

# Public Document Pack



**Service Director – Legal, Governance and  
Commissioning**

**Julie Muscroft**

The Democracy Service  
Civic Centre 3  
High Street  
Huddersfield  
HD1 2TG

**Tel:** 01484 221000

Please ask for: Jodie Harris

Email: [jodie.harris@kirklees.gov.uk](mailto:jodie.harris@kirklees.gov.uk)

Monday 16 August 2021

## Notice of Meeting

Dear Member

### **Economy and Neighbourhoods Scrutiny Panel**

The **Economy and Neighbourhoods Scrutiny Panel** will meet in a **Virtual Meeting - online** at **1.00 pm** on **Tuesday 24 August 2021**.

This meeting will be webcast live and will be available to view via the Council's website.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read 'Julie Muscroft', on a light-colored background.

**Julie Muscroft**

**Service Director – Legal, Governance and Commissioning**

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

## **The Economy and Neighbourhoods Scrutiny Panel members are:-**

### **Member**

Councillor Harpreet Uppal (Chair)

Councillor Gwen Lowe

Councillor Yusra Hussain

Councillor Martyn Bolt

Councillor John Taylor

Councillor Robert Iredale

Chris Friend (Co-Optee)

Andrew Bird (Co-Optee)

# Agenda

## Reports or Explanatory Notes Attached

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### Pages

**1: Membership of the Committee**

To receive apologies for absence from those Members who are unable to attend the meeting.

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**2: Minutes of the Previous Meeting**

1 - 16

To approve the Minutes of the meeting of the Panel held on 4<sup>th</sup> March 2021 and 13<sup>th</sup> July 2021.

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**3: Interests**

17 - 18

The Councillors will be asked to say if there are any items on the Agenda in which they have disclosable pecuniary interests, which would prevent them from participating in any discussion of the items or participating in any vote upon the items, or any other interests.

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**4: Admission of the Public**

Most debates take place in public. This only changes when there is a need to consider certain issues, for instance, commercially sensitive information or details concerning an individual. You will be told at this point whether there are any items on the Agenda which are to be discussed in private.

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**5: Deputations/Petitions**

The Panel will receive any petitions and hear any deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also hand in a petition at the meeting but that petition should relate to something on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10 (2), Members of the Public should provide at least 24 hours' notice of presenting a deputation by emailing [executive.governance@kirklees.gov.uk](mailto:executive.governance@kirklees.gov.uk) .

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**6: Public Question Time**

The Panel will hear any questions from the general public. Questions should be emailed to [executive.governance@kirklees.gov.uk](mailto:executive.governance@kirklees.gov.uk) no later than 10am on 23<sup>rd</sup> August 2021.

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**7: A62 to Cooper Bridge Corridor Improvement Scheme** 19 - 62

The Panel will consider an overview of the recent public consultation findings ahead of reporting to Cabinet.

Contact:  
Keith Bloomfield, Programme Manager, Major Projects

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**8: Work Programme 2021/22** 63 - 66

The Panel will consider the work programme and forthcoming items/activities for 2021/22.

Contact: Jodie Harris, Principal Democratic and Engagement Officer

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Contact Officer: Jodie Harris

## KIRKLEES COUNCIL

### ECONOMY AND NEIGHBOURHOOD'S SCRUTINY PANEL

Thursday 4<sup>th</sup> March 2021

Present: Councillor Harpreet Uppal (Chair)  
Councillor Martyn Bolt  
Councillor John Taylor  
Councillor Richard Eastwood  
Councillor Yusra Hussain

Co-optees Chris Friend  
Andrew Bird

In attendance Councillor Donald Firth  
Councillor Peter McBride  
Councillor Nigel Patrick  
Councillor Cathy Scott

Joanne Bartholomew, Chief Operating Officer, KNH  
Helen Geldart, Head of Housing Services  
Stephen Cale, Operations Manager (Quality Homes)  
Growth and Housing, Housing Services  
Richard Hollinson, Head of Major Projects, Economy and  
Skills  
Keith Bloomfield, Programme Manager, Major Projects,  
Economy and Skills  
Tim Lawrence, Transport Strategy and Policy Manager  
Andrew Higson, Transforming Cities Fund Programme  
Lead

Observers: Yolande Myers, Principal Governance and Democratic  
Engagement Officer  
Sheila Dykes, Principal Governance and Democratic  
Engagement Officer

Apologies: Councillor Gwen Lowe and Eilidh Ogden, Co-optee

- 1 Membership of the Committee**  
Apologies for absence were received from Councillor Gwen Lowe and Eilidh Ogden.

**2 Minutes of the Previous Meeting**

The minutes of the meeting of the Panel held on the 21<sup>st</sup> January 2021 were agreed as a correct record.

**3 Interests**

No interests were declared.

**4 Admission of the Public**

All items were considered in public session.

**5 Deputations/Petitions**

No deputations or petitions were received, but several submissions from members of the public were received in respect of agenda Item 8 Major Transport Schemes.

**6 Public Question Time**

Two questions were submitted by member of the public, Sarah Newton, in respect of the 'A629 Halifax Road Phase 5 Scheme' included under Item 8.

Sarah Newton asked how the alterations at the Blacker Road Junction will contribute to the overall objectives of the Phase 5 scheme? She also raised concerns in respect of damage to the conservation area and it was asked why the Council would risk the loss of mature trees and the architectural heritage at the Blacker Road junction?

The Chair requested that Richard Hollinson, Head of Major Projects, Economy and Skills, responded.

In his response, Richard Hollinson advised that it was the view of officers that the improvements will bring benefits to air quality, congestion, provide noise relief, would leave the area in a better state of repair as well as providing journey time savings along the corridor and wider network improvements.

Regarding the public consultation of 2018, Richard Hollinson informed the panel that most of the objections related to the removal of a right turn between Edgerton Road into Edgerton Grove Road. In response to the objections, the proposal to remove the right turn had been removed in designs to limit the impact on land take from adjacent properties and consequently there was a reduction in harm to the conservation area. He advised that many of the walls and heritage features needed maintaining in this area, and that a benefit of the scheme was that it will leave these features in better condition. The scheme was also to be subject to a full planning application through the Local Planning Authority where such issues would be given full consideration.

The Chair also invited Cllr Peter McBride, who was in attendance as the responsible Cabinet Member for Regeneration, to respond to the questions. He explained how the scheme would improve the area visually as well as making small travel time savings per vehicle travelling on the road, which accumulatively would lead to a significant improvement in terms of carbon admissions.

**7 Private Rented Housing Sector (Support as a result of Covid-19)**

**8** The Panel considered the Private Rented Housing Sector (Support as a result of Covid-19) report which was presented by Helen Geldart, Head of Housing Services.

The report set out the ways in which Councils Housing Solutions Service supported and continued to support, the private rented sector during the Covid-19 pandemic. Helen Geldart summarised the information in the report and highlighted the following key points:

- In response to the Covid-19 pandemic most staff worked from home and services were adapted to be delivered either online or over the phone.
- During the national lockdown in March, all non-essential home visits/inspections in the private rented sector were suspended.
- This was except any emergency visits which were carried out in accordance with safe working guidelines and bespoke Covid-19 risk assessments.
- Throughout the pandemic new and safe ways of working continued to be developed within the Housing Solutions Service and the approach to complaints and queries had been revised in line with national and Corporate guidance.
- There had been a reduction in the number of 'disrepair enquires' and enquires related to tenancy issues received from the preceding 12-month period.
- The ban on evictions, which was implemented during the pandemic, had been extended to the 31st of March.
- It was predicated that once the ban was lifted that there may be an increase in the number of residents and landlords from the private rented sector who would approach Housing Solutions due to difficulties in paying rent and the risk of repossession.
- Targeted bespoke communications were used to make sure that messages around Covid-19 and keeping safe were being heard, understood and to support residents to access the national Covid-19 vaccination programme.
- Private rented sector turnover had been a lot lower than in the social rented sector, but Housing Solutions expected to receive more enquires as Covid -19 restrictions begin to lift.

The Panel requested to understand the property inspection process during the pandemic, and the subsequent action taken in instances where disrepair was found.

In response Stephen Cale, Operations Manager (Quality Homes), provided the panel with an overview of the process and advised that:

- During the pandemic any home visits were carried out following a risk-based assessment.
- All inspections were carried out in accordance with the Housing Health and Safety Rating System.
- The inspection usually facilitated the action required to rectify any hazards or disrepair identified.

- In cases where the responsible party, usually the landlord, failed to rectify any issues following inspection, a notice would be issued, under the relevant legislation which would stipulate a timescale for the hazard/disrepair to be rectified.
- Failure to rectify hazards within the issued timeframe would result in the issue of a Fixed Penalty Notice or possible prosecution in court.
- Where hazards were not rectified by the responsible party Housing Solutions would commission Property Services to carry out the relevant repairs to keep residents safe.

A question was asked by the Panel in relation to a particular issue within the Newsome Ward, where the Landlord of a privately rented property had passed away, but the property required repair work. The Panel wanted to know what the process was to keep residents safe under such circumstances.

Stephen Cale advised that in such circumstances there is usually an executor or solicitor involved who would be responsible for any repairs. He explained he was aware of the case described by the Panel and offered to inform the Panel of the outcome.

The issue of the Selective Licencing Scheme was raised by the Panel. Helen Geldart explained that there were strict criteria that Local Authority's must meet to qualify application for the scheme. During the discussion, the Panel identified that it would be useful for Kirklees current position to be reviewed against the qualifying criteria for the scheme.

#### **RESOLVED –**

- 1- The Panel noted the Private Rented Housing Sector (Support as a result of Covid-19) report.
- 2- The Panel thanked Joanne Bartholomew, Chief Operating Officer, Helen Geldart and Stephen Cale for attending the meeting and for their work during the pandemic.
- 3- It was agreed that the Panel would be informed of the outcome of the situation with the property in Newsome Ward.
- 4- It was agreed that Kirklees current position would be reviewed against the required criteria to qualify application for the Selective Licencing Scheme.

## **8 Major Transport Schemes – Update**

Richard Hollinson, Head of Major Projects, Keith Bloomfield, Programme Manager, Major Projects, Tim Lawrence, Transport Strategy and Policy Manager and Andrew Higson, Transforming Cities Fund Programme Lead were in attendance to present a report in respect of the major transport schemes being developed in Kirklees.

Also in attendance was Councillor Peter McBride, the Portfolio Holder for Regeneration as well as Councillor Nigel Patrick and Councillor Donald Firth who were in attendance to speak under the item in respect of the Holmfirth Town Centre Access Plan on behalf of local shop keepers.



Several representations and submissions were received under the item which the Chair read out on behalf of Kirklees Cycling Campaign, Huddersfield Civic Society, Richard Stow, Sarah Newton, and the Friends of Earth as well summarising the content of a video which was submitted by Hannah Longbottom. All submissions, including a link to the YouTube video, were circulated in full to the Members of the Panel prior to the meeting.

To follow, Richard Hollinson presented the report on the Major Transport Schemes being developed by Kirklees Council which set out an update on the overall aims and objectives of the schemes, the different transportation programmes and their funding sources, the processes to develop the schemes and a position statement on each transportation project. He also welcomed all the comments made in the submissions and addressed the questions and concerns raised throughout the presentation.

Questions and comments were invited from Panel Members. In relation to the Holmfirth Access Plan, the Panel noted that:

- It was important that the location of the Loading Bay did not affect trade to businesses.
- The Panel wanted to know if the position of the Loading Bay had been considered from a health and safety point of view after hearing shop keepers concerns about carrying heavy deliveries across two lanes of traffic.
- The opportunity for businesses to have their say was important, and the Panel wanted to know what had been done in terms of holding consultation on the scheme.

In response, Keith Bloomfield, Programme Manager, Major Projects presented a plan showing the proposed changes to be made by the scheme. He advised that:

- Public consultations had taken place in March 2019 and September 2019 and consultation was held with the business forum in early 2020.
- The current plans, informed by the consultations and the business engagement forum, intended for the Loading Bay to be located on the South side of Victoria Street.
- The plans had been analysed from a health and safety point of view.
- Discussions with ward Councillors about the position of the Loading Bay had taken place recently.
- The information from these discussions, with the Loading Bay report and details of the travel time benefits, as declared in the Outlined Business Case (OBC), would be provided to Panel Members.

In the discussion to follow the Panel raised a range of issues relating to specific schemes as well as discussing matters in relation to the overarching approach to transport schemes, such as the issue of Active Travel, the impacts to the environment, and the importance of public engagement and consultation. The Officers responded as follows:

- Richard Hollinson confirmed that the Assurance Framework required public consultation at each stage of the process which would be delivered through the WYCA's communications and consultations teams.
- He also welcomed the Panels comments regarding Active Travel and advocated the importance of the integration of walking and cycling schemes with Major Transport Schemes.
- In respect of the guidance set out in the Department for Transport's (DfT) LTN1/20 Cycling Infrastructure Design Standard ( which provides guidance for Local Authorities on designing high quality, safe cycle infrastructure), Richard advised that all Major Transport Schemes were to be reviewed to see where the schemes included in the report could adhere to the guidance.
- In relation to the Cooper Bridge area, Keith Bloomfield explained that the ancient woodland on Wakefield Road would not be affected by the scheme.
- Keith also advised that there were plans for public consultation on the preferred option for the scheme to take place in May.
- Responding to Panel members questions regarding Victoria street, Keith highlighted that through the Holmfirth Access Plan cycling facilities were to be provided and would be reviewed against the guidance set out in the LTN1/20.
- Tim Lawrence, Transport Strategy and Policy Manager, explained that Ward Councillors along the A641 corridor had been contacted regarding public consultation for the scheme and agreed to provide the details of the briefing note following the meeting.
- In respect of the A629 scheme and what plans were in place to mitigate the felling of mature trees, Richard Hollinson advised that a full tree mitigation plan had been prepared which outlined that around 700 new trees were to be planted, included some semi mature trees, along the A629 corridor.
- In response to questions about Junction 24A, Tim Lawrence advised currently this did not feature in Highways England's current five-year Road Investment Strategy (RIS), however Kirklees continued to raise the issue.
- On the issue of traffic growth and accommodating traffic in the future, Tim explained that all transport schemes were accessed in accordance with the DfT guidance and that calculations were applied at a Kirklees level taking into account key factors such as population size, housing growth and car ownership as stipulated in the guidance.

To follow Panel Members, raised some further key points and questions as below.

- The Panel felt that there needed to be more focus on improving transport links in South Kirklees and the valleys. The issue of the Penistone line and transport links out of Kirklees in all directions was also discussed.
- It was suggested that bus terminuses be located in the outskirts of the district to improve public transport frequency in rural areas.
- The question was raised about where elected members fit into the consultation process. The Panel felt that it was important to make sure Councillors are involved early on in the process and that more needed to be done to improve engagement with Ward Councillors outside of wider public consultation.
- There were concerns about the lack of information about schemes once they were submitted through the Assurance Framework.
- The Panel advocated the approach to integrate walking and cycling schemes with transport schemes.

Richard Hollinson and officers present welcomed the Panel comments and the following actions were agreed.

