

Section A: Package Summary

Name of Package:	Connecting employment and skills centres in Dewsbury/Active and Sustainable Travel in Dewsbury
Location of Package:	Dewsbury Town Centre
PMA Code:	To be confirmed
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Richard Hollinson, Kirklees Council
Lead Promoter Contact:	Keith Bloomfield, Kirklees Council
Combined Authority Lead/ Programme Manager:	Fiona Limb
Case Officer:	Ian McNichol / Alpha Thiam
Applicable Funding Stream(s) – Grant or Loan:	Transforming Cities Fund (TCF)
Growth Fund Priority Area (if applicable):	Priority 3 – Clean energy and environmental resilience Priority 4 – Infrastructure for growth
Combined Authority approvals to date:	Decision point 1 (Strategic Assessment) – 25 September 2019
Forecasted Completion Date	31 st March 2023 (completion on site)
Total package Cost for the preferred way forward (£):	£18 million - £19.6 million
WYCA Funding (£):	£16 million
Total other public sector investment (£):	TBC
Total other private sector investment (£):	TBC

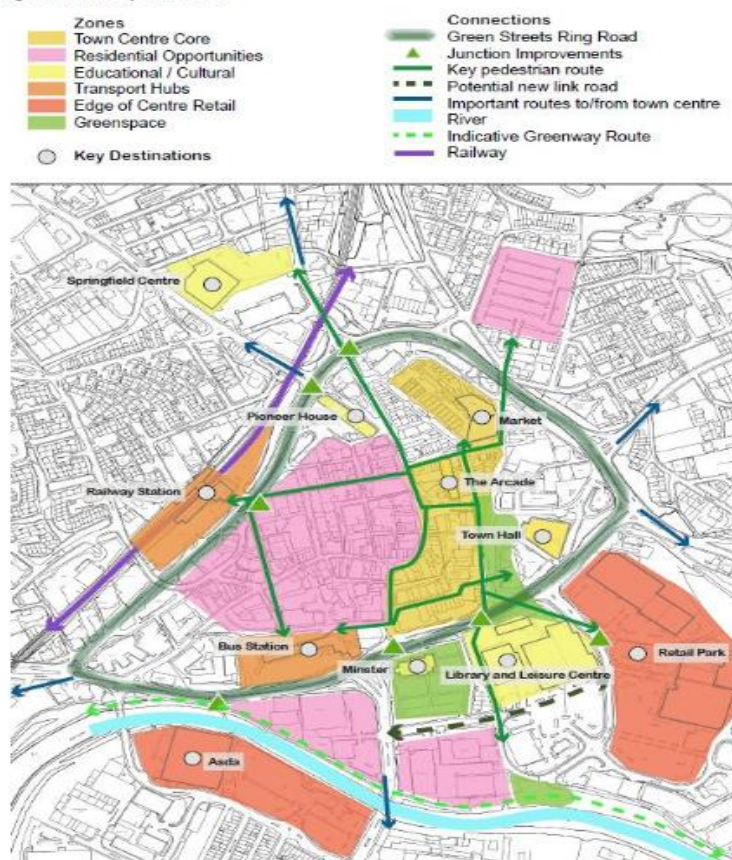
A.1 Package Description

This package will improve customer experience for passengers travelling through the redevelopment of Dewsbury bus station, transforming facilities and improving user safety and amenity. It will also provide improved pedestrian and cycling routes across the town for those accessing education and employment in Dewsbury town centre through delivering:

- refurbishment of the bus station and surrounding area
- reduced journey times for buses
- a direct pedestrian link across Dewsbury Ring Road to provide better access to the bus station from Kirklees College.
- Re-design of cycle facilities and junctions to improve journey reliability for bus, and improve routes for cycling and walking in the town and on the Ring Road

The scheme will be funded from the Transforming Cities Fund.

Figure 1: Dewsbury Town Centre



A.2 Business Case Summary

Strategic Case

The scheme has strategic fit with the relevant national, regional and local policies, plans and strategies.

