

National Productivity Investment Fund for the Local Road Network Application Form



Department
for Transport

The level of information provided should be proportionate to the size and complexity of the project proposed. As a guide, for a small project we would suggest around 10 -15 pages including annexes would be appropriate.

One application form should be completed per project and will constitute a bid.

Applicant Information

Local authority name(s)*: Kirklees Council

**If the bid is for a joint project, please enter the names of all participating local authorities and specify the lead authority.*

Bid Manager Name and position:

Keith Bloomfield	Operations Manager
Contact telephone number:	01484 221000
Email address:	keith.bloomfield@kirklees.gov.uk
Postal address:	Investment and Regeneration, Kirklees Council Civic Centre 3 (1st floor North), Market Street, Huddersfield, HD1 2TG

Combined Authorities

If the bid is from an authority within a Combined Authority, please specify the contact, ensure that the Combined Authority has provided a note ranking multiple applications, and append a copy to this bid.

Name and position of Combined Authority Bid Co-ordinator:

Steve Heckley	Planning Manager
Contact telephone number:	0113 251 7335
Email address:	steve.heckley@westyorks-ca.gov.uk
Postal address:	West Yorkshire Combined Authority

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<http://www.kirklees.gov.uk/beta/transport-roads-and-parking.aspx>

Click on Transport

'Getting Huddersfield to Work' is under Strategies, Schemes and Plans

SECTION A - Project description and funding profile

A1. Project name: Getting Huddersfield to Work

A2. Please enter a brief description of the proposed project (no more than 50 words)

Cross Church Street and Queensgate are on a key pedestrian desire route between St George's Square, St Peter's Church, Kingsgate and the University. The project will deliver a more pedestrian-oriented streetscape which will give the area an economic uplift and will help it become a better place for all. **Plan A1 and **A2** detail the scheme.**

A3. Please provide a short description of area covered by the bid (no more than 50 words)

Cross Church Street represents one of our busiest streets in Huddersfield. It is at the heart of the night time offer for the town and is the point at which our key shopping complex is accessed. Queensgate is the connector between the main Huddersfield University Campus and the Town Centre. A location map is attached (Diagram A**).**

Cross Church Street

Grid reference (6 figure)	SE 145 166
X coordinate (easting)	414595
Y coordinate (northing)	416665
Postcode (nearest)	HD1 2PY

Queensgate

Grid reference (6 figure)	SE 147 164
X coordinate (easting)	414718
Y coordinate (northing)	416461
Postcode (nearest)	HD1 3DH

A4. How much funding are you bidding for? (Please tick the relevant box)

Small project bids (requiring DfT funding of between £2m and £5m)

Large project bids (requiring DfT funding of between £5m and £10m)

A5. Has any Equality Analysis been undertaken in line with the Equality Duty?

Yes No

A short form Equality Analysis is attached as **Annex 1.**

A6. If you are planning to work with partnership bodies on this project (such as Development Corporations, National Parks Authorities, private sector bodies and transport operators) please include a short description below of how they will be involved.

WD Huddersfield Ltd – The owner and operator of the Kingsgate Shopping Centre which makes up 33% of Huddersfield Town Centre's total retail footprint. The approved additional provision of retail and leisure facilities at Kingsgate will enhance Huddersfield's Town Centre offer for residents and visitors. The focus on the visitor

experience to Kingsgate will be Cross Church Street which is the gateway to the development. The Council which has secured some developer funding will work in partnership with the developer to transform this street in order that it interfaces with the development. Letter of support appended as **Annex 2**.

University of Huddersfield – Since 2014 the University has directly invested over £50m in two new buildings, both which front onto Queensgate. The University continues to demonstrate delivery of the best possible environment for the growing number of students who choose to study at the University and contribute so positively to the local economy. The Council will work in partnership with the University to transform this street to ensure a seamless streetscape between Queensgate and the built environment. Letter of support appended as **Annex 3**.

A7. Combined Authority (CA) Involvement

Have you appended a letter from the Combined Authority supporting this bid? Yes No

The letter is attached as **Annex 4**.

A8. Local Enterprise Partnership (LEP) Involvement and support for housing delivery

Have you appended a letter from the LEP supporting this bid? Yes No

The letter is attached as **Annex 4**.

For proposed projects which encourage the delivery of housing, have you appended supporting evidence from the housebuilder/developer?