**RESOLVED –**

- 1 The Panel noted the report on the Major Transport Schemes being developed by Kirklees Council and thanked Richard Hollinson, Keith Bloomfield, Tim Lawrence and Andrew Higson for the update.
- 2 It was agreed that the report regarding the Loading Bay and information on travel time benefits in relation to the Holmfirth Access Plan would be provided to ward Councillors.
- 3 It was agreed that the briefing note regarding consultation with ward councillors on the A641 scheme be provided to the Panel.
- 4 It was agreed to make improvements to the process of engaging with ward Councillors in respect of transport schemes.
- 5 In relation to improving bus travel, it was agreed that the Panel's suggestions, including the introduction of bus terminuses in rural areas and access to funding be put forward through the West Yorkshire Consultation , and for the outcomes of the discussions to be provided to the Panel.
- 6 It was agreed that more focus on improving and investing in transport infrastructure in South Kirklees and in rural parts of the district should be considered in future strategies.
- 7 It was agreed that improving transport links from Kirklees to North and South Yorkshire would be considered in future strategies.
- 8 It was agreed that ways of sharing information, and the accessibility of information, would be considered in relation to schemes submitted through the Assurance Framework.

**9. Work Programme;**

The Panel noted the provisional work programme for year 2021/22 and there were no further updates.

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## **Economy and Neighbourhoods Scrutiny Panel**

**Tuesday 13 July 2021 at 1.00pm**

### **Present:**

Councillor Harpreet Uppal (Chair)  
Councillor Gwen Lowe  
Councillor Yusra Hussain  
Councillor Martyn Bolt  
Councillor John Taylor  
Councillor Robert Iredale

### **Co-optees:**

Chris Friend  
Andrew Bird

### **In Attendance:**

Natalie Clark, Programme Manager, Environment Services  
Will Acornley, Head of Operational Services  
Sue Proctor, Service Director, Highways and Street Scene  
Simon Taylor, Head of Development and Master Planning  
Peter Thompson, Economic Resilience Project Manager

### **Observers:**

Councillor Will Simpson  
Councillor Naheed Mather  
Councillor Eric Firth  
Councillor Peter McBride

### **Apologies:**

No Apologies were given.

## **1. Membership of the Committee**

The Panel welcomed Councillor Iredale to the Panel and noted that he had replaced Councillor Eastwood. The Chair thanked Councillor Eastwood for his support and contributions to the Panel.

The Panel noted that co-optee, Mrs Ogden, had resigned. The Chair thanked Mrs Ogden for her support and contributions to the Panel. The Panel were informed that further co-optee recruitment would be undertaken in the Autumn.

## **2. Minutes of the Previous Meeting**

The Panel considered the minutes of the previous meeting held on 4 March 2021. A discussion took place regarding a high court judgement on remote meetings which had ruled decisions must be taken in person. The Chair advised that the Overview and Scrutiny Management Committee had considered the matter and decided that as Scrutiny Panels could make recommendations but did not undertake decision making, Panel meetings would continue to take place virtually with an agreement to review the matter in September 2021.

Councillor Bolt advised that he could not agree the minutes of the last meeting until legal advice had been received regarding holding Scrutiny Panel meetings virtually.

### **RESOLVED -**

1. The Panel agreed to seek legal advice on holding Scrutiny Panel meetings virtually until the matter was reviewed in September 2021.
2. The minutes of the meeting of the Panel held on the 4 March 2021 were agreed as a correct record subject to the receipt of the above advice.

### **3. Interests**

Councillor Taylor declared an interest regarding his position as a representative on SUEZ (formerly SITA Kirklees Ltd) in relation to agenda item 7.

### **4. Admission of the Public**

All items were considered in the public session.

### **5. Deputations/Petitions**

No deputation or petitions were received.

### **6. Public Question Time**

No questions were received from the public.

### **7. Kirklees Resource and Waste Strategy**

The Panel considered a presentation on the Kirklees Resource and Waste Strategy presented by Sue Proctor, Service Director for Highways Street Scene, Environment and Climate Change and Will Acornley, Head of Operational Services.

Sue Proctor highlighted that:

- The Waste Strategy has previously been to scrutiny and through different elements of the authority throughout its 2 years of development.
- The engagement plan for Summer 2020 took place face-to-face and then virtually online in response to national covid-19 restrictions.
- The consultation received a good response (over 23,000 online and over 7,000 to the consultation itself) and the vast majority of responses were constructive and aspirational for the authority.
- The strategy outlined the strategic ambitions of the authority and was the overarching framework which established the principles on how the authority moved forward to manage resources and waste.
- This was set against the backdrop of the current PFI (Private Finance Initiative) contract reaching its expiry.
- The strategy was not a business case on how to deliver the aspirations or for the procurement of the next waste management contract.
- Work was ongoing to develop business cases, but the strategy was the fundamental pillar in driving what the business cases needed to deliver. Approval of those business cases would be needed in moving forwards.
- A key part of the strategy was the 'reduce, reuse, recycle' initiative which aimed to reduce the waste produced locally.

- This involved working with local communities, businesses, and residents to change their relationship with waste, to instead see the materials that they usually throw away as resources.
- The authority was still waiting to receive the government's environment bill to provide clarity on what the authority would be required to deliver to achieve consistency across the nation.

Natalie Clark, Programme Manager, Environmental Services shared a presentation which outlined the Development of the strategy as follows:

- **Collection consistency framework (2018 – 2020)**. Was the proposal from government to ensure local authorities collect the same materials from the kerb side. The Collection consistency trial identified different options available and the impact.
- **Public engagement (October 2020 – January 2021)**. Shared the options with residents through consultation.
- **Scrutiny (December 2020)** - Feedback was given on the engagement process to scrutiny. This was collated with the collection consistency framework and formulated the strategy, identifying 3 thematic sections:
  - Delivering Modern and sustainable services.
  - Leading by example.
  - Supporting Kirklees families and ensuring inclusions.

In response to a question from panel regarding dog excrement contaminating litter bins, Will Acornley advised that dog excrement could be placed in litter bins, although this could be offensive and could discourage people from emptying them. It was further advised the Panel that additional resources had been put in place in parks over weekends to keep on top of the issue.

In response to a question from the Panel regarding educating the larger public on waste disposal and how we compare with other authorities, Sue Proctor advised that engagement and education within the wider community rather than through schools was part of the engagement process. In focusing on encouraging local communities to engage within themselves, the champion scheme would bring local knowledge, experience, and local contacts together. Sue Proctor further explained that feedback identified some misunderstanding regarding what can go in which container and there was a need for further clarity on this. The Panel was informed that further advice on this would be provided as the strategy moved forward and the enhanced team of waste advisors would have conversations with residents to help them to understand this.

The Panel were advised that the recycling rate was relatively poor in Kirklees in comparison to the national picture and other authorities. This was mainly due to the PFI contract being one of the earliest in the UK and was still very much focused on land fill diversion which led to the investment in waste facility. Since then, a contract with Suez had been built to recover more resources through recycling.

In response to a question from the Panel regarding the detail in the strategy, Will Acornley advised there were a number of business cases with much more detail on what the procurement would look like, but the strategy needed to be in place first. The Panel was informed that Scrutiny would be involved in the process at each phase.

A further discussion was held regarding the ethical nature of the strategy and how material would be processed downstream to ensure that ethical standards are maintained. Will Acornley agreed with the moral aspects and explained that a careful decision had been made about what was added into green bins. It was advised that the Council needed to be transparent and although acknowledging Kirklees does have limited facilities, a cautious approach was required not to lose morality and impact on climate change standards.

The Panel highlighted the word aspirational was used often and noted some of the processes proposed were already in place in other authorities. Will Acornley agreed that some nuances of the strategy were ambitious, particularly the aim to move away from the Council facilitating everything, to connecting with the community and businesses and supporting them to come together to deliver outcomes.

The Panel questioned why Kirklees were behind in some areas in comparison to other authorities and queried when the drop in standard happened. They further suggested that it would be useful to see some data regarding this. The Panel also questioned some of the strategies being seen as potential schemes and in the interests of accountability requested that some baseline statistics, including numbers, percentages, and key performance indicators relating to the present and what was hoped to be achieved going forwards be provided to the Panel so they could review what progress was being made.

The Panel were also advised that Huddersfield had been chosen to trial the re-use scheme and queried why this was. Will Acornley explained Huddersfield was picked as the footprint as it was easier to work with for the purposes of the trial and therefore it could be rolled out quickly. The Panel acknowledged this but suggested that the trial be benchmarked against different areas. In response the Panel were advised that other potential sites would need re-developing.

In respect of Kirklees being considered poor in comparison to other councils, Will Acornley explained that numerous factors were involved such as austerity, budget constraints, and more recent PFI'S in other authorities with more modern facilities. In response to the suggestion of Key Performance Indicators, Will Acornley explained these were threaded throughout the strategy document but agreed they were not obvious. He suggested it would be beneficial to summarise specific pieces of information in the strategy relating to key performance indicators for the Panel.

Councillor Mather thanked the Panel for their support for the initiatives outlined in the strategy and reminded the panel there had been a period of austerity which led to a reduction of capacity in services. The authority was beginning to invest in business cases with a view of Kirklees becoming exemplars again.

Will Acornley responded to a question regarding litter bins and explained that there were around 8,000 bins which the authority needed to rationalise, consider their condition and prioritize. This has been identified as one of the first priorities. Will advised caution was taken with the glass collections based on feedback from the consultation. Some concerns were raised regarding storage and collection, but most respondents were in favour of wheeled bins. He also added that the material stream



was uncertain, and that the environment bill would bring a deposit return scheme which could potentially reduce the glass stream.

A question relating to the press release in March around glass collection at the kerb side was asked. Will Acornley clarified that there was commitment to trial kerb-side collections (under the assumption that the environment bill had passed) to bring the service back.

The Panel asked the question if choice could be given to the type of receptacle used to collect glass due to some types needed more than others. Will Acornley explained that understanding would be gained from the trial to show what worked well where. The Panel also asked if the bring sites received any funding, and the impact this could have on them. Will informed the panel bring sites receive no funding and are a zero cost to the authority.

A further discussion was held around fly tipping, particularly the speed of removal and whether a policy could be developed in relation to fly tipping on private land which provided timescales for removal and any charges incurred. Will Acornley explained that the fly tipping trial helped reduce the response time to reporting to removing waste within 3 days.

## **RESOLVED -**

1. The Panel noted the Kirklees Resource and Waste Strategy and thanked the presenting officers for their contributions.
2. The Panel noted the significance of the educational aspects of the strategy and it was agreed that it was important to make sure waste strategy is embedded across the Council.
3. The Panel noted it would be useful for the re-use scheme trialled in Huddersfield to be benchmarked against different areas.
4. It was agreed that some data showing where Kirklees's standard had dropped in comparison to other authorities, and why this happened, be provided to the Panel.
5. It was agreed that that the key performance indicators in the strategy be provided to the Panel along with specific statistics, including percentages and numbers, which showed what the current picture in Kirklees is, and what was to be achieved going forwards.

## **8. Dewsbury Town Centre Update**

The Panel considered an update on Dewsbury Town Centre Projects and their programmes for delivery presented by Simon Taylor, Head of town centre programmes.

The Panel noted that:

- In respect of the Springfield centre, a key objective was drawing in the younger population and ensuring that the town centre had purpose to be visited.

- Pioneer House (an annex to the college) had undergone a full refurbishment and its heritage had been brought to light. This was now open and an important part of the history of Dewsbury town centre.
- The re-configuration of Dewsbury train station aimed to create a more attractive gateway into the town centre.
- Smaller programmes also included the Dewsbury Townscape Heritage Initiative (THI), the Dewsbury Heritage Action Zone (HAZ), the Dewsbury Revival Grant Scheme, the accelerated Town Fund Package as well as environmental improvements.

In respect of the Dewsbury Town Investment Plan, Simon Taylor highlighted that:

- The plan was submitted in January 2021 identifying 9 projects.
- 24.8 million of investment funds was agreed from central government.
- The public, the town board, local MP, Council Leader, community groups and business interests were involved with the development of the plan.
- 7 core town centre projects were planned to be delivered between now and 2025 / early 2026.

Simon spoke about each project in further detail:

- Consultation on stage 2 of the designs for Dewsbury Market had just finished and were now moving into stage 3.
- There were plans for an update to be presented to Cabinet in March 2022.
- Construction works were scheduled to start midway through 2022 with a strategy in place for businesses that were trading in the town centre when the works began.
- Early works on the Dewsbury Arcade were continuing into Autumn 2021 with a scheduled opening for Summer 2023.
- Dewsbury town park was a long term project, with a scheduled opening in 2025. Planning work was scheduled to begin early in 2022, and construction works were planned to start in early 2024.
- The redevelopment of the Fieldhouse and Daisy Hill area provided residential opportunities.
- The Fieldhouse development would create showcase apartments and planning approval and funding streams were already in place. Design work was ongoing, construction work was scheduled to start summer 2022 with plans for opening 2023.
- The development of Daisy Hill was, currently in early phases of work and was a long term regeneration project lasting from 10 to 15 years with the aim of developing a quality standard residential site.
- The Creative Culture programme involved the development of a new Art Centre with plans for expansion by 2024.
- There were to be events and cultural programmes to encourage people into the town centre.
- Dewsbury Building Revival Grant Scheme was for existing building owners to help them make improvements to their building. This was with additional funding, to be extended until early 2026.
- The transforming cities fund had committed funds of 8 million to a new bus station in Dewsbury. The consultation was scheduled to start 19<sup>th</sup> July and works were planned to commence in 2023 through to early 2024.

The Panel acknowledged the impact the pandemic has had on the retail industry and that the reduction in retail capacity was likely to decline in all towns and highstreets. The Panel questioned whether the development of the Arcade could be less beneficial to the town centre than expected due to there not being enough tenants to occupy shops and retail space. There were also some concerns expressed as to why people would come to Dewsbury when there was a shopping centre (The White Rose) with free parking nearby.

The Panel gave regard to the Business revival fund and the need to be careful when supporting businesses to ensure sustainability.

A further discussion was held on the need for a green space in the town centre which must be attractive to families, and not become another space for on street drinking and anti-social behaviour. On-street drinking and anti-social behaviour was also an issue in the Daisy Hill area and concerns were raised about the impact this might have on the planned developments to transform the area into an attractive residential area. The Panel expressed that until anti-social behaviour and on street drinking was properly managed that the investments in the town centre may be less effective and that resolving the issue should be a high priority.

Simon Taylor and Peter Thompson - Economic Resilience Project Manager, responded to the questions asked by the Panel. In regard to the retail strategy, both acknowledged that a focus on retail alone would not achieve all objectives. Peter Thompson further advised the developments were to bring a combination of services, including business, food and beverage offers to the town centre to encourage people to visit. It the vision for the town centre will be a unique environment with a local feel to the place. Peter also agreed that the issues around anti-social behaviour needed to be addressed so that the Arcade would become a place people felt safe in visiting.

Simon Taylor , in response to a question regarding the grant revival scheme, acknowledged that there had been improvements, but nonetheless careful consideration needed to be given to each business to ensure their success.

In response to the Panels concerns about anti-social behaviour in and around the Town Park, Simon Taylor advised that work was ongoing to address the issues with the police and community groups and noted that there needed to be a multiagency approach.

