

Name of meeting: Cabinet
Date: 16 October 2018
Title of report: WY+TF A629 Halifax Road - Phase 5
 Scheme Approval and progression of Compulsory
 Purchase Order process ("CPO") Resolution

Purpose of report

To seek formal approval from Cabinet for the WY+TF A629 Halifax Road Phase 5 project, which aims to reduce congestion, improve air quality and drive economic growth, to progress to construction (Subject to Full Business Case approval) and for the Council to progress preliminary preparation of a CPO.

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?	Yes Affects Lindley and Greenhead wards. Cost of scheme £12.09m
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	Yes 13 Sep 2018
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by Strategic Director & name Is it also signed off by the Service Director Finance? Is it also signed off by the Service Director Legal Governance and Commissioning?	Karl Battersby - 27.09.18 Eamonn Croston - 24.09.18 Julie Muscroft - 21.09.18
Cabinet member portfolio	Cllr Peter McBride - Economy

Electoral wards affected: Lindley and Greenhead

Ward councillors consulted:

Cllr Carol Pattison, Cllr Mohan Sokhal, Cllr Sheikh Ullah, Cllr Cahal Burke, Councillor Richard Eastwood, Cllr Gemma Wilson

Public or private: Public

1. SUMMARY

1.1. Congestion, long journey times and poor air quality is currently experienced along the A629 between Huddersfield and Halifax town centres. Kirklees Council, in partnership with the West Yorkshire Combined Authority, is working toward a programme of transport improvements at key junctions between Huddersfield ring road and Ainley Top roundabout that will seek to address these issues and drive economic growth.

1.2. The objectives of the project are shown in Table 1 below:

Table 1 – Project Objectives

1	Improve accessibility between Huddersfield and Halifax and to the M62 by reducing congestion, thus improving journey time reliability, and reduce journey times between the ring road and Ainley Top roundabout by at least 1 minute for all road users by 2022.
2	Job retention and growth in the wider area with the creation of 465 indirect jobs by 2030 and to support delivery of the Lindley Moor West and East Enterprise Zones.
3	Support housing growth in Lindley area and west Huddersfield generally (1230 homes) and enable the delivery of up to 780 dwellings within the vicinity of the corridor by 2030.
4	Improve air quality for local residents by contributing to a target reduction of NOx levels by 10µg/m ³ and a target PM 2.5 particulates to 7µg/m ³ .
5	Contribute to improving GVA across West Yorkshire. (early modelling suggested a GVA increase of £10.9m by 2030)

1.3. The Phase 5 project was submitted to the WYCA in January 2018 and secured Outline Business Case (OBC) approval on 10 March 2018 releasing an additional £4,116,295 of Grant funding to progress the project to Full Business Case (FBC) stage.

1.4. The FBC stage will see the project progress through detailed design to tender stage for construction of the works. Providing that the project remains Value for Money, after return of tenders, then the project will likely achieve FBC approval where funds will be released to construct the scheme.

- 1.5. The Economic benefits of the project at OBC stage were shown to be at least £75m providing Very High Value for Money (based on Department for Transport criteria).
- 1.6. The proposed improvements will require third party land to accommodate widening of the existing highway.
- 1.7. An essential element of securing FBC approval is to demonstrate that the necessary interests in land and, where necessary, creation of new rights over land, needed, to enable the proposed highway improvements and mitigation measures to be delivered, can be obtained.
- 1.8. Engagement with landowners commenced in January 2018 to acquire the necessary land and rights by agreement. The terms under which the Council is negotiating are on "a deemed CPO basis", in accordance with what would be payable pursuant to the "Compensation Code", (the body of statute and case law that establishes the basis of compensation in the event that a CPO is confirmed and implemented). In such circumstances, qualifying affected parties may have rights to additional compensation payments in addition to the value of the land.
- 1.9. Engagement with the wider public and stakeholders was undertaken in June 2018. Some changes to the published scheme have been made and these are discussed section 2. The public engagement analysis is subject to a separate report.
- 1.10. Whilst it is proposed to continue to seek to acquire land by negotiation, it is necessary, in the event that should negotiations either fail or not proceed in a timely manner and therefore to mitigate against delay, to progress preparation of a CPO under Part XII Acquisition, Vesting and Transfer of Land etc., namely Sections 239, 240 and 246 of the Highways Act 1980 and otherwise as may be necessary to acquire all outstanding interests in land and new rights required for the construction of the improvements and the mitigation of impacts of the Phase 5 project.
- 1.11. Progressing the potential CPO will include at this stage service of formal requisitions for information on landowners and occupiers to inform the potential CPO. The CPO documentation will consist of the Order, Order Map and Statement of Reason, but Cabinet should note that it is intended to bring details of the final CPO documentation and supporting case back to Cabinet for the formal decision to make the CPO in the event that all third party land cannot be acquired voluntarily.
- 1.12. The Strategic Director for Economy and Infrastructure, at this time, is therefore seeking authorisation to:
 - a. Progress the making of a potential CPO; and
 - b. Implement the road improvements, subject to FBC approval and the securing of any necessary Traffic Regulation Orders.

2. INFORMATION REQUIRED TO TAKE A DECISION

2.1. Kirklees, together with the other four West Yorkshire (WY) district councils, the West Yorkshire Combined Authority and York (WYCA), have created a government funded West Yorkshire plus Transport Fund (WY+TF) that will facilitate major investment in transport to create an environment where economic growth will occur across WY.

2.2. In July 2014, the Government announced that the West Yorkshire Combined Authority had secured funding to establish a £1bn fund over 15 years, but that funding for years 6 to 15 is dependent upon successful delivery of the WY+TF programme and corresponding economic growth during the initial 5 years (to 2021) which equates to circa £420m of spend.

2.3. As a result of this challenging timeframe, focus for the WY+TF is now firmly on scheme delivery.

2.4. To date, Cabinet has received three reports which relate to the West Yorkshire plus Transport Fund:

1) **West Yorkshire Transport Fund – Scheme Principles** - On 9th February 2016, Cabinet approved the 'West Yorkshire Transport Fund – Scheme Principles' report which highlighted a number of key highway design principles that could be used as a basis for the design and development of the Kirklees WY+TF schemes, these were

- Balancing strategic needs against local concerns;
- Creating "Gateways" for our main town and urban centres;
- The acquisition/appropriation of land for highway purposes;
- The future use and management of the road-space of our key transport corridors; and
- The environmental and economic benefits of greening up our key transport corridors (Green Streets).

2) **'Land Acquisition Costs'** - On 22nd August 2017, Cabinet agreed to underwrite land acquisition costs until finance is subsequently secured from WY+TF and costs reimbursed. As a consequence of this decision a rolling 'WY+TF Land Acquisition Fund' has been set up in the Council's Capital Plan.

3) **'WY+TF Schemes Update'** - On 19 December 2018, a WY+TF Schemes Update report was presented to Cabinet which included a description and status of the Phase 5 project.

2.5. The Phase 5 project forms a later phase of an infrastructure investment programme of projects for the entire A629 corridor from Halifax to Huddersfield. All other phases are being delivered by Calderdale Council. Phase 5 covers the sector of the A629 between Huddersfield ring road and Ainley Top roundabout; works in this phase will include improvements to:

- A Blacker Road/Edgerton Grove Road/New North Road/Edgerton Road Junction (Blacker Rd Jct);
- B East Street/Birkby Road/Halifax Road Junction (Cavalry Arms Jct);
- C between Cavalry Arms to Birchcliffe Hill Road; (Prince Royd); and
- D Yew Tree Road to Ainley Top Roundabout (Ainley Top)

2.6. The Update Report advised that:

- the Phase 5 project was progressing to Outline Business Case submission
- engagement was to commence with landowners to acquire land by negotiation; and
- To ensure the mitigation of delay as a result of potential failure to acquire land by negotiation, in accordance with government best practice, a twin track approach would be taken to acquiring land using the CPO process and that a separate report would be brought to Cabinet for a resolution on the use of CPO powers.

Existing journey times and delays

2.7. Journey times and delays along the corridor, in both directions, were assessed using data from a Government supported database (Strat-e-gis) which gathers data from vehicles using GPS technology.

2.8. Data was assessed over a six month period between January and June 2016 to identify locations along the corridor where interventions would be required. This data was verified by various local surveys also undertaken in 2016.

2.9. The delay and average speeds are outputs from the database with the delay being derived by comparing average journey times for any given time period against the time period of 2am to 3am; a free-flow period with no delays.

2.10. The average journey times and delays (all time periods) between Huddersfield and Ainley Top are shown in Table 2 below. The average journey time and delays for each hour between 0700 and 1900 are shown in Appendix 1

Table 2 - Average journey time and delays

Direction	Average Journey time	Delay
Northbound	7mins 15 secs	3 mins 21 secs
Southbound	6 mins 21 secs	2 mins 21 secs

Journey time benefits

- 2.11. Journey time benefits are derived by comparing a 'Do Nothing (DN)' scenario, i.e. leave the road layout as it is, against a 'Do Something (DS)' scenario in a future year rather than against current journey times. This is to take account of the additional predicted traffic on the network at that time and to assess the suitability of the proposed improvements.
- 2.12. Journey time savings for each of the junction improvements and modelled time periods can be found in Appendix 2 whilst examples of journey time savings at proposed scheme opening year of 2021 are set out in Table 3.

Table 3 – Example journey time savings at 2021

		DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
Blacker Road Junction (northbound)	0800 - 0900	00:53	02:42	01:49
	1700 - 1800	02:20	09:18	06:58
Blacker Road Junction (southbound)	0800 - 0900	02:10	10:22	08:12
	1700 - 1800	02:02	11:42	09:40
Cavalry Arms to Ainley Top (northbound)	0800 - 0900	03:01	12:24	09:23
	1700 - 1800	03:21	17:25	14:43
Cavalry Arms to Ainley Top (southbound)	0800 - 0900	2:25	11:31	9:06
	1700 - 1800	2:21	3:03	1:42

Economic Benefits and Value for Money

- 2.13. Journey time savings have been converted to an economic benefit, over 60 years, derived in accordance with Department for Transport methodologies, to assess whether the scheme is Value for Money (VfM).
- 2.14. Whilst journey time benefits and thus economic benefits are experienced for all time periods, the benefits have only been assessed between certain times therefore the true benefits are greater than that derived.

2.15. The sections of the corridor and time periods appraised for economic benefits are shown in Table 4 below.

Table 4 – Corridor sections and time periods appraised

Corridor section modelled	Time periods appraised
Blacker Road Junction (between 811m south of the junction and 904m north of the junction)	0700 - 0800 1700 - 1800
Cavalry Arms to Ainley Top (1300m), commencing 382m south of the Cavalry Arms junction	0700 - 0800 0800 - 0900 1600 - 1700 1700 - 1800

2.16. The 60 year benefits for the Phase 5 project derived at OBC stage, and given in 2010 prices (DfT's requirements) is £75.105m; after taking account of costs at £10.130m (2010 prices) the net present value of benefits is £64.975m (2010 prices).

2.17. The benefit to cost ratio at OBC stage was shown to be 7.41 to 1; the department for transport criteria on VfM indicates that the scheme is in the Very High category.

Detailed scheme proposals

2.18. **A - Blacker Road Junction**

2.19. The scheme proposals are shown in Appendix 3.

2.20. In Summary, the main road (Edgerton Road/New North Road) is proposed to be widened on the south-western side over a distance of approximately 360m to provide an additional approach lane to the existing signalised junction followed by a merge lane after the junction.

2.21. Blacker Road is proposed to be widened on its northern side, over a distance of approximately 75m, to accommodate an additional approach lane to the existing signalised Junction.

2.22. Parking and loading will be prohibited within the junction. It is proposed that parking will be prohibited at any time with loading only permitted between 11am and 3pm and between 8pm and 5am.

2.23. 18 parcels of land are needed from properties within and adjacent to the junction. The parcels of land required on a permanent basis for the scheme are shown indicatively in Appendix 3a.

2.24. Land will also need to be acquired on a temporary basis to allow construction of the works. The temporary land is denoted by the letter 't' against the plot numbers also shown in Appendix 3a.

- 2.25. The pieces of land required for the scheme are strips of gardens abutting the highway, however there are many trees, shrubs and bushes within the gardens that will need to be removed, with many trees being subject to Tree Preservation Orders.
- 2.26. Plots 7, 8, 9, 10, 11, 12, 13, and 17 is garden ground falling within the Greenhead Park/New North Road Conservation Area; whilst Plots 13, 14 and 15 fall within the Edgerton Conservation Area.
- 2.27. Plot 18 is unregistered land and an unadopted road which will be acquired to provide access to off road parking facilities for 131 to 141 Blacker Road and 2 Edgerton Road.
- 2.28. Plots 1, 2, 3, 4, 5 and 16 do not fall within any conservation areas, however some trees within the gardens are covered by Tree Preservation orders and will need to be removed.
- 2.29. Plots 13 and 14 are curtilage to listed property 6a Edgerton Road. A listed building consent will be needed to reposition the stone curtilage boundary walls and a listed gate post.
- 2.30. Plot 15 is curtilage to listed property 202 Blacker Road. Listed building consent will be needed to reposition the boundary wall. Gates, in lieu of part of the wall, will be installed to accommodate off-road parking for the property owner along with dropped kerbs installed in the highway to allow the owner to park off-road.
- 2.31. Whilst the scheme has been designed to have minimal impact on the conservation areas, trees and listed curtilage walls; impacting on some parts is unavoidable. Mitigation of the impacts will ensure boundary walls and features are reinstated on a like for like basis (subject to design and construction constraints and landowner agreement) taking full consideration of the Conservation Area policies.
- 2.32. Street furniture and tactile paving will reflect the Conservation Area setting.
- 2.33. To ensure impacts are fully understood and that suitable mitigation measures can be identified, Ecological, Arboricultural and Environmental impact surveys have been carried out and will be made available as part of the package of supporting evidence when the CPO is brought back to cabinet for approval.
- 2.34. Key Issues raised and addressed following public engagement for the Blacker Road scheme are:
- 2.35. **Right turn ban from Edgerton Road to Edgerton Grove Road**
- 2.36. The scheme originally proposed the removal of a right turn facility from Edgerton Road into Edgerton Grove Road so as to minimise land take resulting from the proposed road widening. It was considered that the low volumes of traffic (between 40 and 90 vehicles per hour) using the facility could be accommodated elsewhere on the network.

2.37. The public engagement resulted in high levels of disagreement across all respondents with regard to the banning of the right turn and received the lowest overall agreement (37%) with the overall scheme proposals.

2.38. The design has been reviewed and it is now proposed to retain the right turn facility.

2.39. However, more land is needed and affected landowners have been informed of the changes.

2.40. Parking for residents of 131 to 141 Blacker Road and 2 Edgerton Road

2.41. Parking is proposed to be prohibited in and around the junction.

2.42. The above properties do not have any off-road parking provision and currently park informally on the road.

2.43. A solution has been identified that will see a portion of operational space within Edgerton Cemetery transferred to the Highway Authority provide off road parking, managed through a permit parking scheme.

2.44. Nuisance parking within the junction of Edgerton Green

2.45. Concerns were raised about parking on the approach to the junction of Edgerton Green with Edgerton Grove Road when events are taking place at Greenhead Park or in the town centre with requests made to extend the parking restrictions into Edgerton Green.

2.46. It is proposed to extend parking restrictions by approximately 30m into Edgerton Green to ensure the approach to the junction can maintain two way traffic flow.

2.47. Loss of trees

2.48. It is proposed to plant mature trees and screening within the curtilage of the remaining land of affected properties, subject to agreement with landowners, plus provide a tree planting mitigation scheme at Ainley Top roundabout.

2.49. Visibility for 1 and 3 Edgerton Road

2.50. Visibility issues and a reduction in the kerb radius from Edgerton Road (left) into Edgerton Grove Road was raised as a concern by the owners of 1 and 3 Edgerton Road. This issue has been address by retaining the same radius and straightening out the boundary wall of No 3 Edgerton Road to maximise visibility when egressing their properties.

2.51. B - Cavalry Arms Junction

2.52. The scheme proposals are shown in Appendix 4

- 2.53. Widening will be carried out on the north western arm of Birkby Road to remove the wide staggered arrangement between East Street, to the west of the A629, and Birkby Road to the east of the A629. This will provide for a more efficient junction allowing more green time to be given to the A629 Halifax Road. Two parcels of land are needed to accommodate the widening on Birkby Road;
- 2.54. Footways will be widened to the east of Birkby Road as a result of the re-alignment, providing improvements for pedestrians.
- 2.55. Two parcels of land are needed to accommodate the widening of Birkby Road and is shown indicatively in Appendix 4a.
- 2.56. Several mature trees are present and will need to be removed to accommodate the works but they are not subject to Tree Preservation Orders. New trees will be replanted, subject to landowner consent, within the curtilage of the remaining land.
- 2.57. The southern part of the Cavalry Arms junction falls within the Edgerton Conservation Area, although no features are proposed to be altered.
- 2.58. There are no proposed changes to the Cavalry Arms scheme following public engagement.
- 2.59. **C - Prince Royd**
- 2.60. The scheme proposals are shown in Appendix 5
- 2.61. Original proposals were to prohibit parking along both sides of the road between the Cavalry Arms junction and Birchencliffe Hill Road and provide off-road parking to the rear of
- 2.62. This proposal was strongly objected to by residents and requests were made to allow some parking on the highway.
- 2.63. The scheme has been reviewed and it is now proposed to formalise on-street parking with a permit parking scheme for the northern side of the A629 (Huddersfield inbound) whilst off street parking, again managed through a permit parking scheme, will be provided for the residents on the southern side of the A629 (Huddersfield outbound).
- 2.64. Potential for speeding traffic once congestion has been relieved and parking removed was also raised as a concern, in particular from local residents attending the drop in sessions. To mitigate against this risk it is proposed to reduce the speed limit between the Cavalry Arms junction and Ainley Top from the current 40mph speed limit to 30mph. This proposal will be subject to a Traffic Regulation Order consultation process.
- 2.65. Footways are to be improved in front of the residential properties along this section of road.

2.66. No third party land is needed to deliver this scheme element. The land needed for the proposed off-street parking is within the ownership of Kirklees Council

2.67. D - Ainley Top

2.68. The scheme proposals are shown in Appendix 6

2.69. Widening will be required to the north western side of the A629 Halifax Road between Yew Tree Road and Ainley Top roundabout to enable the two approach lanes to the roundabout to be made longer. This improvement will cater for traffic heading towards Halifax, to the west of the district along the A643 Lindley Moor Road and to the west of the district along the A643 Brighouse Road.

2.70. A left slip will be provided for traffic wishing to join the M62 at junction 24 via Blackley New Road.

2.71. Pedestrian and cycle improvements will be implemented including a segregated cycle track (northbound) between Yew Tree Road and the roundabout.

2.72. Kirklees Council has already acquired third party land necessary to construct this element of the scheme, the remaining required land is in the ownership of Kirklees Council.

2.73. There are no proposed changes to the Ainley Top scheme following public engagement.

2.74. Project Assurance process, costs and Grant

2.75. Each scheme is subject to an Assurance Process (Appendix 7) which is administered by the WYCA Portfolio Management Office.

2.76. The Phase 5 Outline Business Case (OBC) was approved by the WYCA on the 10th May 2018 with an additional £4,116,295 Grant funding released to progress the project to Full Business Case (FBC) stage which primarily involves detailed design, entering into agreements to secure land and to go out to tender for construction of the works.

2.77. The target date for submission of the FBC is May 2019.

2.78. The outturn cost of the scheme is currently estimated at £12.09m and will be met from the WY+TF programme.

2.79. Providing that the project remains Value for Money, after return of tenders, the project will likely achieve FBC approval where funds will be released to construct the scheme.

2.80. Land Acquisition

- 2.81. Engagement with directly affected parties, to acquire land by negotiation, commenced on the 5th January 2018. A letter was sent, setting out indicative areas of land needed on a permanent basis and indicatively what land may be needed on a temporary basis to enable construction works to be carried out. Recipients of the letters were informed that the terms under which the Council would wish to purchase the land would be in accordance with what would be expected under a CPO, which entitles landowners to various compensation payments in addition to the value of the land. Recipients were also informed that a resolution on the use of CPO powers would be sought, should it not be possible to acquire land by agreement.
- 2.82. It is proposed to continue to negotiate with landowners to acquire the necessary land but it is essential that the CPO process is commenced now to provide a fall-back position should negotiations fail and ensure that the Phase 5 project can be delivered by the target completion date of August 2021.
- 2.83. Acquisition of land will be sought for the purposes as defined under Section 239, 240 and 246 of the Highways Act 1980 and such other statutory powers as may be considered necessary.
- 2.84. **Section 239 - Acquisition of land for construction, improvement etc. of highway: general powers** - provides general powers to highway authorities to acquire land for the construction or improvement of a highway which is to be a highway maintainable at public expense; this power will be needed to acquire land where the road is to be widened.
- 2.85. **Section 240 - Acquisition of land for construction, improvement etc. of highway: further general powers** – provides powers to enable the highway authority to acquire land, if needed, to provide new means of access to premises.
- 2.86. **Section 246 - Acquisition of land for mitigating adverse effects of constructing or improving highway** - gives powers to the highway authority to acquire land for mitigating adverse effects of constructing or improving highways.
- 2.87. The Strategic Director for Economy and Infrastructure is therefore seeking resolution by Cabinet to progress the preparation of a CPO under the Highway Act 1980, Part XII Acquisition, Vesting and Transfer of Land etc., where necessary, and any other statutory powers as may be necessary to provide certainty that land and any rights, required for the construction of the improvements and the mitigation of impacts of the Phase 5 project, can be secured.
- 2.88. The Strategic Director for Economy and Infrastructure is also seeking approval from Cabinet to progress the scheme to construction, subject to:
- Full Business Case approval; and
 - the securing of necessary Traffic Regulation Orders

3. IMPLICATIONS FOR THE COUNCIL

3.1. Early Intervention and Prevention (EIP)

None

3.2. Economic Resilience (ER)

- a. The West Yorkshire 'Plus' Transport Fund underpins growth by improving the City Region's roads and railways, connecting people to jobs, and goods to markets.
- b. Good local and regional transport links underpin the development of business and the creation of new jobs. The fund is targeted at reducing congestion, improving the flow of freight and making it easier for people to commute to and from expected major growth areas
- c. Improved transport provision within and between Kirklees towns and with neighbouring towns and cities supports the district's economy. It will support the growth and diversification of the economy by encouraging sustainable access to employment and training opportunities.
- d. The Phase 5 project will provide the following benefits to the Huddersfield and West Yorkshire economy:
 - A minimum of £75m of benefits (2010 prices) over a 60 year period for the traffic using the A629 between the ring road and Ainley Top roundabout during peak hours;
 - Support housing growth in the Lindley area and west Huddersfield generally (1230 homes) and enable the delivery of up to 780 dwellings within the vicinity of the A629 corridor by 2030.
 - Job retention and growth in the wider area with the creation of 465 indirect jobs by 2030.
 - £29m of Gross Value Added (GVA) (2010 prices) to the Leeds City Region economy.

3.3. The Business Case summary published on the WYCA website is included at Appendix 8

3.4. Improving Outcomes for Children

None

3.5. Reducing demand of services

None

3.6. Other (e.g. Legal/Financial or Human Resources)

- a. Legal services will need to be engaged to support the land acquisition process and the development of the CPO. Financing of these services will be met from project funds.
- b. The WYCA approved the release of additional Grant funding of £4,116,295 on the 10th May 2018 to enable the project to progress to Full Business Case. To enable the Phase 5 project to continue the Council will need to execute a funding agreement.
- c. Quarterly claims are made to the WYCA to recover any expended scheme costs that occur within the claiming period as detailed in the current Financial Agreement.

4. CONSULTEES AND THEIR OPINIONS

4.1. Public Engagement was undertaken between 4 and 29 June and included:

- An unmanned exhibition in the Huddersfield Library and Art Gallery for the full duration of the public engagement period (4 weeks)
- Five drop in events at accessible building close to the A629 as shown in Table 5.

Table 5 – Drop in event locations

Day	Date	Time	Location
Friday	15 June	3-7pm	Church of Latter Day Saints
Wednesday	20 June	3-7pm	Huddersfield Town Hall
Thursday	21 June	3-7pm	Gledholt Methodist Church
Thursday	28 June	3-7pm	Gledholt Methodist Church
Friday	29 June	3-7pm	Church of Latter Day Saints

- Plans and questionnaire hosted by the WYCA engagement website 'Your Voice'
- Information about the public engagement and links to WYCA website provided on the Councils webpage [Major transport schemes](#)
- Variable Message signs situated on Halifax Road near to Tesco Express advertising the public engagement period and the Major Transport schemes web link for the duration of the public engagement period.
- Posters in Bus Shelters along Halifax Road between the ring road and Ainley Top.
- Printed leaflets located at several locations as shown in Table 6

Table 6 – leaflet availability locations

Edgerton Golf Club
Birchenclyffe Garden Centre
Birchenclyffe Community Centre
Birchenclyffe Service station
Huddersfield Bus Station
Halifax Bus Station
Gledholt Methodist Church
Church of later-day Saints

- Printed A1 plans, leaflets and questionnaires made available to ward councillors
- Facebook advertisements targeted within the zone shown in Appendix 9
- Letters and plans sent to residents around the Blacker Road / Edgerton Road / Edgerton Grove Road junction and Prince Royd area

4.2. The engagement activity was publicised through a number of channels: posts to social media (Twitter, Facebook and LinkedIn); Social media advertising on Facebook; a Kirklees Together article; and press releases via Huddersfield Examiner.