Yes No

SECTION B – The Business Case

B1. Project Summary

Please select what the project is trying to achieve (select all categories that apply)

Essential

- Ease urban congestion
- Unlock economic growth and job creation opportunities
- Enable the delivery of housing development

Desirable

- Improve Air Quality and /or Reduce CO2 emissions
- Incentivising skills and apprentices

Other(s), Please specify -

B2. Please provide evidence on the following questions (max 100 words for each question).

a) What is the problem that is being addressed?

The town centre relies on footfall for vibrancy; footfall is falling year on year. We want to encourage more town centre living. Cross Church Street and Queensgate are both dominated by car usage. The two town attractors of the University and Kingsgate both suffer from a poor environment with a lack of priority and space being given to pedestrians and cyclists. The downgrading of Queensgate will result in less delay to pedestrians crossing this road. Reported personal injury accidents are an issue which the scheme aims to reduce.

b) What options have been considered and why have alternatives been rejected?

Maintenance / Repair scheme

No change to existing layouts, car use on Cross Church Street remains as is, no downgrading of Queensgate. Low cost materials based on repair and patch.

Rejected

No reduction in vehicle numbers thus pedestrian / vehicle conflict remains. Not transformational. Poor environment remains.

Streetscape scheme

No change to existing layouts, car use on Cross Church Street remains as is, no downgrading of Queensgate. Footpaths and carriageways resurfaced using low cost materials.

Rejected

Pedestrian / vehicle conflict remains. Not transformational. English Heritage concerns with use of man-made materials in a conservation area.

c) What are the expected benefits/outcomes? For example, could include easing urban congestion, job creation, enabling a number of new dwellings, facilitating increased GVA.

- (i) **Reduced travel times for vehicles / pedestrians.**
- (ii) **Housing - Strong university presence means demand for housing is high. The bid proposals will assist in attracting further residential investment into the town.**
- (iii) **Public realm schemes when combined with commercial development often enhance the attractiveness of an area where businesses would want to locate, or people to visit.**
- (iv) **Job Creation - Kingsgate.**

Construction Phase - 66 Full Time Equivalent (FTE) construction jobs on-site, 31 indirect / induced FTE jobs.

Operational Phase - 271 gross FTE direct jobs on-site, 126 indirect / induced FTE jobs.

- (v) **GVA – Kingsgate.**

£5.4 million Gross Value Added (GVA) per annum during the 2 year construction period and annually £15.8 million GVA post opening.

(vi) Economic benefit to Huddersfield.

£573,000 business rate revenue plus £11.6m per annum in visitor expenditure.

d) Are there any related activities that the success of this project relies upon? For example, land acquisition, other transport interventions requiring separate funding or consents?

There are no land issues; the proposed scheme is contained within the existing highway boundary.

e) What will happen if funding for this project is not secured - would an alternative (lower cost) solution be implemented (if yes, please describe this alternative and how it differs from the proposed project)?

A low cost 'Do Something' scheme would be implemented. The secured level of third party contributions would dictate the scope of the 'Do Something' scheme. This would result in a maintenance scheme based on a methodology of repair, patch and make good on Queensgate along with small scale improvements to streetscape to the area of highway directly in front of the proposed new leisure complex at Kingsgate (i.e. not a full street length treatment).

f) What is the impact of the project – and any associated mitigation works – on any statutory environmental constraints? For example, Local Air Quality Management Zones.

Works on Cross Church Street will be undertaken in a conservation area. Kirklees Council has already had discussions with English Heritage as part of the Kingsgate planning application and a high quality mutually accepted pallet of materials has been agreed.

B3. Please complete the following table.

Table A: Funding profile (Nominal terms)

	2018/19	2019/20
DfT funding sought		
Local Authority contribution		
Third Party contribution		
TOTAL		

Notes:

1) Department for Transport funding must not go beyond 2019-20 financial year.

2) Bidders are asked to consider making a local contribution to the total cost. It is indicated that this might be around 30%, although this is not mandatory.

B4. Local Contribution & Third Party Funding : Please provide information on the following questions (max 100 words on items a and b):

a) Provide an outline of all non-DfT funding contributions to the project costs, the level of commitment, and when the contributions will become available.

The intention is to deliver Queensgate in 2018/19 and Cross Church Street in 2019/20.

b) List any other funding applications you have made for this project or variants thereof and the outcome of these applications, including any reasons for rejection.

None

B5. Economic Case

This section should set out the range of impacts – both beneficial and adverse – of the project. The scope of information requested (and in the supporting annexes) will vary, including according to whether the application is for a small or large project.