The Panel asked further questions around encouraging new tenants and traders into the Arcade. Peter Thompson advised work on this had already started in partnership with Arcade Gooseberry group. An early marketing campaign and website had been set up and was already generating some interest from businesses. Once the plans were approved and a definite proposition was made available then work would begin to actively target traders.

Simon advised the view was to produce a marketing strategy to promote Dewsbury Town Centre and added that this would be a great opportunity for the town board to lead on, as champions for the town. Peter Thompson explained that research had been carried out in relation to people's attitudes towards the markets. A high

percentage of responses identified if the proposed works were carried out more people would want to come to Dewsbury.

In relation to the Fieldhouse project, the Panel raised the importance of having mixed income homes and spaces available. In response Simon Taylor shared the living town concept for both towns, and explained that with public sector investment, the plans could potentially create a new housing market for Dewsbury. Peter Thompson further advised on the developments regarding the heritage of the building, providing the right quality and large accommodation space.

**RESOLVED:** The Panel noted the Dewsbury Town Centre Update and thanked the presenting officers for their contributions.

### **9. Work Programme 2021/22**

The Panel considered its work programme for 2021/22 and noted that various Regeneration programmes were to be planned into the timetable. As a result of the additional items, it was agreed that consideration was to be given to holding an additional meeting of the Panel.

The Panel requested that the Kirklees Homes and Neighbourhoods (including estate management) update be brought forward in the work programme if possible. Whereas the ad-hoc Panel was more focused on the High Rise Flats, the Panel wanted to see a more general update on the transfer of KNH to Council management to understand how this went, and to understand what the future plans and ambitions were.

There were also some concerns about the provisional timing for the Winter Maintenance Programme. The Chair suggested that if an additional meeting could be scheduled, that it may be possible to build additional capacity to schedule the specified updates earlier in the year.

**RESOLVED:** The Panel noted the work programme, and it was agreed for Jodie Harris Principal Governance and Democratic Engagement Officer, to arrange an additional meeting of the Panel.

### **AOB**

No other Business.

<b>KIRKLEES COUNCIL</b>			
<b>COUNCIL/CABINET/COMMITTEE MEETINGS ETC</b>			
<b>DECLARATION OF INTERESTS</b>			
Economy & Neighbourhoods Scrutiny Panel			
Name of Councillor			
<b>Item in which you have an interest</b>	<b>Type of interest (eg a disclosable pecuniary interest or an "Other Interest")</b>	<b>Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]</b>	<b>Brief description of your interest</b>

Signed: ..... Dated: .....

## NOTES

### Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

- (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
- (b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or

if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.



**Name of meeting: Economy & Neighbourhood Scrutiny Panel**

**Date: 24 August 2021**

**Title of report: A62 to Cooper Bridge Corridor Improvement Scheme**

**Purpose of report:** To provide an overview of the recent public consultation findings ahead of reporting to Cabinet

<b>Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?</b>	<b>Not Applicable – no decision is being sought</b>
<b>Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u></b>	<b>Key Decision – N/A</b>
<b>The Decision - Is it eligible for call in by Scrutiny?</b>	<b>Yes – project is being called to Scrutiny ahead of proceeding to Cabinet and Outline Business Case submission</b>
<b>Date signed off by David Shepherd – Strategic Director – Growth &amp; Regeneration</b>	<b>13/08/2021</b>
<b>Is it also signed off by the Service Director for Finance?</b>	<b>N/A</b>
<b>Is it also signed off by the Service Director for Legal Governance and Commissioning?</b>	<b>N/A</b>
<b>Cabinet member <a href="#">portfolio</a></b>	<b>Cllr McBride –Regeneration  Cllr Mather - Environment  Cllr Firth –Town Centres</b>

**Electoral wards affected: Ashbrow**

**Ward councillors consulted: Cllr Homewood, Cllr Uppal, Cllr Pinnock**

**Public or private: Public**

**Has GDPR been considered?: Yes**

## 1. Summary

Congestion, long journey times and poor air quality is currently experienced in the Cooper Bridge area and on the A644 and A62 nearby. The A62 and A644 have been identified as key routes which, through improvements, could support the creation of jobs in the area, relieve congestion, reduce journey times for general traffic, and improve pedestrian and cycling accessibility.

The A62 to Cooper Bridge Corridor Improvement scheme is being developed to address these issues, it's strategic aims are to:

- relieve congestion and improve journey times and reliability
- support economic and housing growth
- improve road safety
- improve pedestrian and cyclist facilities to encourage more use
- support the improvement of air quality

Following the public consultation on the preferred option for the scheme, the team wish to present an overview of the consultation results, and an update regarding potential design changes ahead of attending Cabinet and submitting the Outline Business Case for the project.

## 2. Information required to take a decision

N/A – no decision is sought; the Scrutiny panel are invited to note the contents of this report and endorse the next steps.

## 3. Implications for the Council

### 3.1 Working with People

A six-week consultation has been held during June and July, approximately two thousand letters and leaflets were distributed to the local community across both Kirklees and Calderdale, in addition to letters to statutory stakeholders and interested parties.

A summary of the response to the consultation is available at **Appendix A**.

Whilst comments are still being analysed, a review of cycling arrangements is underway in addition to the potential Oak Road design changes, set out in Appendix A, because of feedback received.

Follow up meetings will be held with key stakeholders throughout the development of the design.

Subject to the conclusion of ongoing design reviews the team will agree with Ashbrow members how best to communicate any proposed changes to the local community and keep them informed throughout scheme development.



A further pre-application consultation will be held in 2023 following completion of the detailed design.

### **3.2 Working with Partners**

A £69.3m budget has been ringfenced for the project funded from the West Yorkshire Combined Authority's (WYCA) West Yorkshire plus Transport Fund (WY+TF). The scheme is therefore being delivered in accordance with the WYCA Assurance Framework.

Additionally, the scheme crosses the boundary between the Kirklees and Calderdale districts, therefore whilst led by Kirklees Council the project is being developed in partnership with Calderdale colleagues who are represented on the scheme's project board.

### **3.3 Climate Change and Air Quality**

The scheme aims to reduce congestion and improve journey times through this section of the network, this is supportive of the council's aspiration to improve air quality in this location. This will be achieved not just through reducing congestion, but also by incorporating Intelligent Transport Systems which will enable optimum speed information to be communicated to drivers when travelling between junctions. Additionally, it facilitates vehicle prioritisation enabling HGV and Public Transport to be prioritised through junctions further supporting improved air quality.

### **3.4 Other (e.g., Legal/Financial or Human Resources) Consultees and their opinions**

In addition to the previously mentioned public consultation other consultees have included Strategic Housing with reference to Bradley Park. Legal and Financial colleagues are consulted in relation to ongoing matters which will include input in the Cabinet Report. There are no Human Resource issues to report

## **4. Next steps and timelines**

The project will be included on the agenda for Cabinet on 27 September ahead of the Outline Business Case being submitted to the West Yorkshire Combined Authority.

Subject to securing funding to proceed with the scheme it is anticipated a planning application will be submitted in 2023 and, if approved, construction will begin in 2024.

## **5. Officer recommendations and reasons**

It is recommended the Members of Scrutiny note the contents of this report and endorse progression through the next steps.

**6. Cabinet Portfolio Holder's recommendations**

Portfolio Holders will be present at the Economy & Neighbourhood Scrutiny Panel

**7. Contact officer**

Keith Bloomfield, Programme Manager, Major Projects

**8. Background Papers and History of Decisions**

N/A

**9. Service Director responsible**

Joanne Bartholomew, Service Director Development

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**Report to:** Economy & Neighbourhood Scrutiny

**Date:** 11 August 2021

**Subject:** A62 to Cooper Bridge Corridor Improvement Scheme Public Consultation

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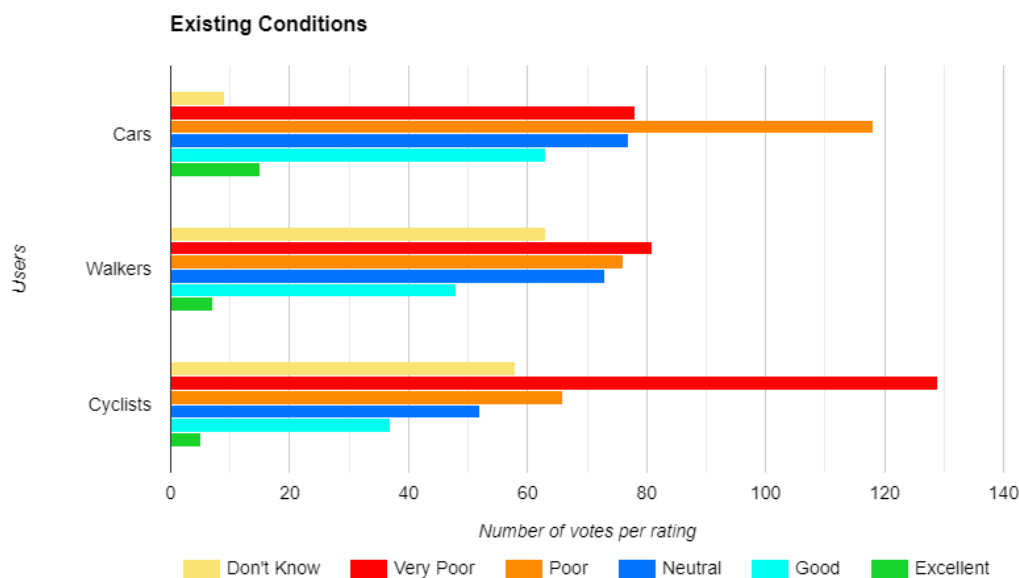
## 1 Purpose

The following report sets out the headline results of the recent public consultation for the A62 to Cooper Bridge scheme. A formal consultation report is still being prepared and will be published in the coming weeks.

## 2 Public Consultation

A public consultation was held between 7 June and 18 July on a preferred option for the scheme. 367 surveys have been completed, 41 questions were asked via the Your Voice website and 25 emails were received. Feedback is now being analysed and a consultation report will be published in the coming weeks. Indicative survey statistics are:

**Existing Conditions:** People were asked to rate the existing conditions in this area for the following users, cars, pedestrians, and cyclists. The results were:

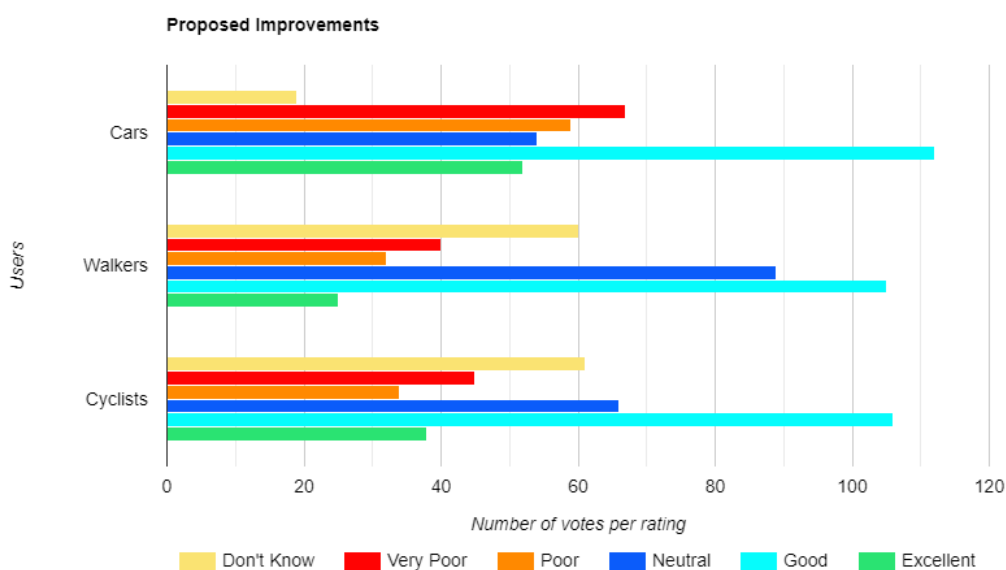


(362 response(s), 5 skipped)

53% of those who responded to the survey agree the existing conditions of the area are either poor or very poor for cars and cyclists, with 42% sharing this view of the existing pedestrian infrastructure.

From the survey results, most responses rated the existing conditions either poor or very poor for all three user groups. Note that the largest rating for very poor was pertaining to the cycling facilities. Relatively few rated the existing infrastructure as good or excellent, with the existing car infrastructure achieving the most support but still with only 20% rating it in either category.

**Proposed Improvements:** People were asked to rate the proposed scheme against the same categories.



(364 response(s), 3 skipped)

44% believe the proposed scheme is good or very good for cars, 39% and 35% agree with this view of the proposed cycling and pedestrian facilities respectively.

From the survey results, most of the responses rated the proposed improvements either good or neutral for all three user groups. The rating of very poor and poor have notably decreased for all three user groups, however there is still some opposition to the proposals.

34% think the proposals are poor or very poor for cars compared with 21% and 19% believing the same of the scheme cycling and pedestrian facilities.

### Comments / Suggestions:

A further comments section was given for accompanying remarks to be provided, the top themes for objections to the scheme are as follows:

## **Oak Road / Leeds Road**

Oak Road and Leeds Road residents' concerns are directed at the diversion of traffic down their roads, specific concerns include:

- how this will impact property/parking access,
- safety for residents especially children given the proximity to the recreational ground,
- environmental impacts, particularly in relation to noise and air quality
- increased HGV numbers and their contribution to the above factors were of note.

Many also believe that making this change will only move the queuing of traffic to a different area and cause the junction from Oak Road onto Bradley Road to be busy and a dangerous junction to get out of.

The main safety concerns came from the residents on Oak Road and Leeds Road a number suggesting a reduction of speed limit.

Other safety concerns were also raised from residents who do not trust road users to follow the new layout properly, with concerns about the light sequencing being a problem too.

This also included more general anxieties for the lack of safe crossing areas for both pedestrians and cyclists within the scheme and pedestrian routes not being upgraded sufficiently.

## **Cyclist Consideration**

There were concerns that the cycling routes are not being sufficiently upgraded and this causes concern for the safety of cyclists on the roads around the area. Comments suggested the routes already make those who cycle feel unsafe and that the proposed improvements suggest nothing will be done to improve this.

## **Environmental Concerns**

Most concerns regarding environmental issues covered the lack of compatibility with the climate change agenda. Many mentioned Kirklees and Calderdale's recent declaration of a climate change emergency and how they believe this scheme contradicts that message. Most of these simply do not support a highway infrastructure improvement scheme when some would rather the focus be on alternative 'greener' ways of transport being prioritised (bus routes and cycle paths).

Concerns for tree damage or removal, existing bridge architectural value and air quality from increased pollution were also voiced.

### 3 Next steps

Consideration is now being given to establish where amendments to the design can be made to take account of the feedback received. This is ongoing and will be subject to consultation with officers and, in due course, emergency services. Specific interventions being explored include:

- A full review of the cycling design – the Kirklees Cycling Campaign made a range of suggestions. These are being considered along with other cycling comments received, ahead of a meeting with the Kirklees Cycling Campaign.
- Speed limit reductions – these are currently being considered for Leeds Road (between Oak Road and Bradley junction) and Oak Road.
- Traffic calming measures on Oak Road
- A potential limitation to HGV use of Oak Road.

