

Section A: Package Summary

Name of Package:	Dewsbury–Batley–Tingley Sustainable Travel Corridor (previously known as TCF Scheme 17 – North Kirklees to Leeds)
Location of Package:	A652 / B6124 / A653 between Dewsbury and Tingley via Soothill, Kirklees.
PMA Code:	DFT-TCF-017
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Angela Blake, Kirklees Council
Lead Promoter Contact:	Keith Bloomfield, Kirklees Council
Combined Authority Lead/ Programme Manager:	Fiona Limb – TCF Programme Manager
Case Officer:	Ian McNichol, West Yorkshire Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund – Grant
Growth Fund Priority Area (if applicable):	Priority 4 - Infrastructure for Growth
Combined Authority approvals to date:	DP1 - 3 October 2019
Forecasted Completion Date	September 2022
Total package Cost for the preferred way forward (£):	£6 million
WYCA Funding (£):	£6 million
Total other public sector investment (£):	£0
Total other private sector investment (£):	£0

A.1 Package Description

The Dewsbury-Batley-Tingley Corridor scheme runs through the centre of the 'North Kirklees Growth Zone', a Strategic Economic Plan Spatial Priority area between Batley and Tingley, and presents an opportunity to promote sustainable transport options in the catchments. Regionally, this is an area of significant housing and employment including Chidswell (1,800 jobs/1,500 homes), Dewsbury Colleges and expanding sites at White Rose and Capitol Park (3,000 new/safeguarded jobs).

This TCF Package will implement a series of bus, cycle and footway improvements to overcome access and cost barriers, and reverse reliance on the private car. In addition to these localised improvements, the scheme will contribute to the overall TCF vision: 'Connecting people to economic and education opportunities through affordable, sustainable transport, boosting productivity and helping to create cleaner, healthier and happier communities for the future'.

The current transport challenges experienced along the corridor are:

- Unreliable bus services, which often suffers long journey times
- Safety and poor information display at bus stops
- Poor walking and cycling routes which discourages sustainable travel; and
- Significant planned housing and employment growth which will lead to increased travel demand

Through the scheme, bus priority measures will be introduced to improve reliability and customer experience, encouraging more people to use bus services. Accessibility to bus stops will also be enhanced through improved footpaths and crossing infrastructure, which will also promote more local journeys by walking.

This will be complemented by a range of improvements to the cycle network, including cycle lane provision and junction modifications to prioritise cyclists and pedestrians. Reconfiguration of the B6124/ A653 Junction will be key to provide capacity and safety for active mode trips between Chidswell, Batley, Leeds and local housing sites.

A.2 Business Case Summary

Strategic Case

The Batley-Chidswell-Tingley corridor is a key route providing connectivity between North Kirklees and Leeds. North Kirklees has been identified as a Spatial Priority area for Housing Growth in the Leeds City Region Strategic Economic Plan (SEP), providing 5,000 new homes around Dewsbury. Chidswell, in Kirklees, and Staithgate Lane, in South Bradford, are specified Employment Growth Areas in the Leeds City Region SEP, both falling within the catchment of the TCF Corridor. Several 'Employment Priority Areas' and housing sites in the Corridor are identified in Kirklees Local Plan.

Many of the footpaths long the Batley –Chidswell –Tingley Corridor are deeply substandard in their width, surfacing, continuity, inhibit local journeys on foot and access to bus stops along the corridor. Furthermore, the Chidswell development will place significant demand on the B6124 and B6128 routes towards the site, as well as on the A653 main road between Dewsbury and Leeds. The Batley –Chidswell -Tingley corridor scheme will result in an improvement to bus services, improving journey times and reliability. In addition, the scheme will transform the sustainable transport offer for pedestrians and cyclists, delivering new and improved footpaths and cycle routes, positively impacting air quality. It will also facilitate the delivery of local housing and employment developments as part of the North Kirklees Growth Zone (NKGZ), whilst providing better connectivity to education and employment opportunities across the wider City Region.

Economic Case

Based on the wider Transforming Cities Fund (TCF) objectives, a set of seven scheme objectives have been developed. A series of potential corridor interventions derived from site observations, analysis of available data, local knowledge (Kirklees Council officers and WSP), substantial experience of similar corridors and engineering judgement has been developed to generate a long list. This has then been appraised using a Multi-Criteria Appraisal Tool (MCAT) to score the schemes against objectives. Using the output from the MCAT as a guide, a short list of options has been developed.

Commercial Case

Kirklees Council, supported by their technical partners, have significant experience in the development, design, construction and management of strategic highway and corridor improvement schemes in the Kirklees district. The expertise demonstrated in the management and delivery of such transport schemes provides reassurance that Kirklees Council are well placed to deliver the facilities, and their commercial procurement and delivery on time and within budget.

Furthermore, from Kirklees Council's experience in the delivery of recent transport projects, it is evident there is a healthy appetite in the construction industry across the district for infrastructure schemes of this type and therefore Kirklees Council do not anticipate any issues with the ability of the market to provide the required outputs. A separate procurement exercise is being undertaken at the wider TCF programme level to consider routes to implementation.

The scheme elements that make up the shortlisted options do not include any specialist or niche requirements and therefore, skills within the market are sufficient to be able to deliver the scheme.

Through the appointment of a Strategic Development Partner, the Combined Authority is providing districts with the resource and expertise to support them in developing the scheme designs and moving through the Gateway process. The Combined Authority will continue to develop this support through further guidance and programme management of procurement, risk, consultation etc.

