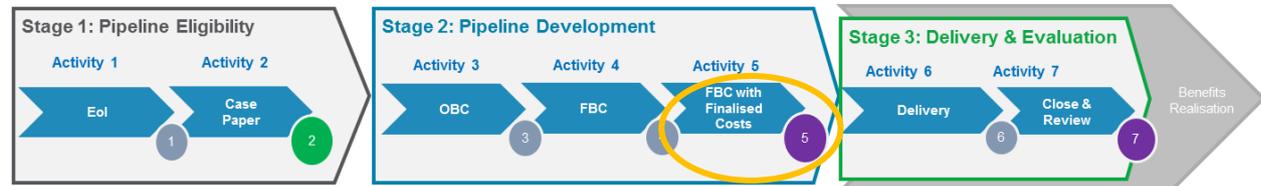


Section A: Scheme Summary

Name of scheme:	Mirfield to Dewsbury to Leeds (M2D2L)
PMO scheme code:	WYTF-PA4-017
Lead organisation:	Kirklees Council
Senior responsible officer:	Keith Bloomfield
Lead promoter contact:	Rob Stanley
Case officer:	Neil Johnson
Applicable funding stream(s) – Grant or Loan:	Grant
Growth Fund Priority Area (if applicable):	Infrastructure for Growth
Approvals to date:	DP2 (Case Paper): June 2019
Forecasted full approval date (decision point 5):	November 2021
Forecasted completion date (decision point 6):	March 2024
Total scheme cost (£):	£13.150 million
Combined Authority funding (£):	£12.650 million, of which <ul style="list-style-type: none"> • £12.5 million West Yorkshire plus Transport Fund • £0.15 million Emergency Active Travel Fund
Total other public sector investment (£):	£0.5 million Section 106 Planning Gain contribution
Total other private sector investment (£):	£0
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes. West Yorkshire Transport Fund (Kirklees District)

Current Assurance Process Activity:



Scheme Description:

The M2D2L scheme spans the area from west Mirfield, through Ravensthorpe and around Dewsbury Town Centre, extending northwards through Shawcross and Tingley on the A653 Leeds Road through Beeston (Ring Road / Dewsbury Road) into South Leeds.

The scheme will deliver highway, active travel (walking & cycling) and public transport (bus) based interventions to improve modal choice and the operational capacity of the network, reducing congestion levels, improving air quality, and facilitating economic growth. The scheme will also deliver public space enhancements, notably in Dewsbury Town Centre, supporting regeneration and quality of the local environment.

Business Case Summary:

Strategic Case

The Mirfield-Dewsbury-Leeds (M2D2L) corridor forms a key route running through the heart of West Yorkshire and serving a direct catchment of around 600,000 residents as well as several existing and planned major employment, retail and housing sites.

The proposed scheme will provide a series of transport interventions within the public highway to improve the operational performance of the network and encourage travel opportunities by walking, cycling, and bus, and a reduction in congestion levels to improve journey reliability, the local environment, and promote new developments.

The scheme outcomes support SEP Priority 4 'Infrastructure for Growth' and Priority 3 'Clean Energy & Environmental Resilience'.

Commercial Case

Kirklees and Leeds both have growing populations, with new housing and significant job growth planned to accommodate this. Improved connectivity through transport infrastructure improvements between housing, jobs and businesses will be essential for this growth to be realised.

