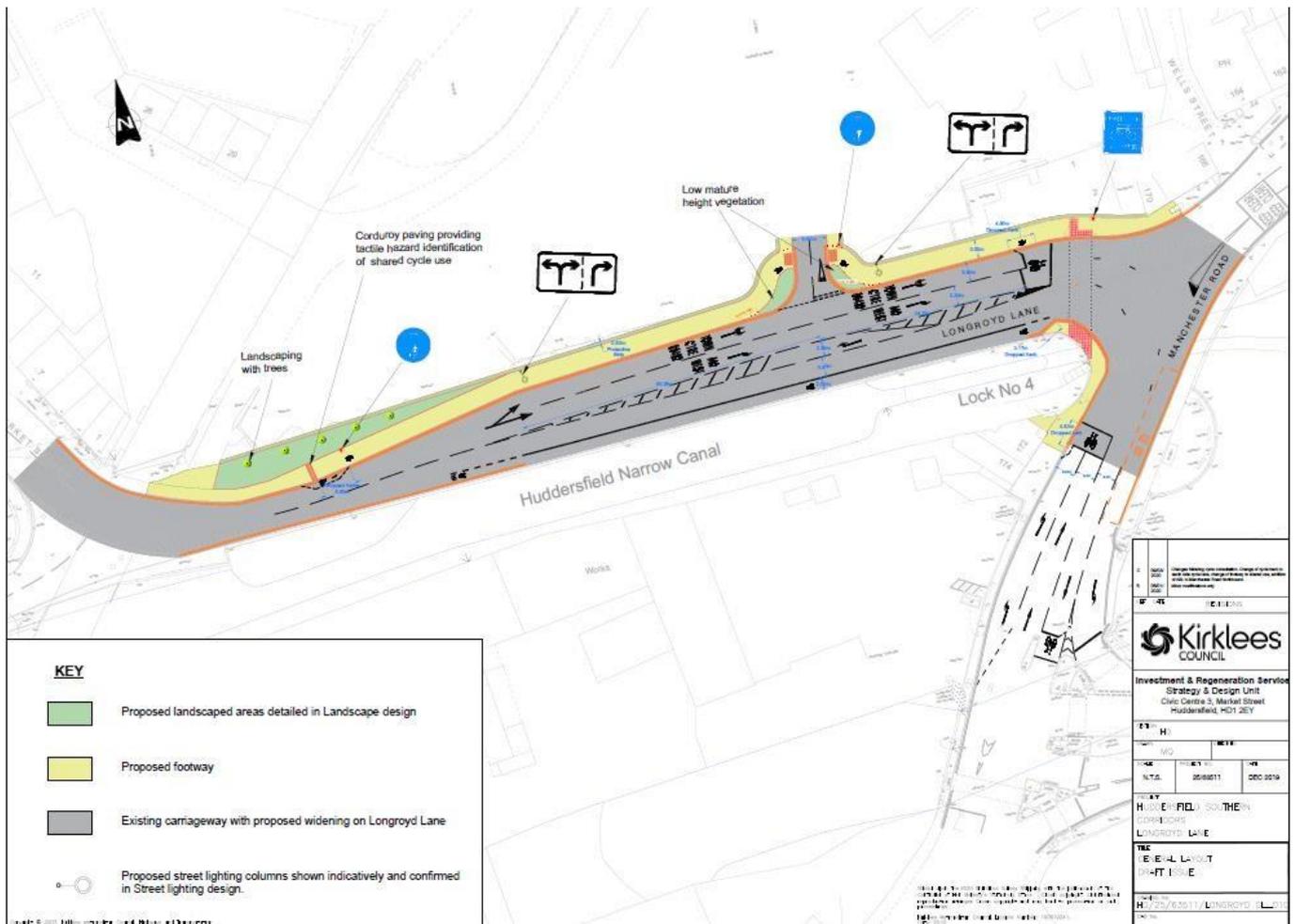
Appendix 1a – Queensgate Design



Appendix 2 – Folly Hall Design



Appendix 5 – Longroyd Lane Design



Appendix 6 – WYCA Assurance Framework