4.3. The numbers of individuals reached and which converted to visits to the Your Voice web site are shown in Table 7.

Table 7 – Sources of publicity, numbers reached and visits to website

Visitor categories	Numbers Reached	Action by visitors to website
Social media posts (Facebook, Twitter and Linked)	48,800	899 (807 via Facebook)
Kirklees Together article	1,466	364
Social Media advertising	26,800	3,255

4.4. A total of 5,700 individuals visited the Your Voice website. Visitors to Your Voice are split into three categories: 'Engaged', 'Informed' and 'Aware'.

4.5. 'Aware' visitor is one who has made at least one visit to the website page, but has not accessed any additional information or participated in an exercise/activity

4.6. An 'Informed' visitor has clicked on something, accessed an image or document

4.7. An 'Engaged' visitor is one who has contributed to an activity; in this case the online survey or mapping tool.

4.8. The number of visitors by category are shown in Table 8

Table 8 – Number of Visitors by categories

Visitor categories	Numbers visited	Action by visitors to website
Aware	5,134	Accessed at least one page of the engagement project site
Informed	2,449	Performed at least one of multiple actions
	2,041	Visited multiple project pages
	1,654	Viewed a photo/image
Engaged	352	Participated in the online survey or mapping tool

4.9. A total of 493 respondents provided a comment, this consisted of:

- 352 online surveys
- 114 paper surveys
- 20 emails
- 7 letters or additional information attached to paper surveys

4.10. A full breakdown of the comments received are set out in the Engagement Analysis report at Appendix 10.

4.11. The headline levels of support, from completed surveys (466) by scheme element are shown in Table 9 below:

Table 9 – level of support for each scheme element

	% supporting proposals (of 466 survey respondents)
A - Blacker Road Junction	37% (173)
B - Cavalry Arms Junction	51% (231)
C - Prince Royd	54% (242)
D – Ainley Top	65% (298)

4.12. **WARD COUNCILLOR VIEWS**

4.13. **Greenhead Ward Councillor comments:**

4.14. Greenhead Ward Councillors are in favour of the scheme to improve the A629 from the Huddersfield Ring road to Ainley Top with a couple of exceptions.

4.15. We are unhappy with the proposal to prevent traffic from turning right into Edgerton Grove Road from Edgerton Road. We are concerned that this not only creates an inconvenience for the residents that live on and directly off Edgerton Grove Road but that it will increase traffic using rat runs between the A629 and the A640, increasing the amount of traffic also using Westbourne Road through the already congested Marsh Local Centre. It will also create a new rat run through

Queens Road as people use this road to enable them to cross into Edgerton Grove Road from Blacker Road.

- 4.16. We do not believe that the banning of this right turn is necessary and would like to see the ability to turn right here kept. If this means that the junction needs to be altered to accommodate this then we accept that more land will be needed to do this but should be kept to a minimum to avoid further intrusion into private land and the further loss of trees.
- 4.17. Whether or not this ban remains, right turns before this junction are badly lit and difficult to see. Where possible, the scheme needs to show some improvements to the visibility of these junctions which is not just a safety issue but can also improve traffic flows between the Cavalry Arms junction and the Blacker Road junction towards the town centre.
- 4.18. We also wish to see trees retained if at all possible. Halifax Road has long been recognised as an attractive tree-lined route. Unnecessary removal of trees will change the nature of the area and cannot be replanted to have the same effect.
- 4.19. Finally we would wish to see more effort being made to include improvements for cyclists and pedestrians. This may mean joint passage ways for pedestrians and cyclists such as on the Calderdale side of the A629.
- 4.20. **Officer response to Greenhead ward councillor comments:**
- 4.21. **Right turn** - The right turn from Edgerton Road to Edgerton Grove Road will be incorporated in the design proposals.
- 4.22. **Lighting** - Lighting along the corridor will be investigated to identify any issues or improvements that could be made.
- 4.23. **Removal of Trees** – Due to the proximity of trees to the existing highway it is inevitable that some trees will be lost to accommodate road widening. An Arboricultural survey has been undertaken and a strategy will be developed to mitigate the impact on tree routes for trees that lie outside but within close proximity to the highway widening. A tree replacement scheme will also be developed; firstly within retained land of property owners along with a high quality landscaping scheme at Ainley Top.
- 4.24. **Cycling** – There are no opportunities for further improvements for cycling along the corridor but opportunities are being investigated for off-road / quiet routes either side of the corridor as part of Phase 4 of the wider Huddersfield to Halifax Corridor improvements. These proposals are anticipated to be shared with ward members within the next six months.
- 4.25. **Pedestrians** – officers will work with ward members to identify opportunities for further improvements for pedestrians.
- 4.26. **Lindley Ward Councillor comments:**

- 4.27. We fully support the scheme proposals and very much welcome the permit parking proposals along with the proposed parking and loading restrictions put forward at Prince Royd and a speed limit reduction from 40mph to 30 mph between the Cavalry Arms junction and Ainley Top roundabout.
- 4.28. We are concerned about poor air quality in the area and we recognise that the scheme should address this in some way by helping to reduce congestion.
- 4.29. We would ask officers to consider:
- a) A traffic management solution along Yew Tree Road, to the west of Halifax Road, to mitigate against potential rat running and speeding traffic along Yew Tree Road; and
 - b) Parking restrictions on Yew Tree Road, to the east of Halifax Road, near to the junction with Halifax Road to enable better access for businesses.
- 4.30. We would also ask officers to note the 10K charity run which uses the footways between Edgerton Grove Road and East Street which usually occurs on the last Sunday in June and that this be accommodated during the construction period.

Officer response to Lindley ward councillor comments:

- 4.31. Officers will work with the Lindley ward councillors to agree a way forward on the potential rat running and speeding issues and agree extents on parking restrictions.
- 4.32. The 10K run is noted and this will be accommodated during the construction period if construction works take place on the date of the run.

5. NEXT STEPS

- a. Continue to negotiate with landowners to acquire land by agreement
- b. In parallel, prepare a draft CPO and Order Map and submit to Cabinet for formal approval
- c. Submit the CPO to the Secretary of State
- d. Develop the project to Full Business Case (FBC) Stage
- e. Subject to FBC approval and successful outcome of the CPO, implement the A629 Halifax Road improvements.

6. OFFICER RECOMMENDATIONS AND REASONS

It is recommended that:

- 6.1. Approval be given for the Council to enter into a Grant Agreement with the West Yorkshire Combined Authority for additional funding of £4,116,295 for the purposes of

enabling the West Yorkshire Transport Fund A629 Halifax Road Phase 5 project to move to the Full Business Case stage.

- 6.2. Authority be delegated to the Strategic Director for the Economy and Infrastructure to negotiate and agree the terms of the Grant Agreement referred to in paragraph 6.1 with the West Yorkshire Combined Authority.
- 6.3. Authority be delegated to the Service Director Legal Governance & Commissioning to enter into and execute the Grant Agreement referred to in paragraph 6.1 together with any documents and agreements that are ancillary to it.
- 6.4. Authority be given to serve formal requisitions for information for a CPO under Part XII Acquisition, Vesting and Transfer of Land etc., namely Sections 239, 240 and 246 of the Highways Act 1980.
- 6.5. Authority be delegated to the Strategic Director for Economy and Infrastructure to implement the West Yorkshire Transport Fund A629 Halifax Road Phase 5 project improvement works in the event that (i) either all third party land that is required for the project has been acquired or any CPO has been confirmed; and (ii) the Full Business Case has been approved by the West Yorkshire Combined Authority (WYCA) and funding from the WYCA has been confirmed (iii) when the necessary Traffic Regulation Orders have been made.
- 6.6. Officers make these recommendations in order to enable the successful delivery of the A629 Halifax Road Phase 5 project.

7. CABINET PORTFOLIO HOLDER'S RECOMMENDATIONS

- 7.1. The Phase 5 scheme combined with other phases of the WY+TF A629 Programme, will see around £120m invested along the A629 corridor, between Huddersfield and Halifax, which will unlock significant benefits for both Kirklees and Calderdale.
- 7.2. The ongoing negotiations and mitigation for residents and landowners should be applauded and the proposals are an excellent solution to addressing difficulties along the A629.
- 7.3. I have no hesitation in supporting the officer recommendations.

8. CONTACT OFFICER

Steven Hanley
Economic Resilience Project Officer
Email: steven.hanley@kirklees.gov.uk
Tel: 01484 221000

9. BACKGROUND PAPERS AND HISTORY OF DECISIONS

West Yorkshire Transport Fund – Scheme Principles (9th February 2016)
Land Acquisition Costs (22nd August 2017)
WY+TF Schemes Update (19 December 2018)

10. SERVICE DIRECTOR RESPONSIBLE

Karl Battersby
Strategic Director Economy and Infrastructure
Email: karl.battersby@kirklees.gov.uk
Tel: 01484 221000

11. APPENDICES

Appendix 1: Journey times and delays
Appendix 2: Modelled journey time savings
Appendix 3: Blacker Road scheme plan
Appendix 3a: Blacker Road indicative landtake plan
Appendix 4: Cavalry Arms scheme plan
Appendix 4a: Cavalry Arms indicative landtake plan
Appendix 5: Prince Royd scheme plan
Appendix 6: Ainley Top scheme plan
Appendix 7: PMO assurance process
Appendix 8: Business case summary
Appendix 9: Social media target zone
Appendix 10: Engagement analysis report

APPENDIX 1
JOURNEY TIMES AND DELAYS

Journey Times, Delays and Average Speeds (Northbound)

Time Period	Journey Time (mm:ss)	Delay (mm:ss)	Delay as a proportion of journey time	Average Speed (mph)
0700-0800	09:43	05:51	60%	15.6
0800-0900	08:30	04:36	54%	14.7
0900-1000	06:32	02:38	40%	19.9
1000-1100	05:49	01:55	33%	21.6
1100-1200	06:15	02:21	38%	20.3
1200-1300	06:31	02:37	40%	19.4
1300-1400	06:18	02:23	38%	20.2
1400-1500	06:28	02:34	40%	19.8
1500-1600	07:40	03:46	49%	17.6
1600-1700	08:59	05:05	57%	14.9
1700-1800	08:43	04:43	54%	15.7
1800-1900	05:33	01:39	30%	22.4
Average un-delayed journey time (all time periods) = 3 mins 54 seconds				
Average Journey Time (all time periods) = 07 mins 15 seconds				
Average Delay (all time periods) = 03 mins 21 seconds				

Journey Times, Delays and Average Speeds (Southbound)

Time Period	Journey Time (mm:ss)	Delay (mm:ss)	Delay as a proportion of journey time	Average Speed (mph)
0700-0800	06:07	02:20	38%	21.9
0800-0900	10:14	06:27	63%	14.6
0900-1000	07:44	03:57	51%	17.8
1000-1100	06:07	02:19	38%	21.7
1100-1200	05:27	01:40	31%	24.5
1200-1300	05:21	01:34	29%	24.7
1300-1400	05:17	01:30	29%	25.2
1400-1500	05:35	01:48	32%	24.0
1500-1600	06:11	02:24	39%	22.4
1600-1700	07:26	03:39	49%	18.9
1700-1800	07:18	03:31	48%	19.2
1800-1900	06:01	02:14	37%	22.6
0200-0300	03:46	00:19	8%	33.7
Average un-delayed journey time (all time periods) = 3 mins 45 seconds				
Average Journey Time (all time periods) = 6 mins 21 seconds				
Average Delay (all time periods) = 02 mins 36 seconds				

APPENDIX 2
MODELLED JOURNEY TIME SAVINGS

Appendix 2 Modelled Journey time savings

Blacker Road junction forecast journey times DS v DN (northbound)

2021	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0800 to 0900	00:53	02:42	01:49
1700 to 1800	02:20	09:18	06:58
2031	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0800 to 0900	01:51	13:27	11:36
1700 to 1800	03:12	11:48	08:36
2036	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0800 to 0900	01:52	14:07	12:15
1700 to 1800	08:25	12:48	04:22

Blacker Road junction forecast journey times DS v DN (southbound)

2021	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0800 to 0900	02:10	10:22	08:12
1700 to 1800	02:02	11:42	09:40
2031	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0800 to 0900	10:59	12:41	01:42
1700 to 1800	02:13	14:08	11:55
2036	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0800 to 0900	11:38	13:41	02:03
1700 to 1800	02:20	15:07	12:48

Cavalry Arms to Ainley Top forecast journey times DS v DN (northbound)

2021	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0700 - 0800	03:04	14:55	11:51
0800 - 0900	03:01	12:24	09:23
1600 - 1700	03:34	23:03	19:29
1700 - 1800	03:21	17:25	14:43
2031	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0700 - 0800	03:28	19:32	16:03
0800 - 0900	03:03	09:52	06:49
1600 - 1700	04:33	24:04	19:31
1700 - 1800	03:21	18:04	14:43
2036	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0700 - 0800	03:34	20:39	17:05
0800 - 0900	03:03	08:34	05:31
1600 - 1700	04:50	25:10	20:20
1700 - 1800	03:21	18:33	15:12

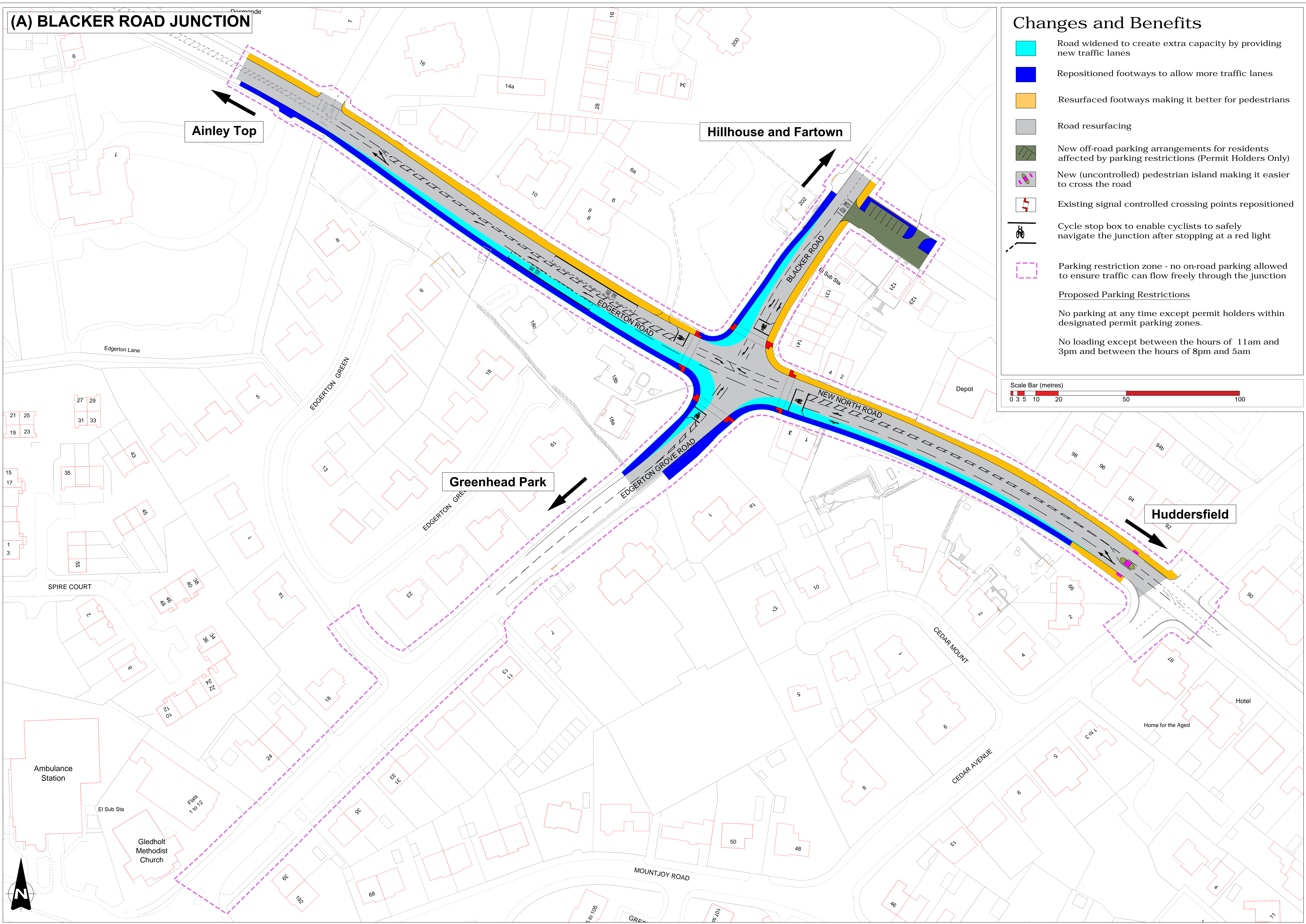
Appendix 2 Modelled Journey time savings

Cavalry Arms to Ainley Top forecast journey times DS v DN (southbound)

2021	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0700 - 0800	2:26	11:05	8:38
0800 - 0900	2:25	11:31	9:06
1600 - 1700	2:49	13:13	10:24
1700 - 1800	2:21	3:03	1:42
2031	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0700 - 0800	05:20	15:21	10:01
0800 - 0900	2:38	11:07	8:30
1600 - 1700	6:04	14:06	8:02
1700 - 1800	2:29	3:31	1:02
2036	DS (mm:ss)	DN (mm:ss)	Saving (mm:ss)
0700 - 0800	5:46	16:06	10:20
0800 - 0900	2:38	11:07	8:30
1600 - 1700	6:47	14:54	8:07
1700 - 1800	2:29	3:40	1:11

APPENDIX 3
BLACKER ROAD SCHEME PLAN

(A) BLACKER ROAD JUNCTION



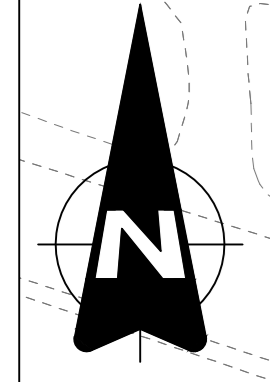
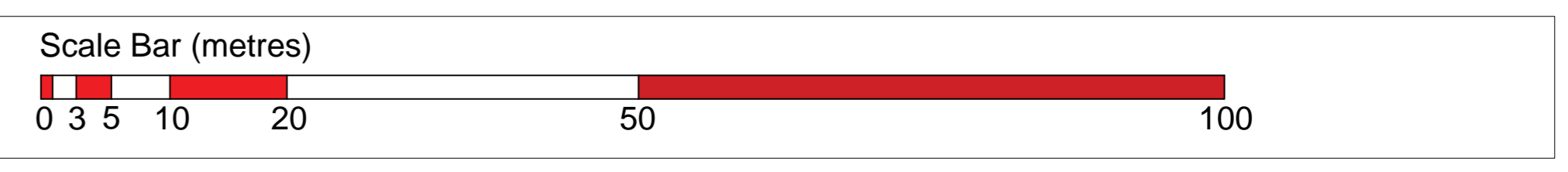
Changes and Benefits

- Road widened to create extra capacity by providing new traffic lanes
- Repositioned footways to allow more traffic lanes
- Resurfaced footways making it better for pedestrians
- Road resurfacing
- New off-road parking arrangements for residents affected by parking restrictions (Permit Holders Only)
- New (uncontrolled) pedestrian island making it easier to cross the road
- Existing signal controlled crossing points repositioned
- Cycle stop box to enable cyclists to safely navigate the junction after stopping at a red light
- Parking restriction zone - no on-road parking allowed to ensure traffic can flow freely through the junction

Proposed Parking Restrictions

No parking at any time except permit holders within designated permit parking zones.

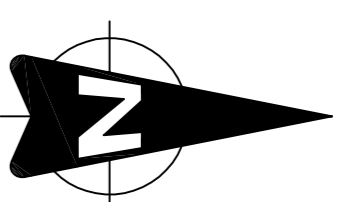
No loading except between the hours of 11am and 3pm and between the hours of 8pm and 5am



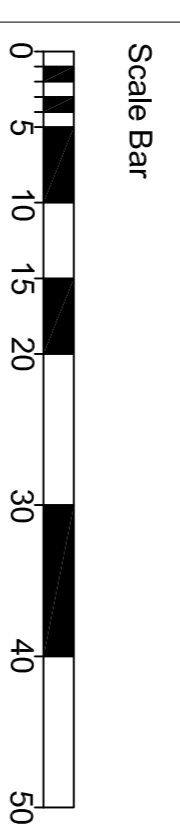
APPENDIX 3a

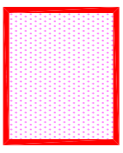
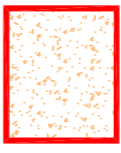
BLACKER ROAD INDICATIVE LANDTAKE PLAN

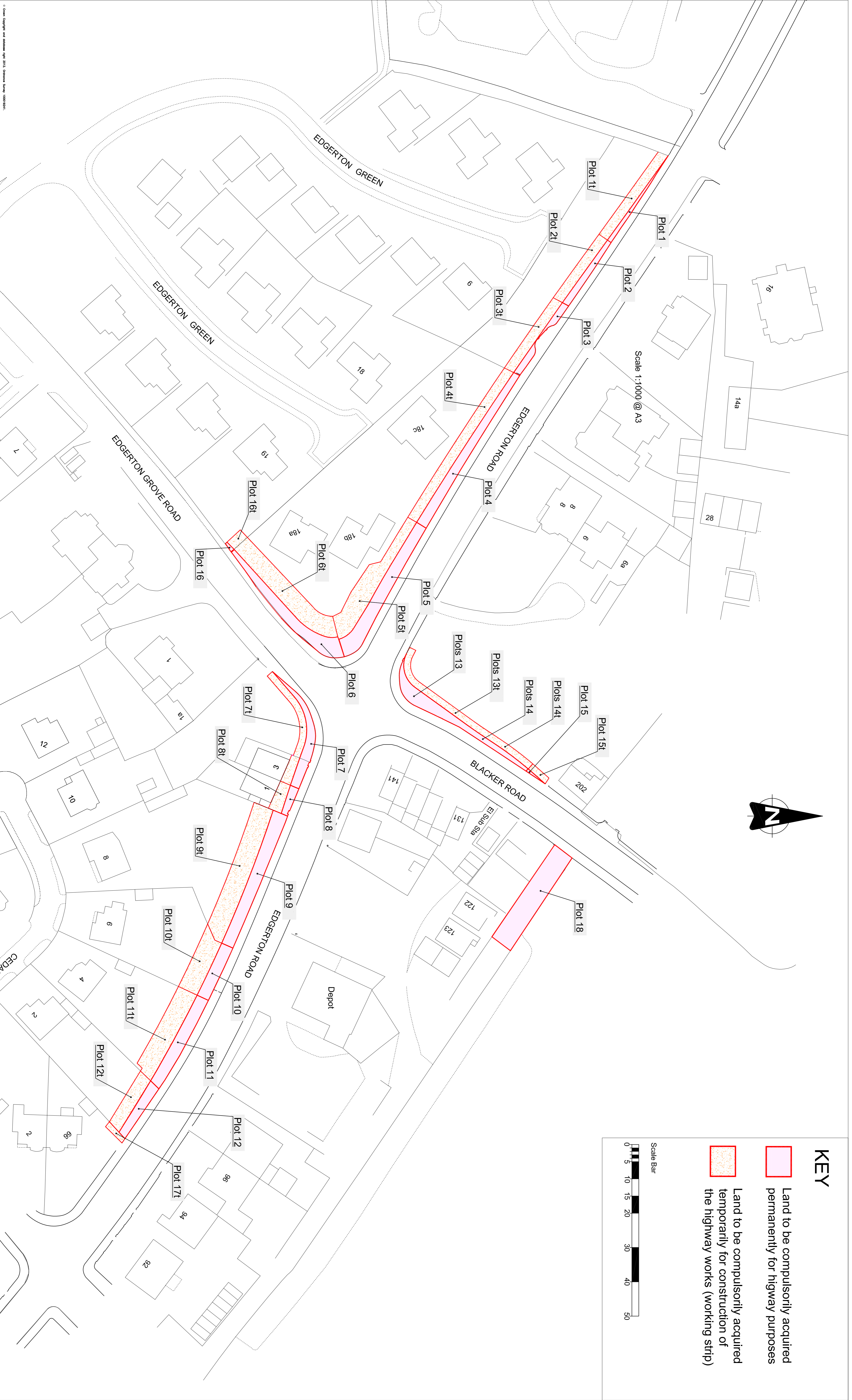
Blacker Road Junction Indicative Landtake Plan (Scale 1 to 500 @ A1)