This section is in line with the guidance for small project bids (i.e. DfT contribution of less than £5m)

The appraisal of the Getting Huddersfield to Work scheme has been undertaken using a spreadsheet approach aligned to that in TUBA. It takes in estimates of benefits / dis-benefits in terms of time etc. and converts these into monetary values and discounts these over the standard 60 year appraisal period. This spreadsheet makes the following assumptions:

**Users will be split by journey purposes in line with values in WebTAG.
Vehicle occupancy will be in line with values provided in WebTAG.**

The scheme was judged to have three main sources of benefit:

**Journey time savings for vehicles
Journey time savings for pedestrians crossing Queensgate (at the Zetland Street junction)
Accident Savings**

The scheme has been appraised and the following monetised economic benefits have been calculated:

Highway journey Time Savings	£4,630,000
Pedestrian Time Savings	£1,950,000
Accident Savings	£808,000

Total Benefits (PVB)	£7,388,000
PVC	£2,620,000
NPV	£4,768,000
BCR	2.8

The scheme costs have been calculated at £3.215 million.

The key risks and uncertainties are as follows:

Pedestrian benefits –The assessment of this was based on small amount of observed data and assumptions around the level of pedestrian activity outside University term time. A moderate level of uncertainty therefore exists around the benefits estimated from these. There is a risk that benefits are over stated but there is an equal risk that they are understated as a conservative estimate of pedestrian activity outside of University term time has been made.

Accident Saving – Assumed 10% saving. Around half of the benefits come from saving the two accidents on Cross Church Street. These are fairly certain. The other half of the benefits comes from the 10% and are therefore uncertain but the value could equally be higher as well as lower.

Modelling of the scheme has been undertaken using a base year 2015 Transyt 13 traffic model. Traffic flow checks undertaken during model build show that vehicle flows along the modelled sections are very similar to present day. **Annex 5** shows the Transyt network diagrams. Strat-e-gis congestion data has been used to validate the cruise speed values in the model. Cruise Speeds have been set based on the mean speeds for the period 10pm and 6am provided by Strat-e-gis. Further information on data sources used to build the model is provided in **Annex 5**.

Has a **Project Impacts Pro Forma** been appended? Yes No N/A
Annex 6.

Has a description of data sources / forecasts been appended? Yes No N/A
 Has an **Appraisal Summary Table** been appended? Yes No N/A
Annex 7.

B6 Economic Case: For all bids the following questions relating to **desirable criteria** should be answered.

Please describe the air quality situation in the area where the project will be implemented by answering the three questions below.

i) Has Defra’s national air quality assessment, as reported to the EU Commission, identified and/or projected an exceedance in the area where the project will be implemented?

Yes No

ii) Is there one or more Air Quality Management Areas (AQMAS) in the area where the project will be implemented? AQMAS must have been declared on or before the 31 March 2017

Yes No

iii) What is the project’s impact on local air quality?

Positive Neutral Negative

There will be small local air quality improvement on Cross Church Street due to removing 95% of vehicles from using the street (as a direct result of pedestrianisation). The following reductions of particulate matter and nitrogen oxide levels have been calculated:

**9.4kg per year reduction of NOx
1.1kg per year reduction of PM10
0.65kg per year reduction of PM2.5**

iv) Does the project promoter incentivise skills development through its supply chain?

Yes No N/A

Kirklees Council is adopting the WYCA & LCR LEP Good Growth through Procurement Policy. This policy entails maximising the local benefits from physical development projects we invest in through in terms of supply chain opportunities, employment, apprenticeship and traineeship, skills development and training and engagement with schools, colleges and universities. LCR recognises development projects can be an important source of local employment and training opportunities and as such Kirklees Council will make full use of policy levers in procurement and planning to maximise those opportunities.

B7. Management Case - Delivery (Essential)

Deliverability is one of the essential criteria for this Fund and as such any bid should set out, with a limit of 100 words for each of a) to b)., any necessary statutory procedures that are needed before it can be constructed.

a) A project plan (typically summarised in Gantt chart form) with milestones should be included, covering the period from submission of the bid to project completion.

Has a project plan been appended to your bid? Yes No

A project plan in Gantt chart form is appended as **Annex 8. The project start date is October 2017. This is dependant on the NPIF bid for Getting Huddersfield to Work being successful and awarded. The estimated opening date is the end of December 2019.**

b) If delivery of the project is dependent on land acquisition, please include a letter from the respective land owner(s) to demonstrate that arrangements are in place to secure the land to enable the authority to meet its construction milestones.

