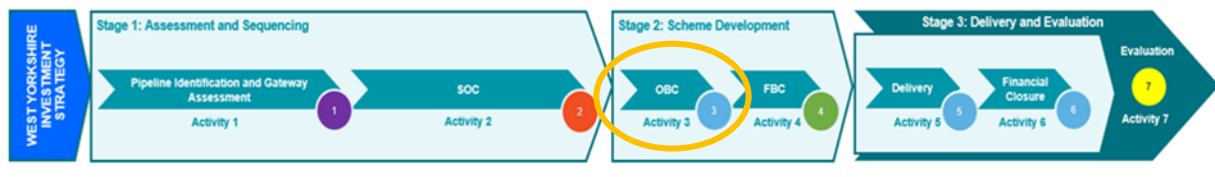


Section A: Scheme Summary

Name of scheme:	TCF Dewsbury Cleckheaton Sustainable Travel Corridor
Lead organisation:	Kirklees Council
Applicable funding stream(s) – Grant or Loan:	Transforming Cities Fund
Growth Fund Priority Area (if applicable):	SEF Priority 4 – Delivering 21 st century transport
Approvals to date:	Strategic Outline Case – September 2020 £951,500 of development funding has been approved to date.
Forecasted full approval date (decision point 4):	May 2023
Forecasted completion date (decision point 6):	September 2024
Total scheme cost (£):	£12,884,315
Combined Authority funding (£):	£12,354,253 Transforming Cities Fund (Tranche 2) £530,062 (Active Travel Fund awarded to Kirklees Council)
Total other public sector investment (£):	-
Total other private sector investment (£):	-
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	Yes – Transforming Cities Fund

Current Assurance Process Activity:



Scheme Description:

The scheme will provide infrastructure improvements to the A638 corridor which extends approximately 8.4 kilometres between Oakenshaw in the north, through Cleckheaton, Littleton and Heckmondwike to Dewsbury at the A638 junction between Halifax Road and Dewsbury Ring Road. The scheme will also provide infrastructure improvements to a section of the Spen Valley Greenway (SVG) and Spen Ringway (SV), an off-road walking and cycling route along the disused railway line from Ravensthorpe to Leeds.

The scheme aims to improve journeys for bus users, pedestrians, and cyclists between Heckmondwike and Cleckheaton town centres, with some additional minor improvements between Dewsbury and Heckmondwike and north of Cleckheaton. Closely aligned with planned improvements at Heckmondwike Bus Station, the scheme will encourage people to walk, cycle or use public transport and encourage a reduction in the use of private cars to reduce carbon emissions and improve local air quality.

The scheme will deliver several improvements including:

- A new 0.7km bus lane on the southbound approach of M62 Chain Bar roundabout
- A new 2.1km cycle lane between Cleckheaton and Heckmondwike town centres
- New signalised pedestrian crossings at key road junctions including Batley Road junction and Wakefield Road junction
- Widening and resurfacing of 8.5km of the Spen Valley Greenway and Spen Ringway
- New and improved lighting along the Spen Valley Greenway
- Landscaping and signage improvements at key locations along the corridor

As a result of the proposed interventions, the scheme aims to deliver the following benefits:

- Improvements to the quality and safety of pedestrian and cycle journeys
- Improvements to bus journey time reliability
- Increased use of walking, cycling and public transport options
- Reductions in transport user carbon emissions
- Improvements to local air quality

- Improvements to walking, cycling and public transport connections between local town centres and bus stations