Following a recent briefing with Portfolio Holders and Ashbrow members a non-technical summary has been prepared summarising the justification for the scheme and the reason for recommending the diversion of traffic onto Oak Road. A copy of this document is available at **Appendix B**.

An updated Frequently Asked Questions document is also provided at **Appendix C**, this summarises the FAQs provided ahead of consultation and all questions and answers provided throughout the consultation period via the Your Voice website.



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# **A62 to Cooper Bridge Corridor Improvement Scheme**

## **Non-Technical Summary of justification for use of Oak Road**

August 2021

## Strategic Aims

The Kirklees Local Plan sets out the housing and employment needs of the district, it also identifies the development sites required to meet these needs.

Our transport network is fundamental to enabling businesses to operate effectively and competitively. The ability to move goods and people is an important factor in businesses deciding to invest in our district, ultimately strengthening our local economy.

To improve the road network, we need to both ease existing congestion and plan for future growth which will be generated from development and natural traffic growth.

Kirklees Council, in partnership with Calderdale Council and the West Yorkshire Combined Authority is making a range of investments in the local road network across the Kirklees and Calderdale districts. The intention is that once delivered these schemes will collectively improve access into Huddersfield and its connectivity with existing and planned neighbourhoods and other local towns.

Separately, Network Rail and Highways England are also developing plans to improve the rail and motorway networks respectively through the Kirklees district to enhance transport links to the wider region.

The A62 to Cooper Bridge scheme is one part of a much wider plan to deliver the transport infrastructure needed to grow our economy, providing better employment opportunities for our residents in the future.

Other improvements include our A62 Smart Corridor, A629 Halifax Road, A641 Improvement and Bradley to Brighouse Greenway schemes which jointly aim to improve facilities for not just vehicles, but pedestrians and cyclists too to encourage more use of sustainable modes of transport. The A62 Smart Corridor will deliver a range of improvements between Huddersfield town centre and Old Fieldhouse Lane including upgrades to bus facilities to promote more use of public transport too.

The A62 to Cooper Bridge scheme aims to directly complement that scheme by further reducing journey times along the A62 between Oak Road and the Three Nuns junction. The strategic objectives of the Cooper Bridge scheme are to:

- relieve congestion and improve journey times and reliability
- support economic and housing growth
- improve road safety
- improve pedestrian and cyclist facilities to encourage more use
- support the improvement of air quality

## How we determine whether to invest

The Department for Transport (DfT) has published guidance about how to appraise transport schemes. This includes how to determine the value for money offered by individual projects to inform decisions about whether a scheme is worth investing in.

Our appraisal of the A62 to Cooper Bridge scheme has followed this guidance.

To establish the economic benefits of investing in a road scheme we need to use a traffic model (more details about the model we have used are provided below) to enable us to make predictions and comparisons between different scenarios. This includes considering different options, but also comparing with and without scheme situations.

Using DfT approved software we are then able to understand the benefits and disbenefits offered by the scheme. In accordance with guidance, benefits are monetised, where possible, to determine the financial benefit (or disbenefit) to the economy of the proposal. This appraisal process considers the area wide impacts and benefits, presenting the best outcome for all users of the road network. It is, however, possible that schemes will need local changes to existing travel patterns, requiring residents to change and adapt to new road layouts.

When monetising benefits and disbenefits we consider a range of impacts of the scheme, including:

- changes to journey times, i.e., journey time savings to businesses, commuters and other road users
- environmental impacts such as greenhouse gases emissions and changes to noise levels
- public transport benefits – journey time savings for bus services
- construction impacts – this is a disbenefit and recognises that whilst a project is being constructed there will be additional delays and congestion
- accidents, this considers the financial implications associated with accidents dependent on the severity of the accident e.g. police and ambulance costs, damage to property and insurance costs etc.
- Journey time reliability, i.e., how consistent is the journey time through a section of the network - how confident can road users be in the time their journey will take?

The government publishes and regularly updates the values to be used in transport appraisals associated with each type of benefit/disbenefit to enable them to be monetised. For instance, a Value of Time is established for each type of road user, this is used to determine the cost to the economy for time taken by a particular type of road user (e.g., a commuter) completing their journey.

Again, it's important to note that the impacts of the scheme are not just contained to the area of the network being changed but will result in changes to travel patterns on the surrounding road infrastructure too and the appraisal takes account of these effects across the wider network. Road projects are also appraised over a 60-year

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period, so whilst individual time savings may seem small (a few minutes or seconds) once this is multiplied by the number of road users (our current forecasts predict c. 27,000 vehicles per day on this section of the A62 in 2026) and considered over a 60-year period, the financial benefits to the economy can be significant.

Once the financial benefits of the scheme have been determined these are divided by the costs to build the scheme to generate a Benefit Cost Ratio (BCR). The Value for Money Framework, published by the government, establishes six Value for Money categories to support decision making, the BCR of a project determines which category it falls into. The categories are presented below for information:

Value for Money Category	BCR range
<b>Very High</b>	Greater than or equal to 4
<b>High</b>	Between 2 and 4
<b>Medium</b>	Between 1.5 and 2
<b>Low</b>	Between 1 and 1.5
<b>Poor</b>	Between 0 and 1
<b>Very Poor</b>	Less than or equal to 0

The government has very recently (July 2021) published updated values which we are currently taking account of in the preparation of the business case and will change the level of benefit offered by the scheme. However, the work we have undertaken using the previously published values has given a BCR of 3.559, which means each £1 spent on the scheme will return an economic benefit of £3.56, offering High value for money.

As the scheme design and costs become more clearly defined, these assessments will be updated again in future project stages.

**How we have developed our transport model**

To determine the impact that the proposed scheme will have on traffic flows across the existing road network a transport model has been developed covering the whole of Kirklees with some coverage of the neighbouring authorities. In relation to the Cooper Bridge area the model also includes some of the Calderdale district.

The model is based on the conditions on a typical day in 2015 and uses data collected from interviews taken at the roadside to determine peoples trip origins and destinations, traffic count data and average journey time data. Three different models exist representing the different travel patterns at different parts of the day. These are a morning hour (08:00-09:00), an average hour between the morning and evening (average between 10:00-16:00) and an evening hour (17:00-1800).

The traffic flows and journey times along key roads in the model is checked against the observed traffic counts and average journey times to determine how closely the model represents reality. The DfT set criteria that the model has to meet in order to be viewed as representative of reality and suitable for use to assess the impact of a scheme such as Cooper Bridge. The model meets the criteria set and is therefore viewed to be suitable for assessing the impacts of the proposals.

The transport model takes account of how travellers choose the time of day that they travel, the mode of transport and the route that they use. When forecasting into the future two models are prepared – one without the scheme and one with it so that the change in traffic flow can be identified.

To determine the impact the scheme will have when it opens, and further into the future, the scheme has been assessed in three years, which are 2026, 2031 and 2041. Background traffic growth projections are applied to the 2015 data to establish what the forecast traffic flows will be in each of the years considered. The trips from all known future developments are added into the model along with forecast changes in car ownership.

Any future transport scheme that has had a business case approved for funding to deliver the scheme is assumed to be built in the stated timeframes set out in the respective business cases. These schemes are included in the future year models to reflect what the road network will look like at the time the Cooper Bridge scheme is completed as some of these schemes may also have an impact on traffic flows in the Cooper Bridge area. Our other transport schemes included in this exercise are listed below:

- A62 Smart Corridor
- A629 Halifax Road; and,
- Huddersfield Southern Corridors

People choose different route options between their origin and destination based on a desire to minimise the time and distance associated with a trip. The transport model considers these factors in determining the route someone chooses to take. This means that once other transport projects are considered alongside this scheme, some drivers will choose to take different routes to the ones they make now.

If we successfully secure funding to proceed with the scheme, we will update our traffic model in the next stage. This means we will base our model on a more recent traffic survey data (2019), include any other transport schemes which have secured delivery funding and update our forecasts to reflect any changes to proposed developments. Our updated assessments will also include any changes we make to the design of this project.

Once we have completed all our assessments, we will hold another public consultation to present the results. This is expected to be in late 2023.

## **Why we are diverting traffic onto Oak Road**

A junction is defined as the general area where two or more highways join or cross, within which is included the highway and roadside facilities for controlling traffic movements in that area.

The main aspects of interest to traffic and highway engineers at junctions are:

- Capacity – how much traffic can pass through the junction within a specific period of time, the physical length of queues, and time delays
-

- Safety, accidents
- The physical environment

Since a junction involves conflicts between traffic travelling in different directions, its design can control accidents, delay and capacity and can lead to orderly movement of traffic.

In designing a junction there are several traffic constraints to consider

- Traffic volume and future growth
- Seasonal, day to day, hour to hour and directional traffic volume variations
- Traffic composition – what types of vehicles are using the junction
- Turning movements
- Pedestrians, cyclists, and public transport needs

To arrive at what is now the preferred scheme option for Bradley junction many layouts have been previously considered but ultimately discounted on the basis that they do not offer the vehicular capacity required to cater for both existing traffic demand and growth.

Other options considered at the junction have included:

- a roundabout
- significant widening of Leeds Road and Bradley Road on the approach to the junction, and
- banning the traffic from turning from Bradley Road onto Colne Bridge Road

Some have been discounted due their required footprint either exceeding the available space or having a detrimental effect on the built environment in terms of the need to demolish property whilst others have been discounted because they don't provide the additional capacity required. Other factors have also influenced those decisions; there are a number of private properties at the junction (e.g., the pub) which need to have their access arrangements catered for; the junction is also on a hill which must be considered in any design. These are additional issues which make a roundabout solution impractical for instance.

In the preferred option we have sought to widen as many of the approach roads into the Bradley junction as possible to increase vehicular capacity. Although this has resulted in an increase it will not be enough to satisfy future traffic growth.

Thus, to further increase its vehicle capacity, we have sought to seek to reduce the number of traffic movements that occur at the junction. Removing the right turn from Leeds Road onto Bradley Road saves time on each cycle of the traffic lights at the junction. Diverting this right turn onto Oak Road means that the saved time can be reallocated onto either Bradley Road, Leeds Road or Colne Bridge Road as required to increase the vehicle throughput at the junction.

Existing users of this junction will be aware that for some years the right turn from Leeds Road onto Colne Bridge Road has been banned. When this intervention was implemented it increased the junction's ability to manage the traffic demand that existed then, years later and with one eye on the future more change is required if we are to realise the areas strategic housing growth.

As explained earlier when assessing the impacts of the scheme the transport model takes account of expected changes to journey patterns. So, whilst the majority of traffic which turns right onto Bradley Road will use Oak Road, not all of it will. Some vehicles will be dispersed across the wider network meaning we do not predict the full volume of existing traffic to be diverted onto Oak Road.

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## **A62 to Cooper Bridge Corridor Improvement Scheme - Proposed Highway Improvements for Cooper Bridge area**

### **Frequently Asked Questions (FAQs)**

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#### **1. What is the proposed scheme concept?**

The A62 to Cooper Bridge Corridor Improvement Scheme concept is a series of highway improvements to the Bradley and Cooper Bridge junctions and surrounding roads. It's designed to improve traffic flow and reduce congestion around the Cooper Bridge roundabout, including providing better access to Huddersfield and the M62.

#### **2. Why do we need to do something?**

The Council has a statutory duty under the Traffic Management Act to consider options that improve traffic flow. The Cooper Bridge junction is one of the key routes into Huddersfield, to and from the M62, Dewsbury and, our closest city, Leeds. This area is one of the busiest in the district for all types of transport with no capacity to accommodate more traffic unless we make changes. The existing road network is unable to cope at peak times, which is leading to significant delays and congestion. When the current issues are added to the estimated natural growth and future development needs it becomes clear that something needs to be done.

#### **3. What will the scheme involve?**

We have considered numerous options in an attempt to address the existing issues in the Cooper Bridge area. We have now completed our assessments and have identified our preferred option. Our design is still at a conceptual stage, but our proposals include the following:

- Widening to sections of A644 Wakefield Road and part of the A62 Leeds Road.
- Significant highway changes at the Cooper Bridge junction.
- Changes to Bradley junction and Oak Road, including changing Oak Road to one-way.
- Provision of new segregated cycle lanes along Cooper Bridge Road, A62 Leeds Road, the Cooper Bridge junction and Oak Road.
- Improving pedestrian and cycle crossing facilities.

#### **4. Why are you not building one of the link road options presented in 2018?**

Whilst there was support for the link road options during our public engagement in late 2018 / early 2019, there were also some concerns raised about the environmental impacts of the options, particularly on the ancient woodland and tree loss in general. Additionally, Kirklees Council has declared a climate emergency since those plans were developed.

Considering all of this, we have reviewed our designs with the aim of minimising the environmental impacts of the scheme whilst still addressing the transport issues in the

area. In doing this it became clear a link road solution that avoided the ancient woodland couldn't be achieved within the available budget.

## **5. What else have you changed?**

During the public engagement held in late 2018 /early 2019 we received a lot of feedback on our proposals. We have made the following changes as a result of comments received:

You said you wanted:

- to reduce congestion
- to avoid impacting the Ancient Woodland and local heritage assets
- to minimise the impact on the local environment and green spaces
- parking for residents on Leeds Road to be retained
- improved cycle facilities including reduced conflicts between on-street parking and cycle lanes
- more filter lanes on the approaches to junctions

In our preferred option we have:

- enhanced Cooper Bridge and Bradley junctions and optimised signal timings to reduce congestion and support the improvement of local air quality
- removed the proposed link road to avoid impacting the Ancient Woodland and surrounding green space
- changed the design for Oak Road to accommodate parking outside properties and avoid removing existing trees
- retained existing on-street parking along Leeds Road between Oak Road and the approach to Bradley junction (from Huddersfield)
- provided segregated cycle lanes along Oak Road, Leeds Road, Cooper Bridge Road and around Cooper Bridge junction
- relocated cycling facilities away from street parking on Oak Road and Leeds Road
- provided widening and/or filter lanes in the following locations:
  - Colne Bridge Road on the approach to Bradley junction
  - Leeds Road (towards Huddersfield) at Bradley junction
  - Cooper Bridge Road at Cooper Bridge junction

## **6. What will the scheme achieve?**

The main benefits of the scheme will be to:

- relieve congestion and improve journey times for all vehicles including buses
- improve road safety
- improve facilities for cyclists and pedestrians
- support the improvement of air quality
- support local economic and housing growth

## **7. Why have you selected the preferred option?**

We have assessed options in accordance with Department for Transport guidance, this allows us to understand the value for money of all options before selecting a preferred option.

The options we considered were very similar due to the built-up nature of the area and we found all options offered High value for money. However, the preferred option was selected because it also:

- enables us to maintain the road whilst minimising disruption to road users
- the roundabout at Cooper Bridge is less confusing for drivers to use
- cyclists and pedestrians can use the roundabout more easily

## **8. Will the scheme make flooding worse?**

The roads in this area already suffer from flooding from the nearby river and waterways during periods of extreme rainfall. Whilst we are still at an early stage in developing our design we don't currently expect our proposals to make this flooding any worse.