Scale 1:1000 @ A3



- KEY**
-  Land to be compulsorily acquired permanently for highway purposes
 -  Land to be compulsorily acquired temporarily for construction of the highway works (working strip)

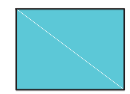
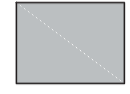
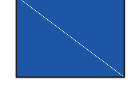

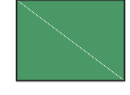
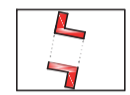


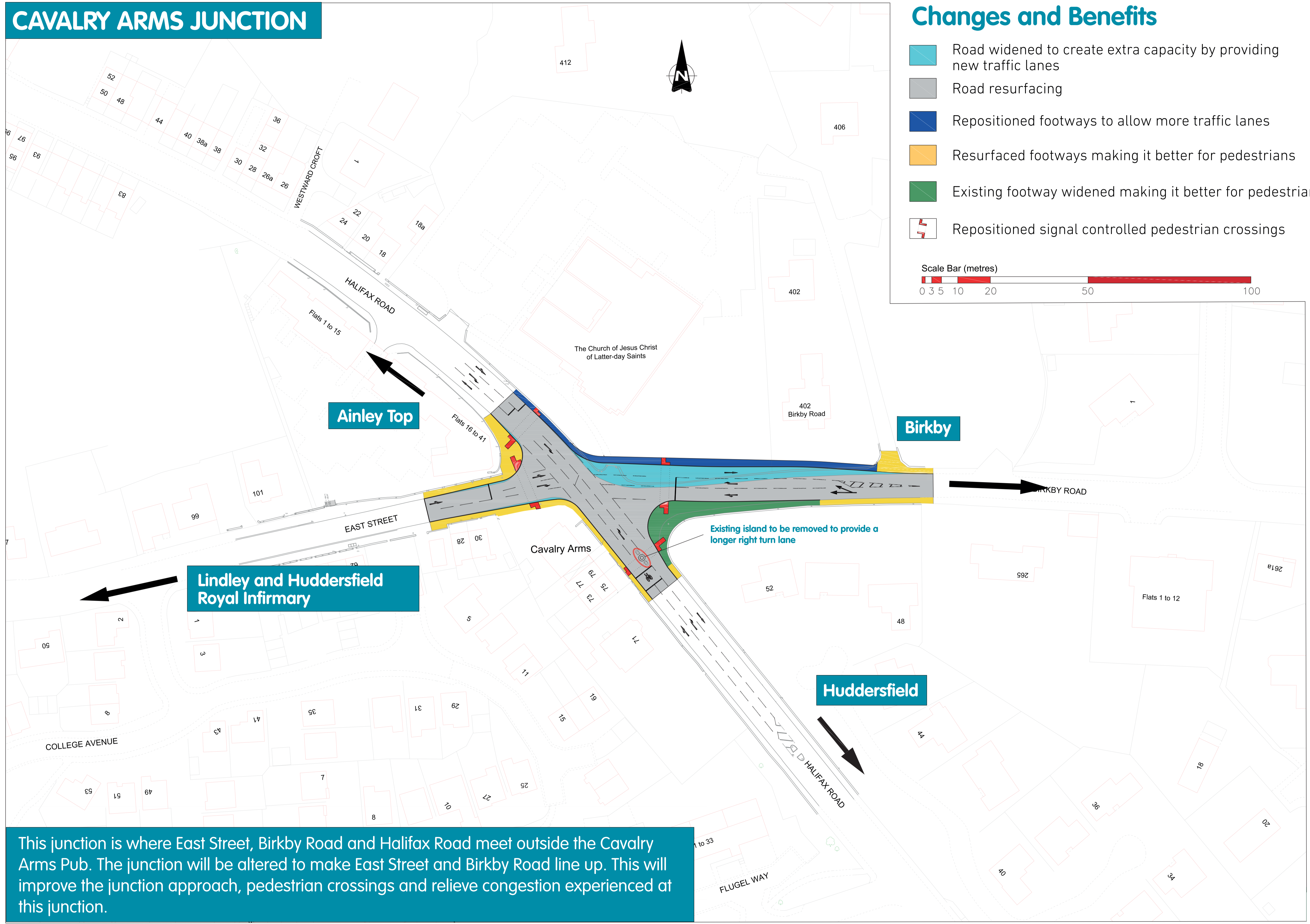
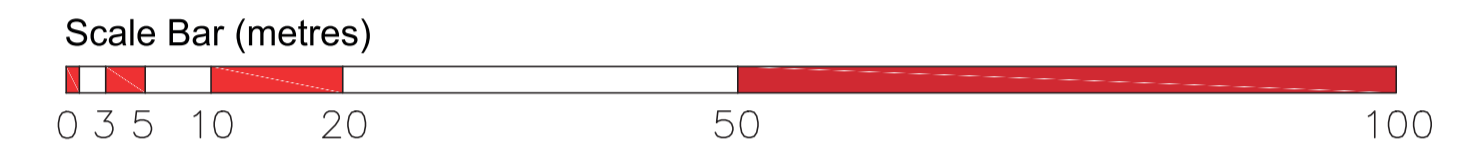
APPENDIX 4
CAVALRY ARMS SCHEME PLAN

B

CAVALRY ARMS JUNCTION

Changes and Benefits

-  Road widened to create extra capacity by providing new traffic lanes
-  Road resurfacing
-  Repositioned footways to allow more traffic lanes
-  Resurfaced footways making it better for pedestrians
-  Existing footway widened making it better for pedestrians
-  Repositioned signal controlled pedestrian crossings



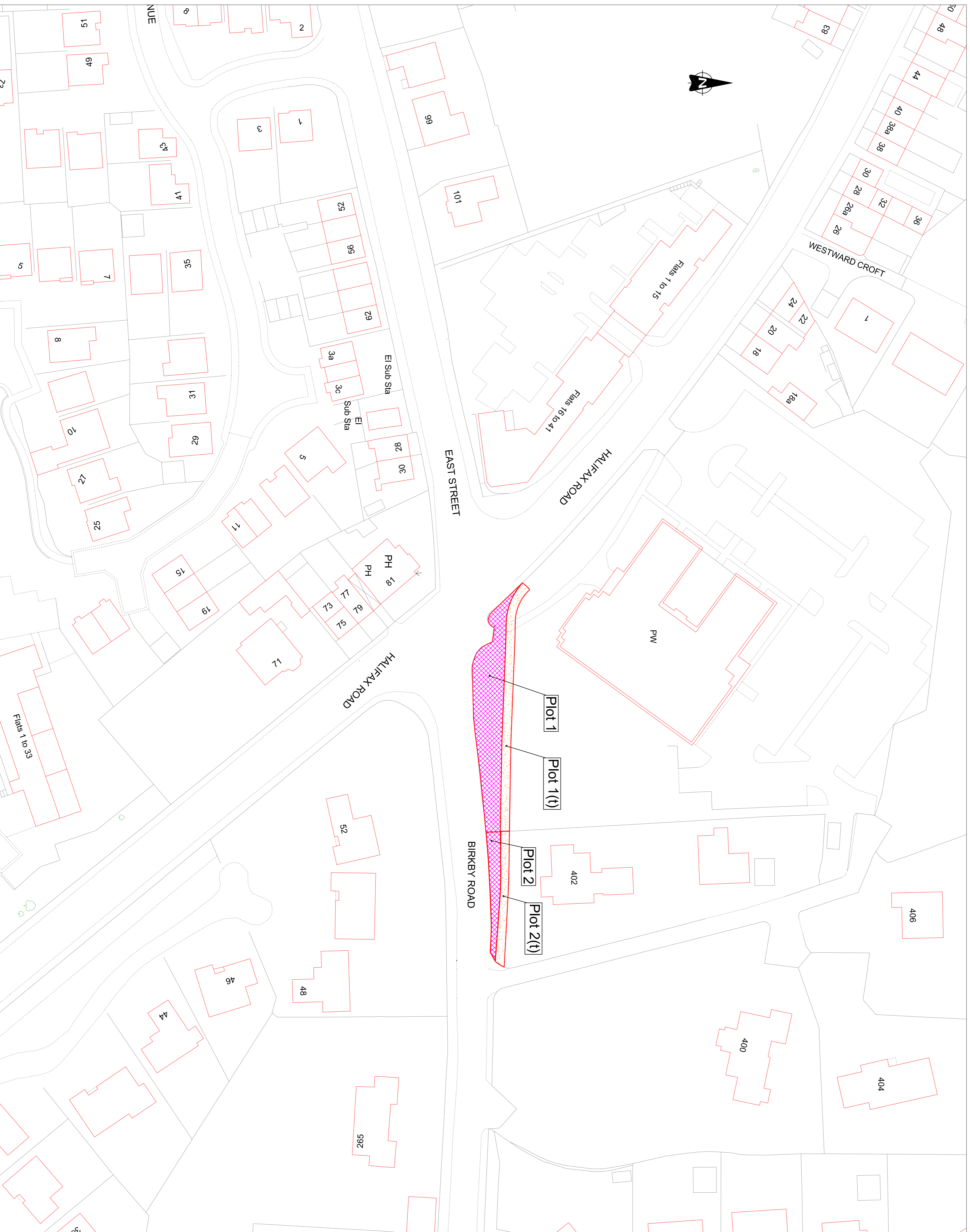
This junction is where East Street, Birkby Road and Halifax Road meet outside the Cavalry Arms Pub. The junction will be altered to make East Street and Birkby Road line up. This will improve the junction approach, pedestrian crossings and relieve congestion experienced at this junction.

All details correct at time of publication (May 2018)

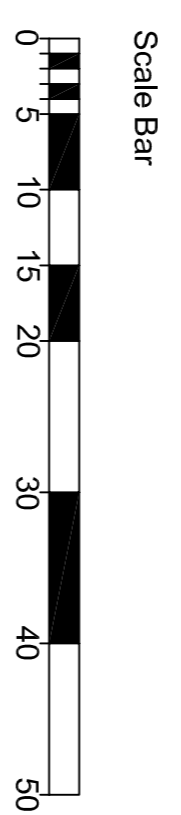
APPENDIX 4a

CAVALRY ARMS INDICATIVE LANDTAKE PLAN

**Cavalry Arms Junction
Indicative landtake plan
(Scale 1 to 500 @ A1)**










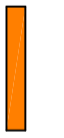
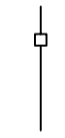





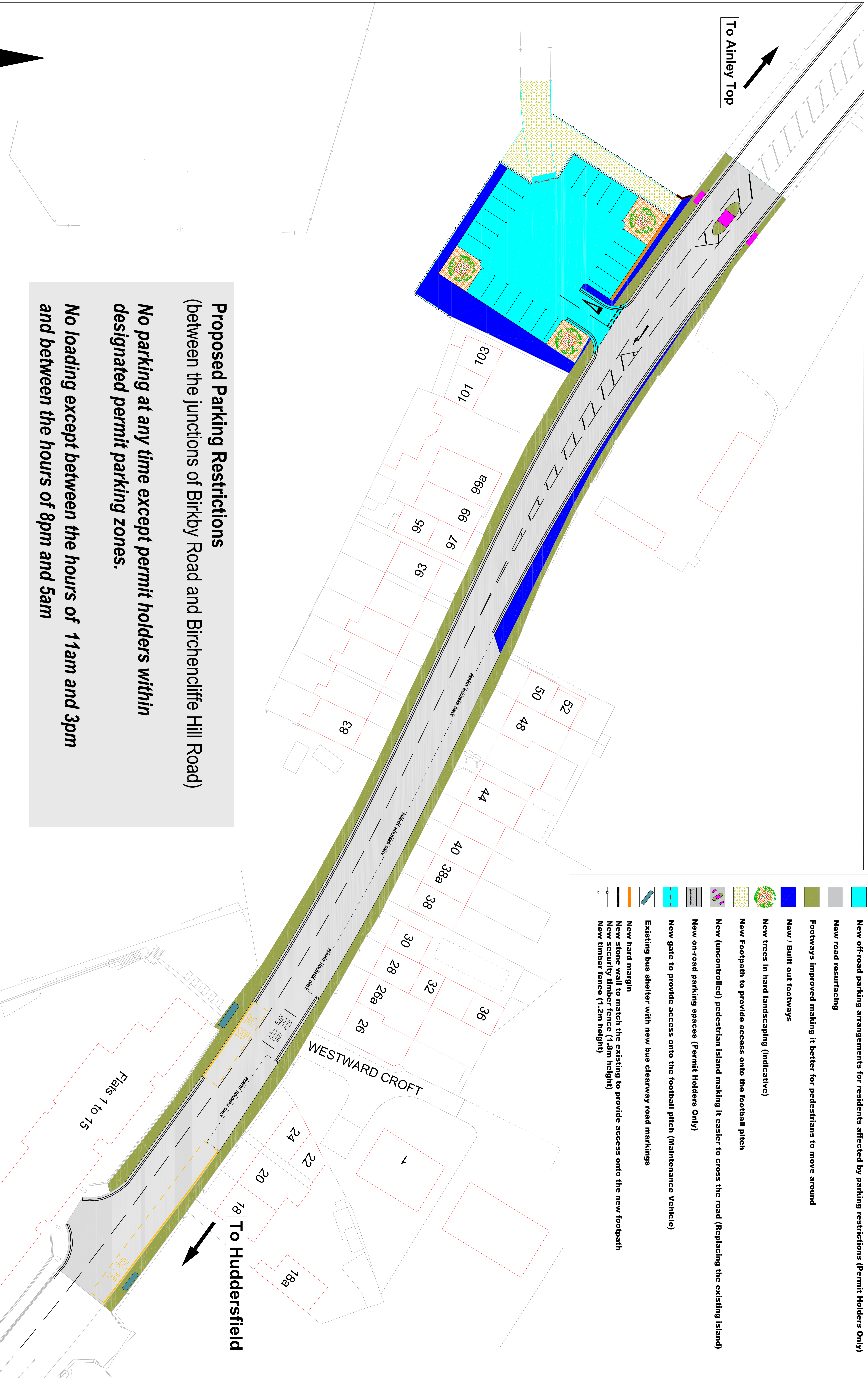
- KEY**
- Land to be compulsorily acquired permanently for highway purposes
 - Land to be compulsorily acquired temporarily for construction of the highway works (working strip)



APPENDIX 5
PRINCE ROYD SCHEME PLAN

C - PRINCE ROYD

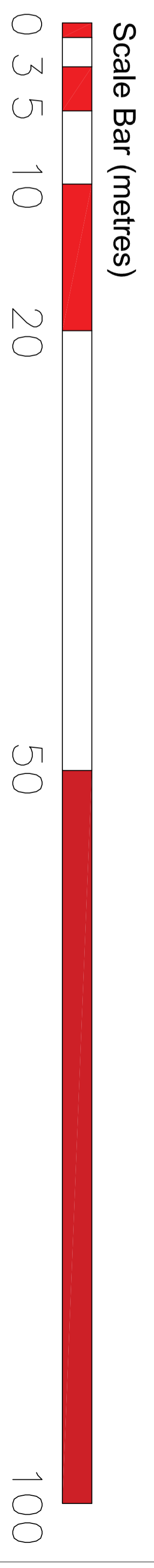
- ### Changes and Benefits
-  New off-road parking arrangements for residents affected by parking restrictions (Permit Holders Only)
 -  New road resurfacing
 -  Footways improved making it better for pedestrians to move around
 -  New / Built out footways
 -  New trees in hard landscaping (indicative)
 -  New Footpath to provide access onto the football pitch
 -  New (uncontrolled) pedestrian island making it easier to cross the road (Replacing the existing island)
 -  New on-road parking spaces (Permit Holders Only)
 -  New gate to provide access onto the football pitch (Maintenance Vehicle)
 -  Existing bus shelter with new bus clearway road markings
 -  New hard margin
 -  New stone wall to match the existing to provide access onto the new footpath
 -  New security timber fence (1.8m height)
 -  New timber fence (1.2m height)



Proposed Parking Restrictions
 (between the junctions of Birkby Road and Birchenccliffe Hill Road)

No parking at any time except permit holders within designated permit parking zones.

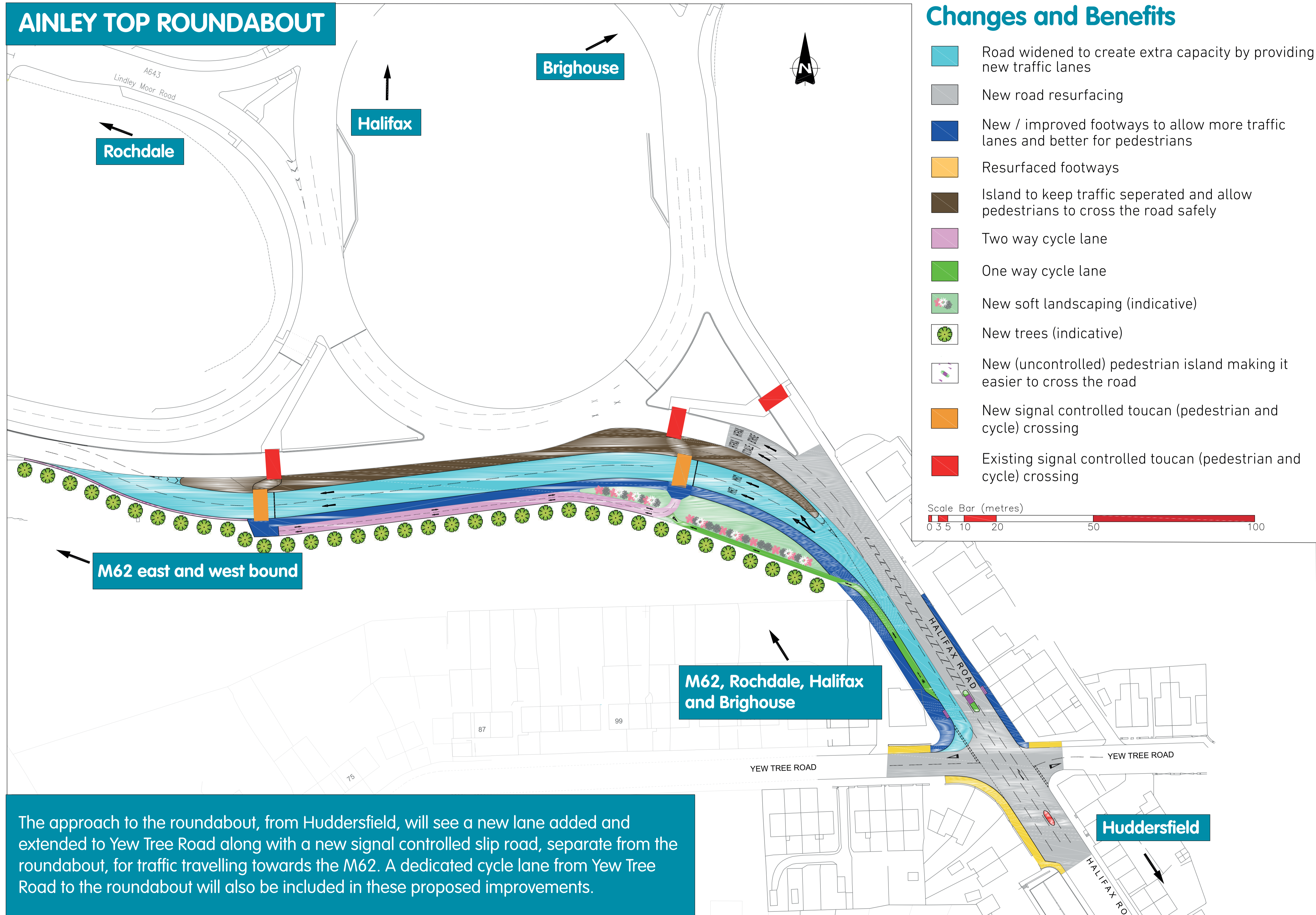
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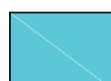
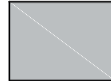










APPENDIX 6
AINLEY TOP SCHEME PLAN

D

AINLEY TOP ROUNDABOUT



Changes and Benefits

-  Road widened to create extra capacity by providing new traffic lanes
-  New road resurfacing
-  New / improved footways to allow more traffic lanes and better for pedestrians
-  Resurfaced footways
-  Island to keep traffic seperated and allow pedestrians to cross the road safely
-  Two way cycle lane
-  One way cycle lane
-  New soft landscaping (indicative)
-  New trees (indicative)
-  New (uncontrolled) pedestrian island making it easier to cross the road
-  New signal controlled toucan (pedestrian and cycle) crossing
-  Existing signal controlled toucan (pedestrian and cycle) crossing

Scale Bar (metres)
0 3 5 10 20 50 100

The approach to the roundabout, from Huddersfield, will see a new lane added and extended to Yew Tree Road along with a new signal controlled slip road, separate from the roundabout, for traffic travelling towards the M62. A dedicated cycle lane from Yew Tree Road to the roundabout will also be included in these proposed improvements.

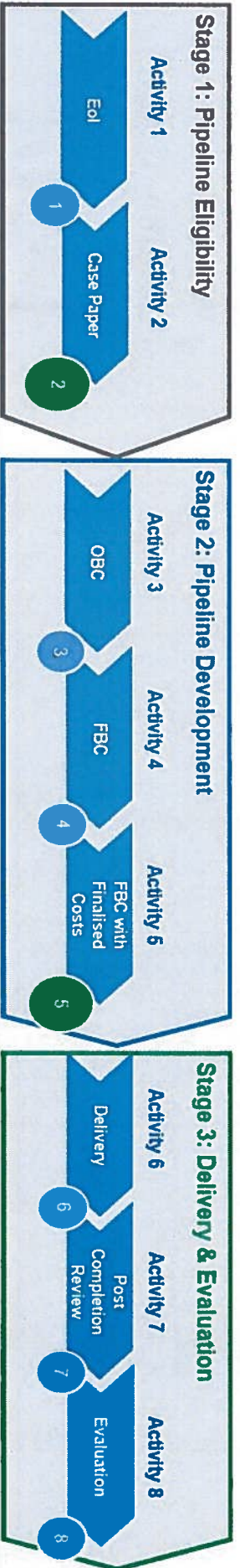
All details correct at time of publication (May 2018)

Developed and supported by:



APPENDIX 7
PMO ASSURANCE PROCESS

Assurance Process



PMO

Stage 1, 2 & 3 Guidance, Templates, Monitoring & Reporting, PIMS

Promoter



WYCA



Control Areas



KEY:



Decision Point



Key Decision Point



WYCA Led



Promoter Led



PMO Activities

Stage 1: Pipeline Eligibility

Activity 1

EoI

1

Activity 2

Case Paper

2

- Sifting stage for proposals received through published calls and other sources
- Determine suitability of proposal for entry into next stage: Pipeline Development (eligibility check)
- Determine a Scheme's Assurance Pathway and business case requirements
- Determine timescales and high level milestones
- Determine resource commitments to support scheme development
- Provide guidance to applicant on project development/pathway
- Determine tolerances around risk, cost, programme and benefits/outcomes

Stage 2: Pipeline Development

Activity 3

OBC

3

Activity 4

FBC

4

Activity 5

FBC with Finalised Costs

5

- Test feasibility of proposal, including intervention options
- Develop Five Case evidence and analysis
- Detail cost plan, outputs, impacts and VfM
- Detail funding plan
- Detail delivery arrangements
- Market test the solution(s)
- Undertake risk management and mitigation planning
- Undertake full scheme appraisal
- Determine suitability for next stage: Delivery & Evaluation
- Establish conditions precedent for funding agreement & sign
- Establish baseline for monitoring & evaluation

Stage 3: Delivery & Evaluation

Activity 6

Delivery

6

Activity 7

Post Completion Review

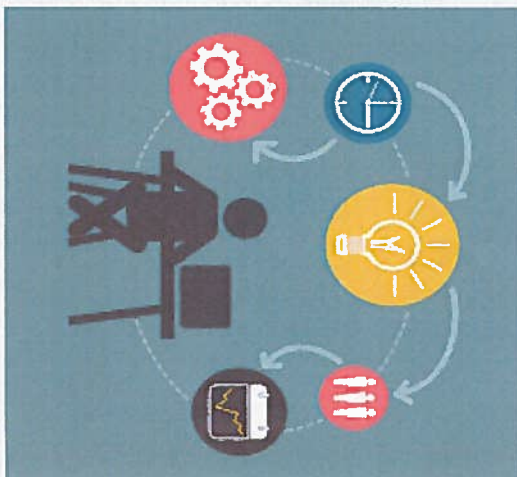
7

Activity 8

Evaluation

8

- Project proceeds to delivery
- Monitoring/reporting arrangements put in place
- Funding draw down progresses
- Approve/reject any variations outside of tolerances
- Undertake Post Completion Review
- Outstanding conditions discharged before final payment
- Project Closure
- Monitoring & Evaluation of Scheme (Benefits Realisation)



Contact details

email: pmo@westyorks-ca.gov.uk

tel: 0113 251 7421

West Yorkshire
Combined Authority

PMO

Portfolio
Management
Office

APPENDIX 8
BUSINESS CASE SUMMARY

Section A: Scheme Summary

Name of Scheme:	West Yorkshire-plus Transport Fund A629 Halifax Road - Phase 5
PMO Scheme Code:	WYTF-PA4-019
Lead Organisation:	Kirklees Council
Senior Responsible Officer:	Simon Taylor, Kirklees Council
Lead Promoter Contact:	Steven Hanley, Kirklees Council

Applicable Funding Stream:	Growth Deal (West Yorkshire-plus Transport Fund)
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth

Forecasted Full Approval Date (Decision Point 5):	31/01/2020
Forecasted Completion Date:	30/08/2021

Total Scheme Cost (£):	£12.09 million (Total for phases one to five £120.6 million)
WYCA Funding (£):	£12.09 million (Total for phases one to five £120.6 million)
Total other public sector investment (£):	None
Total other private sector investment (£):	£150,000 (indexed linked) from S106 agreement in relation to a housing development off the A629. Due to uncertainty of timescale/trigger this is proposed to be off-set or reimbursed to the project at the appropriate time.

Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes - Part of the A629 Halifax to Huddersfield Corridor (phases one to five)
Current Funding Allocation:	Total for phases one to five £120.6 million

Current Assurance Process Activity:



Scheme Description:

This project will deliver traffic capacity improvements at several locations as described below:

- 1) Blacker Road / Edgerton Grove Road / New North Road / Edgerton Road Junction (Blacker Road Junction) – road widening northbound and westbound
- 2) East Street / Birkby Road / Halifax Road Junction (Cavalry Arms Junction) - Re-align east-west approach lanes.
- 3) Cavalry Arms to Birchencliffe Hill Road – Seek to remove parking from both sides of the road to enable free-flow of traffic and enable footways to be used safely. Cars currently park on both sides of the road, blocking footways and preventing free-flow of traffic.
- 4) Yew Tree Road to Ainley Top - Extend southern approach lanes and create new left slip on to roundabout.

The scheme objectives are:

- Improve accessibility between Huddersfield and Halifax and to the M62 by reducing congestion and improving journey times and reliability between the ring road and Ainley Top roundabout. This will amount to at least one minute saving for all road users in both directions by 2022 and will also support delivery of the Lindley Moor West and East Enterprise Zones.
- Job retention and growth in the wider area with the creation of 189 indirect jobs by 2030. The West Yorkshire Urban Dynamic Model demonstrates up to 465 indirect jobs created.
- Support housing growth in Lindley area and west Huddersfield generally (1,230 homes) and enable the delivery of up to 780 dwellings within the vicinity of the corridor by 2030.
- Improve air quality for local residents by contributing to a reduction of NOx levels by 10µg/m³ and a target PM 2.5 particulates to 7µg/m³
- Contribute to improved gross value added across West Yorkshire. The West Yorkshire Urban Dynamic Model demonstrates a GVA increase of £29m by 2030.

Business Case Summary:

Strategic Case

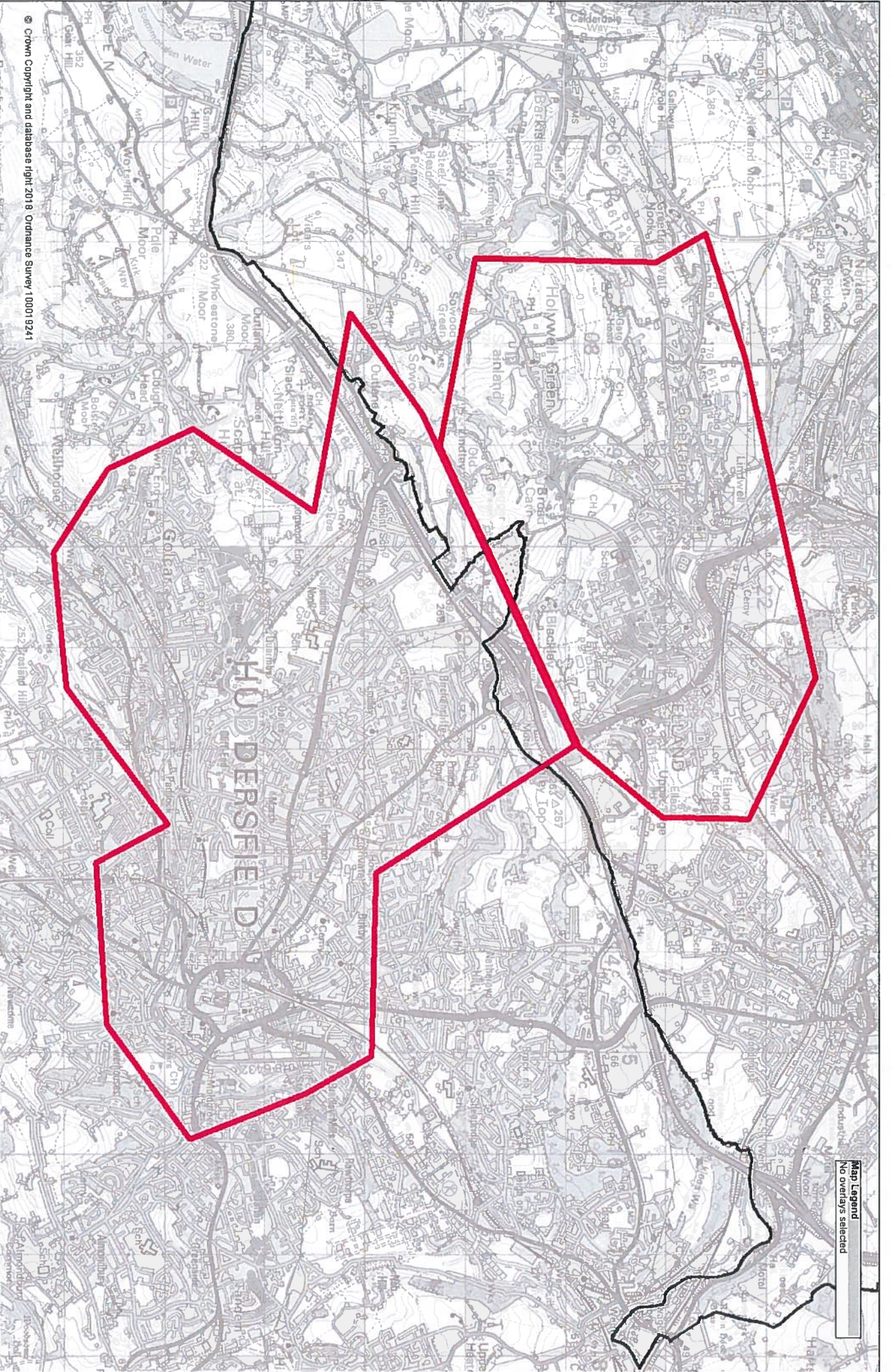
As part of the 'City Deal' between West Yorkshire, York and government, a new Transport Fund in excess of £1bn targeted specifically to increase housing, employment and economic growth across the region has been created. The West Yorkshire-plus Transport Fund identified a core 10-year package of measures that would enable change and deliver economic growth in the short to medium-term.

In developing the Transport Fund programme, an initial list of 120 projects were assessed against the key objectives of the fund, these being to increase employment and overall economic growth (minimum GVA criteria 1.5) while also achieving two employment accessibility minima:

- A better than average improvement in employment accessibility for residents in the most deprived 25% of West Yorkshire communities
- Every West Yorkshire district to gain an average improvement in employment accessibility no less than half the average across the district.

	<p>Following this assessment, 53 projects were taken forward for appraisal and ranked according to performance in GVA terms. The A629 Halifax to Huddersfield corridor was ranked 18 out of 53 and forecast to create 1,740 jobs by 2026, relieve congestion, reduce journey times for general traffic and improve pedestrian and cycling accessibility.</p>
Commercial Case	<p>Both Kirklees and Calderdale's Local Plans have identified the need to provide new transport infrastructure to accommodate future traffic growth arising from housing and employment needs within their districts. Congestion, long journey times and poor air quality is already experienced along the A629 corridor.</p> <p>The Department for Transport's Road Traffic Forecasts (2015 report) suggests national growth will be within a range of 19-55% between 2010 and 2040; and that growth is expected to be particularly strong on the Strategic Road Network (29-60%) with principal roads and minor roads projected to experience growth of 12-51% and 10-54% respectively.</p> <p>Local traffic growth forecasts for the A629 Phase 5 network, suggest an up to 12% increase in traffic by 2036. As the existing network is already congested (refer to existing issues) there is a clear case for change to ensure that economic growth can be sustained.</p> <p>Future Local Plan housing and employment sites may not be brought forward. Current planned development rollout will be slower and congestion on the corridor will get even worse. This is a key issue for the economies of west Huddersfield and east Calderdale, as access to the M62 for both districts is vital.</p>
Economic Case	<p>The economic case has been developed to identify economic impacts and resultant value for money. A proportional approach has been applied to the appraisal process according to the West Yorkshire Combined Authority's assurance framework. The scheme is considered to fall into the low cost (less than £20m) requiring benefits cost ratio and Gross Value Added wider benefits appraisal to be undertaken. A simple benefit to cost ratio appraisal has been carried out based on four modelled time periods for Cavalry Arms to Ainley Top and two modelled periods for the Blacker Road junction.</p>
Financial Case	<p>Kirklees Council has produced a full cost plan supported by an outline programme and a comprehensive risk register. This will be refined at full business case stage to ensure a detailed cost assessment is reached.</p>
Management Case	<p>Kirklees Council has established an Internal Programme Board, Project Board and Project Teams specifically for Transport Fund project delivery. The project will be managed in accordance with Kirklees Council's Framework for Successful Projects (FSP) based on PRINCE2.</p>

APPENDIX 9
SOCIAL MEDIA TARGET ZONE

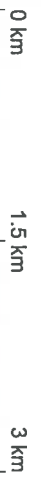


Map Legend
No overlays selected

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Kirklees
Council
Kompass
Kirklees Mapping Service



28-Mar-2018

Scale 1 : 34608



APPENDIX 10
ENGAGEMENT ANALYSIS REPORT

A629 Phase 5

Engagement analysis report

Liadan Buggy, Consultation and Engagement Advisor
August 2018



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Overview

Engagement exercise

From 4th – 29th June 2018 a public engagement exercise on proposed plans for major road improvements to the A629, Huddersfield to Ainley Top, was open to the public to comment on plans, visit an exhibition of the plans, or attend a drop-in event to meet and discuss the plans with Kirklees Council officers.

Background

The A629 Phase 5 major improvements scheme led by Kirklees Council is funded through the West Yorkshire Transport Fund, as a part of the 'City Deal' between West Yorkshire, York and Central government to use £1bn of funding on transport schemes that support increased housing, employment and economic growth opportunities in the region.

The A629 Halifax to Huddersfield corridor was identified as a key route at which to relieve congestion and manage expected increases in road use. Kirklees and Calderdale Council are involved in developing interventions that will be introduced in various phases along the length of the A629 Halifax to Huddersfield.

A629 Phase 5 identifies four locations for interventions that are proposed to make improvements. These four locations are:

- Blacker Road junction
- Cavalry Arms junction
- Prince Royd
- Ainley Top

Engagement activities

For the purpose of the engagement exercise a website was created and populated with the scheme plans and information necessary for public participation. A survey was linked to the website that asked questions about the plans, and invited comments. The website was designed, built and hosted by the West Yorkshire Combined Authority on their 'Your Voice' engagement website (www.yourvoice.westyorks-ca.gov.uk). This website was linked to and from the Kirklees Council major transport schemes website (www.kirklees.gov.uk/majorschemes).

In addition to the online survey, paper copies were printed and left at strategic locations within Huddersfield Town Centre, and were made available at the plans exhibition and drop-in locations; they were also available on request by contacting either Kirklees or the Combined Authority by contact methods publicised widely online and in the leaflet. The paper copy surveys were accompanied by printed 'Freepost' envelopes for free of charge returns.

Due to part of the proposed intervention locations being within a conservation area, additional information was made available on the website, at the exhibition and at drop-in events to highlight the potential impact, and the proposed process involved in mitigating this. This included an opportunity for the public to highlight locations at which they would like to see additional tree planting, as well as part of the scheme to introduce trees at

Ainley Top. This could be done via a mapping excise on the website, or by adding a sticker to maps provided at the drop-in sessions.

Engagement materials

To compliment the public engagement exercise a leaflet was produced with information that highlighted the proposed intervention areas, provided background information, and signposted readers to the websites, exhibition and drop-in events, alongside contact information, should information be required in addition formats.

For the website, exhibition and drop-in sessions plans were designed and printed for display. These clearly showed the potential areas and proposed ideas for the interventions.

Posters advertising the drop-in events and exhibition, alongside signposting to online information, were produced and displayed in strategic locations in Huddersfield and Halifax. This included at transport hubs, public centres and on bus shelters along the A629.

Engagement events

An exhibition display was available for the public to visit for the duration of the engagement period (4 – 29 June 2018). This was hosted at the Huddersfield Library and Art Gallery as an accessible location in the town centre.

Five drop-in events were held during the engagement period at accessible buildings located close to the A629. These were:

- Friday 15 June (3-7pm) Church of Latter-day Saints, Halifax Road
- Wednesday 20 June (3-7pm) Huddersfield Town Hall, Ramsden Street
- Thursday 21 June (3-7pm) Gledholt Methodist Church, Edgerton Grove Road
- Thursday 28 June (3-7pm) Gledholt Methodist Church, Edgerton Grove Road
- Friday 29 June (3-7pm) Church of Latter-day Saints, Halifax Road

These events were attended by Kirklees Council project leads to give the public the opportunity to present any technical questions or ask for additional detail.

Analysis

The results of the public engagement exercise have been presented in this report following analysis of the comments. The wealth of information provided has been subject to a thematic analysis to look for common themes. This has provided a narrative and context to the responses, but it is recommended to those involved in the development of the interventions that they should read the comments in full. In the most part the comments either provided anecdotal evidence of road user experiences, or suggested alternative or additional measures that were felt to have potential for consideration. Due to the nature of the scheme, some comment themes were only apparent or appropriate for the different intervention sections, and therefore are not present in each. The full comments are listed on pages 23 – 64, and the coding frame for the thematic analysis on page 98.

Headline findings

In total over the duration of the engagement exercise 493 respondents provided a comment: 352 online surveys and 114 paper surveys (466 total surveys), 20 emails and 7 letters (or additional information attached to paper surveys). A total of 5,700 individuals visited the engagement page (www.yourvoice.westyorks-ca.gov.uk/a629phase5), and engagement via social media and communication channels meant that close to 50,000 individuals were reached about the activity. More information about site visits and social media reach is on page 19 – 21 of this report.

Survey headlines (from n*=466 responses)

A: Blacker Road junction

- Lowest overall agreement with this element of the scheme – 37% ($n = 173$)
- High levels of disagreement across all respondents with regard to the banning of the right-hand turn from A629 onto Edgerton Grove Road.

Not being able to turn right when heading to Greenhead park would be very inconvenient

B: Cavalry Arms junction

- Half of the respondents agreed with this element of the scheme – 51% ($n = 231$)
- A high proportion of respondents query whether there is enough of a problem in this area for the aims of the scheme to justify the impact it would cause.

Again I do not experience any problems at this junction. The hold ups occur on Halifax Road because of the sheer amount of traffic and the way the road ahead (towards Ainley Top) narrows because of parked cars. Any alteration here seems unnecessary and would only encourage speeding.

C: Prince Royd

- Over half of the respondents agreed with this element of the scheme – 54% ($n = 242$)
- A proportion of the agreement is based on the condition that adequate parking is provided for residents impacted by the scheme.

This will be helpful for the residents as long as it is well lit, CCTV present, and even gated for residents only, if not anyone could park there and will

D: Ainley Top

- Highest overall agreement with this element of the scheme – 65% ($n = 298$)
- A number of comments queried the potential/necessity of junction improvements to the M62 as a main influencer of congestion at Ainley Top (and other sections of the A629).

The problem at Ainley top is traffic comes off at J24 and travels along Rochdale road to J23. If J23 M62 was opened up for exit and entry both east and west then local traffic will jams at Ainley Top will be lessened!

*n shows the count number of responses to each question, inclusive of 466 surveys

Comments

Encouragingly respondents took the opportunity to highlight aspects of the scheme they thought would work, what wouldn't and pose suggestions for alterations or additions that could enhance the scheme to accomplish the aims. Comments both negative and positive were constructive in their specificity and context. A number of comments challenged the basis of the program on an overall and scheme level with regard to the assertion that the A629 does not have a congestion issue, or not one large enough to warrant interventions in some conservation areas. Some respondents also used this opportunity to reflect on prior interventions made to this area, in particular to light sequencing and installation, suggesting dissatisfaction with their impact, and concern that changes such as these do little to assuage congestion.

Letters and emails

Understandably the majority of the letters and emails received during the course of the engagement exercise were sent from local residents and those most likely to be directly impacted by the scheme. On each occasion the author has stated their case against the particular element of the scheme they are most adversely effected by, and in some instances praise other elements of the scheme as potentially being of enough success to mitigate need to implement all proposed changes.

27 items were received (20 emails, 7 letters), from private individuals (23) and represented groups (4). The majority of the correspondence were in opposition to the banned right from scheme A, followed by opposition to parking restrictions around Prince Royd. A handful of responses stressed their displeasure with the impact on the conservation area, and others made requests for greater consideration to be given for active travel options.

In the most part these correspondence were sent directly via the engagement channels, however some were sent to locally elected members, leaders and transport representatives.

Additional comments

In addition to the questions specific to the scheme, a number of questions were included to better understand the current use of the A629 by those who took part in the engagement. These questions were taken from the household survey conducted as a part of the monitoring exercise for the whole of the A629 works. From the information provided we can understand that the majority of respondents frequently travel along this section of the A629, they do so by car and for the purpose of commuting. We also know that the majority do experience difficulty with this road (62% $n = 288$), and more experience congestion (70% $n = 322$).

Anecdotally and in response to the questionnaire, a number of participants took the opportunity to question the engagement activities design and hosting. There was dissatisfaction from some with the level of detail provided into the development of the aims and their evidence base. There were also expressions of concern with the accessibility of information available on the website, and with regard to specific recognition of respondents who are close proximity residents to the scheme. All comments of this nature have been consolidated and fed back to ensure that further consideration of these issues is given in future online engagement exercises.

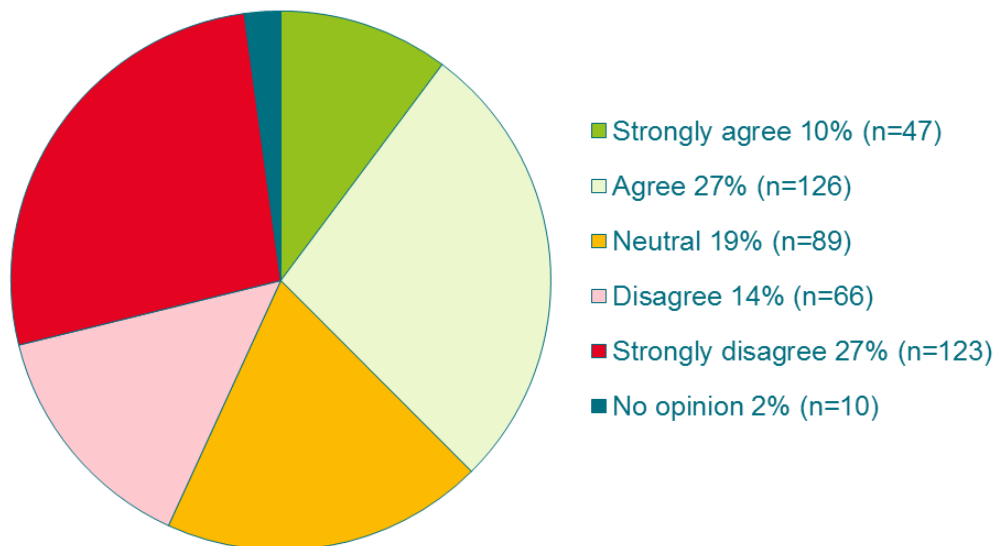
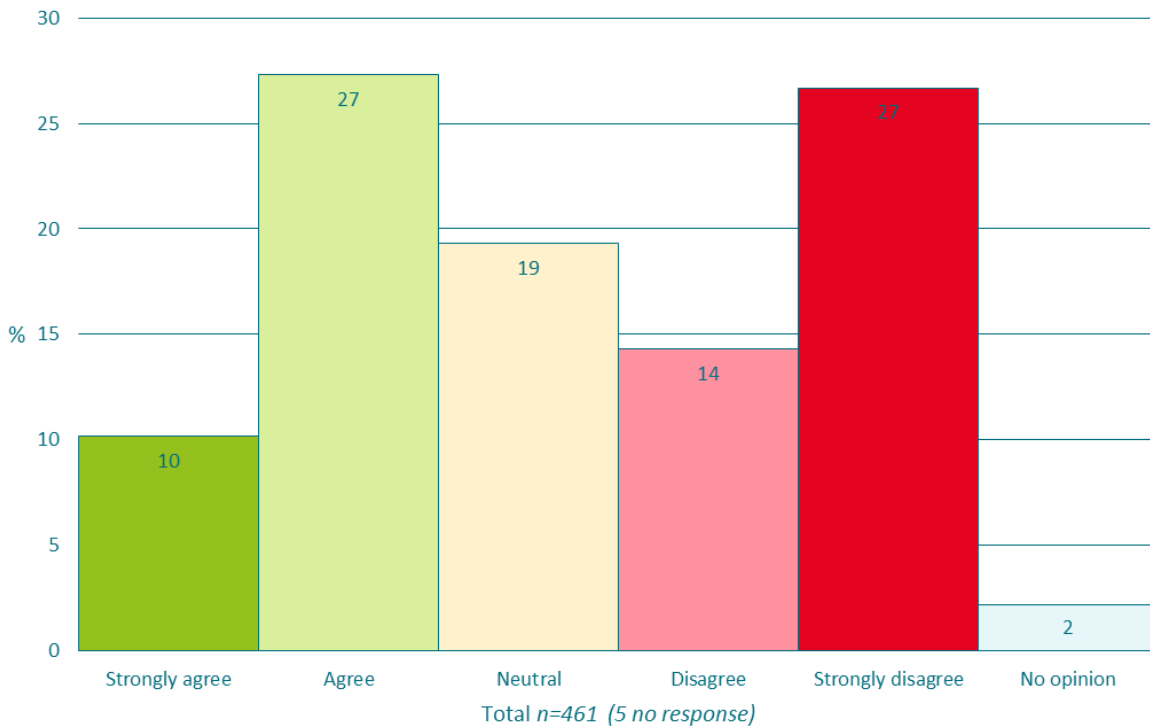
Results

Location A: Blacker Road junction

Question

We asked how far respondents agreed or disagreed that the proposed interventions would achieve the programmes aims. A slightly greater proportion of respondents disagreed (41% $n=189$), compared to those who agreed (37% $n=173$). Almost a fifth (19% $n=89$) were neutral.

How far do you agree or disagree that the interventions proposed to location A - Blacker Road junction, will achieve our aims?



Comments

234 respondents provided a comment. Of these comments 46 were provided by those who agreed to the question (14 'strongly agree', 32 'agree'), 155 were by those who disagreed (108 'strongly disagree', 47 'disagree'), and 33 were by those who provided a neutral response.

The majority of the comments expressed concern with regard to the banned right turn from the A629 onto Edgerton Grove Road. This was for a number of reasons, but in the most part due to the impact on other side roads potentially becoming 'rat-runs'.

Concern that having a no right turn would only move traffic to a side road bringing you out onto New Hey Road at a T junction and not the roundabout at Greenhead Park making it difficult to get out

The second highest proportion of comments suggest that the area does not have enough of a problem with congestion at the junction to warrant the scheme.

Not required my experience is that the A629 is fine and doing this project will create unnecessary delays and misery for existing commuters who are juggling busy lives getting to and from work to school to pick up children. This would likely add significant time onto my daily commute and likely I would have to make up my work in my own time or reduce my hours resulting in impact on my current worklife balance and/or financial loss. I have currently already experienced this, this year with the major roadworks in Halifax.

This coincides with the third highest proportion of comments that query whether the aims of the scheme are achievable, or justify the impact on the area.