Financial Case

As a transport improvement scheme, Kirklees Council has applied for full funding from the Department for Transport's (DFT) Transforming Cities Fund (TCF) and are progressing the scheme through the Combined Authority's Assurance Process.

The shortlisted options for the project have indicative costs attached. For business as usual there would be no cost, as this is the 'do nothing' approach, leaving the corridor without any improvements. The less ambitious approach is £3 million which represents a reduced scope of the preferred way forward which totals £6 million. If only part of the TCF funding is available, the scheme would need to be reduced in scope and/or capital funding sought from other funding sources. Given the scale and cost, the do something (Preferred Way Forward) option could only be taken forward with TCF funding. The do maximum scheme is not considered deliverable within the TCF programme and funding constraints.

Management Case

A Programme Board has been established, providing strategic and monitoring oversight of the TCF Programme. The Portfolio Board will manage the risk and contingency budget for the programme and have a mechanism for transferring funding between thematic programmes if necessary. The Programme Board includes a senior representative from all partners within the programme.

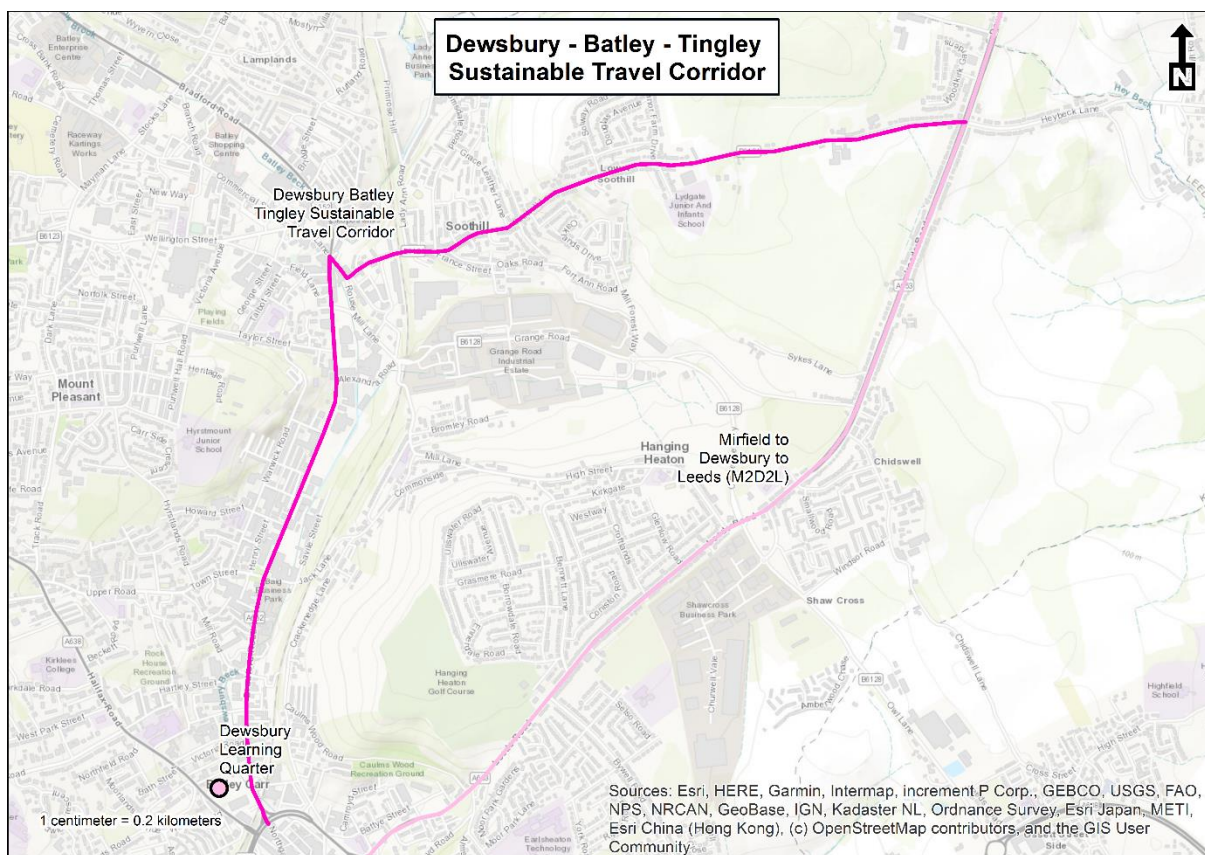
The individual schemes within the packages will be grouped into thematic programme boards that will focus on the delivery of similar schemes with common objectives and outcomes, allowing for a coherent and consistent approach. All programme boards will include representation from the Combined Authority, partner council officers for each scheme, as well as, where relevant,

representation from the bus and rail operators. Each programme board will report to the Portfolio Board.

Whilst any stakeholder engagement events for the Batley - Chidswell -Tingley Corridor scheme are yet to have been held, public consultation and engagement is planned as the scheme develops. These events will be held as the options are further developed and progressed beyond SOC into OBC through the feasibility design stage, in order to seek views and inputs to the proposed scheme. The scheme has been subject to internal consultation within Kirklees Council and briefings with lead members, who have approved submission of business case documents.

Location map:

The following location map shows the location of the Dewsbury–Batley–Tingley Sustainable Travel Corridor Scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>