



## Project Overview

Project Title	<b>Dewsbury- Batley- Chidswell Sustainable Travel Corridor</b>
Main Funding Programme	Transforming Cities Fund
Current Forecast Project cost	£9,992,299
Funding Applied for from the Combined Authority	£9,992,299

## Scheme Description

The scheme is to provide new and upgraded cycle provision, pedestrian route improvements, junction upgrades and crossing facilities, primarily along the A652 corridor route linking Dewsbury to Batley Rail Station and onwards to Chidswell.

This aims to improve walking and cycling travel routes along the Dewsbury, Batley and Chidswell A652 corridor will encourage the uptake of trips to key employment, education, and housing sites by foot or bike. This will reduce car dependency, contribute to reducing carbon emissions and improve local air quality, which will help improve people's health and wellbeing.

## Business Case Summary

### Strategic Case

The scheme will deliver new and improved cycling and walking infrastructure (e.g. new cycles lanes and crossing points) to improve sustainable travel options, reduce congestion, and improve local air quality in the scheme area. The scheme supports delivery of the TCF programme objectives, such as boosting productivity through improved connections between urban centres and suburbs.

The enhancement of journey quality and safety for cycling and walking can improve access to opportunities in urban centres as well increasing town centre footfall and supporting economic growth. This will contribute to the aims of the Transforming Cities Fund as well as supporting the West Yorkshire Mayor's pledge to tackle the climate emergency, Investment Priority 5: 'Future Transport' of the West Yorkshire Investment Strategy, and principles of Inclusive Growth.

### Economic Case

The value for money assessment reflects a benefit cost ratio (BCR) of 0.5:1. This is categorised as poor value for money. The scheme was calculated to have relatively high benefits for pedestrians and cyclists however, the BCR result is due to the costs for the scheme and some disbenefits to highway users. The BCR

potentially represents a worst-case scenario and other benefits of the scheme, such as cumulative impacts and wider economic benefits, have not been quantified.

#### Commercial Case

The current preferred procurement route for scheme delivery is to appoint an external contractor on the Yorcivils3 Framework via a traditional procurement strategy.

The procurement route will be confirmed at full business case.

#### Financial Case

The latest cost estimate is £9,992,299 with the full amount to be funded by the Combined Authority's Transforming Cities Fund programme.

#### Management Case

Kirklees Council is responsible for the management and delivery of the scheme, with the overall delivery programme to be monitored and co-ordinated by the Kirklees TCF Programme Board.

Scheme risks will be managed via the project's quantified risk register.

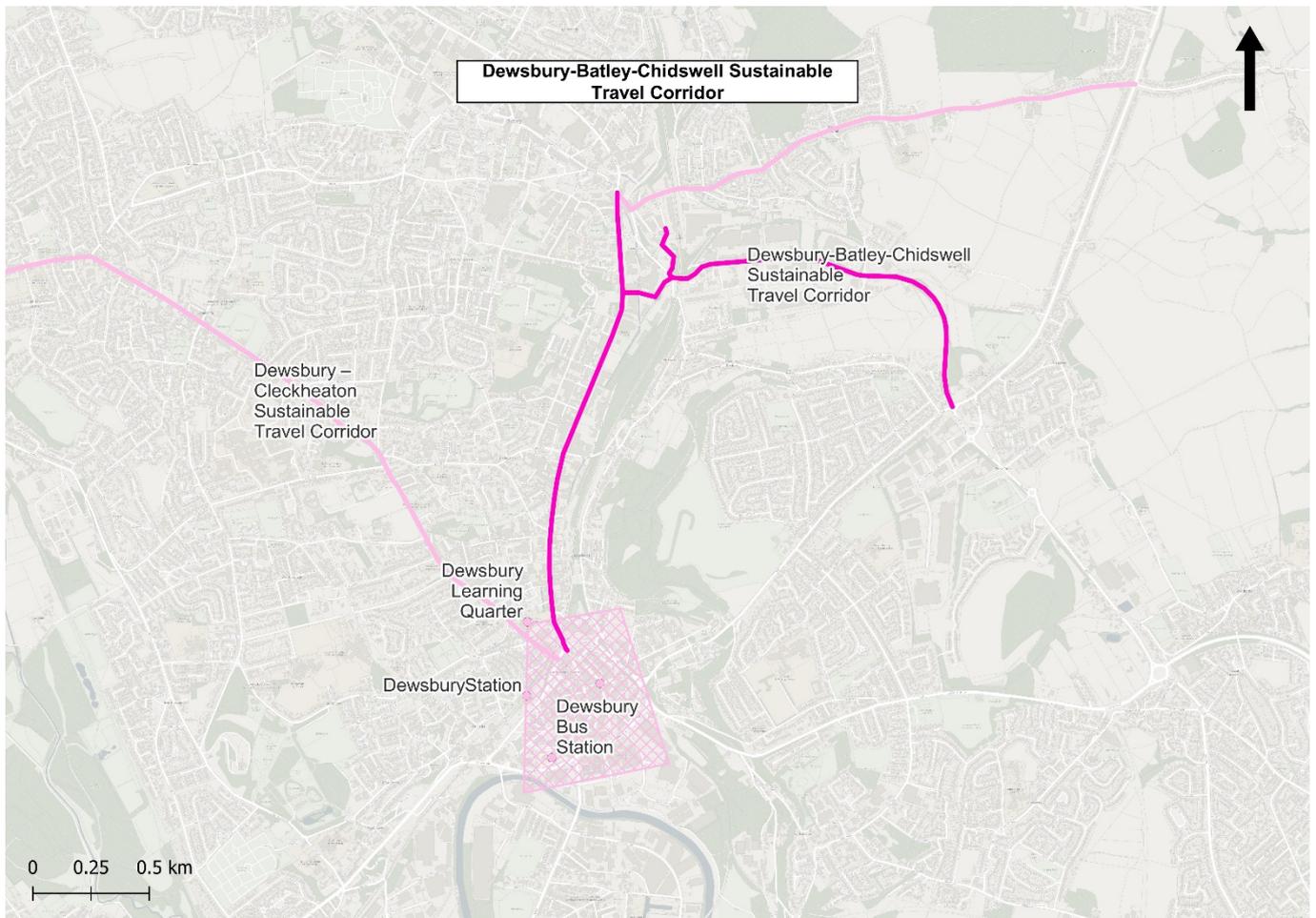
The promoter states there is no requirement for any land purchase and the proposed improvements fall under permitted development. Statutory processes for Traffic Regulation Orders will need to be followed as part of scheme delivery.

The current delivery programme forecasts construction to commence in April 2025 and the scheme to be completed in May 2026.



## Location Map

The following map shows the location of the Dewsbury Batley Chidswell Sustainable Travel Corridor:



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