I suspect limited long term benefits

Top ten comment themes:

Against banned right turn onto Edgerton Grove Road	78
Location not a problem area	31
Query if scheme aims are achievable / justify impact of the scheme	27
Concern regarding impact on conservation area	21
General comment in agreement with scheme or element of scheme	18
General comment in disagreement with scheme or element of scheme	16
Comment about improved or installing of light signalling	15
Comment or alternative suggestion for road layout/use or sightlines	14
The M62 is the problem	14
Road should be a dual carriageway to alleviate bottlenecks	13

Top comment theme for:

Strongly agree: general comment in agreement with scheme or element of scheme.

Agree: general comment in agreement with scheme or element of scheme, and, against banned right turn onto Edgerton Grove Road.

Disagree: against banned right turn onto Edgerton Grove Road.

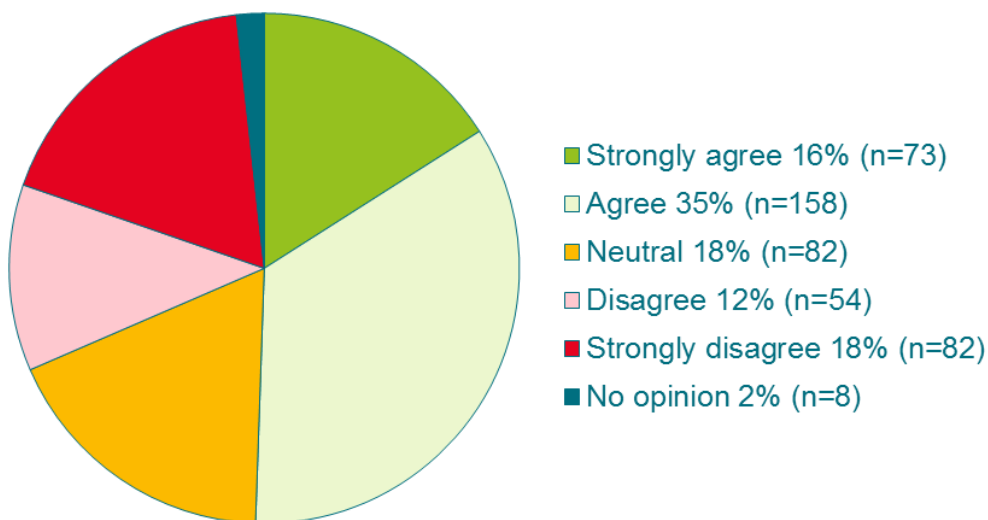
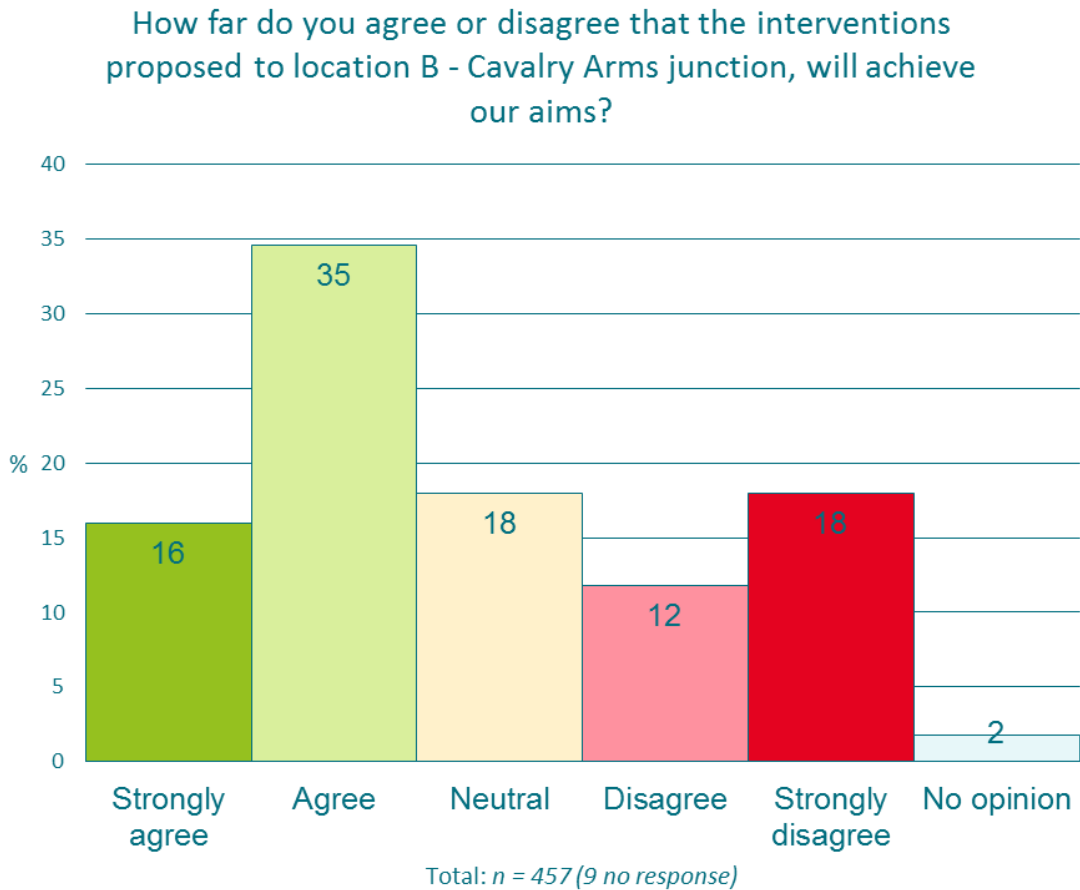
Strongly disagree: against banned right turn onto Edgerton Grove Road.

Neutral: against banned right turn onto Edgerton Grove Road.

Location B: Cavalry Arms junction

Question

We asked how far respondents agreed or disagreed that the proposed interventions would achieve the programmes aims. The majority of respondents agreed (51% $n=231$), almost a third disagreed (30% $n=136$), and almost a fifth (18% $n=82$) were neutral.



Comments

185 respondents provided a comment. Of these comments 62 were provided by those who agreed to the question (21 'strongly agree', 41 'agree'), 99 were by those who disagreed (63 'strongly disagree', 36 'disagree'), and 24 were by those who provided a neutral response.

The majority of these were a general comment in agreement with the scheme or element of the scheme.

Increasing traffic through times here will alleviate the queues approaching the junction by the Cavalry Arms when approaching from Huddersfield. This will ease the traffic that cusp up into Marsh and Lindley to avoid the A629.

The second highest proportion of comments suggest that the area does not have enough of a problem with congestion at the junction to warrant the scheme.

No additional comments. It is not this junction that causes any problems. Strongly agree with double yellow lines from lights up to gas station. No parking at all on this stretch of road.

Again, this coincides with the third highest proportion of comments that query whether the aims of the scheme are achievable, or justify the impact on the area.

A lot fewer cars use the east street to birkby hall road route and visa versa, so no improvement will be made by adjusting these roads

Top ten comment themes:

General comment in agreement with scheme or element of scheme	45
Location not a problem area	27
Query if scheme aims are achievable / justify impact of the scheme	15
Road should be a dual carriageway to alleviate bottlenecks	12
General comment in disagreement with scheme or element of scheme	11
Comment about improved or installing of light signalling	10
Scheme will generate more traffic or will not help with traffic growth	10
Ainley Top roundabout is the problem	10
Comment or alternative suggestion for road layout/use or sightlines	9
Concern regarding impact on conservation area	8

Top comment theme for:

Strongly agree: general comment in agreement with scheme or element of scheme.

Agree: general comment in agreement with scheme or element of scheme.

Disagree: query if scheme aims are achievable / justify impact of the scheme.

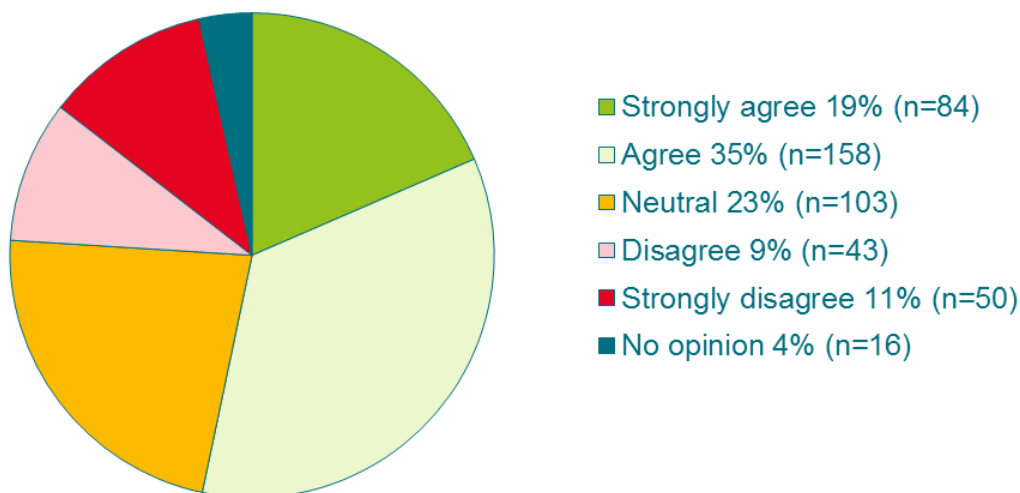
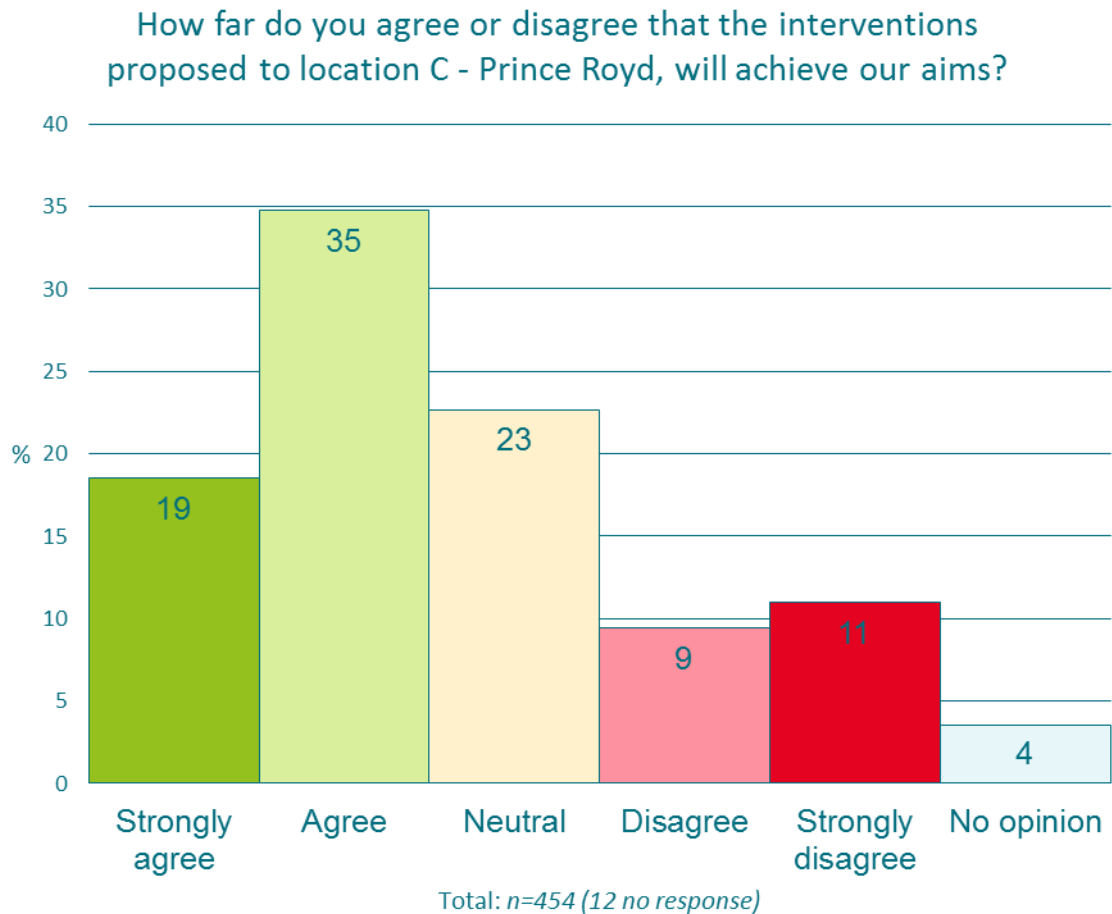
Strongly disagree: location not a problem area.

Neutral: location not a problem area.

Location C: Prince Royd

Question

We asked how far respondents agreed or disagreed that the proposed interventions would achieve the programmes aims. Over half (54% $n=242$) agreed with the scheme, and a smaller proportion (20% $n=93$) disagreed. Almost a quarter (23% $n=103$) provided a neutral response.



Comments

166 respondents provided a comment. Of these comments 70 were provided by those who agreed to the question (35 'strongly agree', 35 'agree'), 62 were by those who disagreed (34 'strongly disagree', 28 'disagree'), and 34 were by those who provided a neutral response.

The majority of these were a general comment in agreement with the scheme or element of the scheme.

The car parking ban at the side of the road is a good idea, this causes mayhem in a morning.

The second highest proportion of comments agree with the scheme on the proviso that adequate parking is provided for those residents who will be impacted.

As long as residents are catered for it will stop a bottleneck at this point.

Again, the third highest proportion of comments that query whether the aims of the scheme are achievable, or justify the impact on the area.

Not sure how much it will change the queuing and will disrupt lives for the residents

Top ten comment themes:

General comment in agreement with scheme or element of scheme	47
Agree on proviso that parking is provided for residents	21
Query if scheme aims are achievable / justify impact of the scheme	10
Road should be a dual carriageway to alleviate bottlenecks	9
Ainley Top roundabout is the problem	8
Car access to businesses/side roads is the problem	8
Query about residential parking solution	7
Location not a problem area	7
Scheme doesn't go far enough to fix the problem	7
General comment about Kirklees Council (potholes, liability, cost of scheme etc.)	7

Top comment theme for:

Strongly agree: general comment in agreement with scheme or element of scheme.

Agree: general comment in agreement with scheme or element of scheme.

Disagree: location not a problem area, and, road should be a dual carriageway to alleviate bottlenecks.

Strongly disagree: Ainley Top roundabout is the problem, and, general comment about Kirklees Council (potholes, liability, cost of scheme etc.).

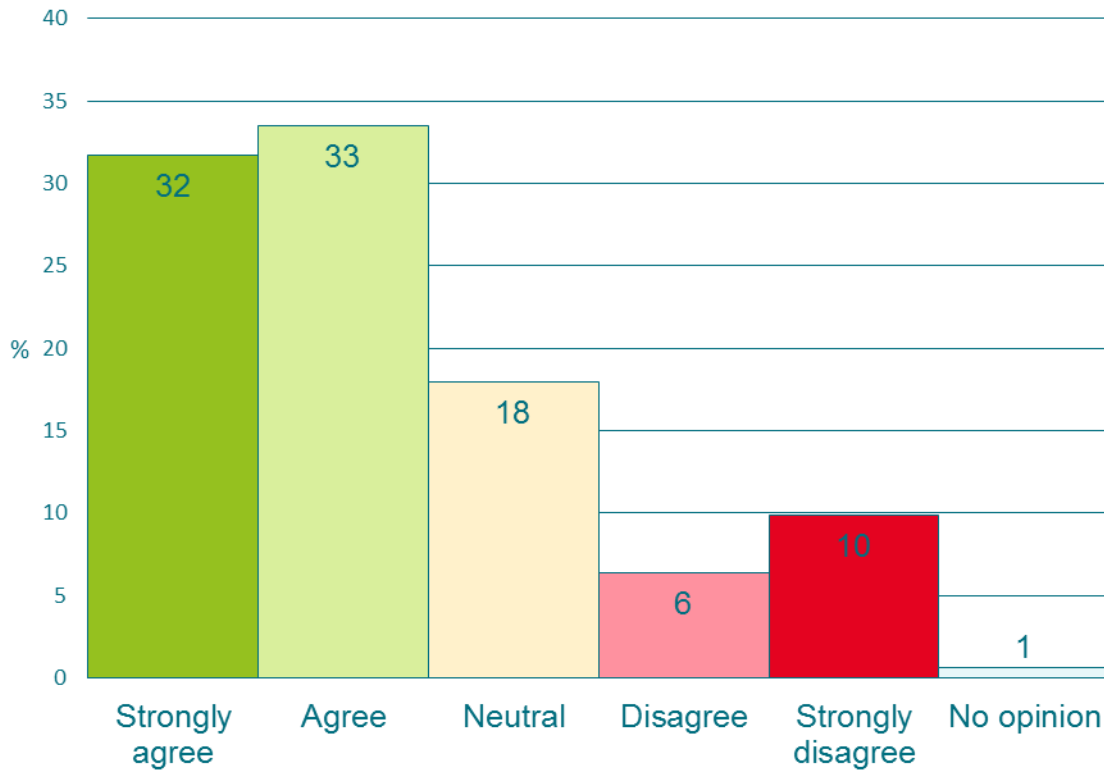
Neutral: query if scheme aims are achievable and justify impact of scheme, and, Ainley Top roundabout is the problem.

Location D: Ainley Top

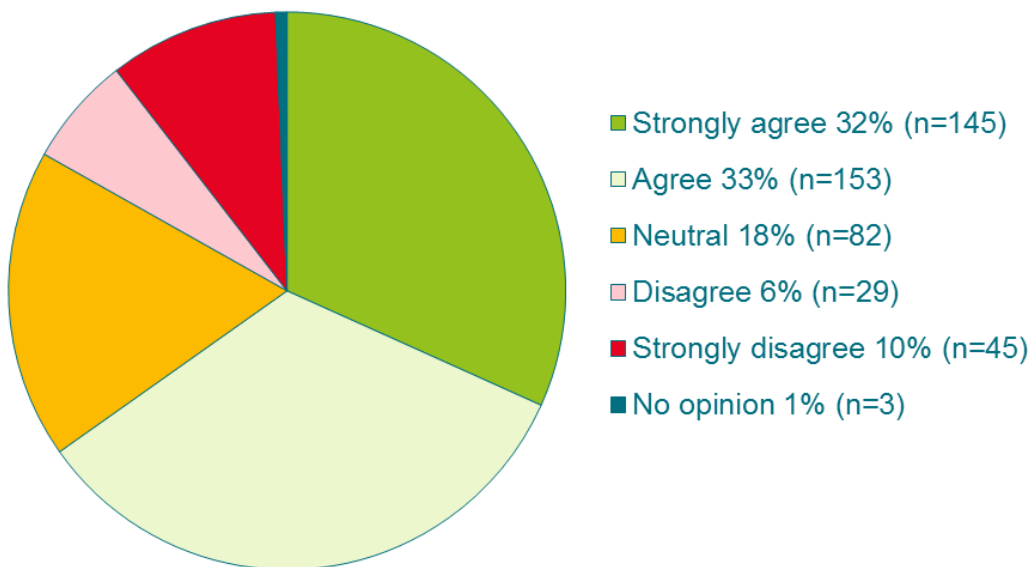
Question

We asked how far respondents agreed or disagreed that the proposed interventions would achieve the programmes aims. Almost two thirds of respondents agreed (65% $n=298$), compared to a much smaller proportion who disagreed (16% $n=74$). Almost a fifth (18% $n=82$) were neutral.

How far do you agree or disagree that the interventions proposed to location D - Ainley Top, will achieve our aims?



Total: $n=457$ (9 no response)



Comments

211 respondents provided a comment. Of these comments 115 were provided by those who agreed to the question (55 'strongly agree', 60 'agree'), 57 were by those who disagreed (35 'strongly disagree', 22 'disagree'), and 39 were by those who provided a neutral response.

The majority of these were a general comment in agreement with the scheme or element of the scheme.

Boom. Magic. Cars will fly through the lights.

The second highest proportion of comments state that the M62 is the cause of the congestion problems.

Will be useful as much of the traffic is heading towards the motorway. Should consider making it so that at junction 23 you can get on and off the motorway allowing people to use that junction as well. Reducing traffic going towards Leeds.

The third highest proportion of comments were about improved or installing of light signalling.

The congestion on Lindley Moor Road & the plans to add traffic lights need serious consideration as they impact hugely on access to Halifax Rd from Ainley Top. The traffic light sequence for example is too short to cope with early morning & evening rush hour from Lindley Moor Rd into J24 & is the main cause of the J24 congestion in an evening. Surely this needs to be part of this plan. Widening the motorway exit to 2 lanes would help (although only halfway house compared to adding another exit at 23 or 25b as was proposed previously which would be the far better spend of money). Commuting to & from Huddersfield towards Leeds & Bradford is a complete nightmare compounded by nursery drop offs on Halifax Rd to start the day. And yet more & more houses are being built! Please genuinely help those of us who work, commute & have childcare commitments- helping families would be reducing travelling times so we have more quality time with our families rather than sat in crazy congestion that is only going to get work & worse. Please listen to residents.

Top ten comment themes:

General comment in agreement with scheme or element of scheme	97
M62 is the problem	26
Comment about improved or installing of light signalling	23
Car access to businesses/side roads is the problem	19
Query/request for bike lane/active travel option	13
General comment about Kirklees Council (potholes, liability, cost of scheme etc.)	13
Opposed to more housing growth in the area	11
Comment or alternative suggestion for road layout/use or sightlines	10
Query if scheme aims are achievable and justify impact of scheme	9
Query regarding traffic accessing A629 Huddersfield bound from Ainley Top	8

Top comment theme for:

Strongly agree: general comment in agreement with scheme or element of scheme.

Agree: general comment in agreement with scheme or element of scheme.

Disagree: query/request for bike lane/active travel option.

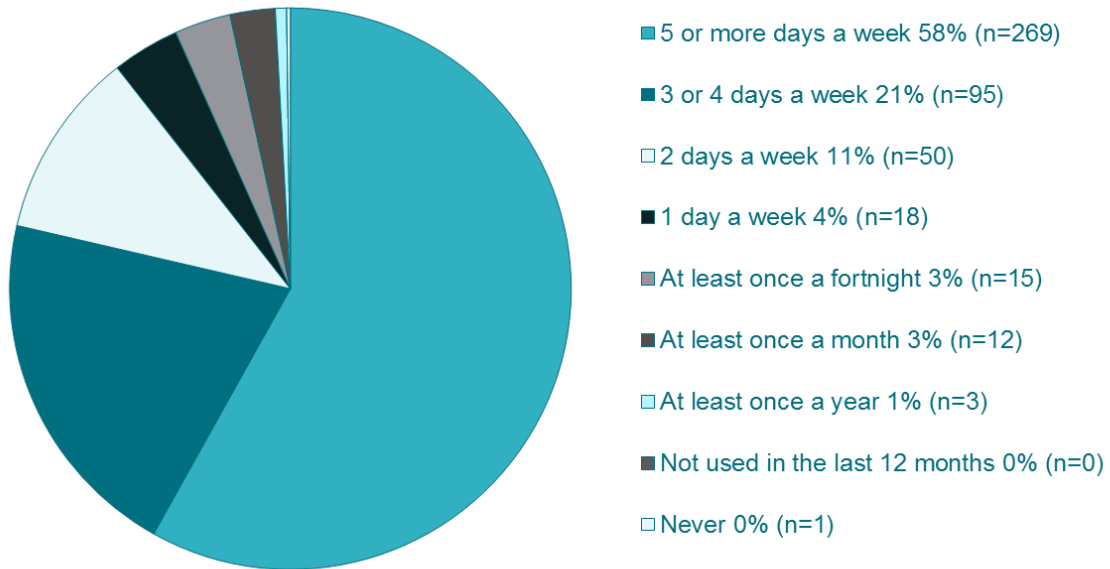
Strongly disagree: M62 is the problem, and, general comment about Kirklees Council (potholes, liability, cost of scheme etc.).

Neutral: general comment in agreement with scheme or element of scheme.