We will work with Yorkshire Water and the Environment Agency as we develop our plans. Our designs will include a Sustainable Drainage System as part of our design at Cooper Bridge which will allow us to store and control the drainage of surface water and direct water away from known flooding areas to help minimise the impacts of rainfall on the road.

## **9. The road already floods near the railway bridges when it rains, will you fix this as part of the scheme?**

A separate piece of work is already being developed in partnership with Calderdale Council to address the cause of the existing flooding issue on Cooper Bridge Road. We expect these improvements will be delivered before we construct the A62 to Cooper Bridge scheme.

## **10. How will the plans affect local air quality?**

We have undertaken initial assessments to understand the impacts of our proposals on local air quality. These consider the difference between air quality with and without the scheme and have shown the scheme will not have a significant impact on air quality.

The Cooper Bridge area is currently declared as an Air Quality Management Area due to high levels of Nitrogen Dioxide. However, along with other council initiatives and with improvements in vehicle efficiency, these levels are predicted to have significantly reduced by 2026 when the scheme is expected to open. This is predicted to be the case whether the scheme is constructed or not.

Our air quality assessments will be updated as we develop our scheme design and will be published as part of our next consultation before we submit our planning application. Air pollution levels will also continue to be monitored before and after the

scheme as part of the council's statutory requirement and its ongoing commitment to improve air quality across Kirklees.

However, the scheme includes improved cycling and pedestrian facilities to encourage more use of sustainable modes of transport which will also help to make air quality better.

Additionally, we will install new signal technology to manage traffic which will allow better information to be communicated to drivers and vehicles to be prioritised to further help improve air quality.

### **11. What will the environmental impacts of the scheme be?**

We are currently in an early stage of developing the scheme and have only undertaken initial environmental assessments at this stage. This has helped to inform our selection of the preferred option and understand where we will need to design mitigations to minimise the impacts on the local environment.

If we are successful in securing funding to progress the scheme, we will develop a more detailed design before undertaking our full environmental assessment. Once we have completed this work we will hold another public consultation to present our findings and final plans.

### **12. What will happen to the Dumb Steeple?**

To construct the scheme we expect to need to relocate the Dumb Steeple. As it is registered as a Grade II listed building, we will need consent from Historic England to allow us to do this.

We want the obelisk to be safely accessible for the public to visit whilst remaining as close to its original location as possible, so we will work with both Historic England and the Kirklees Council Conservation Officer to identify a suitable location. We have shown a possible location on our artists impression of the Cooper Bridge roundabout, but this may change following our discussions with Historic England.

### **13. Is the scheme still needed, since the pandemic there isn't as much traffic?**

The Department for Transport is still updating its guidance on how the impacts of COVID-19 should be taken into account when appraising transport schemes. Once this guidance is available, we will update our assessments to ensure the scheme still delivers value for money.

However, since the first lockdown traffic volumes in the local area have almost returned to the levels they were before the pandemic struck. Whilst this is partly because not as many people are using public transport, it is still currently expected that congestion in the area will remain an issue after the restrictions are lifted.

**14. Who is paying for the scheme? Where is the money coming from?**

The project is to be funded by the West Yorkshire Combined Authority. Following this engagement, Kirklees Council has to submit a business case to the Combined Authority for their approval and for the scheme to proceed. If successful, we will receive the funding allocated to the scheme through the West Yorkshire plus Transport Fund.

**15. What is the West Yorkshire Combined Authority?**

The Combined Authority was formed in April 2014 to be the driving force for economic growth across the West Yorkshire and the City of York Council area. The West Yorkshire Combined Authority brings together key decision-making powers into a single body. To find out more visit [www.westyorks-ca.gov.uk](http://www.westyorks-ca.gov.uk).

**16. Can the money be spent on any other projects?**

The A62 to Cooper Bridge Corridor Improvement scheme has funding provisionally earmarked from the West Yorkshire plus Transport Fund and we wouldn't be able to spend it on anything else. If the Combined Authority do not accept the scheme's business case, then the scheme cannot go ahead and the money earmarked for this project will be allocated elsewhere in the region, not necessarily in Kirklees.

**17. Do you need to buy land to construct the scheme?**

Yes, we have already been in touch with landowners who will be affected by our plans and we will continue to liaise with them directly as our designs progress.

**18. When will you have the detailed design?**

Following the consultation process, feedback received will be considered and options for improvement will be looked at in accordance with guidelines approved by the Department for Transport (DfT). Once funding is secured, the detailed design will be developed. We will then hold a public consultation on the detail of those designs, before they are finalised. We currently expect to be able to do this in 2023.

**19. When will you start work on the improvements and how long will it take to construct?**

Subject to securing all necessary planning consents and funding approval from the Combined Authority it is anticipated that construction work will commence in 2024. If we can begin work sooner, we will.

Once we secure approval to our Outline Business Case we will appoint a contractor to work with us to develop a detailed construction plan, but we currently expect work to be completed in 2026.

**20. Why will it take so long to build?**

This is a busy area of the road network and we will need to carefully manage how the scheme is constructed to help to minimise the disruption to the travelling public. However, some preparatory works will be needed, such as diverting utilities equipment, to enable us to construct the scheme.

We will also need to coordinate our plans with Network Rail to enable us to construct the scheme whilst they are making improvements to the Transpennine Route without causing unnecessary disruption and so we can safely widen the railway bridges on Cooper Bridge Road.

Once we secure approval to our Outline Business Case we will appoint a contractor to work with us to develop a detailed construction plan and will provide more details at our next consultation in 2023.

**21. Will my comments be considered?**

Yes. Your comments will help inform proposals to address not only the underlying highway issues but also the needs of local residents, business owners and commuters. By having your say and sharing your views we will be able to ensure that the priorities and thoughts you have on your area are considered in any scheme design.

**22. Who can take part? Can I tell other people to take part?**

We welcome the opinions and feedback of anyone. Whether you travel by public transport, walk, drive or cycle, are a business owner or just travel through the area, your views and insights are valuable to us. Please share the link [www.yourvoice.westyorks-ca.gov.uk/CooperBridge](http://www.yourvoice.westyorks-ca.gov.uk/CooperBridge) with anyone you think would be interested in taking part. If you intend to submit a joint response on behalf of a group/organisation, please share the link with your colleagues so they can have the opportunity to provide an individual response.

**23. When can I take part?**

The consultation is running until 18 July 2021. Please make sure you complete the survey before this date.

**24. How can I take part?**

You can take part by visiting our website: [www.yourvoice.westyorks-ca.gov.uk/CooperBridge](http://www.yourvoice.westyorks-ca.gov.uk/CooperBridge), to review all the latest information and complete the online questionnaire. If you require any information in a different format you can contact MetroLine on 0113 245 7676

**25. When will we find out the results? What will you do with the results? Will you keep me updated on progress?**

After the consultation period closes on 18 July, responses to the questionnaire will collated and analysed. A summary report will be prepared and posted on [www.yourvoice.westyorks-ca.gov.uk/CooperBridge](http://www.yourvoice.westyorks-ca.gov.uk/CooperBridge) and [www.kirklees.gov.uk/majorschemes](http://www.kirklees.gov.uk/majorschemes)

We will consider the feedback and where feasible we will use this to inform the final scheme design.

At this stage it is intended that area wide information will be posted to residents and businesses when we hold further consultations. We will also update the webpage with all the latest information regarding the scheme. You can also sign up to our project page on Your Voice to be kept up to date in future.

**26. Will you require planning permission to build the scheme?**

Yes, once we have secured funding to proceed with the scheme we will develop our design and undertake more surveys to help us prepare our planning application. We expect to submit our application in 2023. Subject to our application being approved we aim to begin construction in 2024.

**27. Are you working with Calderdale Council on this?**

Yes. The scheme crosses the boundary between Calderdale and Kirklees Councils. Because the most significant changes are within the Kirklees boundary we are leading on the development of the scheme. However, we are working closely with colleagues at Calderdale Council to ensure the scheme is successfully delivered.

**28. What are your plans for a cycle route between Cooper Bridge and Brighouse?**

We are currently working with the West Yorkshire Combined Authority CityConnect programme, Calderdale Council and key interested parties to develop and deliver a cycle route which improves the connection between Brighouse and the Cooper Bridge area. Following a positive response to the public consultation, we are now in the process of refining possible solutions.

**Questions asked during consultation:**

**29. Your sub drawing shows not right turn at Bradley jn when approaching from CB to go up Bradley Road. How will this be achieved? where will traffic go to be able to head up Bradley Road?**

To achieve journey time savings along the A62 corridor we need to increase the capacity of Bradley junction. Due to the built up nature of the area we are unable to physically change the type of junction, but by removing one of the existing movements (the right turn from Cooper Bridge on to Bradley Road), we are able to increase the amount of traffic able to travel straight through the junction on each cycle of the traffic lights.

To enable this change an additional lane along Leeds Road between Bradley junction and Oak Road is provided along with new traffic signals to facilitate the right turn in to Oak Road. The impacts on Oak Road are partially offset by changing it to a one-way road. Our traffic forecasts show that the traffic along Oak Road is expected to increase by c.110 vehicles in the peak hour which equates to less than two vehicles per minute.

Changing Oak Road to a one-way road also helps to move the live lane of traffic further away from the frontages of the properties and the introduction of a new pedestrian/cycle crossing on Bradley Road, together with the removal of the right turn at Bradley provides opportunities for the vehicles to exit Oak Road more easily than the current situation.

**30. What benefits are you wanting to achieve by diverting traffic from a road designed and built for heavy traffic (Leeds Road to Bradley Road), to a road built for light, local traffic (Leeds Road to Oak Road)?**

To achieve journey time savings along the A62 corridor we need to increase the capacity of Bradley junction. Due to the built up nature of the area we are unable to physically change the type of junction, but by removing one of the existing movements (the right turn from Cooper Bridge on to Bradley Road), we are able to increase the amount of traffic able to travel straight through the junction on each cycle of the traffic lights.

To enable this change an additional lane along Leeds Road between Bradley junction and Oak Road is provided along with new traffic signals to facilitate the right turn in to Oak Road. The impacts on Oak Road are partially offset by changing it to a one-way road. Our traffic forecasts show that the traffic along Oak Road is expected to increase by c.110 vehicles in the peak hour which equates to less than two vehicles per minute. Changing Oak Road to a one-way road also helps to move the live lane of traffic further away from the frontages of the properties and the introduction of a new pedestrian/cycle crossing on Bradley Road, together with the removal of the right turn at Bradley provides opportunities for the vehicles to exit Oak Road more easily than the current situation.

**31. An assessment was to be carried out, after a motion was passed by full Council in November'18 re any possible impact on additional traffic using the B6118, and A637 roads due to improvements. A regular "corner-cutting" taken by many between the M62 and M1. What did this assessment show?**

In 2018 we were considering delivering a high capacity new link road which had the potential to attract traffic from across the wider district. Our current proposals are not likely to attract the same level of rerouting but will still deliver the necessary network capacity improvements.

Our appraisal of the scheme has been carried out in accordance with DfT guidance and traffic forecasts have been developed for morning and evening peak hours as well as an average daytime hour for our expected opening year (2026) and, in accordance with guidance, for 2041 which is 15 years later.

Forecast changes in traffic levels along B6118 Liley Lane and A637 Barnsley Road when compared to not having the scheme in place, range from between -1% (-6 vehicles) and 7% (48 vehicles) in 2026. In 2041 this changes to between -1% (-15 vehicles) and 13% (108 vehicles). This largest increase is along Liley Lane, but does not continue onto A637 Barnsley Road which sees a 7% increase (69 vehicles) in the same 2041 peak period.

**32. How many trees are to be felled in this project?**



At this stage our designs are at an outline stage which means we can't provide a number of trees to be felled at this stage. Our designs have changed significantly since earlier proposals to lessen the tree loss, amongst other factors, and now we will not fell any of the ancient woodland and don't expect to affect the trees on Oak Road.

Once we secure approval to our Outline Business Case we will appoint a designer and undertake our detailed environmental surveys and assessments and develop our detailed replanting strategy. The details of this work will be presented to the public as part of further consultation before the submission of our planning application.

- 33. I know the ancient woodland is now safe as I'm one of the protesters that helped to stop it. I'm still concerned about trees in the area and the nature reserve at Upper/Lower Quarry road. How many roads will have to be widened before you go another way? We need free public transport to get people out of their cars. Real cycle and walking facilities. We need easier access to WYCA as it is ridiculously hard to contact people or address issues. We want to do a deputation to WYCA about their attitude to the climate emergency and trees.**

Our revised scheme doesn't impact the Bradley Quarry Reserve on Upper Quarry Road. Unfortunately we do need to balance finding a solution to the transport issues whilst minimising the environmental impacts, this is assessed on a case by case basis at project level, as previously explained we will seek to offset the loss of any trees and will be able to present more information on this once our designs are further developed.

With regards to your more general issues and Combined Authority you can contact their Climate Emergency team via the following email address [Netzero@westyorks-ca.gov.uk](mailto:Netzero@westyorks-ca.gov.uk).

- 34. Any loss of trees for a road is wrong. Kirklees council are supposed to be considering the environment in all decisions. There must be a rough estimate you can let me have.**

Unfortunately, at this early stage of the scheme design we are unable to provide that level of information. We will provide more detail once our design and environmental assessments are completed at a future consultation.

- 35. Can you please clarify what happens to traffic which requires to turn right towards the Cooper Bridge Junction at the Bradley Road, Oak Road and Bradley Junction when approaching from Colne Bridge Road.**

Traffic will still be able to turn right from Colne Bridge Road towards Cooper Bridge junction.

- 36. As a resident, living on the stretch of Leeds Road between Oak Road and the new 'Bradley Junction', I would like to understand how the changes will impact on our daily journeys. Please can you explain;**

- a. **How are you proposing that we get to our properties from Bradley Rd? As we wouldn't be able to use Oak Rd.**
- b. **If travelling from Cooper Bridge, how would we get to our properties? As we wouldn't be able to get onto Bradley Road/Oak Road. Which is the usual route.**

- c. When leaving our property, if we wanted to access Bradley Road, how would we do this? As we will no longer be able to turn right, onto Bradley Road at the new junction.**

Vehicles will still be permitted to turn right from Bradley Road onto Leeds Road at the Bradley junction, local residents will then be able to turn around using Brooklands to enable them to use the street parking between Oak Road and Bradley junction.

Likewise, vehicles approaching from Cooper Bridge will be able to turn around in Brooklands so they can park in the direction of traffic along Leeds Road. For traffic wishing to access Bradley Road will need to turn around using the Cooper Bridge junction and then access Bradley Road via Oak Road.

- 37. Are you aware of the bottleneck at stocks bank road/A62 junction? The original proposal had much needed improvements to it. Please explain why you think it's ok to not fix the issue?**

As with the previous proposal we are providing two lanes of traffic along the A62 in both directions between the Three Nuns and Cooper Bridge junctions to help provide more capacity, additionally the creation of a dedicated left turn filter lane at Cooper Bridge junction will enable traffic travelling towards Huddersfield to flow more freely through the junction to help reduce congestion in this location. We are also proposing to slightly shorten the bus lane along the A62 on the approach to the Three Nuns junction, which will provide additional capacity for traffic to pass through the junction. These improvements will help to provide additional capacity in this area and help improve the issues at the Stocks Bank Road junction.

