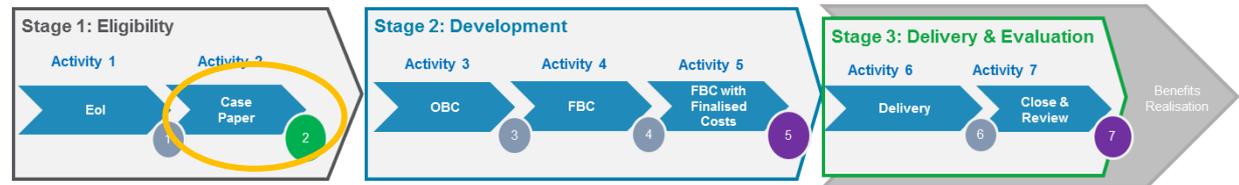


Scheme Summary

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| Name of Scheme: | Gateway to Huddersfield – Phase 1 |
| PMO Scheme Code: | CFP-001 |
| Lead Organisation: | Kirklees Council |
| Senior Responsible Officer: | Keith Bloomfield, Kirklees Council |
| Lead Promoter Contact: | Peter Steniulis, Kirklees Council |
| Case Officer: | Tom Murphy, Combined Authority |
| Applicable Funding Stream(s) – Grant or Loan: | West Yorkshire plus Transport Fund (Grant) |
| Growth Fund Priority Area (if applicable): | Priority 4 – Infrastructure for Growth |
| Approvals to Date: | None |
| Forecasted Full Approval Date (Decision Point 5): | April 2019 |
| Forecasted Completion Date (Decision Point 6): | March 2021 |
| Total Scheme Cost (£): | £5.55 million |
| Combined Authority Funding (£): | £5.05 million – West Yorkshire plus Transport Fund |
| Total other public sector investment (£): | £500,000 – Kirklees Council Capital Funding |
| Total other private sector investment (£): | £0 |
| Is this a standalone Project? | No – However this summary only relates to phase 1 of the scheme |
| Is this a Programme? | No |
| Is this Project part of an agreed Programme? | No |

Current Assurance Process Activity:



Scheme Description:

The Gateway to Huddersfield project covers the rail station and its environs, including a large former railway goods shed and station goods yard (now St George's Warehouse and its surface car park respectively), a Maintenance Delivery Unit (MDU) and highways to the north and west, and St George's Square to the east. The boundary of the project is shown on plan 1 (appendix B).

Huddersfield rail station is a key transport hub within West Yorkshire providing linkages to the business centres of Leeds and Manchester, York, Liverpool and the North East.

Gateway to Huddersfield will see the regeneration of the rail station and its environs. Phase 1 of the project would provide:

- Additional eastern entrances (to provide better passenger access);
- Improvements to existing highway (to facilitate better journeys); and
- Creation of a taxi hub off St George's Square and re-modelling of space vacated (public realm upgrade).
- Land assembly (to deliver later phases of project).

Later phases of the project could include some or all of the following elements:

- Provision of parking (multi-storey and surface) at St George's Warehouse;
- Subway extension with new western entrance to link the station with the Warehouse site;
- External stair/lift tower to connect the parking to the town centre (public right of way);
- Alterations to rail tracks, signalling and existing station platforms; and
- New station platform.

Business Case Summary:

Strategic Case

The project forms part of the West Yorkshire Plus Transport Fund Programme which aims to deliver Priority 4 of the Strategic Economic Plan (SEP), Infrastructure for Growth. This project makes a direct contribution to achieving this goal through improvements to the existing rail station and highway arrangements. The project would also indirectly contribute to Priority 1 – Growing Business, and Priority 2 – Skilled People, Better Jobs through delivery of phase 2 which would facilitate the development of high quality office space in an existing listed building.

Huddersfield is identified as an Urban Growth Centre spatial priority area in the SEP and this project will contribute to growth in a key location within Huddersfield town centre.

The project will also deliver regeneration benefits that align with the Kirklees Local Plan, specifically strategic objective 9 which seeks to "promote the re-use of existing buildings and the use of brownfield land to

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| | meet development needs and support the regeneration of areas”. |
| Commercial Case | <p>In respect of the station improvements, Huddersfield station experienced a 44% increase in passenger entries and exits between 2005 and 2014. Forecasts suggest the station will experience a further 33% growth in generated journeys by 2024 and over 60% more by 2035. Three sets of doors within the central portico block currently provide the only points of entrance/exit between the station and St George’s Square to the east. Beyond the entrance/ticket hall, just three further doors lead to platforms 1-2 and the stairs and lift to the subway which connects with the island platforms (4-8). These points of entry/exit become congested at peak times.</p> <p>In terms of car parking demand, estimates from 2015 suggested a need for 540 parking spaces at the station, increasing to 850-1,000 spaces by 2035. Currently the station provides 54 spaces, plus 220 temporary spaces on nearby site at St George’s warehouse/</p> <p>A procurement route is yet to be identified and will be established during development of the Outline Business Case.</p> |
| Economic Case | <p>The economic case is still to be developed.</p> <p>Previous works established a potential to generate journey time savings for existing rail passengers who park close to the station. The proposed parking at St George’s Warehouse with link to the station could generate approximately three minutes of journey time savings.</p> |
| Financial Case | <p>Phase 1 of the Gateway to Huddersfield project has come forward from Call for Projects seeking Combined Authority funding.</p> <p>In October 2015 the Huddersfield Station Gateway project was mandated with a budget of £50,000 from the West Yorkshire plus Transport Fund. The outputs from this work have informed the development of this Expression of Interest.</p> <p>The project delivery costs total £5.550m. These are based on design and feasibility work completed to date (£50,000), upcoming development costs, delivery costs and land assembly. A further £5.000m is sought from the Combined Authority, with £500,000 being contributed by Kirklees Council.</p> |
| Management Case | <p>Kirklees Council is the scheme promoter and is leading on the overall programme and project management of the scheme. A project team is in place and documents submitted with the expression of interest evidence previous stakeholder involvement in the development of the project.</p> <p>A programme and project board is in place to oversee the delivery of the project within approved tolerances.</p> |