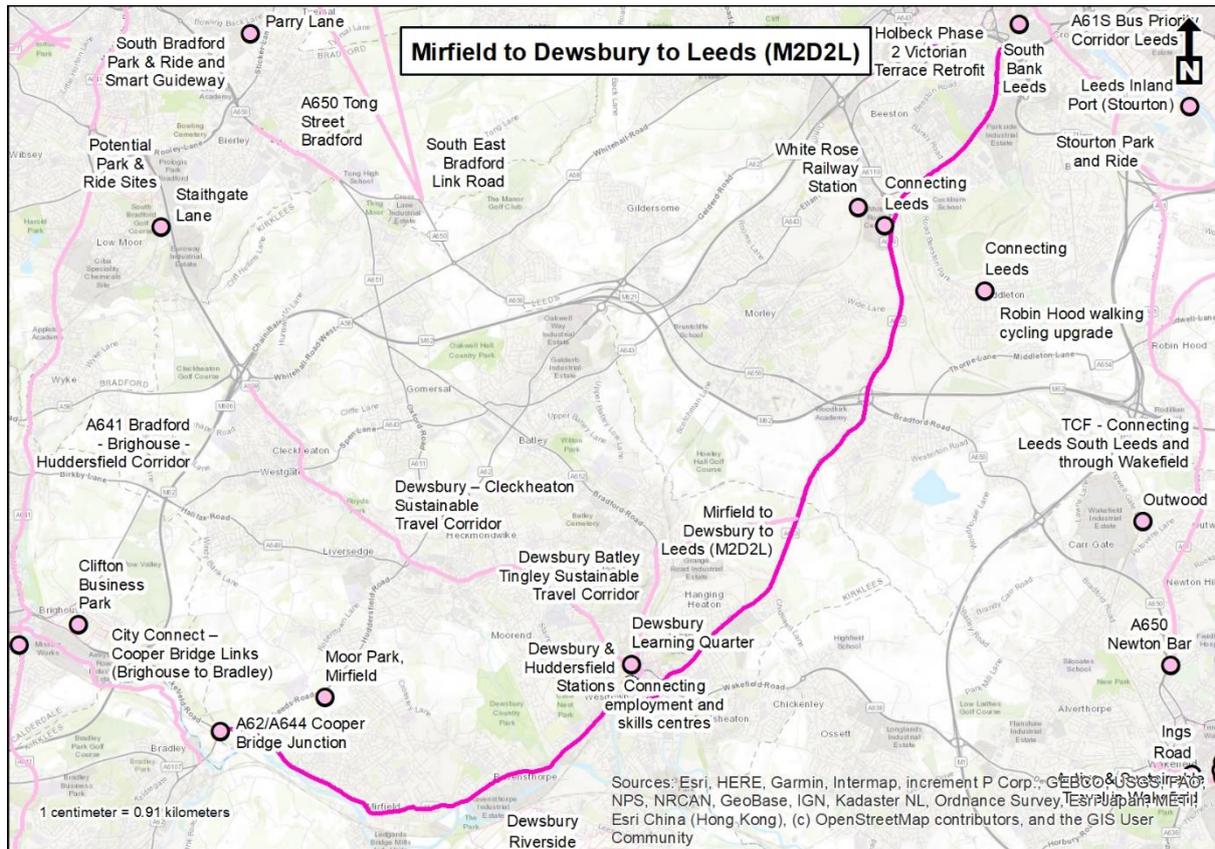
It is anticipated that the procurement of construction works by the two councils will follow separate procurement pathways. This will be determined at full business case stage but will be through one or more of the following:

- Kirklees Council's Direct Labour Organisation.
- Leeds City Council Term Highway Partner or Contractor Framework.

	YOR Civils Framework
Economic Case	The value for money assessment for the Preferred Option when assessed against the Department for Transport's value for money criteria places the M2D2L scheme in the Very High value for money classification. Further work to refine the scheme costs and benefits (Benefit to Cost Ratio) will be presented at full business case, including the additional costs and benefits should the scheme scope be increased.
Financial Case	The forecast scheme cost at outline business case is £13.15m. £12.50 million of this to be funded by the WY+TF, £0.50 million Section 106 contribution, and £0.15 million from Emergency Active Travel Fund. Appropriate allowance for risk, contingency, and inflation costs has been profiled.
Management Case	Kirklees Council will assume an overall project management role and hold ultimate responsibility for the development and delivery of the scheme, following the Combined Authority's Assurance Framework and PRINCE2 principles. Shared governance arrangements between Kirklees Council and Leeds City Council will continue through the Full Business Case stage. The project will then be split between the Districts for the construction phase. Construction is forecast to commence in March 2022, with Practical Completion by April 2024. A full Risk Register and Quantified Risk Assessment has been prepared at outline business case stage and will be updated for the full business case.

Location Map:

The following map shows the location of the M2D2L 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-regioninfrastructure-map/>