Has a letter relating to land acquisition been appended? Yes No N/A

There is no requirement for land.

c) Please provide in Table C summary details of your construction milestones (at least one but no more than 6) between start and completion of works:

Table C: Construction milestones

	Estimated Date
Start of works	02/10/2017
Start of Construction	06/11/2018
Opening date	31/12/2019
Completion of works (if different)	

Note: The start of the works is the assumed award date of NPIF

d) Please list any major transport projects costing over £5m in the last 5 years which the authority has delivered, including details of whether these were completed to time and budget (and if not, whether there were any mitigating circumstances)

Kirklees Council has not delivered a major transport project costing over £5m in the last 5 years. However in the same period we have delivered a number of ‘small projects’ (£2million plus) all of which have been delivered on time and to budget

**Ainley Top A629 Halifax Road
Queensgate/Chapel Hill
Lindley Moor Development**

B8. Management Case – Statutory Powers and Consents (Essential)

a) Please list if applicable, each power / consent etc. already obtained, details of date acquired, challenge period (if applicable), date of expiry of powers and conditions attached to them. Any key dates should be referenced in your project plan.

None

b) Please list if applicable any outstanding statutory powers / consents etc. including the timetable for obtaining them.

Under the Highways Act 1980 Section 41 Kirklees Council has a duty to maintain both Queensgate and Cross Church Street at public expense.

The scheme will require a number of Traffic Regulation Orders (TROs) to be promoted, these are

On average, a Traffic Regulation Order in Kirklees will take between 9 to 12 months from design to implementation. Once Project Start Approval has been given for the scheme the TRO process will commence.

B9. Management Case – Governance (Essential)

Kirklees Council already has a Programme Management Board set up to manage major projects. Its functions are to

- Lead on the strategic management of the project;
- Make executive decisions regarding development and delivery of the projects within the programme;
- Identify and allocate appropriate resources to ensure the timely delivery of each scheme;
- Agree budget and programme requirements needed to develop component projects;
- Approve and monitor project deliverables;
- Agree and review project tolerances;
- Advise on Risks and Issues; and
- Provide a formal structure for coordinating the administration of funds.

The overarching responsibility for delivery Getting Huddersfield to Work will sit within the remit of the Operations Manager, whose team members have significant experience managing partnership projects. An experienced Senior Officer will be appointed to manage the project.

A specified finance manager will be assigned to the project. Procurement expertise will be built in for the implementation phase to ensure that procurement carried out is fully compliant with all regulatory. The Project Manager in conjunction with his team will be responsible for contract management and the day-to-day coordination, management and administration of the project; production of claims; relationship management with any procured providers; and monitoring finances and outcomes.

B10. Management Case - Risk Management (Essential)

All projects will be expected to undertake a Quantified Risk Assessment (QRA) and a Risk Register should be included. Both should be proportionate to the nature and complexity of the project. A Risk Management Strategy should be developed that outlines how risks will be managed.

Please ensure that in the risk / QRA cost that you have not included any risks associated with ongoing operational costs and have used the P50 value.

Has a QRA been appended to your bid? (**Annex 9**) Yes No

Has a Risk Management Strategy been appended to your bid? Yes No
(**Annex 10**).

Please provide evidence on the following points (where applicable) with a limit of 50 words for each:

a) What risk allowance has been applied to the project cost?

The total risk allowance (most likely) applied to the project cost is £890,000

b) How will cost overruns be dealt with?

As referred above the work will be tendered under New Engineering Council (NEC) 3 suite of documents which has mechanisms to deal with cost overruns including

penalties and pain/gain provisions.

c) What are the main risks to project timescales and what impact this will have on cost?

The main risks are

(1) Generic acceptability of the proposals to the public and stakeholders

**Impact level - Minimum impact on cost
Control - Within budget contingencies**

(2) The failure of the Contractor

**Impact level - High impact on cost
Control - Contract documentation will include articles to deal with issues around contractor failure or performance issues (Guarantee and Indemnity)**

(3) Construction delays

**Impact level - Medium impact on cost
Control - NEC 3 has mechanisms to deal with cost overruns including penalties and pain / gain provisions.**

B11. Management Case - Stakeholder Management (Essential)

The bid should demonstrate that the key stakeholders and their interests have been identified and considered as appropriate. These could include other local authorities, the Highways England, statutory consultees, landowners, transport operators, local residents, utilities companies etc. This is particularly important in respect of any bids related to structures that may require support of Network Rail and, possibly, train operating company(ies).

a) Please provide a summary in no more than 100 words of your strategy for managing stakeholders, with details of the key stakeholders together with a brief analysis of their influences and interests.