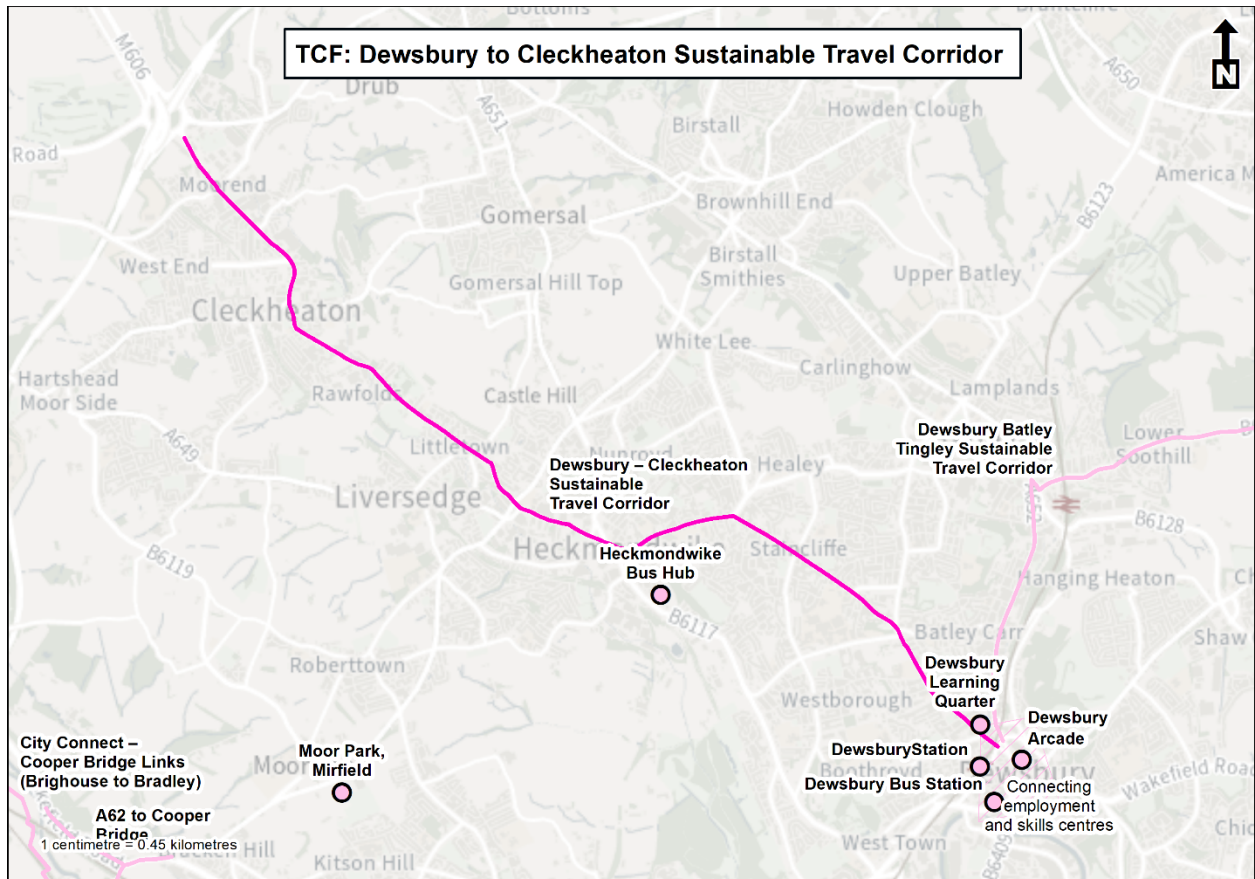
Business Case Summary:

Strategic Case	<p>The scheme aims to encourage walking, cycling and the use of public transport to support key strategic drivers such as reducing carbon emissions and improving access to employment and education opportunities for the most deprived communities.</p> <p>The scheme will support the development of 15 development sites that account for 1,035 new homes, four employment sites and nine priority employment areas within its area of impact, as identified by Kirklees' Local Plan.</p> <p>The scheme also supports the West Yorkshire Transport Strategy 2040 and the West Yorkshire Strategic Economic Framework and the scheme aligns with DEFRA's Clean Air Strategy.</p> <p>The proposals complement other schemes being delivered under the Transforming Cities Fund (TCF) including the proposed development of Heckmondwike Bus Station.</p> <p>A full consultation exercise has been undertaken with stakeholders and the public, with overall majority political and public support recorded. Proposals have been amended to consider feedback received.</p>
Commercial Case	<p>Market testing will be undertaken during the Full Business Case (FBC) stage in conjunction with the Combined Authority, the FBC development partner and Sustrans to gauge the optimal delivery procurement route.</p> <p>No third-party land or planning requirements have been identified.</p>
Economic Case	<p>The benefit cost ratio for the preferred scheme option is 0.72:1, which is categorised as poor value for money when assessed against the Department for Transport's value for money criteria.</p> <p>Of the three options assessed in the Outline Business Case all three are estimated to offer 'Poor' value for money with BCR's of between 0.51:1 and 0.72:1</p> <p>The low value for money position is in part due to the introduction of signalised junctions which are forecast to lead to some delays</p>

	<p>to vehicle journeys. If these disbenefits are excluded then the value for money for the scheme is forecast to be 'low'.</p> <p>However, wider scheme benefits exist that emphasise the strategic value of the scheme. The scheme will enhance facilities for walkers and cyclists and is expected to encourage a greater use of buses within the area. The scheme will support the viability of planned development sites and will act as a catalyst for change in the area, thus enabling further development of sustainable travel schemes.</p>
Financial Case	<p>The total scheme cost estimate at Outline Business Case is £12,884,315.</p> <p>The Combined Authority is funding £12,354,253 from the Transforming Cities Fund. £530,062 will be funded from the Active Travel Fund.</p>
Management Case	<p>The scheme is to be delivered by Kirklees Council with elements of the scheme located along the Spen Valley Greenway and Spen Ringway to be delivered by Sustrans.</p> <p>Scheme risks will be managed through a costed risk register and a change management process.</p> <p>It is anticipated that early construction works will commence in December 2022. Main construction works will commence in June 2023 and will be completed by June 2024.</p> <p>A Monitoring & Evaluation Plan has been drafted to monitor and record scheme benefits and outcomes over a period of five years post scheme completion.</p>

Location Map

The following map shows the location of the TCF Dewsbury Cleckheaton 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-theeconomy/leeds-city-region-infrastructure-map>