- 38. Where can be found your measurements of traffic flows on which this new design is based? Is the intention to redesignate the residential Oak Road as part of the A62 or part of the A6107 ? What does this scheme do, if anything, for the predominant outbound (towards Cooper Bridge) queues on the A62 Leeds Road?**

The traffic flow forecasts for the scheme are derived from the Kirklees Transport Model. This is a model, developed initially in 2015 and updated in 2019. It is based on observations of traffic flows and travel patterns across the Kirklees district. The majority of the data for the model (Traffic Counts and Roadside Interview Surveys) were collected in 2015 with some additional traffic counts around the Cooper Bridge area in 2019 so that the model could be updated in this area and made ready for assessing this scheme. The model takes account of the volume of car and freight trips and the routes used by these trips. The model represents the existing situation and then forecasts into the future, taking account of changes in land use, car ownership etc as well as changes to the highway network.

We do not intend to change the designation of Oak Road as part of the proposals.

There are two key changes which will help to improve journey times for outbound traffic travelling along Leeds Road. Firstly, the removal of the right-hand turn from Cooper Bridge onto Bradley Road allows other arms of the junction (including Leeds Road outbound) to benefit from traffic signals being on green for longer, which will help more traffic to pass through the junction on each cycle of the traffic signals. Secondly we are increasing the size of the Cooper Bridge roundabout, providing a dedicated left turn for

traffic travelling towards the motorway and widening to three lanes on the approach to the junction all of will create more capacity and allow traffic to travel through the junction more quickly than it does at the moment.

- 39. The option of Oak Road is too dangerous but a better option would be to introduce traffic lights at Lower Quarry Road to access a contra-flow lane on the other side of the road next to the cause-way to Bradley Road with traffic lights at Upper Quarry Road to allow access back to the normal side of Bradley Road. Traffic coming down Bradley Road to then have a direct lane on to Leeds Road there then would be three lanes past Lower Quarry Road towards Leeds. Traffic then from Leeds or from Bradley Road would not be involved in the main lights at Colne Bridge Road. There is room to achieve this.**

Thank you for your suggestion. A contraflow is certainly a novel solution for which to accommodate the displaced right turn from Leeds Road onto Bradley Road. Whilst technically a contraflow is feasible it does have the disbenefit of the introduction of another two sets of traffic signals at both Upper and Lower Quarry Roads. These two additional traffic conflicts are undesirable within a coordinated traffic signalled network making the smooth journey from one set of traffic signals difficult to achieve.

Furthermore, contraflow lanes are unconventional so much so that they do raise road safety concerns for all road users but in particular pedestrians. The introduction of a further traffic movement on Bradley Road will be confusing for all.

The need to displace the Leeds Road right turn to Bradley Road onto Oak Road is to create more vehicular capacity at the main junction. The use of Oak Road achieves this aim.

- 40. Will the playing field on Oak Road be used for parking for residents? Will the mature trees be damaged?**

No, we have changed our designs from earlier version to keep street parking on the same side as the residential properties. Our designs are at an early stage of development and subject to further surveys and detailed design, however we do not anticipate any damage to the trees along Oak Road.

- 41. Traffic flowing from Bradley Road onto: a. Leeds Road (left turn). b. Colne Bridge Road (straight across). c. Leeds Road (right turn). You presently have 3 lanes approaching this junction (for approximately 100 yards). Why not use lane 1 (near-side) for traffic heading towards Cooper Bridge (increase timings slightly if required). Use lane 2 (middle lane) for traffic heading towards Colne Bridge (road). Use lane 3 (out-side lane) for traffic heading towards Huddersfield That way there is no need to start messing around with traffic coming from Cooper Bridge (Leeds Road) wishing to turn right up Bradley Road.**

The lane arrangement for Bradley Road has been derived based on optimum lane usage to provide maximum junction capacity. Removing the right turn into Bradley Road will further improve vehicular capacity, by reallocating the green time that would have been allocated to the right turn to other arms of the junction.

- 42. What are the plans for existing limited parking outside the houses nos. 1159, 1161,1163,1165,1167 and 1169 Leeds Road? I don't see them on the draft plan drawings. Will you put in dropped kerbs and allow front gardens to be made into parking spaces in this row? With the Councils plans to refurbish and repair the 1 bed dwellings on Oak Road as well, parking, which is already difficult will likely become even more of an issue. Would appreciate your comments please.**

Thank you for your question, we will review our design in this location to establish if we can accommodate additional parking in this location.

- 43. What steps have been taken to count both pedestrian & cyclist usage in the area to warrant the need for what seems will be such a large outlay for this type of 'traffic'?**

Pedestrian and cycling surveys will be undertaken in the next stage of design to inform our detailed design. However, the scheme aims to cater for future demand, not just current usage of the network and also needs to comply with the latest design standards and guidance as far as practicable. In July 2020 the government published new guidance for the incorporation of cycling facilities and our latest designs are reflective of this. Additionally the West Yorkshire Combined Authority has published its Transport Strategy 2040, which sets out its ambition to significantly increase the number of journeys made by sustainable means, such as walking, cycling and public transport. As such the scheme aims to improve upon the existing facilities to help improve cycling and pedestrian connectivity across the wider area.

- 44. How will air quality be improved for the residents of Leeds Road with the addition of a third lane of traffic? Traffic currently flows freely into Huddersfield (I live here and see it each day) Your plans will now have THREE lanes of stationary traffic. (With out a shadow of a doubt there WILL be queues) This is the worst idea in the history of bad ideas. How on earth does this meet your objectives for any of the residents?**

The requirement to widen Leeds Road is driven by the need to remove the right-turn movement from Cooper Bridge onto Bradley Road, rather than to change the flow of traffic to Huddersfield on Leeds Road. However, by widening Leeds Road the traffic travelling in to Huddersfield will be moved further away from the frontages of the properties which will help reduce pollution concentrations at those properties. Additionally, the new proposed signals at the junction with Oak Road, which will control the traffic travelling towards Huddersfield will only stop traffic infrequently (to allow traffic in/out of the cul-de-sac at the junction or for pedestrians/cyclist to cross, so there should be limited times when that lane of traffic will be stationary.

Subject to securing funding to proceed with the scheme we will undertake further environmental assessments as we develop our detailed design and will present these results at our future consultation.

- 45. How will the removal of mature trees on Leeds Road improve air quality? How will you counteract their removal?**

We have significantly changed our designs to reduce the number of trees needing to be felled and our designs are currently at an outline stage so we will continue to look for

opportunities to minimise the impact on trees where possible. However, we are not able to completely avoid tree loss, as we develop our designs we will also prepare our mitigation plans which will detail our replanting proposals that will be adopted to offset the loss of trees. This information will be shared at future consultation events. However, by widening Leeds Road the traffic travelling in to Huddersfield will be moved further away from the frontages of the properties which will help reduce pollution concentrations at those properties.

**46. How will residents of Leeds Road join to the carriageway into Huddersfield? Will there be a diversion via Cooper bridge? How does this meet your objective of improving travel times?**

Leeds Road residents situated between Bradley junction and Oak Road will need to travel to the Cooper Bridge junction to turn around to travel in towards Huddersfield. Whilst we understand this is a longer journey for those residents the scheme aims to improve journey times along the A62. In 2019 (pre-pandemic) the Annual Average Daily Traffic shows over 22,000 vehicles travel on this section of the A62 each day, with this predicted to increase to more than 27,000 by 2026, therefore whilst there may be slightly longer journeys for a small number of residents the scheme will improve journey times for the majority of road users.

**47. How do residents of Leeds Road return to their houses from Mirfield? Will they now have to go via Brooklands? How will this affect this highly residential area? How does this improve safety?**

Yes vehicles travelling from Mirfield wishing to park outside the properties on Leeds Road between Bradley junction and Oak Road will need to use Brooklands to turn around. In proportion to the volume of traffic using the wider network the number of vehicles required to make this manoeuvre is relatively small and not expected to have a significant impact on Brooklands in terms of traffic volume or safety.

**48. With the volume of traffic currently going up Bradley Road from Cooper Bridge, how are you expecting that volume of traffic to go up oak Road with the amount of residents and business cars parked along there? Isn't this going to cause excessive tail backs from oak Road onto Leeds Road especially during peak times?**

Our design for Oak Road exceeds the minimum width required for a one-way road in current design standards to cater for the traffic additional traffic, additionally dedicated parking facilities will be created to allow for the street parking. Our designs are currently at an outline stage and we will develop them in more detail as we progress the scheme, we have also undertaken initial traffic assessments, which again will be updated and refreshed as we progress the scheme to inform the design.

However, the removal of the right turn at Bradley junction means there will be significant gaps in the traffic travelling on Bradley Road towards Bradley Bar, which should create ample opportunity for traffic to exit Oak Road and minimise tailbacks onto Leeds Road.

**49. Is there an intention to prevent the traffic light Grand Prix from the lights at the Bradley junction inbound on Leeds Road by reducing the speed limit to a 30MPH and the introduction of a safety camera?**

At this stage we don't intend to reduce the speed limit on Leeds Road or install a safety camera. Kirklees install safety cameras at high risk sites, where there is a history of personal injury collisions occurring, where speed has been identified as a causation factor. The aim is to preventing further collisions / injuries occurring. There is currently a criteria in place for assessment of sites, which is undertaken in Highways Safety, and ratified by the West Yorkshire Casualty Prevention Partnership who manage all West Yorkshire safety cameras.

This approach is in line with the Partnership strategy, DfT and Government Guidance, and the criteria can be found:

<http://www.safetycameraswestyorkshire.co.uk/frequently-asked-questions/camera-equipment-and-site>

**50. Are you planning on creating an electric car charging infrastructure for on street parking residents? I can't purchase an electric car because there is no infrastructure at the moment?**

Our current plans do not include provision for on street charging points, but this is something we can consider as we develop the scheme.

**51. Will you be able to turn right into Colne bridge road when coming from Huddersfield?**

Access arrangements onto Colne Bridge Road will remain as they are at the moment, so traffic will need to continue to access Colne Bridge Road via Oak Road and Bradley Road.

**52. If you are planning traffic lights at Oak Road to enable traffic to turn right from Leeds Road doesn't this just cancel out the delays you are trying to prevent when currently turning right into Bradley Road? It's just moving the issue further up Leeds Road.**

The proposed signals at the junction with Leeds Road and Oak Road which will control the traffic travelling towards Huddersfield will only stop traffic infrequently (to allow traffic in/out of the cul-de-sac at the junction or for pedestrians/cyclist to cross) so there would be limited times when the traffic will be stationary.

**53. When you ask for feedback on your proposed plans back in 2018. I raised the issue of the high volume of traffic that turns left of Leeds Road going down to Colne Bridge backing up onto Leeds Road due to the narrow bridges causing a lot of stop start traffic waiting for on coming vehicles to give way. How do you plan to overcome this problem so the rest of your plan will work successfully?**

Separately to this scheme the Council is working with Network Rail as part of their Transpennine Route Upgrade plans to arrange for this bridge to be replaced with a wider bridge to address this issue. Subject to Network Rail to securing the consents they need, we expect this work to take place in parallel to our scheme being constructed.

**54. Has anybody considered doing away with traffic lights altogether at the Bradley Road / Leeds Road / Colne Bridge Road junction and constructing a round-a-bout instead? No need to widen Bradley Road (beyond 2 (two) lanes towards Leeds & the M62 motorway No need to widen Leeds Road (both**

**directions) beyond 2 (two) lanes, No need to widen Colne Bridge Road beyond 2 (two) lanes, towards Cooper Bridge / Bradley Road / Huddersfield No need to send traffic (from Huddersfield) on a residential Street (Oak Road) past children's & family's recreation area towards Kirkheaton No need to send traffic (from Leeds & the M62 motorway) on a residential Street (Oak Road) past a child & family recreation area up Bradley Road If you do consider a round-a-bout, please don't screw it up by putting traffic lights around it (look at the Fitzwilliam Street / Leeds Road / Gasworks Street junction)**

Unfortunately, there is insufficient space, due to the built up nature of the area, to accommodate a roundabout of the required size in this location.

- 55. Not one of your responses for any of these questions asked, by myself or any other author, show ANY tangible benefits for any of the local residents on Leeds Road, Oak Road, Bradley Road or Brooklands. How are you meeting ANY of your objectives FULLY for your Kirklees residents?**

As explained in previous answers, our initial environmental assessments forecast an improvement in local air quality in the vicinity you are referring to. Additionally, we will provide improved pedestrian and cycling facilities, with additional crossing facilities and improved signal timings to create a better experience for pedestrians particularly when crossing Bradley junction. We will also improve the Oak Road playground facilities as part of the scheme and create formal parking bays along both Leeds and Oak Road.

The strategic aims of the scheme which are published on consultation page are the outcomes we aim to achieve by delivering the scheme to benefit both the Kirklees district and wider Leeds City Region.

- 56. You are planning on moving free moving traffic that filters right onto Bradley Road from the white cross junction, to a traffic controlled junction further up the road into oak road. This will slow traffic down, increase stationary traffic and seems increasingly unnecessary at solving a proper that clearly isn't there. Oak road residents will have a huge increase in traffic. Leeds Road will have a huge increase in stationary traffic. Residents now have to go either to Cooper bridge to turn round, or through a residential estate. On what realistic mode are your plans built? All your answers are littered with phrases such as "should" or "we don't expect" Is this massive project based on prediction only? What tangible evidence do you have it will improve for anyone? Show us the facts and prove it will work.**

We have assessed the impacts of our proposals in accordance with Department for Transport guidance for appraising transport schemes. We will continue to update our assessments as we progress the design of the scheme and we will publish the results of our final assessments at a future consultation.

Our assessments to date have been undertaken using the Kirklees Transport Model to forecasts the impacts of the scheme. This is a model based on observations of traffic flows and travel patterns across the Kirklees district. The model represents the existing situation and then forecasts into the future, taking account of changes in land use, car ownership etc to enable us to assess future traffic conditions with and without the scheme in place. The results of our initial assessments demonstrate the scheme will

deliver journey time savings along this section of the A62 corridor and will offer High Value for Money, in accordance with government guidance.

- 57. I understand what 'as is' traffic data is being used, but still don't understand what the 'to be' will look like - are you saying this is what will be published at a final consultation? Do we know when this will be? I understand you points about the local plan, but am still not sure how we ensure these changes are done to improve current situations, not to accept more housing. What does the local plan run to and how does this feed into any future local plans? I can't see any response to my other points: • We often see Stocks Bank Road being used as a cut through - drivers come down Huddersfield Road, see a queue and drive up Coppin Hall onto Stocks Bank. Will anything be done to deter this? • Has consideration been made to the footpaths across Leeds road - at the end of Stocks Bank Road, and also behind the 3 nuns - lots of local people cross this busy road to get to the footpaths.**

Yes we will be updating our traffic assessments as we develop our designs to ensure they reflect the final proposed scheme, once these are completed we will hold further a public consultation and present the results of our assessments. This is expected to be in the second half of 2023, but we will publish details of exact dates and how to take part closer to the time.