Dewsbury has a number of communities ranked in the 10% most deprived in England. Despite being well connected to Leeds, Huddersfield and Manchester via the Trans Pennine Rail Route, local connections to/from and within the town centre is poor. This poor transport connections act as a significant barrier to employment for many residents, particularly those in low income neighbourhoods, many of whom do not have access to a car. Due to the existing transport challenges, many of the communities in Dewsbury remain disconnected from employment, skills and leisure opportunities.

Dewsbury is located at the heart of the North Kirklees Growth Zone (NKGZ), a Spatial Priority area for Housing Growth in the Leeds City Region Strategic Economic Plan, set to deliver 5,000 new homes around Dewsbury. The existing transport issues, including poor connectivity and accessibility, risk eroding the ability for the new homes in the Local Plan to be released.

The Dewsbury Town centre TCF package will result in better access to, and connectivity between Dewsbury Bus Station and Railway Station, thereby enhancing connectivity across the wider public transport network and encouraging increased uptake of bus and rail and reducing reliance on the private vehicle. In addition, the scheme will transform the sustainable transport offer for pedestrians and cyclists, delivering new and improved active mode infrastructure, positively impacting air quality

Economic Case

Based on the wider TCF objectives, a set of six scheme objectives have been developed. A series of potential interventions derived from site observations, analysis of available data, local knowledge, 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.

A full modelling appraisal will be undertaken at OBC stage to capture the wider impact. This is likely to include, benefits arising from improvements to public realm as well as the potential for cost savings resulting from an increase in energy efficiency through the regeneration of Dewsbury Bus Station.

The scheme should also provide revenue benefits from regenerated retail floorspace in Dewsbury Bus Station and the likely generation of additional jobs.

There will also be productivity benefits resulting from the increased efficiency and accessibility of the transport system which enables more people to access education and employment.

Air quality benefits will be achieved through a reduction in traffic levels and sustainable mode shift. There may also be a reduction in CO2 emissions due to the energy efficient and carbon-neutral measures proposed as part of Bus Station regeneration, including electric charging points for buses.

Finally, there will be social inclusion benefits through connecting more people to opportunities and opening up access to jobs, services and the wider economy.

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 West Yorkshire Combined Authority have recent experience of developing new bus and refurbished bus hubs / stations. The expertise demonstrated in the management and delivery of these transport schemes provides reassurance that Kirklees Council and the Combined Authority 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 appetite in the construction industry across the district for infrastructure schemes of this type (i.e. highway works).

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 partner councils with the resource and expertise to support them in developing the scheme designs. The Combined Authority will continue to develop this support through further guidance and programme management of procurement, risk, consultation etc.

Financial Case

The anticipated costs of each component of the package are as follows:

- Dewsbury Bus Station replacement and Aldams Road link: £11.6 million
- Halifax Rd/Bradford Rd/Ring Road Sustainable Travel reconfiguration: £3.9 million
- Walk/Cycle Way Bradford Rd to Leeds Rd: £1 million
- Town Centre Walking Route transformations: £3 million

The total cost for the Active and Sustainable Travel in Dewsbury scheme under the High TCF investment scenario is £19.5 million. This is against a TCF funding allocation of £16 million and local contribution of £2 million.

On top of the TCF funding, an additional £2 million of local match funding has been secured as a further contribution towards the bus station works. The preferred bus station scheme is a full rebuild, or failing that a significant refurbishment, however both of these options come with an existing funding gap. If that gap cannot be closed, then a reduced scope refurbishment scheme is proposed.

Management Case

A Programme Board for the TCF Programme has been established, providing strategic and monitoring oversight of the programme. The Portfolio Board will manage the risk and contingency budget for the programme, and also have a mechanism for transferring funding between thematic programmes if necessary. The Programme Board includes a senior representative from all partners to the bid. The individual schemes within the packages will be grouped into thematic programme boards that will focus on the delivery of similar types of scheme and intervention with common objectives and outcomes, allowing for a coherent and consistent approach. Each programme board will report to the Portfolio Board.