The strategy for stakeholder engagement is in 3 stages:

Stage 1

Development Phase - Early initial engagement with local decision makers, statutory undertakers and transport operators to ensure that the scheme has key stakeholders in this scheme.

Stage 2

Pre-Construction Phase - This stage would involve feeding back to stakeholders the final scheme, and we will commence early engagement with transport operators, businesses and emergency services to ensure continuity during construction. In addition engagement on traffic management plans would begin as appropriate.

Stage 3

Construction Stage and Post Construction Stage

This would involve ongoing engagement with businesses, emergency services and transport operators to continue to ensure continuity of service.

b) Can the project be considered as controversial in any way? Yes No
If yes, please provide a brief summary in no more than 100 words

c) Have there been any external campaigns either supporting or opposing the project?

Yes No

If yes, please provide a brief summary (in no more than 100 words)

d) For large projects only please also provide a Stakeholder Analysis and append this to your application.

Has a Stakeholder Analysis been appended? Yes No N/A

e) For large projects only please provide a Communications Plan with details of the level of engagement required (depending on their interests and influence), and a description of how and by what means they will be engaged with.

Has a Communications Plan been appended? Yes No N/A

B12. Management Case – Local MP support (Desirable)

e) Does this proposal have the support of the local MP(s); Yes No

B13. Management Case - Assurance (Essential)

We will require Section 151 Officer confirmation (Section D) that adequate assurance systems are in place.

Additionally, for large projects please provide evidence of an integrated assurance and approval plan. This should include details of planned health checks or gateway reviews.

SECTION C – Monitoring, Evaluation and Benefits Realisation

C2. Please set out, in no more than 100 words, how you plan to measure and report on the benefits of this project, alongside any other outcomes and impacts of the project.

Getting Huddersfield to Work is a scheme that delivers improvements to


**Pedestrian and Cycling
Public Transport/Bus Stops
Highway Junctions
Public Realm**


Measures

**What: Observe numbers of pedestrians/cyclists in the project area.
When: Pre scheme implementation and 1 year post implementation.**

What:	Measure traffic flows on Cross Church Street and Queensgate to analyse volumes and variations in journey times.
When:	Pre scheme implementation and 1 year post implementation.
What:	Assess reduction in road traffic accidents.
When:	Annually.
What:	Qualitative feedback from businesses located in the project area on the viability and attractiveness of the business environment.
When:	Post scheme implementation.

SECTION D: Declarations

D1. Senior Responsible Owner Declaration	
As Senior Responsible Owner for [<i>project name</i>] I hereby submit this request for approval to DfT on behalf of [<i>name of authority</i>] and confirm that I have the necessary authority to do so.	
I confirm that [<i>name of authority</i>] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.	
Name: Simon Taylor	Signed:
Position: Head of Strategic Investment	

D2. Section 151 Officer Declaration	
As Section 151 Officer for [<i>name of authority</i>] I declare that the project cost estimates quoted in this bid are accurate to the best of my knowledge and that [<i>name of authority</i>]	
<ul style="list-style-type: none"> - has allocated sufficient budget to deliver this project on the basis of its proposed funding contribution - accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties - accepts responsibility for meeting any ongoing revenue requirements in relation to the project - accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided for this bid in 2020/21. - confirms that the authority has the necessary governance / assurance arrangements in place and, for smaller project bids, the authority can provide, if required, evidence of a stakeholder analysis and communications plan in place - confirms that if required a procurement strategy for the project is in place, is legally compliant and is likely to achieve the best value for money outcome 	
Name:	Signed:
Debbie Hogg	

HAVE YOU INCLUDED THE FOLLOWING WITH YOUR BID?

Combined Authority multiple bid ranking note	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Map showing location of the project and its wider context	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Combined Authority support letter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A

LEP support letter	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Housebuilder / developer evidence letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Land acquisition letter (if applicable)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Projects impact pro forma (must be a separate MS Excel)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Appraisal summary table	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Project plan/Gantt chart	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A