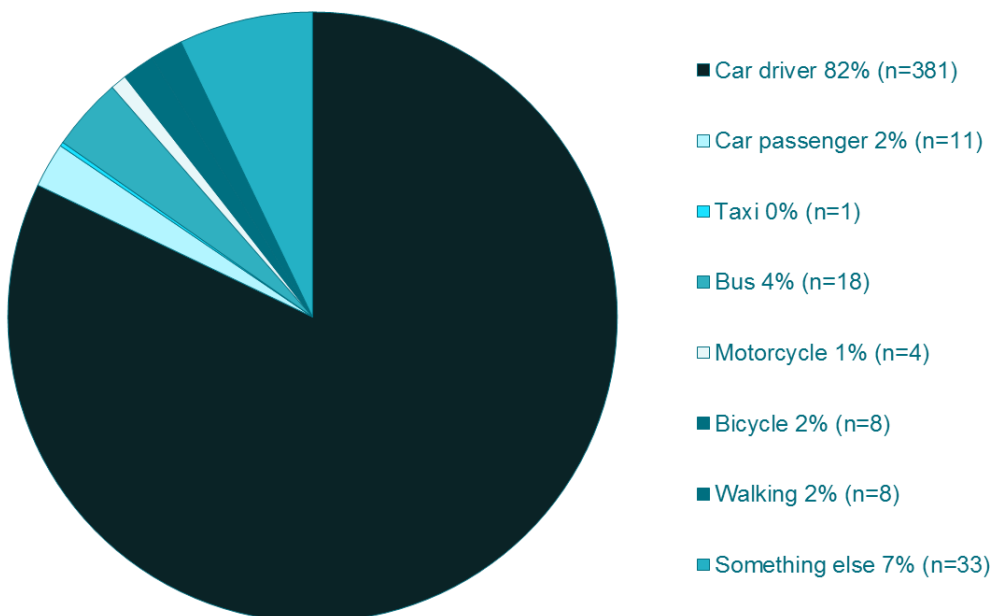
Respondents

Frequency of travel along A629

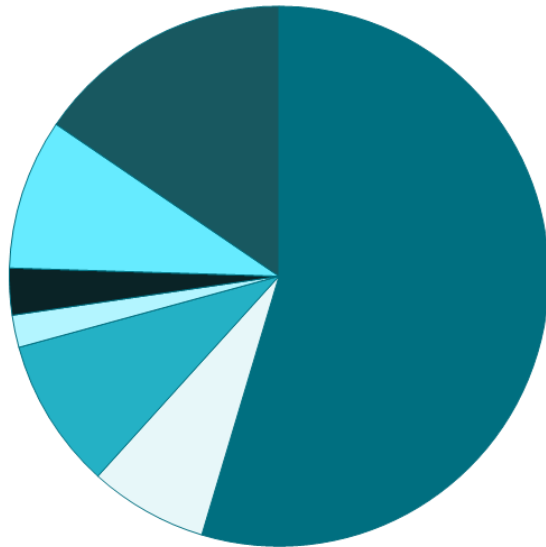
Frequent (at least once a week or more): 94%
 Infrequent (at least once a fortnight or less): 7%



Mode of transport

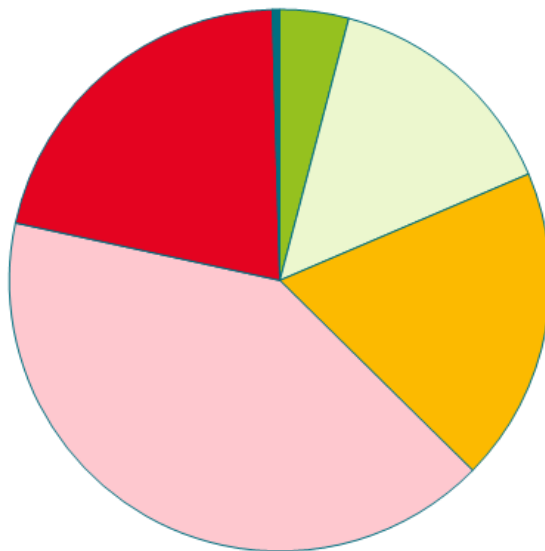


Purpose of travel



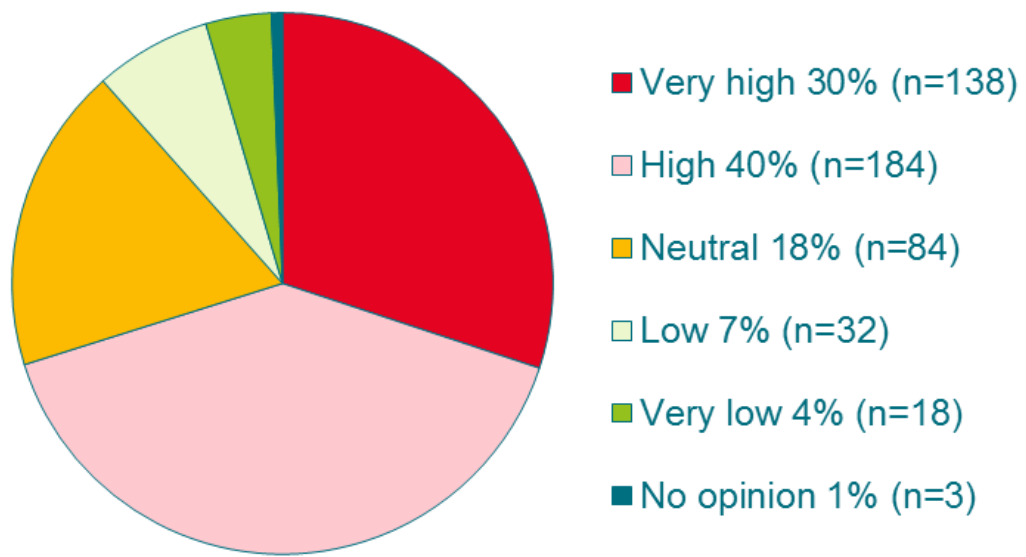
- Work / work related (including commuting) 55% (n=254)
- Going shopping 7% (n=33)
- Visiting leisure facilities / activities 9% (n=42)
- School / training / education 2% (n=9)
- Visiting health facilities 3% (n=13)
- Visiting friends / family 9% (n=42)
- Something else 15% (n=72)

Difficulty travelling along section of A629



- Very easy 4% (n=19)
- Easy 14% (n=67)
- Neutral 19% (n=87)
- Difficult 41% (n=190)
- Very difficult 21% (n=98)
- No opinion 0% (n=2)

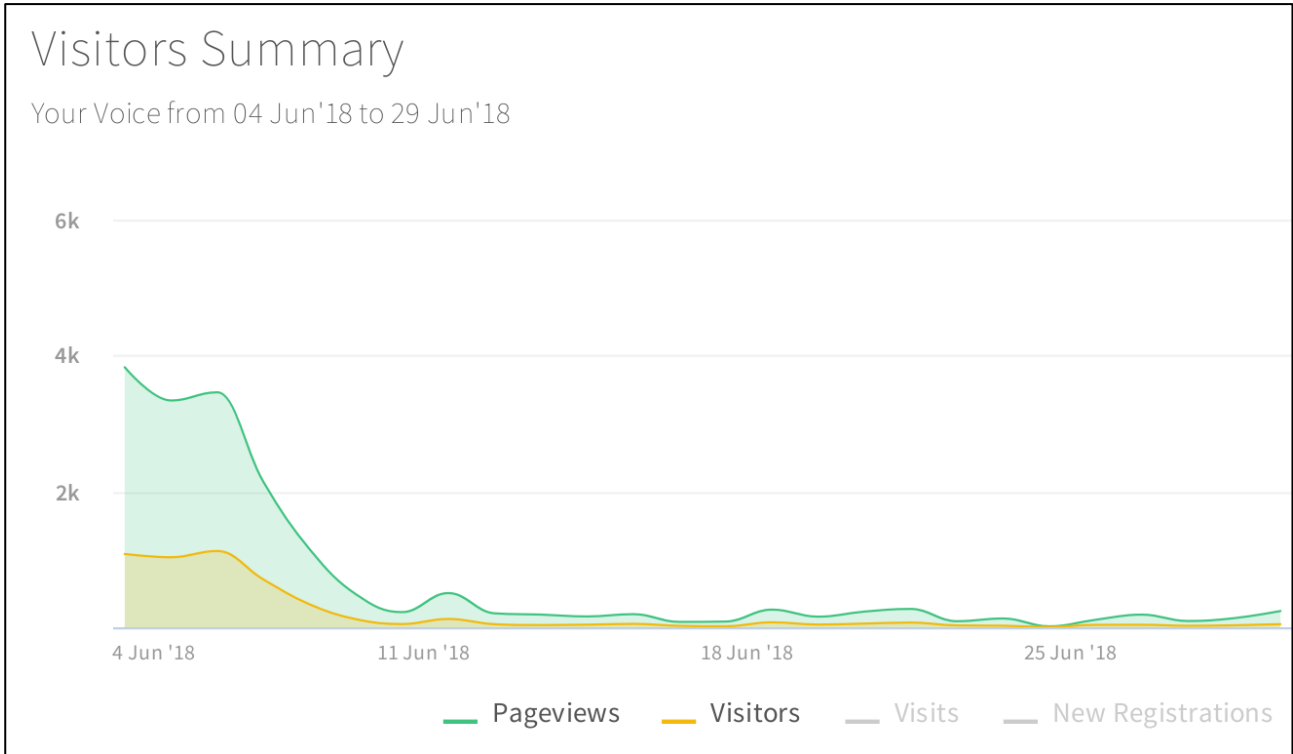
Experience of congestion on A629



Engagement levels

Your Voice engagement

A total of 5,700 individuals visited the engagement website: www.yourvoice.westyorks-ca.gov.uk/a629phase5 during the engagement period 4 – 29 June 2018. The highest number of website visitors on one day was 1,100, with 3,500 page views. Visitor numbers were highest at the start of the engagement period.



Visitors to Your Voice are split into three categories: 'Engaged', 'Informed' and 'Aware'.

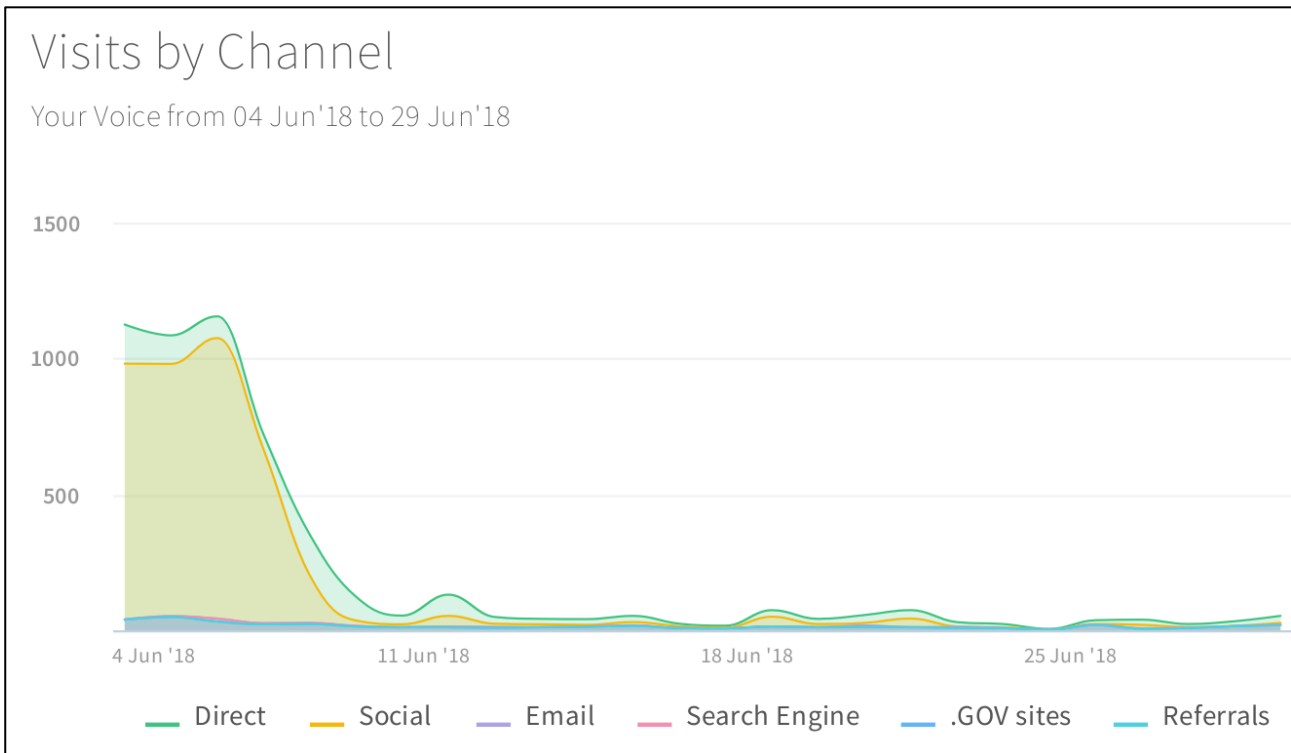
An 'Aware' visitor is one who has made at least one visit to the website page, but has not accessed any additional information or participated in an exercise/activity. 5,134 unique visitors accessed at least one page of the engagement project site.

An 'Informed' visitor has clicked on something, accessed an image or document, which suggested they were interested in the project. 47.7% of visitors to the site were informed. 2,449 individuals performed at least one of multiple actions. The majority (2,041) visited multiple project pages, followed by 1,654 who viewed a photo/image.

Informed activity	Number of visitors
Visited multiple project pages	2,041
Viewed a photo	1,654
Downloaded a document	425
Contributed to a tool (engaged)	352
Visited the Key Dates page	107

An 'Engaged' visitor is one who has contributed to an activity. In this case the online survey or mapping tool. 7% of visitors to the site were engaged. 352 individuals participated in the online survey or mapping tool.

Traffic to the engagement site came from a number of different sources. The highest proportion of visitors came via social media (3959), followed by direct site visits (1057), then referrals (400). A direct site visit is one where the web address has been input to access the site, a referral is one where a hyperlink has been used to redirect to access the site.



Traffic channel	Number of visitors
Social media	3959
Direct	1057
Referral	400
Search engine	43
Email	5

Officers from Kirklees communications team publicised the engagement activity through a number of channels: social media (Twitter, Facebook and LinkedIn), Kirklees Together article and press releases via Huddersfield Examiner.

Kirklees Together article: 1,466 (66% generated by a link in the external news bulletin) – 364 clicks through to site

Social media (Facebook, Twitter and LinkedIn): 48,800 reach (899 clicks through to site) – Facebook created the majority (807) of clicks

Social media advertising: 26,800 reach (3,255 clicks through to site).

Social media post examples:

Kirklees
 Written by Viki Harris [?] · 4 June at 09:22 · 🌐

In a survey local people told us they want us to reduce congestion along the A629 between Ainley Top and Huddersfield. We've got plans to make some big changes and we'd like to know what you think of them.



WWW.YOURVOICE.GOV.UK/A629
Have your say by 29 June Learn More
 Congestion, long journey times and poor air quality is...

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 Written by Viki Harris [?] · 4 June at 09:22 · 🌐


Do you use the A629? We're proposing to make some big changes to ease congestion and speed up journey times. See our plans and tell us what you think.



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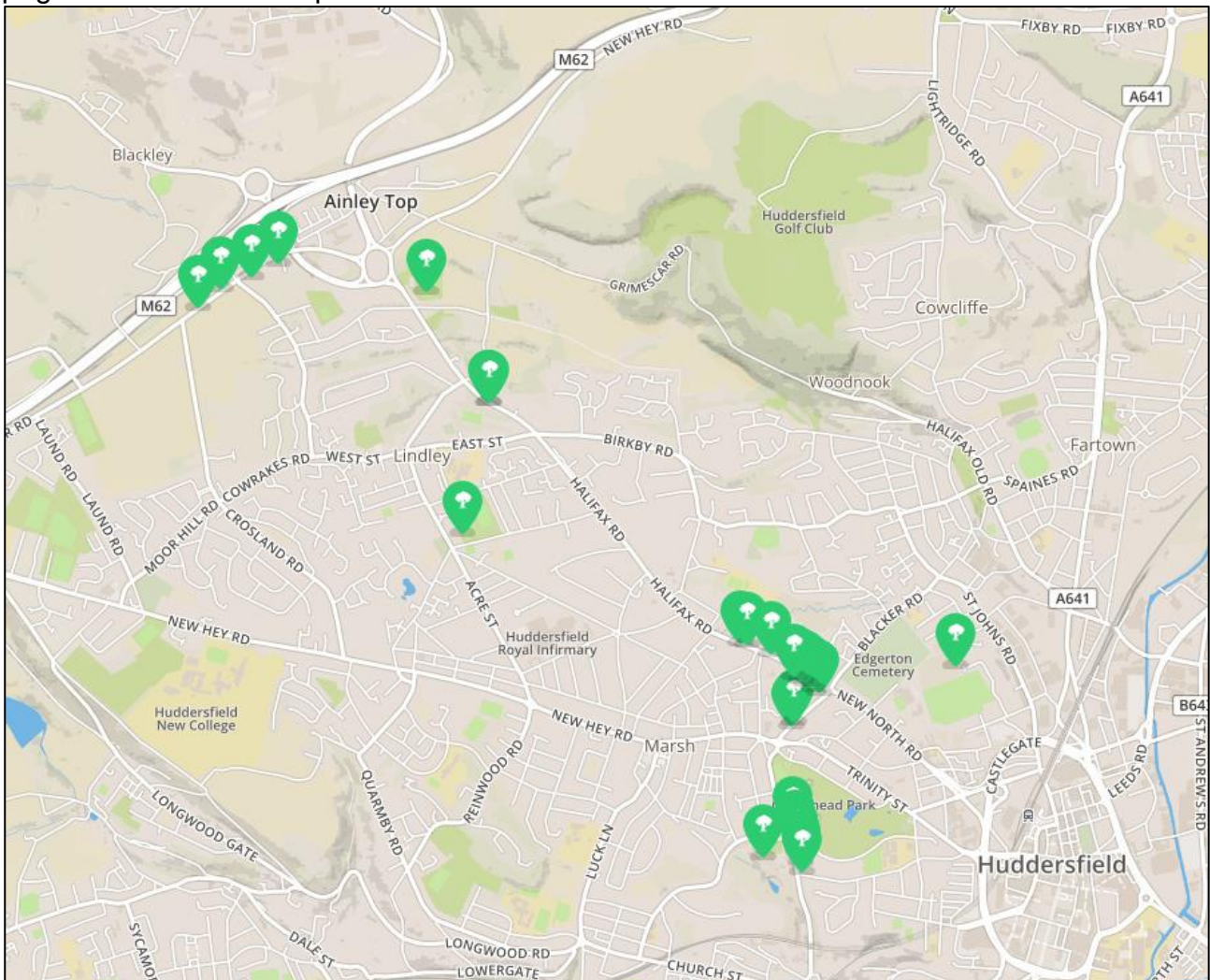
WWW.YOURVOICE.GOV.UK/A629
Have your say by 29 June
 Congestion, long journey times and poor air quality is currently experienced along the A629.
 Kirklees Council, in partnership

Learn More

Conservation trees exercise

Due to part of the proposed intervention locations being within a conservation area, additional information was made available on the website, at the exhibition and at drop-in events to highlight the potential impact, and the proposed process involved in mitigating this. This included an opportunity for the public to highlight locations at which they would like to see additional tree planting, as well as part of the scheme to introduce trees at Ainley Top. This could be done via a mapping exercise on the website, or by adding a sticker to maps provided at the drop-in sessions.

The below map consolidates all tree locations provided (25 in total) into one map – separate maps from the online mapping exercise and drop-in sessions can be found on pages 96 – 97 of this report.



Online participants were given the option to provide a comment alongside their map marker. Only one respondent did so for against 5 tree markers on Halifax Road, above the junction with Blacker Road towards the entrance to Queens Road. The comment was: *I'd like to see some sort of vegetation planted on the Edgerton Grove side of the Edgerton Road wall after it has been moved and rebuilt. If not trees, then at least high hedging or similar. It would not only help keep a green entrance to the edge of the conservation area, but reinstate a modicum of barrier noise and pollution for houses on the Edgerton Green estate.*

No specific areas for tree planting were mentioned in the general survey comments.

Comments

Location A: Blacker Road junction

Agree (46) Strongly agree – dark green (14), Agree – light green (32)

Always queues delays

I agree that widening of the road will improve congestion, however, I believe you should still be able to turn right from Edgerton road into Edgerton grove road. Not allowing right turns here will cause confusion and may result in more accidents.

Instead of expanding the junctions why not make the A629 a one way dual carriage way and at the other side the A640 a one way dual carriage way. There are plenty of routes to cut through for all types of vehicles. Opening up J23 of the M62 to run in both directions would be another major help and asset for the route

Needs left hand turn on lights always only allows 1 car to turn left after allowing others up the hill before light changes again

I think this will improve the junction but this is not the bottleneck on the road to Ainley Top or Town Centre. Consider making the traffic lights longer on Halifax road and shorter on blacker road to discourage rat running?

Quite busy

Concern that having a no right turn would only move traffic to a side road bringing you out onto New Hey Road at a t junction and not the roundabout at greenhead park making it difficult to get out

Good to see proper bike waiting area but no bike lane shown on road to get me there?

It will help to line the junction up but the houses nearby could be offered adjacent land for parking. I notice again no cycle lanes.

Good idea should help

A far better alternative would be complete bi-directional access at M62 junction 23. This would relieve a lot of congestion to and from Huddersfield. On the A629.

No right turn in either direction so traffic flows freely.

The Traffic lights need to be improved for pedestrians.

I think as with most of Huddersfield, traffic light sequencing should be considered too.

Could further innovation be found to help with right turning traffic?

Peak time light controlled roundabout perhaps?

All way round ainley top roundabout should have turning left feeder lanes. IE from lindley moor road down on to elland bypass you should have a slip avoiding the lights due to the amount of traffic going to brighthouse.

It's these lights that cause most of the queues so this will help

The scheme should improve the junction for all users, not just those on the A629.

This junction is bad for pedestrians as they must wait a long time to cross and can only cross one road before having to wait for the next. For cars, if more than two cars want to turn across the opposite carriageway this creates a backlog of those wanting to go straight over

No need for the little traffic island to prevent cars turning right. It will be a little bottleneck at times. Just paint the road. Bus stops need to be moved away from the junction they are too close and buses are rolling road blocks.

Whatever changes are made need to ensure no cars park along the way to cause congestion

Not sure of the need to restrict a right turn

The banning on turning right onto Edgerton Grove Road is going to make Luther Place/Glebe Street even more of a rat run than it already is. What is the planned route for those who want to get from Halifax Road to New Hey/Westbourne Road? I live on glebe street with two small children and the speed of the traffic at times is a disgrace. There needs to be consideration given to the impact of the plans on glebe street if the plans go ahead.

Must use smart traffic lights

The changes should increase safety levels at this tricky junction stop

Turning down blacker road from Town is usually quite hard, it is one of the routes home i can take, will this improve with the improvements?

need to preserve character of Edgerton, so pleased you are not demolishing properties

Hopefully it will reduce congestion and improve air quality but I am not so sure about the other aims.

Why not also use speed cameras? The A629 at Waterloo and Halifax has cameras. But we don't have any on this stretch

Major Traffic at peak times

Good ideas though this is the main problem with the A629 but will improve things especially not turning right.

Use smart traffic lights with sensors. No right turn from Edgerton grove road onto a629
Uncontrolled left turn via give way filter lane from Edgerton grove road onto a 629. No right turn from blacker road onto a629

If it helps with peak time congestion I will be happy.

- There are frequent queues on the A629 before the junction both ways, but less so going down Edgerton Road. Lights re-phasing to balance better would also help.

- need cycle lanes along the A629 all the way from Ainley Top to the junction and into Huddersfield centre, plus cycle advance stop lines at the junction

- need a better filter system for right turners going up Blacker Rd and R onto A629

I agree it could help with traffic movement into the town centre. But it may mean more traffic going up Thornhill Road and other offshoots of Edgerton/Halifax Road.

I'm unsure how necessary these changes are. Ainley top roundabout is the bottleneck.

I'm sure this has been considered, but considering the A640, this is probably a busier road than the A629. At the junctions with Edgerton Grove Road/Gledholt Road and the 'Bay Horse' junction at Acre Street/Reinwood Road, small roundabouts are employed to control the flow of traffic. In my experience, these seem to work very well, allowing for the different flow rates during the day.

I just wonder if the same solution could be employed at the Blacker Road and Cavalry Arms junctions thereby nullifying the need for traffic lights. Perhaps this in tandem with the main proposed solutions, could add further to ease the traffic flow?

Trusting you find this a positive suggestion. Regards, [redacted]

Needs protection for Cedar Avenue to ensure this not use as a rat run for those who cannot turn right up Edgerton Grove Rd

if/when going ahead with these improvements, please put all available resources into getting it done as quick as possible, including 24x7 working. I, and I expect most everyone else, would much rather a short period of intense activity (and associated noise etc) than a long, unnecessarily protracted and immensely painful period of works (such as the hideous chaos Calderdale have inflicted on us all with the A629 works that have been dragging on for ages, reducing us to tears of misery and frustration)

Difficult to envisage major improvement as very limited changes possible given the location of properties so close to the road.

This will help aid the flow of traffic, as when a large vehicle is turning right on to Edgerton Grove Road the traffic behind are unable to continue towards the town centre.

However the main issue that causes delays in this area is the traffic light sequence/priority. It seems like there is equal priority between traffic on Edgerton Road and those on Blacker Road, thus creating longer tail backs on the A629.

Should help

Badly needed

What information will be provided for drivers wanting to turn right - before they arrive at junction?