The scheme does aim to both improve existing congestion, but also support the economic and housing growth in the area, the current Local Plan covers the period to 2031. As previously explained our modelling forecasts in to the future taking account of, amongst other factors, expected changes to land use, this is informed by the allocations included in the current Local Plan.

The scheme in its current layout provides an additional lane towards Cooper Bridge between the Three nuns junction and Cooper Bridge, when coupled with the left flow link towards Huddersfield at the new Cooper Bridge roundabout this will help traffic travelling from Mirfield/Leeds to flow more smoothly through Cooper Bridge helping to reduce congestion. This should also help to reduce the need for people to rat-run through Stocks Bank, although no improvements are currently proposed on Stocks Bank Road itself. This is something we can consider further as we progress the scheme.

The scheme also includes the provision of new pedestrian and cycle crossings both Huddersfield Road and Leeds Road at the Three Nuns junction, to enable both roads to be crossed.

- 58. Please give me the numbers and percentage of traffic travelling east from the direction of the M62 which go to each of the 3 routes which come off the roundabout, i.e. toward Huddersfield, Mirfield and Leeds.**

Travel patterns do vary depending on the time of day amongst other factors, but presently approximately 37% of traffic from Wakefield Road travels on towards Three Nuns junction at Cooper Bridge and the remaining 63% (c. 500 vehicles) turns right towards Huddersfield in the morning peak period. In the evening peak period the split is more equal with approximately 49% existing towards Three Nuns and 51% travelling towards Huddersfield.



**59. Why is there a need to stop traffic (particularly local residents) from turning left onto Bradley Road from Leeds Road?**

As part of our design we need to include improved cycling and pedestrian facilities, this helps to make it safer for those already travelling by these modes, but also encourages increased usage of sustainable modes of transport in future. By banning the left turn we are able to allow cyclists to travel at the same time as the traffic travelling towards Cooper Bridge. Keeping the left turn creates a conflict between vehicles and cyclists which could result in accidents. Additionally, we are able to improve the experience for pedestrians by allowing them to cross the whole of Bradley Road at the junction without being held on traffic islands for long periods.

**60. You have not made Oak Road Bradley safe in fact with the new layout it is going to become at least twice as bad with congestion and the people on Oak Road will on fact have more emissions, noise other pollution s from wagons and other articulated traffic going on a small road. As I am a property owner on Oak Road it will be very difficult to park outside my house and dangerous with the amount of traffic that will go on that road. You have not listened to the residents that went to the original meeting and I don't think any of you care about us just as long as you lot get your own way as you are definitely not listening to people that live on that road.**

As our designs are developed we will update our transport modelling and undertake further environmental assessments which we will publish as part of our future consultation. However, our initial assessments have shown that by removing the two-way movements from Oak road, the traffic is kept further away from the frontages of those properties which helps to improve pollution concentrations compared to the current layout. Following feedback from our previous public engagement we have also updated the design to retain parking on the same side of the road as the properties.

**61. As I said you have not listened to the residents because your answer to the situation is unbelievable ,you have not grasp what we are saying , there is going to be more traffic going on that road even though it's going on one direction , every mode of transport will be constantly going on Oak road and as I said the noise , the emissions are going to be triple what the are now . As for articulated vehicles they will be going on that road well into the early hours of the morning as they are coming on at 4am and this is now . With all this it is going to impossible to get across the road to the park because of the amount of traffic which will be 24/7 days a week. The safety of people and children are at risk with this scheme . I would also state that this would also affect the value of everyone's property on the road, Who would like to live on a road with constant traffic and how could we sell our homes now with this decision hanging around our necks!!!, IMPOSSIBLE. You will have seen the Examiner last week regarding the Article on Oak road and how the residents on the road have not been involved in any decisions or been able to make their views heard because you know what the answer will be !!, And that is a done deal passed by the Kirklees council regardless what the residents say. I am not in agreement with the answers to my previous question. I hope i get a reply back quicker than the first time I contacted you as I am going to get in touch with the Examiner reporter with what you have commented on with your feeble excuse to justify putting a one-way traffic flow on Oak road. Very disappointed with your reasons as I said before it's a done deal with Kirklees.**

Thank you for taking the time to share your views. We will include your response in our analysis of the feedback received and where possible take account of comments made. We will publish further detail at future consultations.

The recent consultation was an initial opportunity for the public, including Oak Road residents, to share their views on our proposals. Now the consultation has closed we are reviewing the comments received and will consider how we can make amendments to our proposals to address issues raised, where possible. We will also continue to engage with local ward members during this period to discuss issues raised by residents and agree how we can communicate any further changes to local residents.

As reiterated in previous answers initial assessments show the changes to Oak Road will improve air quality for the properties along Oak Road, compared to not having the scheme in place. However, these assessments will be updated and published at a future consultation subject to the project securing funding to progress its design.

The government has published guidance regarding the compulsory purchase process which also includes compensation mechanisms for those affected by projects, including in cases where properties are affected by the use of a project (in this case the road). You can find the guidance at <https://www.gov.uk/government/collections/compulsory-purchase-system-guidance>

**62. What will happen to the businesses on Leeds Road? Will Marstons Chicken shop and the car dealer have to close?**

We have met with the businesses affected by our proposals and will continue to work with them as we develop our designs to minimise the impacts on them.

**63. There was one opportunity for the public to speak with planners via a YouTube video that took place at 5.30pm one evening. Why haven't there been more chances/times available to do this? You have effectively excluded all commuters and those that work by holding it once at this time. The last time there were planning consultations, the public were allowed to view plans over a much longer period and in person. This could have happened and been a covid safe event - why has it not?**

Unfortunately, due to the uncertainty and regularly changing government guidance regarding managing events during the pandemic it has not been possible for us to safely plan and hold face to face events during this consultation. The risk of having to cancel events at short notice due to changing guidance or staff testing positive beforehand would have resulted in the public being unable to access the project team at all. For these reasons an online live streamed event was provided instead, this is consistent with how the council has communicated key messages throughout the pandemic. The event was held after working hours to allow people to view it live, but is available to be viewed afterwards for those who were unable to attend.

A six-week period has been provided to allow ample opportunity for the public to access our materials and ask questions via the website if they were unable to attend the live event. This is consistent with our previous public consultation which was open for seven weeks (an extra week due to it being over the Christmas period).

- 64. What are you hoping to find out for a very limited range of questions in the questionnaire? How will this be a true representation when the questions only serve to ask "if things will improve" with your plans. These are very basic questions to a survey with very major implications. What do you hope to find out and how?**

The survey will help us to understand the profile of journeys and journey purpose for those who respond to the survey and collate consistent responses to gauge views on the changes proposed for all modes of transport within the scheme extents. A comments box is provided for anyone who wishes to provide additional feedback.

- 65. You state in the answer to my previous questions that traffic will be moved further away. Please can you clarify the distance it will move from and to and what this difference is?**

Your question doesn't clarify the location you're referring to and at this stage our design is at an outline stage, so exact measurements will be determined in the next stage of design once more detailed site surveys have been undertaken. However, in the case of Leeds Road where we are constructing a third lane which will move the traffic travelling into Huddersfield away from the property frontages, the new centre line for that lane will be approximately 3.5m further away from the houses on that stretch of road.

- 66. Our main goal in every action should be to tackle climate change and reduce emissions of CO2 if we want a future for our planet and for our kids. How do you think that increasing traffic by extending this road will contribute towards this goal?**

Currently, year on year traffic growth is predicted to rise. Our preferred scheme seeks to tackle the issues of today whilst having one eye on the future. The move away from fossil based fuels to more environmental friendly power sources will still require road space. Currently we do not have a enough space in which to accommodate all modes of travel. In the future it is hoped that there will be a switch to more sustainable modes of travel in which case road space reallocation can be considered.

- 67. Do any of your plans involve the changes to the allotments off Bradley Road?**

No there are no plans to make any changes to the allotments as part of the project.

- 68. Having been outside and measured the distance that you've stated in your plans when you implement these changes I'm now going to be opening my car door into 40 mph traffic and not into the current cycle lane which is a buffer zone to the traffic. There are only a few cyclists on this route with plenty of opportunity for me and the other residents of Leeds road to get out of our vehicles. Do you think it's a good idea to remove the cycle lane in its current form in the interest of safety of the local residents or are you (clearly) not bothered so long as your plans go through. So far no ones voice has been heard from what I can see as you lot certainly seem to have all the (wrong) answers**

Design standards have changed since the advisory cycle lane was implemented on Leeds Road. If we wish to make any changes to the cycling facilities on this stretch of road we will need to comply with latest standards, ideally providing segregated cycling facilities

where possible. When we engaged with the public in 2018 we showed a revised design with the cycle lane remaining on the same side as the properties between the footway and parking area, which complies with current standards. Feedback received at that time from some residents reflected they didn't want to cross a cycle lane to access their vehicles. For that reason the latest designs have changed to show a two way segregated cycle lane on the opposite side of the road. We are unable to provide a segregated facility on the outside of the parking area and the scheme aims to provide safer cycling facilities where possible to encourage use of sustainable modes of transport.

The measurements presented at this stage are indicative, however our proposals comply with street parking facilities provided nationally and in this case provide a wider parking area than the minimum standards.

The consultation which closed on the 18<sup>th</sup> July was an opportunity for people to share their views with us. We will now review the feedback received to take account of those views where possible, we will consider the points you have raised as part of that work.

**69. Just looking at the Cooper Bridge proposal and I have a question about the cycle path. Will this be like the greenway/route 66 i.e. off road? If so has any consideration been made for horse riders?**

As part of the A62 to Cooper Bridge project we have included segregated cycling lanes throughout the majority of the design, this means the cyclists will be separated from both traffic and pedestrians in most areas by a kerb. However, there are some short areas where there isn't enough space to accommodate this and the pedestrians and cyclists will share the same space. Whilst the lanes are mainly separated from traffic this will not be a greenway route and the cycle lanes mainly follow the edge of the road and will not permit horses.

We are separately developing plans for a Bradley to Brighouse greenway cycle route which is designed to integrate with this highway scheme, this was consulted on separately and we are now refining our designs.

**70. When you say you are separately developing a Bradley to Brighouse greenway cycle way, will this be horse friendly?**

In developing the Bradley to Brighouse Greenway, our partners, the Canal and River Trust took the position of specifically precluding horses from the canal towpath as they considered the route would not provide adequate space for them to use it safely. We are therefore not proposing to negotiate with the private landowners over which adjacent elements of the route cross to allow and encourage use by horses.

**71. I've got a few questions after looking at the proposed plans for the Cooper Bridge and Bradley Junction scheme. - Will this scheme be redesigned again to meet LTN 1/20 as it currently fails on comfort, directness, and using advisory cycle lanes on a 40mph road? - Have the cycle routes from Huddersfield towards Roberttown been considered in this design as it requires a bicycle rider to take 11 separate road crossings? - Will the cycle routes have sensor loops for the crossings or will bicycle users be required to press beg buttons? How long will the wait time be and will they be given priority? - Why are drivers expected to cross a cycle lane to use parking bays instead of putting the cycle tracks on the other side and thus giving the safety**

**of segregation? - Why aren't continuous footways/cycle routes utilised? - Are the cycle stop lines put ahead of vehicular stop lines to allow them to be seen by drivers or to clear a junction before turning traffic? - Is there access to the bi-directional cycle route between Mirfield and Cooper Bridge roundabout if joining directly from the bus lane on the A62? - Would you be comfortable with your 8 year old child cycling this route? - Why aren't bus lanes continues through this route where the space allows for multiple lanes when they move far more people than lanes for single occupancy vehicles?**

The scheme design is currently at an outline stage, subject to securing funding to proceed with the scheme the detailed junction designs, signals design and timings will be developed in the next stage and presented at a future consultation.

The scheme aims to improve facilities for both pedestrians and cyclists where feasible, where possible we have kept cycling facilities away from parking bays, this is reflective on feedback received during earlier engagement with the public. However, in some locations there is insufficient space to provide fully segregated facilities and this is reflected in the design, again we will keep these elements under review as the design progresses and we undertake more detailed surveys.

Unfortunately, space constraints have prevented the inclusion of a dedicated bus lane throughout the extent of the scheme. However the scheme aims to improve journey times along this section of the A62 corridor, bus services will benefit from the journey time savings delivered by the scheme, additionally we will be incorporating Intelligent Transport Systems (traffic signals) which will allow buses to be prioritised at junctions.

- 72. I logged on to the live event and did ask a question, Sarah advised that existing parking outside the Leeds Road houses immediately prior to Oak Road would now be retained. (These are the 9 houses coming from Huddersfield, houses with front gardens same side as and just before Oak Road), however, I have just revisited the scheme drawing on the Your Voice pages, and the existing parking is not shown. As the houses are a row on their own, I would appreciate further reassurance (on behalf of my neighbours), that our parking has not been overlooked. Is there in fact a more up to date drawing that needs to be uploaded to the Your Voice website?**

Apologies for confusion on the live event, we understand the area you are referring to now (on the live event we thought the reference was to the parking along Leeds Road between Oak Road and Bradley junction). You are correct that the current plans do not show on-street parking in this location. We will review our designs in this location to establish if we can accommodate additional parking there.

- 73. As a resident of oak road my concerns are reduced road safety as children's play area opposite, reduced air quality ,increased noise from excessive traffic including buses and wagons using oak road, reducing the value of my property, and I would expect the council to install triple glazing for the noise, at no cost to the home owners.**

Thank you for your email. Our designs are currently at an early stage of development, as we progress the scheme we will explore the possibility of introducing traffic calming and/or a reduced speed limit to Oak Road. We will also undertake further environmental assessments, which we will publish during our next consultation.

**74. What has happened to the Brighouse - Bradley greenway? Should finished by now but not even started yet.**

Emerging schemes in development for Brighouse and Bradley have necessitated a redesign of a elements of the scheme, and it is now intended to be on-site winter this year.

**75. I have a few questions. How do we know how this will impact? As an example, yesterday I drove home to Mirfield and the queue started on the m62. It takes typically 10/15 minutes to get the 2 miles from the junction to stocks Bank Road. What analysis has been done to understand current traffic vs the expectation and also pollution levels for residents? Also any traffic monitoring - when was this done? We often see Stocks Bank Road being used as a cut through - drivers come down Huddersfield Road, see a queue and drive up Coppin Hall onto Stocks Bank. Will anything be done to deter this? Has consideration been made to the footpaths across Leeds road - at the end of Stocks Bank Road, and also behind the 3 nuns - lots of local people cross this busy road to get to the footpaths. Finally my main concern about this - traffic has been bad for some years. Its amongst the most polluted roads in England! Yet more and more development has been allowed including the massive warehouses up the road. How will we be guaranteed that this won't come back to bite us - that more planning is accepted as infrastructure is better? These changes are to improve the situation not more make it temporarily better until more building is done!**

We have assessed the impacts of our proposals in accordance with Department for Transport guidance, we will continue to update our assessments as we progress the design of the scheme. We will publish the results of our final assessments at a future consultation. We have used the Kirklees Transport Model to forecasts the impacts of the scheme. This is a model, developed initially in 2015 and updated in 2019. It is based on observations of traffic flows and travel patterns across the Kirklees district. The majority of the data for the model (Traffic Counts and Roadside Interview Surveys) were collected in 2015 with some additional traffic counts around the Cooper Bridge area in 2019 so that the model could be updated in this area and made ready for assessing this scheme. The model takes account of the volume of car and freight trips and the routes used by these trips. The model represents the existing situation and then forecasts into the future, taking account of changes in land use, car ownership etc as well as changes to the highway network. This data is then used to also predict the changes in air pollution. The Councils adopted Local Plan sets out the requirements to provide the jobs and homes we need over the plan period, the location of these homes and jobs has been considered through the process of the local plan. The plan contains lots of policies designed to help tackle air quality and climate change matters to promote sustainable development. The provision of new infrastructure to accommodate this growth will help both relieve congestion and improve air quality. Alongside the planning approach is the government and Councils' commitment to move to decarbonise the economy and the transport we all use.