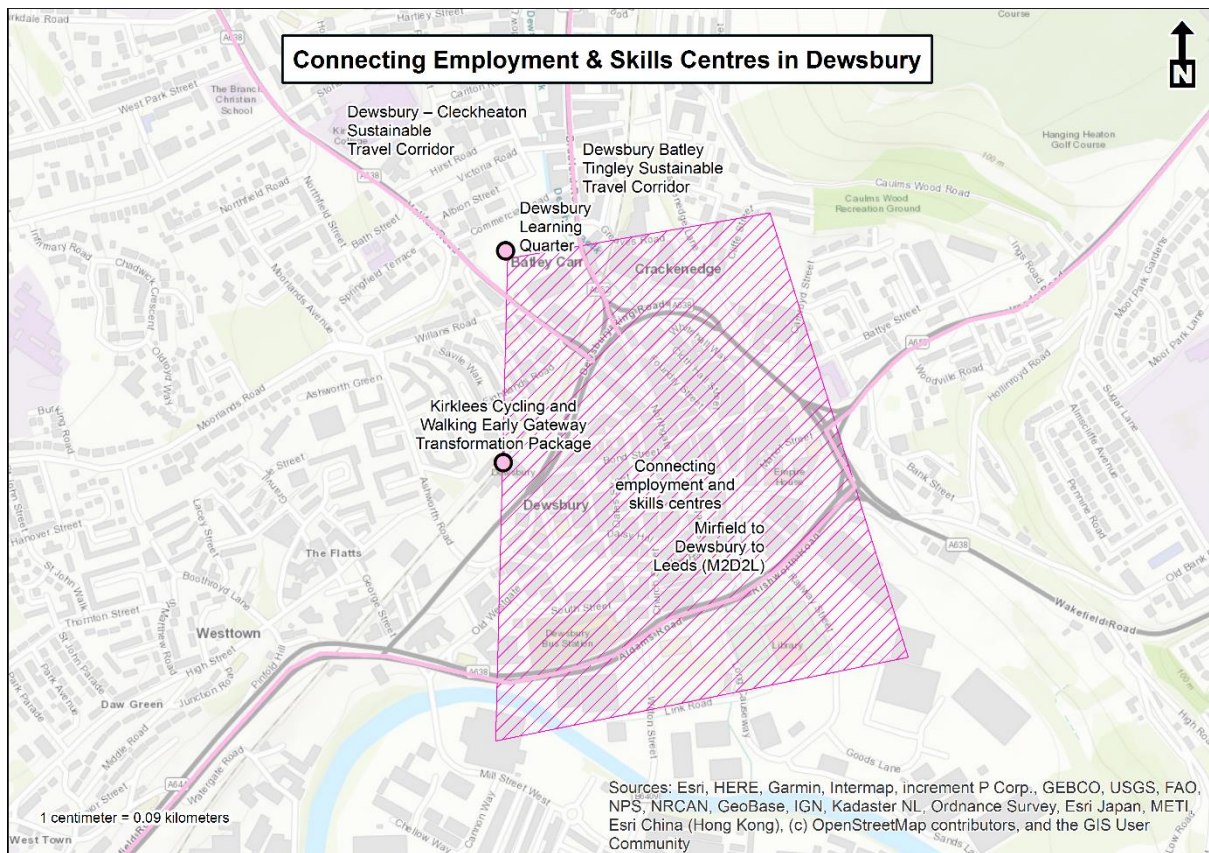
There is a strong linkage with emerging schemes within the Dewsbury Town Centre Investment Fund, which is informed by the Dewsbury Strategic Development Framework (SDF). The interventions planned within the TCF scheme are being tailored to deliver the regeneration theme within the SDF. Schemes within the Town Centre are geographically separate and capable of separate procurement routes and programme timescales. The Bus Station scheme will be led by Combined Authority and holds significant dependency with the bus service development and industry growth forecast for bus patronage in Dewsbury.

The Town Centre Walking Route transformations were informed by the stakeholder engagement previously undertaken as part of the Kirklees Local Cycling and Walking Investment Programme (LCWIP) development. The Dewsbury Bus Station element of the scheme was included within the public consultation undertaken for the Dewsbury Blueprint regeneration scheme, at the start of 2020.

Public consultation and engagement is planned as the scheme develops. These events will be held as the options are further developed.

Location map:

The following location map shows the location of the Connecting employment and skills centres in Dewsbury/Active and Sustainable Travel in Dewsbury 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/>