I would like to see bins taken off the road as they cause problems on the pavement plus cars obstruction

a. concerned the no right turn onto Edgerton Grove Road may increase traffic on Thornhill/Hungerford etc. and through Marsh.

b. Concern re tree demolition, preferred replacement in that area i.e. in conservation area on a 5 for 1 basis (Broad-leaved - horse chestnut, beech, maple)

Disagree (155) Strongly disagree – dark red (108), Disagree – light red (47)

Altering the toad will not reduce traffic congestion. More people are likely to use the route if they think that it will make their commute easier, rather than finding an alternative route

It's crazy that you are encouraging more traffic in a conservation area and a beautiful part of town. Why not improve the other nearby routes instead? New Hey Rd, Bradford Rd. Bonkers!

The cost of this section will not be seen in the benefits, as there will still be queues at this junction, No right turn will just shift the problem higher up Halifax Road where the road is narrower and create rat runs on more residential area's or up Thornhill Rd, then at the Tesco area on New Hey Road, sending traffic down through Marsh which cannot cope with any more

With no widening of Edgerton Road and New North Road, to create 2 lanes in both directions (all the way along both roads), the impact of these works on conjection will be minimal.

Not sure how removing access from Edgerton Road onto Edgerton Grove Road will make any significant difference.

The parking restrictions proposed for this junction should be extended all the way along Edgerton Road and New North Road as well as widening the road itself - this will make a difference now and incorporate future increases in traffic flow.

There appears no thought to bus stop layby areas that would allow traffic to keep flowing.

Turn the traffic lights off on the roundabout

It will make no improvement as Halifax Road after this area will still be narrow. They have even just planted two traffic islands further along in the direction going to Halifax.

Removing the right turn into edgerton grove road will now force vehicles with trailers either up through Lindley or further along to join ring road before returning to green head roundabout. This will just move congestion to another place, increase journey times and air pollution.

Never that busy and I commute rush hour

I cannot see what can be done to improve the situation it is a very busy junction.

Making extra lanes for only parts of a road always causes chaos, never relieved anything. Will only increase drivers stress levels.

surely there are better uses for the funding, like improving the m62 exit slip road at ainley top or stopping people exiting right from the tesco/greggs car park. This is the major issue with ainley top roundabout towards Huddersfield.

I use the right turn off Edgerton road onto Edgerton grove so I'm not happy about losing this option.

What difference will it make? Needs to be dual carriageway all the way to the ring road from Ailey Top

Blacker Road junction does not require extensive works, other than to review the traffic light sequence

I strongly disagree for this junction to be altered as I reside on queens road. At the moment it is used as a rat run on peak times with cars speading to blacker road from edgerton road and vice versa. There are plans for houses to be built just down from my house which will lead to more traffic. If the left turning that goes towards westbourne road roundabout from edgerton road was to be blocked then all traffic will end up driiving down queens road and taking a left on to blacker road just to go straight towards roundabout. I am pleading with you to review the plans.

Adding filter lanes does not aid traffic flow. It's the same as a hose flowing water a wider opening allows the water to flow slower but the same volume of water.

The no right turn into Edgerton Grove road will force drivers onto Glebe Street. Glebe St is effectively a single track road where it narrows then with all the parked cars.

In my opinion, this road and the surrounding area can't cope with an increase in road traffic.

The road is widened to create a traffic lane that eventually filters into a single lane. This would be far more beneficial if more space was given to separate cycling infrastructure, or bus priority measures.

This is the only part of the stretch that actually works.

There is enough room for all traffic and the lights are well timed it is rare congestion happens at this point, often you get here and it is a lot clearer.

Removing the right turn to Edgerton Grove Road will also cause problems further back as people will turn right into smaller side roads which aren't as well maintained and also there isn't room on the road for them to do that and so will cause more congestion. As much as there are turning boxes if people misjudge it they block the other traffic.

Also if the motorway is closed westbound from 25-24 any diversion would see more cars coming through the centre of town where they don't know the back way to outline and increase traffic there rather than being able to

Turn up Edgerton Grove Road and up that way.

We live in Edgerton Grove Road and stopping the right turn is just bad sense we would have to use the street before to turn right and as it's not wide enough it would cause the traffic to build up behind us until oncoming traffic cleared. It would be a better idea to make Edgerton Road wider in both directions as the single lane is a bottleneck and putting a island in the right turn lane would be just as bad as having traffic waiting to turn right Also a better idea would be to put double yellow lines on both sides of the complete length of Edgerton Grove Road from the traffic lights up to the junction roundabout to stop the hazards of people parking and causing problems to the traffic flow. Also when we indicate to turn into our drive and there are parked cars on the left other drivers think we a indicating to overtake and not turn up our drive quite a few near accidents have occurred also when exiting out of our drive because of parked cars several near misses have occurred because of speeding drivers not wanting to let us out.

You need to do more to the road than just alter the junctions.

Blacker Road isn't that troublesome a junction.

Traveling towards Ainley top it's queues from around Daisy Lea Lane all the way up to the roundabout, which is caused by traffic joining the queue from Birchencliffe Hill Road and Yew Tree Road.

Traveling towards Huddersfield from Ainley top the queue is up to with East Street and Birkby Road, then free moving after that which hopefully will be addressed due to proposal B and C. When you get to the junction what's the alternative for people who turn right here? This is the route I use and the alternatives would be:

a) Going up Globe Street - Creating a bottleneck there where people stop to wait for approaching traffic before crossing 2 lanes of traffic at the approach to the roundabout. Globe street is also a poor quality road with lots of parked cars.

b) Going straight through the lights onto the mini roundabout by the driving test center and up Fitzwilliam Street and join Trinity Street. This is quite a dangerous junction at the best of times as you've got traffic joining Trinity street from both sides and a pedestrian crossing.

Suggest leaving this as it is and making improvements higher up to connect Lindley to Ainley Top, especially as there have been more homes developed in Lindley and the queue to join Ainley Top from Birchencliffe Hill Road and Yew Tree Road cause the congestion back to Daisy Lea Lane.

The widening may ease traffic on A629 especially in rush hour and match days BUT it will have a negative impact on Luther Place/Glebe Street if you can't do a right turn from Edgerton Road to Edgerton Grove road. People already drive down Luther place fast to get into marsh as it is. There are no speed bumps and the walls next to the pavement make it hard to get out of the way when cars cross and come dangerously near to the pavement. I would suggest you look at this.

I also think the 'no parking restrictions' could be extended further up to the tram stop as people park their cars and buses traffic has to slow to move round.

What Kirklees need to look at is making junction 23 a full working junction which would take a lot of pressure away from ainley top all the new home owners at Lindley would probably use it instead of ainley also gives match traffic easy way in from Manchester end ect think of ainley top as last stop before ripponden no where else to get off people need 23 as a option which intern will take pressure away from A629 which is a bottle neck near shire link with residents double parking

None of this will make any difference if the plan is for more housing. I suggest there is enough housing in the area.

Build where there is dereliction, not on land used for natural habitats.

It's just spending money and adding to everyone's misery by tinkering around the edges when everyone with any sense can see that an overhaul of jn23 to manage traffic both ways would be hugely effective and disrupt the fewest lives in the process. Very short term thinking, but that's government policy all over isn't it?

Widening the junctions will not ease traffic at all, it will only allow it to spread for a brief portion of time and then will bottle neck again.

Waste of money

Traffic turning right from blacker road needs a filter to stop clutches burning out and traffic having to jump red light to make the turn

I regularly turn right from Edgerton road into Edgerton grove road as does a lot of other traffic. Where is all this traffic going to magically disappear to. It is going to migrate to Westbourne Road and make travelling through marsh, along with air quality much worse than it is now. There is no need for two lanes of traffic out of Hudds through the lights to then have to return back into one lane, we can all see how successful this is at the bottom of the Calder way, and at rush hour will only result in standing traffic back through the junction, especially with the bus stop

It will only make traffic use other side st causing more problems on the small narrow rds also I visit relatives on rd you are wanting to stop people parking

The issues on this road are caused by traffic from the M62. The next junction, Outlane only serves traffic coming from Manchester or going to Manchester meaning that all traffic East of here has to use the Ainley Top junction. You won't improve anything until the sheer volume of traffic trying to use the road is reduced.

Not being able to turn right when heading to Greenhead park would be very inconvenient.

Not required my experience is that the A629 is fine and doing this project will create unnecessary delays and misery for existing commuters who are juggling busy lives getting to and from work to school to pick up children. This would likely add significant time onto my daily commute and likely I would have to make up my work in my own time or reduce my hours resulting in impact on my current worklife balance and/or financial loss. I have currently already experienced this, this year with the major roadworks in Halifax.

Not required going to create heavy disruption for normal hardworking people trying to get to work and back to pick up there kids.

Kirklees council need to concentrate on spending money on the exisiting roads and fixing pot holes.

It will just cause more disruption and people will lose their land for no significant reason.

moves bottleneck furter on

This seems more aimed at improved transit times to calderdale hospital rather than for growth and development in huddersfield

A lot of people use this road to get to and from the motorway. I think to better ease congestion improve junction 23 so there is full access in both directions onto the M62

I agree there is congestion at this junction. My concern is that I visit my friend who lives at the Blacker Road junction. If parking is prohibited I will no longer be able to visit as I have a long standing disability which limits how far I can walk from my car. Would there be an off road parking space provided between her property and the tyre garage? This would help.

I think that widening the road is all that's needed. It was fine before you repainted the lines but now the lane sizes are wrong. I object to the right hand turn being removed. Lights cameras should be added to stop people running the amber lights

Plan A has worse provision for pedestrians and no provision for cyclists. This is only a road widening scheme and will not improve air quality, especially for local residents. It looks like severance will be increased and footpaths are being narrowed so will disbenefit pedestrians

Investment is too little too late and will not resolve the congestion issues only increase the space for vehicles to queue

I think that by removing the right turn from Edgerton Road to Edgerton Grove Road that vehicles will turn right before that junction onto Glebe Street which is only a very narrow road towards the Ambulance Station.

You provide no evidence about how air quality will be improved. It is described more as a hope. Nor do you provide any evidence about a causal link between changes to the road and the claimed economic benefits. You simply present it as a fact. Why not try to explain how you arrived at these benefits?

It will make no difference at all to the volume of traffic passing this junction but will affect the quality of life of people living near the area ie losing their gardens.

It doesn't look like the changes will make a great deal of difference to the long queues at peak times

1) I do not understand why you would have a "Right turn ban from Edgerton Road into Edgerton Grove Road" Surely this will cause more traffic on our side/back streets to enable people to get to the junction roundabout. Thus, making our quiet side streets busier and creating a longer route for vehicle and creating more pollution.

2) Creating an extra lane to turn left from New North Road into Edgerton Grove Road seems pointless. I'm sure that far more traffic flows from other locations into Edgerton Grove Road than from New North Road. Has this been monitored?

3) The island to prevent right turns from Edgerton Road into Edgerton Grove Road. Will then not also prevent traffic from turning right from Blacker Road into Edgerton Road?

Not sure why a ban on turning right is needed. I used to do this turn when I was learning to drive 20 years ago. I didn't have an issue then and have never had one since. If the road is being widened, why not put a filter lane in?

I have rarely queued more than 5 minutes at this junction.

The right turn restriction from onto Edgerton Grove Road from Edgerton Road is going to increase rat running along Luther Place / Glebe Street. This road is already used for this by vehicles (often at unstable speeds) trying to avoid waiting at the traffic lights. It is a residential road with a very narrow pinch point and narrow footpaths on the Luther Place part whereas Edgerton Grove Road is a much more stable road for through traffic. The junction between the A629 and Luther place often has cars wishing to turn in blocking traffic continuing along the A629 and so could cause delays.

I'm not sure what the changes are trying to achieve other than trying to squeeze more cars through the junction. What I'd like to see published is what the planners view is on how they think cars will subsequently try and access greenhead park / marsh if they can't run right as this is the main junction for a lot of traffic trying to reach that area. I can only imagine that traffic will use other roads to cut across and most likely cause congestion along the A629 as they wait to run right - then cause further congestion along those smaller side roads. I find this idea very baffling for a junction that to be honest doesn't cause an issue to begin with (as someone who has used this for years and years).

The congestion is usually further up Halifax Road. By simply restricting right turning at the lights would free up this junction

Why have a picture of a bike at the top of this page when there is nothing/very little in it for cyclists?? Why not change the picture to a line of cars to reflect the current situation and what it will no doubt be like after the 'improvements'.

The changes seem to lack ambition to properly address air quality and public health.

I have no idea how preventing traffic from turning right from A629 into Edgerton Grove Road will improve anything - I suspect it would only actually make things worse. There is NEVER an issue in terms of traffic wanting to go straight ahead or left being able to filter past those turning right, in my experience (which is plenty). There is also plenty of space for cars coming in the opposite direction to continue doing so. Preventing traffic from turning right at that junction would mean they would have to either: turn left down Queen's Road, then right onto Blacker Road to go straight ahead onto Edgerton Grove Road, which even if Blacker Road gets widened, will take longer and cause issues down Queen's Road; or carry on down New North Road and turn left at some point to get onto Trinity Street - this will cause more problems at the roundabout between Trinity Street and Westbourne Road (if they're wanting to get onto either Westbourne Road or Gledholt Road). I honestly believe there is firstly no problem in the first place, and secondly this will

only make things worse. Widen the road sure, but please don't prevent traffic from turning right onto Edgerton Grove Road.

The plans at Location A involve the demolition of a significant number of mature trees - covered by Tree Preservation Orders - in a conservation area. Additional tree planting at Ainley Top is to be welcomed but is no substitute for damage caused within the conservation area. I ask that this scheme follows similar guidelines to those insisted on for private householders in a conservation area, namely the replacement of demolished trees by a greater number of replacement quality trees in adjacent positions. It is disingenious of any applicant, let alone a public body, to suggest that damage within a conservation area can be made good by restitution at other locations.

Widening the road in small sections will just create multiple bottle necks - like we see on Elland bypass where it reduces from 2 lanes to one and causes congestion at peak times every day. If traffic destined for the Leeds bound motorway carriage had the choice of getting on at Outlane, then that would go a long way to solving some of the problems with the A629 and also it would reduce the queues getting off the Motorway at Ainley top. Someone is going to get killed while trying to feed into the queue there.

I most frequently travel from Blacker Road turning right into Halifax Road towards Ainley Top. I am concerned about the proposed new traffic island getting in the way, especially if there is also right turning traffic from Edgerton Grove Road towards town - please reconsider!
As a cyclist or pedestrian I currently tend to avoid junctions and cross at intermediate points further up/down Halifax road.

Not happy the survey only allowed me to chose one option of type of road user - whilst car is my main use I also use it as cyclist and pedestrian - mostly to cross and then link up with quieter back road options.

By preventing drivers turning right into Edgerton grove road you will simply push traffic up imperial road or glebe street, both of which are very narrow.

No consideration seems to have been given to where vehicles prevented from turning right into Edgerton grove road will then go. As many are commuters from Leeds wishing to reach the residential areas in the Holme and Colne valleys they will reroute via Lindley or Thornhill Road or Glebe street to reach Marsh and then onwards down Gledholt bank. None of these routes is suitable for this diverted traffic. Thornhill Road is already a heavily used fast rat run beset with parked cars from the Hospital with many residents cars turning in/out and the dangerous crossroads with Thornhill Avenue.

Lindley is already congested. Glebe street is a narrow residential street with the Ambulance station at the Marsh end. I doubt many vehicles will proceed to use the ring road to complete their journey unless these alternatives (or a common part of their intended route via Gledholt bank) is made unattractive with calming etc

From our experience many drivers are slow to turn right because there is endemic jumping of the lights by drivers. Right turners lack the confidence to proceed. Some cameras and enforcement?

No actual data has been produced which confirms the intended objective will be met, the basis appears to be on opinion and not factual data.

The elimination of the right turn off Edgerton Road cuts off a key access route across to Greenhead which will result in either rat-running up smaller roads or will drive more traffic into the centre of town resulting in worse air pollution etc.

This junction does not provide a bottleneck. The number of cars turning right are not sufficient to cause the traffic to tail back. Fail to see what widening the junction here will achieve. Most of the traffic is passing through in the way to and from the centre. They will merge and cause as much congestion. Parking is only an issue on Saturday mornings when Greenhead Park is busy. Happy for this parking to be restricted as long as nearby residential streets are protected from the inevitable rise in people looking for alternative parking.

Congestion is caused by the amount of traffic coming to and from the motorway; cars parked on the roadway right up to the traffic lights on the left hand side of Blacker Road coming up the hill; foolish drivers trying to skip the lights. However it is one of the easiest junctions to use on the route .

Not being able to turn right in to Edgerton Grove Road would be disastrous, moving traffic into residential roads lined with park cars which serve as safe routes for cyclists and pedestrians. At the other end they would have to navigate joining the continuously busy A640.

The route up Gledholt Bank down Blacker Wood Lane predates the New Turnpike Road (Halifax Road) and is still well used. The trees in Blacker wood at the corner of the junction are in a conservation area and thus are treated as having TPOs. Removing some trees and bringing traffic nearer will inevitably upset the

ecology of the area for no good reason.

Making the junction wider will only encourage some motorists to speed up the hill which is the most dangerous aspect of the present junction as the visibility is not brilliant due to the camber of the hill which can not be altered.

I therefor think the money would be much better spent in building another exit off the motorway as projected.

Kirklees council clearly doesn't care about all the people both young and old that will be at risk of higher traffic cutting through residential areas. Any accidents that happen on these roads are directly the responsibility of Kirklees as accidents are currently low. Will people be able to take legal actions to sue the council for damages to both property and personal injury if not why not. Kirklees stop ask your self one question what if this was my street....?

I have a general comment about job retention and growth. The quoted increase in employment is highly speculative and depends on many factors, not just this road scheme.

I have similar concerns about overstated benefits in housing growth and economic growth.

There could be positive benefits to reducing congestion and improving journey times in the short term, however the general experience is that improving roads soon get filled up with rerouted traffic and the benefits are short lived.

Blacker road junction. Stopping the right turn from Edgerton Road to Edgerton Grove road will divert traffic on to residential roads of Thornhill road (already busy) and Glebe street (narrow and unsuitable). This would be a serious detriment to both roads and a mistake. It seems to be driven by a desire to widen Blacker road. This is addressing a problem that does not exist. Also the widening is into a garden in the Edgerton conservation area, which means that the trees have the same protection as individual TPO's. A simpler solution would be to prohibit parking on Blacker road near the lights.

The traffic island will cause more congestion, especially at the greenhead park roundabout and on queens road as traffic attempts to find alternative routes. Enormous waste of money for tax payers.

Only improve the access on to the M62 at the Ainley Top roundabout and then re-assess once that has been given time to see if congestion has been relieved further down the A629. A more prudent approach financially and less disruption to traffic during the process.

This is a total waste of taxpayers money, the destruction of this junction by removing trees and destroying homes for an extra lane it totally disgusting. This council seem to want to destroy the community and outlook of what is a very nice road, There are problems further up the road which are being addressed here there is no issues to deal with here your just creating more problems. such as new rat runs and property which will now be devalued. A total disgrace from a disgraceful council. I am a resident at the blacker road junction who has had no questions posed to me and our ward councillors are useless, and have been very secretive and non-committed. not becoming of councillors. total disgrace from all involved. I recently went to a public consultation and because I didn't agree with Steven Hanley he resorted to insults, stupid solutions and threats to this end you will receive a complaint regarding his conduct.

Banning the right turn at Blacker Road/Edgerton Grove Road will increase traffic movements along Cedar Avenue and Vernon Avenue for those vehicles wanting to get on to Trinity Road and New Hey Road. From discussions from the Council rep at the Public Consultation no traffic counts have been undertaken along these routes?. Vernon Avenue is relatively wide, however has permit parking along both sides limiting it to one lane. Current vehicle speeds are in some instances are very high, the increase in vehicle movements along this stretch is a safety concern and will decrease air quality. The alternative routes put forward to Trinity or New Hey Road were along Luther Place (again another narrow street) where a right turn at Westbourne Road cannot be undertaken, or Imperial Road. In addition to this the proposed school behind the Tennis club will also contribute to additional traffic movements along Cedar and Vernon Avenue. Has this been included within the wider traffic modelling analysis? Any right turn movement on to Trinity from Cedar or Vernon Ave poses a safety risk due to the existing volume of traffic and traffic speeds. Finally, redirecting traffic on to residential streets isn't away of 'supporting housing growth' in my opinion.

I do not see how preventing right turns into Edgerton Grove Road from Edgerton Road is going to make any difference at all. I live on Edgerton Grove Road and use the right turn from Edgerton Road every single day. Right turners have no effect on the flow of traffic into or out of Huddersfield. They do not hold any traffic up as they pull into the middle of the road to turn, allowing the traffic to flow past them. I have never seen so many people turning right that it has caused a hold up.

By banning right turns onto Edgerton Grove Road you are only going to make the side roads and New Hey

- Road even busier with people using Hungerford Road, Thornhill Road etc to cut through to New Hey Road in order to get where they need to be.
- I hav not seen any road improvements in kirklees and Calderdale that has improved traveling by car. Instead an excessive amount of money is wasted. The work is often started and then left and the work delayed.
- it will cause more traffic on smaller residential roads, namely Thornhill Road, Hungerford road, Luther Place, Cleveland Road or Cedar Avenue .
- Preventing the right turn into Edgerton Grove Road will not make any difference to congestion in my view. There are few cars which choose to do so and traffic can still get past along Halifax Road. If the ban is implemented, traffic will use Glebe Street/Luther Place increasing the burden on a narrow residential road. The main reason for the congestion at this junction is sheer volume of traffic and insufficient time allowed for Halifax Road traffic to get through the lights before they change for the Blacker Road/Edgerton Grove Road traffic. Altering the traffic light timings would help more.
- Easing current situation encourages corresponding usage. Housing developments in Lindley, plus across Kirklees represents a deteriorating situation. Equally, the dubious creation of a Smart (?) M62 only adds to the inevitable chaos.
Bottom line. Roads for the first half of the 20th century cannot provide for that of today. Bureaucratic massaging will not work. As for the cycling lanes. Someone is extracting the urine !
- I have lived in and around this area for over 40 years and the congestion is not at this junction bur much further up A629 at the motorway junction. Doing work here will not help the flow as traffic will always get stuck higher up. Congestion is associated with time of day 7:30 -9:30 and 4pm-6pm.
No right turn into Edgerton Grove road will created more problems and result in more dangerous traffic hazards. The no right turn will mean that motorists will turn right up Luther Place. This is a very narrow road and leads to the ambulance station. this right turn is also by imperial road and the pelican crossing and queuing here to turn right will cause more congestion, than turning right at the Blacker road junction. Alternatively motorists will turn down Queens road and then turn right into blacker road to go through the junction . this road has a steep bend and hidden driveways. Therefore the plans are not improvements but will cause more traffic chaos. Trees and mature gardens will be lost, but for no real improvement.
- if you make it easier and quicker for cars to make a journey along a road then more cars will use that road. you need to make it easier for people to make the same journey by not using their cars eg by making public transport quicker and cheaper.
The air quality would eventually be as bad as ever with increase in traffic. the council needs to do all it cut car use; I know you are restricted but you have to take the long-term view
you can support job retention and growth in other ways without having to make it easier for people to use their cars
new housing is usually supported with free metro cards for residents. What a good idea! Give everyone within half a mile of the Halifax road bus route a free metrocard and I am certain you would see the traffic on that road halved. much cheaper and more environmentally friendly. It has been done in other places in Europe and been seen to work. I live in the area and know that people who live only a mile from town always choose to drive in; they would not if public transport was more affordable. you could change the free metrocard to a discounted one after a year (give them time to get used to the new way of travelling).
- I think it is not acceptable that the council makes a compulsory purchase of residents gardens to do this I think that they should purchase the house at the full market rate. Offering £16,000 to have traffic parked outside someones front door is not appropriate.
- Adding extra lanes at junctions which then merge together 30-50metres later, as at the A629/Free School Lane junction heading into Halifax, doesn't help the traffic flow at all and usually slows everything down. Drivers either jockey for position or hesitate to let other drivers in. One flowing lane would be far better unless the extra lanes continued for a considerable distance. This applies to all the junctions mentioned in the survey.
- I don' t find this area is particular congested, during the day. I think extending the length of cycle path along the whole stretch would be making a huge difference.
- Most major roads are congested at 'rush hours' as is the case here...the rest of the time the road is clear. Spending vast sums of money on needless vanity projects is pointless GET THE POTHOLES FILLED IN INSTEAD.
- By removing the ability to turn right on Edgerton Grove Road you are simply pushing parking and travelling to the side roads. This is NOT a solution

The lack of a right turn on Edgerton Grove Road will result in displacing huge numbers of vehicles down side roads which are not already maintained properly. No provisions have been made for residents who will be impacted by additional parking or having to find alternative routes home.

I think preventing the right filter to edgerton grove are not needed and do not fix an existing problem. It is totally unnecessary and should be left well alone!

