

## Section A: Package Summary

<b>Name of Package:</b>	<b>Dewsbury - Cleckheaton Sustainable Travel Corridor (A638)</b>
<b>Location of Package:</b>	<b>A638 Corridor between Dewsbury and Cleckheaton</b>
<b>PMA Code:</b>	To be confirmed
<b>Lead Organisation:</b>	Kirklees Council
<b>Senior Responsible Officer:</b>	Richard Hollinson, Kirklees Council
<b>Lead Promoter Contact:</b>	Keith Bloomfield, Kirklees Council
<b>Combined Authority Lead/ Programme Manager:</b>	Fiona Limb
<b>Case Officer:</b>	Ian McNichol / Alpha Thiam
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Transforming Cities Fund (TCF)
<b>Growth Fund Priority Area (if applicable):</b>	Priority 3 (Clean energy and environmental resilience) Priority 4 (Infrastructure for growth)
<b>Combined Authority approvals to date:</b>	Decision point 1 - September 2019
<b>Forecasted Completion Date</b>	March 2023
<b>Total package Cost for the preferred way forward (£):</b>	£16 million
<b>WYCA Funding (£):</b>	£16 million
<b>Total other public sector investment (£):</b>	TBC
<b>Total other private sector investment (£):</b>	TBC

A.1	<b>Package Description</b>
A.2	<b>Business Case Summary</b>
<b>Strategic Case</b>	
<p>The scheme has strategic fit with relevant national, regional and local policies, plans and strategies.</p> <p>The A638 Dewsbury to Cleckheaton corridor is a key route serving the main urban areas between north Dewsbury and Cleckheaton. The corridor suffers from poor air quality, significant congestion and accessibility challenges. This constrains access to employment and skills opportunities along the corridor and the opportunity for future growth.</p> <p>Dewsbury is at the heart of the North Kirklees Growth Zone (NKGZ) – a Housing Growth Area that will provide 5,000 new homes around Dewsbury. Chidswell in Kirklees District and Staithgate Lane in south Bradford are specified Employment Growth Areas in the Leeds City Region Strategic Economic Plan, both falling within the catchment of the TCF Corridor. The Chidswell development site will add around 1,800 jobs and 1,500 homes to the north-east Kirklees economic area within the current Local Plan period.</p> <p>The existing transport issues, including bus delays and long journey times, risk eroding the ability for the new homes in the Local Plan to be released. Unless there is a step change in infrastructure provision along the corridor, strategic employment growth at the Chidswell development site will be unlikely to be achieved.</p> <p>The A638 Dewsbury to Cleckheaton corridor scheme will result in an improvement to the bus service, improving bus journey times, waiting facilities and reliability, facilitating new services and higher frequencies. The scheme will make walking and cycling more attractive, improving air quality.</p>	
<b>Economic Case</b>	
<p>A series of potential schemes derived from site visits, analysis of available data, local knowledge, substantial experience of similar corridors and engineering judgement has been developed to generate a long list.</p> <p>This longlist was 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.</p> <p>A full review and additional appraisal will take place at the outline business case stage and it is fully expected to show significantly high benefits and a high value for money.</p>	
<b>Commercial Case</b>	
<p>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. In addition, the Combined Authority has recent experience in refurbishing and developing new bus hubs / stations, with the required expertise to manage and procure services.</p> <p>From Kirklees Council's experience in the delivery of recent transport projects, it is evident there is an appetite in the construction industry across the area 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.</p> <p>An 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</p>	

Authority is providing partner councils with the resource and expertise to support them in developing the scheme designs.

### Financial Case

The indicative costs for the shortlisted options are; business as usual costing £0; less ambitious costing £11 million; less ambitious costing £14 million; preferred way forward costing £16 million; and more ambitious costing £20 million with additional schemes highlighted along the corridor that do not currently have funding.

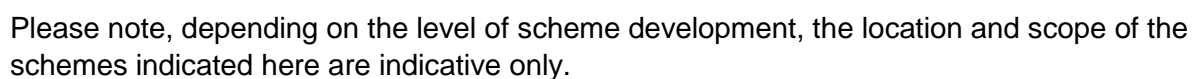
As a transport improvement scheme, Kirklees Council is applying for full TCF funding for the development of the Dewsbury - Cleckheaton Corridor package. If the transport improvement scheme does not go ahead, the transport benefits and associated impacts in enhancing bus accessibility, improving journey times and encouraging modal shift to more sustainable modes along the corridor cannot be achieved. If only part of the TCF funding is available, then the scheme would need to be reduced in scope and/or capital funding sought from other funds within Kirklees Council.

### Management Case

A Portfolio Board for the TCF Programme has been established, providing strategic and monitoring oversight of the programme. A Programme 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. 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.

Further stakeholder engagement workshops will be held as the scheme options are further developed and progressed beyond strategic outline case into outline business case through the feasibility design stage in order to seek views and inputs to the proposed scheme. Dialogue with key stakeholders such as bus operators, local Councillors, cycle groups, promoters of interfacing scheme has been ongoing and will be increased as part of the outline business case scoping and start of feasibility design. A Stakeholder Engagement Strategy will be developed to inform the feasibility design and outline business case development in parallel to the LCR TCF Programme Level Strategy.

The following location map shows the location of the Dewsbury – Cleckheaton Sustainable Travel Corridor (A638) scheme:



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/>