**76. I think one way of reducing congestion would be to take a branch road off for Leeds Traffic prior to the roundabout, which would cut down on queuing time.**

Our proposed scheme does include additional capacity on the approach to the roundabout to enable any left-turning traffic (on all arms) to flow through the junction

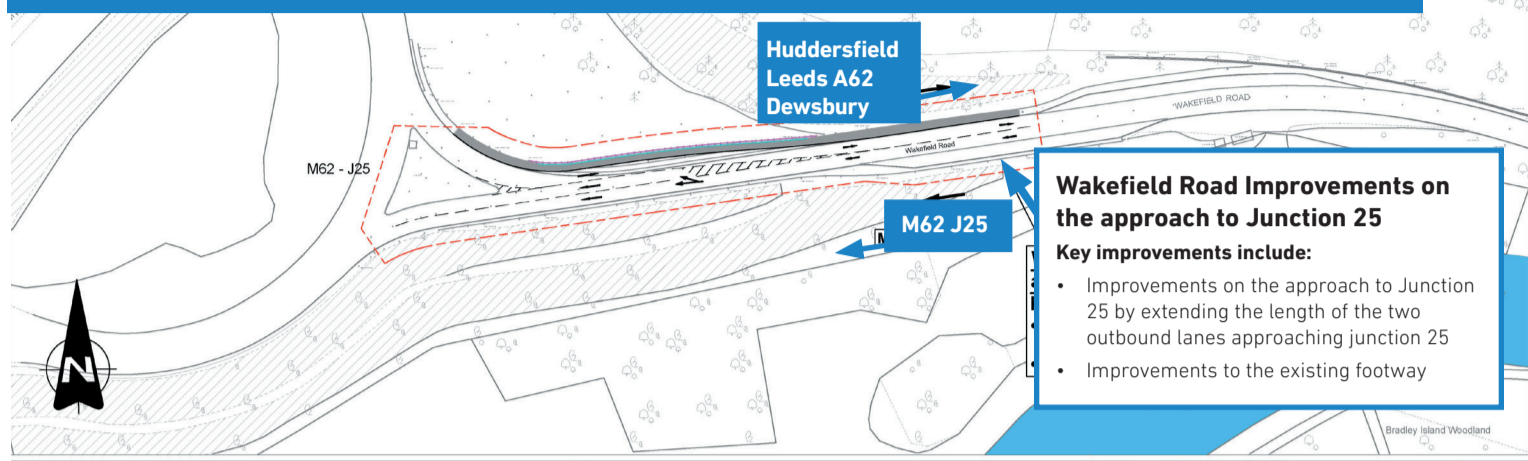
without having to use the roundabout itself. This will help to reduce congestion on the approach to the roundabout.

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# A62 to Cooper Bridge Corridor Improvement Scheme - Preferred Option

## Wakefield Road Improvements on the approach to Junction 25



**Wakefield Road Improvements on the approach to Junction 25**  
**Key improvements include:**

- Improvements on the approach to Junction 25 by extending the length of the two outbound lanes approaching junction 25
- Improvements to the existing footway

**Cooper Bridge and Bradley to Brighouse Greenway**  
 Following a separate public consultation we are currently refining our designs to deliver a new cycle route to Brighouse which will connect with the cycling facilities in our proposed highway scheme to improve cycling connectivity across the wider area

**Bradley Junction / Leeds Road**  
**Key improvements include:**

- Improving signal timings to reduce journey times
- New signal controlled pedestrian and cycle crossing points
- Widening Leeds Road from Oak Road to Bradley junction to provide 2 lanes towards Huddersfield
- Diverting traffic travelling from Cooper Bridge to Bradley Road via Oak Road
- Preventing vehicles turning left from Leeds Road onto Bradley Road
- New segregated cycle lanes, dedicated cycle signals and improved footways
- Improvements to bus stops & shelters
- Additional filter lanes to and from Colne Bridge Road

**Bradley Road**  
**Key improvements include:**

- Resurfacing existing road & footways
- Resurfacing existing parking bays
- Providing new a signal controlled pedestrian and cycle crossing
- New shared use pedestrian and cycle areas providing a connection to the proposed Cooper Bridge and Bradley to Brighouse Greenway route

**Oak Road**  
**Key improvements include:**

- Converting Oak Road into a one way road for traffic
- Provision of a new signal controlled junction from Leeds Road onto Oak Road with new pedestrian crossings
- New segregated cycle lanes & shared cycle/pedestrian areas
- Provision of new parking bays
- Improving the playground/recreational area

**For details see A62 to Cooper Bridge Corridor Improvement Scheme - Proposed Indicative Cross Sections drawing**

**For details see A62 to Cooper Bridge Corridor Improvement Scheme - Proposed Indicative Cross Sections drawing**

**Cooper Bridge Junction/A62**  
**Key improvements include:**

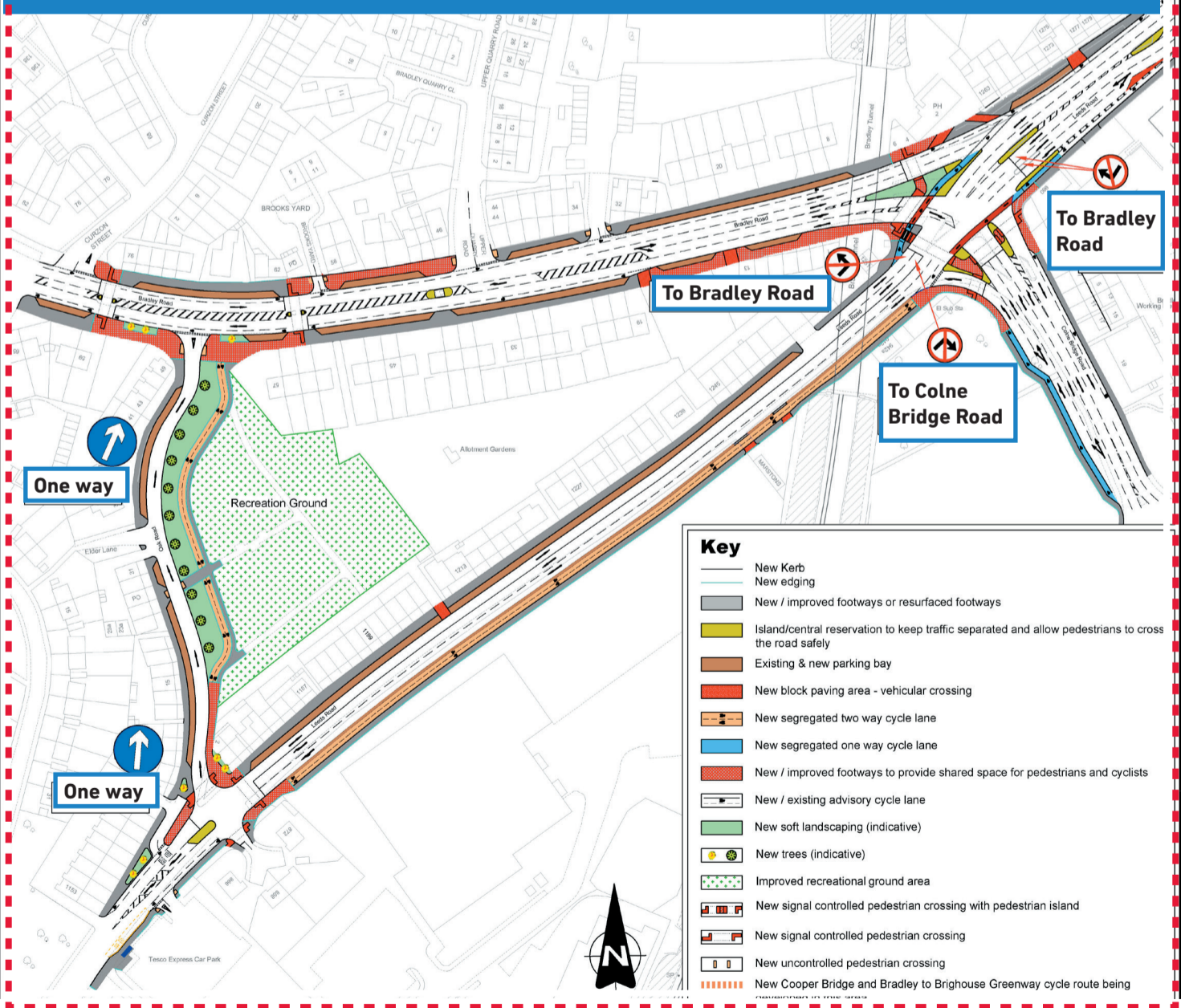
- Converting the existing three armed signalised roundabout at Cooper Bridge into a large signal controlled roundabout with additional left turn links to provide more capacity
- Improving signal timings to reduce journey times
- New signal controlled pedestrian and cycle crossing points
- New segregated cycle lanes and improved footways
- New landscaping and sustainable drainage systems
- Improvements to bus stops & shelters

**Cooper Bridge Road**  
**Key improvements include:**

- Widening the railway, river and canal bridges to provide additional lanes
- Provision of two continuous lanes in each direction between Cooper Bridge and Bradley junctions
- Provision of three lanes on the approach to Cooper Bridge junction
- New segregated cycle lanes and improved pedestrian footways

**For details see A62 to Cooper Bridge Corridor Improvement Scheme - Proposed Indicative Cross Sections drawing**

## Highway improvement works to Bradley Road, Oak Road and Bradley Junction



**Key**

- New Kerb
- New edging
- New / improved footways or resurfaced footways
- Island/central reservation to keep traffic separated and allow pedestrians to cross the road safely
- Existing & new parking bay
- New block paving area - vehicular crossing
- New segregated two way cycle lane
- New segregated one way cycle lane
- New / improved footways to provide shared space for pedestrians and cyclists
- New / existing advisory cycle lane
- New soft landscaping (indicative)
- New trees (indicative)
- Improved recreational ground area
- New signal controlled pedestrian crossing with pedestrian island
- New signal controlled pedestrian crossing
- New uncontrolled pedestrian crossing
- New Cooper Bridge and Bradley to Brighouse Greenway cycle route being

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# ECONOMY & NEIGHBOURHOODS SCRUTINY PANEL

## Agenda Plan 2021/22

	Items	Officer Contact	Notes
<b>Tuesday 13<sup>th</sup> July 2021</b>  <b>Agenda Publication:</b> Monday 5 <sup>th</sup> July 2021	Kirklees Resource and Waste Strategy   Dewsbury Town Centre Update   Work Programme	Sue Proctor/Will Acornley /Lory Hunter/Natalie Stone   Simon Taylor/ Peter Thompson,	The Panel will consider a report which sets out the draft Kirklees Resource and Waste Strategy prior to full council in September 2021.   To provide the Panel with an update on Dewsbury Town Centre projects and their programmes for delivery.
<b>Tuesday 24<sup>th</sup> August 2021</b>  <b>Agenda Publication:</b> Monday 16 <sup>th</sup> August	Cooper Bridge Update   Work Programme	Keith Bloomfield	Update ahead of Cabinet

<p><b>Tuesday 7<sup>th</sup> September 2021</b></p> <p><b>Agenda Publication:</b> Monday 30<sup>th</sup> August</p>	<p>Review of Winter maintenance services including the link to planning (TBC)</p> <p>Cultural Heart</p> <p>Work Programme</p>	<p>Sue Proctor</p> <p>Simon Taylor /David Glover</p>	<p>Scheduled to go to Cabinet in October or November</p>
<p><b>Tuesday 19<sup>th</sup> October 2021</b></p> <p><b>Agenda Publication:</b> Monday 11<sup>th</sup> October</p>	<p>Kirklees Housing and Neighbourhoods update including estate management</p> <p>Overview of SPD's (TBC)</p> <p>Work Programme</p>	<p>Naz Parker</p> <p>Mathias Franklin</p>	<p>To include hot food takeaway and climate change SPD's (Tbc)</p>
<p><b>Tuesday 30<sup>th</sup> November 2021</b></p> <p><b>Agenda Publication:</b> Monday 22<sup>nd</sup> November</p>	<p>Place Partnership Leads – Active Travel Update (TBC)</p> <p>Work Programme</p>	<p>Vina Randhawa</p>	<p>19<sup>th</sup> October suggested for scrutiny as well as option for an update early next year, if requested by Panel.</p>

<b>Thursday 6<sup>th</sup> January 2022</b>  <b>Agenda Publication:</b> Wednesday 29 <sup>th</sup> December	Smaller Towns Programme (TBC)  Work Programme	Simon Taylor	
<b>Thursday 3<sup>rd</sup> March 2022</b>  <b>Agenda Publication:</b> Wednesday 23 <sup>rd</sup> February	Play areas (TBC)  Huddersfield Blueprint Update (TBC)  Work Programme	Catherine Little/Rob Dalby  Simon Taylor	Suggested for March  To include Station to Stadium Corridor
<b>Thursday 7<sup>th</sup> April 2022</b>  <b>Agenda Publication:</b> Wednesday 30 <sup>th</sup> March	Place Partnership Leads – Active Travel Update (TBC)  Trans Pennine Route Upgrade (TBC)  Work Programme	Vina Randhawa  Richard Hollinson/Tim Lawrence	Update suggested for later in the year as suggested to show progress made  Suggested for early next year

### Items for consideration

#### Scheduled

- Waste Strategy (July)
- Dewsbury Town Centre Update (July)
- Cooper Bridge (August)

Items provisionally scheduled (may be subject to some change):

- Cultural Heart (August)
- Review of Winter maintenance services including the link to planning (October)
- Overview of SPD's (October)
- Smaller Towns Programme (January)
- Kirklees Housing and Neighbourhoods update including estate management (January)
- Play Areas – (March)
- Huddersfield Blueprint Update (including Station to Stadium corridor) (March)
- Place Partnership Leads – Active Travel Update (November and April)

Items not yet scheduled:

- Inward Investment Strategy (postponed due to Covid)
- Travellers accommodation and enforcement
- Air Quality Action Plan
- Digital Update
- Skills: Training and Apprenticeships
- Green Space Strategy, Biodiversity
- Highways capital funding programme
- Huddersfield Market
- Active Travel Update
- Place Based Working – focus on stability
- Huddersfield Market