There is no reason at this stage to carry out this work. At the 'drop-in event' in Gledholt Methodist Church the Kirklees representative freely admitted that the current issues are around the Ainley Top round about and the nearest set of lights causing traffic to back up. His words were 'if this work isn't carried out now in 20 years time there will be a problem'. The money could be much better spent else where in Kirklees. The removal of beautiful trees, some of which have preservation orders on them will have a very detrimental impact on the area. I very strongly oppose this part of the proposed scheme.

Where will the traffic banned from the right turn go? Any alternative is going to strongly impact the residential streets around the area.

How will this change the volume of traffic needing to get in / out of town especially at peak times?

Widening a junction but not widening the approach roads in any / all directions simply creates a bottleneck in another location (eg bottom of the A629 going into Halifax!)

The congestion is because of how many sets of lights there are and the number of people who turn from this junction is not great. I always get through on the first light change. The problem is only the traffic on Halifax road.

I'm not sure the no-right-turn on to Edgerton Grove Road will have much of an impact, given cars will have to turn somewhere else. In any case, this measure could be tested right now with hardly any work and expense needed.

I can't see at all how the traffic flow will be improved, nor the air quality, given that the traffic lights are the essential cause of traffic backing up along the road. If the road is wider, it will just mean more cars/lorries stopped at the red light will pump out fumes.

I can't see how stopping cars from turning right will make a change, unless cars coming in the opposite direction were also stopped from turning right into Blacker Road.

Your proposal is to make a second lane going out of huddersfield. There is minimal traffic congestion on a whole during the week in this location. The only reason for congestion in this area is 1 - there is a bus stop 200 yards from the traffic lights and cars slow down to pass any parked bus. 2 - due to congestion coming from further down halifax road. To create two lanes which go into 1 lane will not reduce congestion but worsen and increase exhaust fumes in this area which is against your goal.

I live on this section of road - opposite the bus stop - and there are two building of flats at this section of around 10 flats at least and we would all be using the second lane to turn right into our driveways which would cause possible incidents of drivers unwilling to wait and forcing themselves into the first lane to pass during busy periods

The second issue is to produce the second lane you are removing the right hand turn down edgerton grove road. This is the main road to Marsh and greenhead park from this direction. Cars will be forced to go down smaller residential roads to turn right with poor turning ability onto westbourne road or increased traffic through Marsh which is already highly congested more so then edgerton road/halifax road

your also reducing footpath to increase make the two lanes which is used by families making their way to greenhead park, of which the path is of suitable size at current for families along a main road

Note the main congestion in this area is going INTO huddersfield, of which your posposal does nothing to help

Will ruin the street, the trees and make no difference whatsoever to conjection.

Having more lanes will not reduce congestion; it will simply encourage more road users to use the route.

The proposal will simply cut down more trees, destroy more habitat, make the area more susceptible to air pollution (especially during the Saddleworth Moor fires), and will not even achieve the goal intended.

Blacker Road is already a dangerous junction. At present it has totally inadequate facilities for crossing. The new proposal seems to make it possible for fast cars to go even faster up from Blacker Road and across. At least the slight narrowness at the top of Blacker Road slows them down a little! I predict many more accidents at this junction.

	I don't see how this will make much difference at this junction and it's vandalism in a conservation area to remove so many mature trees for so little gain.
	I'm very concerned that prohibiting vehicles from turning right into Edgerton Grove Road will cause even more vehicles to use local residential roads as rat-runs, particularly during busy times. This is already a problem. The proposals are likely to make the problem worse especially on Luther Place leading into Glebe Street and also on Imperial Road and Cleveland Road. I urge officers to rethink this particular proposal.
	This junction works perfectly well as it is. It does not need anything apart from removing the cars which park outside the flat roofed houses at the top of Blacker Rd/A629 by sourcing off road parking for them. They park right up to the traffic lights, partly on the pavement, obstructing pedestrians especially with a pram and partly on the road. If they parked wholly on the road they would obstruct travel across the junction. No need for all the double yellow lines all around this junction, parking is only a problem when functions happen especially in the park. Permit parking would solve this if the residents were in favour of it and much cheaper.
	This will cause a lot of distress to people around here, cost lots of money for no benefit. It will still be a single lane after this crossroads and just bring noise and fumes into peoples gardens to breath in poorer quality air than it already is. A waste of money. Sort out Ainley Top thats the problem.
	I strongly disagree with stopping the right turn from Edgerton road to Edgerton grove road as it's stops me getting home, and directs traffic into unsafe side streets that are dangerous enough in the summer, let alone the winter.
	I believe prohibiting right turns here will increase congestion back at Cleveland Road as Gledholt/Paddock/Manchester Road-bound traffic will divert there through to New Hey Road. This will also increase congestion in the Marsh corridor and on the NHR approach to the Gledholt roundabout, worsening air quality in an area previously recognised for poor air quality and potentially obstructing the ambulance station.
	Can't remember ever being held up by right turners into EG Road. Think this will just move/cause problems elsewhere in Marsh as well as changing appearance of this part of the conservation area.
	Traffic will use Queen's Road to enable them to turn right. There are a lot of concealed entrances on Queens Road and will result in accidents.
	Should keep right turn into Edgerton Grove Road. There are no problems at this junction. Lived here 46 years
	There is no justification for the amount of environmental damage, tree loss and displacement of stone walls
	Not enough room to answer properly: Stopping right turns into Edgerton Grove Road will cause rat runs up Luther Place and down Queens Road. Creating more traffic chaos and extreme road safety issues. I was knocked down by a car on Luther Place.
	Need to keep right turn
	Do not agree with right turn prevention to Edgerton Grove Road
	Once the improvement have been made at Ainley Top and Cavalry arms the problem will be improved meaning there is no reason for this junction to be touched.
	No changes to this junction will improve a problem that is not there in the first place.
	Accessibility and air quality will be reduced for those living around this junction. No right turn to Edgerton Grove Road will mean more traffic using neighbouring streets
	No delays at this junction
	Looks like a waste of money - traffic flows fine
	Nothing wrong here except cars parked by lights top of Blacker Road
	The proposed road improvements are not viable and will do nothing to improve any congestion
	Causing problems and congestion elsewhere
	How will that reduce congestion - it's still a stop point, mini roundabout?
	By removing the ability to turn tight you will only increase traffic on residential roads like Thornhill Road as people take alternative routes
	At 'school run' times it is fairly busy but through the day and evenings there is no problem
	Not being able to turn right into Edgerton Grove Road will merely funnel traffic into Thornhill Road or Hungerford Road which are purely residential roads.
	Traffic has always flowed well as I've traveled through that junction (if it ain't broke don't fix it)
	Never a problem here at 6:50am

	There is no need for road widening here. The damage to the environment, loss of trees and sacrifice of residents gardens is at best intolerable, at worse vandalism. The projected benefits are spurious. This option has no validity or merit.
	Traffic flows very easily, hold ups at Ainley Top
	Problems lie at Ainley Top not at the cross roads at Cavalry Arms and Blacker Road
	Road no wide enough, will also cause rat runs to appear as cars will have to use earlier roads to turn right, also Edgerton Grove Road requires yellow lines from Junction roundabout to Blacker Road lights and speed bumps down it
	Problem with light sequence, not long enough on green on A629
	Until the new traffic lights were installed, this junction was only busy at peak times. Since the lights, traffic queues southwards on A629 at all times
	The proposed no right turn from Edgerton Road into Edgerton Grove Road will create problems - cars will use Cleveland Road, Luther Place and other side streets, which are too narrow, certainly for lorries etc. Very concerned about the loss of trees.
	Very concerned about loss of trees for not much gain. Happy with pedestrian crossing
	Unnecessary and involves loss of mature trees at edge of conservation area, which is aesthetically a problem and also will mean poorer air quality
	Very concerned that no right turn into Edgerton Grove will cause more traffic on side streets. If this option is approved, then highways must implement some method to omit the traffic on side roads e.g. access only signs, concerned about the number of trees being lost.
	Right turn not thought through properly
	Problem with no right turn up Edgerton Grove Road
	No right turn will cause lots of problems and issues
	Apart from first point fail to see how it will improve our air quality, job retention and economic growth. Just a use of politically correct buzzwords. Will create new rat-runs to side roads if right turn up Blacker Road is banned.
	The traffic will still back up from the ring-road, alternative route to M62 needed
	There is no advantage to be gained from this proposal given the destruction of trees, habitats and unwarranted intrusion into residential properties
	No right turn will cause chaos on other roads
	The proposed no right turn will increase rat runs up Cleveland Road, Imperial Road and Luther Place. Making these roads 20 mph would help
	This junction does not have a major effect on traffic congestion
	Too much housing growth in this area enough is enough with other new proposals on Burn Road it is too much
	Providing an extra traffic lane will increase congestion and worsen air quality. Not being able to turn right onto Edgerton Grove Road will increase my journey time considerably every day. Removing trees will be detrimental to environment
	As a resident living by this junction the idea of having more traffic at higher speeds and additional pollution is not only detrimental to my quality of life but also very distressing.
	More traffic turning right on other roads e.g. Imperial Road
	Object to the loss of the right turn into Edgerton Grove Road - this will cause rat running through nearby streets for those aiming to get from motorway to roads off Westbourne Road.
	The interventions will have a negative affect as the cars will start using Queens Road as a detour to get onto Edgerton Grove Road, (which they already do to get onto Blacker Road at high speeds)
	How do I get my young family to my home carefully with no parking and having to cross busy roads? My dog too! Parking outside my home (20) is ideal and realistic
	I am very concerned that no right turn into Edgerton Grove Road will lead to EVEN MORE rat-running on the streets of Marsh
	Road widening here seems unnecessary. Loss of mature trees and character is too high a price to pay for questionable traffic flow benefits
	This area has no effect on the traffic. It has congestion from Ainley Top and near Tescos

I believe the scale of improvement to be low. I also believe that the volume of traffic will be pushed into surrounding roads such as Queens Road due to not allowing a right turn onto Edgerton Grove Road. Queens Road is part of the conservation area. We believe traffic wanting to turn right will instead use route highlighted on the map enclosed

Creating further problems for other routes. Lowering the tone of the area. Creating more traffic instead of cars going other routes.

You must be able to turn right onto Edgerton Grove Road

The elimination of right turn from Edgerton Road to Edgerton Grove Road will seriously inconvenience me with no benefit to other movements at the junction

As noted above where is the evidence to support any of these speculative aims. Some short term benefit may result but as with all sections the traffic equivalent of parkinsons law will eventually prevail

Cars, lorries, buses will still be spewing out fumes - engines should be turned off at red lights, cyclists and pedestrians will still have to breath the fumes

A waste of money and time. Longroyd Bridge and Milnsbridge are much worse

Apart from reducing pollution I can not see how this will achieve your proposed improvements.

Cars should not be parked near the traffic lights on Blacker Road. with bins and cars half on the pavement, husband can hardly get by on mobility scooter. It makes driving tricky as well.

Neutral (33)

Can't see what the actual plans are!

May help somewhat.

The impact of the works will be higher than the potential benefits. Halifax Road will still be too narrow for the traffic volumes during most of the day.

I think the changes will be marginal. The money could be spent improving the J24 exit slip on M62 by adding an additional sliproad lane.

Banning the right turn into Edgerton Grove Road will force traffic on to narrow roads already used as rat runs. How do you intend to deal with the increased traffic flow. The main cause of congestion at this junction is the traffic light sequencing.

I agree to making the flow of traffic better.

However I am very concerned that the road widening will narrow pavements making it more dangerous for pedestrians.

There is also a significant problem with vehicles travelling much too fast down the hill on Blacker Road which I worry will be very much worsened by road widening. I suggest you look at the RTA statistics for the area at the bottom of the hill near and after the Spinks Nest Pub. A wall there has been knocked down on numerous occasions in the last year or so due to speeding cars colliding with it. This area is very close to an Infant & Nursery School and I believe it is only a matter of time before someone is seriously injured or killed at this location.

PLEASE, if you decide to carry out the road widening, please also consider putting some traffic calming/speed restrictions further down Blacker Road to prevent serious accidents and risk to pedestrians/children.

Won't make a difference to the level of traffic on the road. I believe there is suitable land adjacent to the homes that are to lose the parking spaces or an option for the gardens could be to have off street parking on their front gardens. Otherwise not a junction I have issues with.

Likely only to be a minor reduction in congestion by the time it is completed.

Youve not actually stated how you intend to improve these so its difficult to say how it will help. Fixing some potholes and laying proper smooth tarmac would help rather than throwing stones at tar.

This isn't the main hold up area

The design of these questions are pretty poor, I can't work out whether 'low' is good or bad and the above question doesn't give me the option to review the proposal for this specific junction

As a local resident [redacted] I do not find this a particular bottle neck for N/S A629 travel but turning right out of Blacker Road can be downright hazardous and waiting cars block those wanting to turn left. Also risky because may cars run on red pause before traffic moves on main A road...

I think there will be problems with removing the right turn to Edgerton Grove Rd. How r people supposed to get from Halifax Rd to Westbourne/ New Hey Rd. Thornhill/Hungerford Rd is already a rat run

The money should be spent on more schools GP survey's and maternity and emergancy services for all the new families in all the new houses being built. The road is fine

Initially the road works will increase road congestion and cause difficulties. Long term it is difficult to judge without doing mathematical modelling based on accurate research. Improvements to pavements should make walking with a pushchair safer however the air pollution will not be lessened.

I occasionally turn right towards Greenhead there so that will be annoying not being able to turn right

Needs to be a dual carriageway all the way to Ainley top

Don't use this section routinely.

Doesn't matter what you do to ease congestion the volume of traffic today and the future will get worse oh and all the idiots on the road too

I would not like to see any trees removed.

You mention your intention to improve pedestrian and cycling accessibility, I see no evidence of the here.

Not experienced issues here at the time I commute - 6:50am

This looks to be an improvement in terms of increasing the efficiency of the junction and tackling the build-up of right-turning traffic from Edgerton Road into Edgerton Grove Road. I do, however, have some slight concern that this will move the issue to the Luther Place junction, it's not clear how this will be tackled since it clearly displaces traffic. It will inevitably make it increasingly difficult for residents accessing their homes from the north of Huddersfield (and the M62), those that currently use Edgerton Grove Road. Has this been modelled and assessed in any great detail?

Not able to turn into Edgerton Grove will mean that traffic will turn into Glebe St which is narrow so will hold up traffic.

Will have right turning traffic for Edgerton Grove Road onto other less suitable routes such as Luther Place, Imperial Road or Cleveland Road making them possible 'rat runs'

The only improvement would be reducing congestion

Stephen, thank you for explaining it patiently

Might pass congestion elsewhere if you don't turn right on Edgerton Grove Road

Sorry to lose turn towards Gledholt

The lack of a right turn will just move the problem elsewhere e.g. turning right at Thornhill Road

Increasing lanes at certain points will only surely mean bottlenecks where the road narrows again?

I suspect limited long term benefits

Does not affect my location

Location B: Cavalry Arms junction

Agree (62) Strongly agree – dark green (21), Agree – light green (41)

Currently this is a box junction. The gradient of the road means that car drivers approaching the junction from Huddersfield and also from Birkby cannot see where the hatching of the box ends.

This will improve the junction and I support it.

The junction is far too narrow at this point. Traffic turning left and right can hold up the flow of traffic

Traffic always queues from This junction all the way to ainley top roundabout. Takes 10'mins minimum to do a short distance

Concerned about the no right turn at Blacker Road junction. Most trouble for me is with right turners onto Blacker Road.

This is good but if it could also make the 2nd lane (for people turning) wider on halifax road both ways? If you get a large vehicle turning left/right rather than going straight on it blocks the junction, especially at the lights for those approaching Ainley top turning right towards Birkby.

Same as above

Good not to be stuck behind a right turner

Right turners from Huddersfield towards M62 requires a longer right turn lane as if more than 1 vehicle are in the lane it stops the flow of traffic. Maybe the pedestrian island could be moved nearer to Huddersfield and railings be installed to prevent pedestrians taking the shorter route and forced to walk a little further along the pavement before crossing the road.

This would be a great improvement. I strongly agree with it.

This will depend completely on the success of the next 2 schemes between here and Ainley Top.

Depends what you are proposing! Current system works ok EXCEPT people ignore the yellow hatch marks and queue across the junction especially at peak times, including school drop off and pick up. It is pretty good in school holidays and non peak hours and late night movement sensing effective. If there is a hold up of any kind at the roundabout or M-way then it tails back. Has been known to take 45 mins, or longer, just to get up the last stretch between Cavalry Arms and M-way.

Because of the bottle neck of traffic trying to get to the roundabout it crawls every morning

Increasing traffic through times here will alleviate the queues approaching the junction by the Cavalry Arms when approaching from Huddersfield. This will ease the traffic that cust up into Marsh and Lindley to avoid the A629

Good, common sense proposals.

A good idea to have a longer right turn to Birkby Hall Rd

Excellent idea to get rid of the parked cars, but if possible make it two lanes towards Ainley Top. Get rid of the chevroned area.

The traffic lights don't keep the flow going and when coming from blacker road they often encroach onto Halifax road so the traffic can't then move

I have waited here travelling from Birkby to Lindsey and the light sequence has missed several turns for unknown reasons leaving large delays on Birkby Road. Frustrating...

Parking around the junction is an issue. Otherwise it's not bad. People can't follow the 40 limit due to the high volume of parking.

We do need a dedicated right turn from town into Birkby Road. Not so sure about the proposed slip road onto Birkby Road. Will definately need speed restrictions. I

But will you police the no parking?

Lights sequence and pedestrian crossing sequence cause this junction to be very slow

It's the a629 that needs widening

The increased pedestrian areas will improve safety.

Great

This sounds like a good idea, and should improve things for traffic coming out of Hudds

The traffic queuing here seems to be the problem but I turn off before this usually

The yellow hatched area also needs putting back. We CANNOT turn right out of Birkby Road to go to Ainley Top because of the congestion. Need speed cameras down Birkby Rd. The sleeping policemen are no good at stopping speeding cars.

The existing pavement is quite narrow in front of the calvary arms. It feels that the speed limit through this junction should be 30 rather than 40.

Major Traffic at peak times

Should have been done years ago. I would also put a traffic red light camera coming down from East Street. I use this junction at least 25 times a week and everyday someone runs the red light way after it will have gone to red because my light is green and they are still coming through.

I agree with the proposals, so long as there are no significant negative affects to residents/pub visitors/road users and their safety not otherwise mentioned.

No additional comments. It is not this junction that causes any problems. Strongly agree with double yellow lines from lights up to gas station. No parking at all on this stretch of road

An excellent proposal.

I most frequently use this junction coming from Birkby Road going straight on to Lindley or turning left towards town. Proposals look useful.

Take note: Here you are removing an island unlike near Blacker Road!

I think it will be safer for pedestrians as traffic will be easier to see. I don't understand how it will relieve congestion.

This has always been a bad junction because of the dog leg from Lindley to Birkby, so agree with the lining up of the junction.

I'm unsure how necessary these changes are. Ainley top roundabout is the bottleneck.

I'm concerned about property values and land grab

As above but repeated for ease...

I'm sure this has been considered, but considering the A640, this is probably a busier road than the A629. At the junctions with Edgerton Grove Road/Gledholt Road and the 'Bay Horse' junction at Acre Street/Reinwood Road, small roundabouts are employed to control the flow of traffic. In my experience, these seem to work very well, allowing for the different flow rates during the day.

I just wonder if the same solution could be employed at the Blacker Road and Cavalry Arms junctions thereby nullifying the need for traffic lights. Perhaps this in tandem with the main proposed solutions, could add further to ease the traffic flow?

Trusting you find this a positive suggestion. Regards, [redacted]

I understand the proposals have local agreement and will improve the efficiency of the traffic lights.

Please consider when making the changes to remove some of the walls to ensure car drivers have a clear view both left and right down Halifax road from Birkby Road. On a number of occasions I have witnessed drivers set off on change of lights but not heard or been able to see emergency vehicles coming along Halifax road.

Allowing the traffic from East Street and Birkby Hall Road to travel at the same time should improve things but usually the problem is beyond the traffic lights and heading to the M62 so those improvements should have a knock on effect on this junction.

Would be good to minimise time that cross traffic blocks main route.

The road widening does what is required to speed up traffic out of birkby road where my major delays are.

if/when going ahead with these improvements, please put all available resources into getting it done as quick as possible, including 24x7 working. I, and I expect most everyone else, would much rather a short period of intense activity (and associated noise etc) than a long, unnecessarily protracted and

immensely painful period of works (such as the hideous chaos Calderdale have inflicted on us all with the A629 works that have been dragging on for ages, reducing us to tears of misery and frustration)

There has been a problem here for years.

Hard to tell how residents will be affected but seems to work for vehicles - on paper at least.

These measures will help however another main issue is the when vehicles are turning right from the A629 towards Birkby. There is limited room and when a large vehicle (bus/van/lorry) is turning right, there isn't enough room for other vehicles to continue towards Ainley Top.

A two way light system should help

Following our visit to the 29/6/18 Q&A session.

Overall the scheme will be an improvement.

However, as a resident on Birkby Road please note the following;

Vehicles frequently break the speed limit on Birkby Road (as regularly reported to WYP).

The scheme needs to re-instate the original enhanced 30mph road markings to remind drivers of the speed limit as they exit the 40mph zone.(similar to that that already exists at the bottom of East Street. There are currently none on the road surface of Birkby Road).

The 30 mph road signage whilst being repositioned within the scheme of work, requires much better visibility. At present the existing signage has poor visibility.

Ideally there needs to be an additional speed bump between the new scheme junction and Inglewood Avenue on Birkby Road.

This enhancement of the scheme junction work will encourage more speeding down Birkby Road.

I think this is a good idea and will make the junctions safer and more efficient.

I am pleased the traffic lights will still be 'smart tech' controlled. The right hand turn filter lane will help my journey greatly. Also the removal of the traffic island outside Cavalry Arms will make turning right smoother.

Busy staggered junction overdue remedial work

Overdue

There can be queues here, main issue further along

This is a bottle neck caused largely by on-street parking

The additional road space will help traffic out of or into Birkby Road

2 way traffic lights will be better

I use the A629 frequently and this is the place I queue most frequently

We don't need extra housing growth in this area

Disagree (99) Strongly disagree – dark red (63), Disagree – light red (36)

This won't make any difference to the traffic.Having a filter light system for those travelling from Ainley top and turning up East Street would however reduce congestion for people turning off Halifax road

As above

I have driven on this section hundreds of times, the alignment of East St and Birkby Road is not a problem, changing this will not change the flow of traffic, ideally 3 lanes are required here left turn, straight on and right turn

No parking restrictions on the roads leading up to this junction.

The whole of the A629 should be 2 lanes in both directions - appreciate this is a major task but it's

needed for now and the future.

Specific turn lane lanes are being added but they should be much longer in distance have any impact - given the amount of traffic on the A629 at this junction there will continue to be congestion.

There appears no thought to bus stop layby areas that would allow traffic to keep flowing.

Turn the traffic lights off on the roundabout

I cannot see any improvement due to the amount of traffic coming from Halifax and from the motorway plus from this point to Huddersfield the road will narrow down to one lane resulting traffic backing up.

Long queues at peak time from Huddersfield will not change due to Halifax road being narrow.

The traffic queues very heavily at this junction pretty much all the way back into Town along the Halifax road. I don't think the changes at this junction will help reduce this.

Most traffic is going straight up to Ainley Top

Never that busy even school rush hour

Also a very busy junction, traffic lights change very quickly, causing massive queues at peak times

Traffic doesn't build up there, so to me pointless.

Traffic congestion is caused further up at the roundabout. This junction does not impede traffic flow in any way

It is a busy stretch of road that is made dangerous by the high number of right turns, pedestrians crossing the roads and cyclists trying to keep safe. A separate cycleway and footpaths away from this junction are needed.

A lot fewer cars use the east street to Birkby Hall Road route and vice versa, so no improvement will be made by adjusting these roads

Never a problem

Lining up the crossroads?! Seriously?! this is an outrageous proposal.

I don't see that many cars turning left onto Birkby Hall Road so I don't think it's going to make any difference.

What difference will it make? Needs to be dual carriageway all the way to the ring road from Ainley Top

I cannot see the reasoning behind the view that realigning East Street and Borobudur Hall Road at the junction would improve traffic conditions. No cars currently park on Halifax Road at this location

As above. Not enough to just add filter lanes.

No cycling infrastructure included in these plans - but scope from road / footway widening.

Congestion currently prevents right turning traffic from Birkby Road from clearing the box junction travelling towards Ainley Top. Adding extra capacity in Birkby Road may not help unless traffic light sequencing is sorted out. The roadside parking ban should help but time will tell if there is sufficient capacity to handle the extra traffic generated by the increased housing developments.

Without widening the road heading from town centre towards Ainley Top at the Cavelry Arms junction right turning will remain dangerous and difficult. The supposed right turn lane is not wide enough especially when HGV's and buses are at the junction.

You need to do more to the road than just alter the junctions.

The problems are due to sheer volume as this is an intersection for 2 major routes

As above

A far better alternative would be complete bi-directional access at M62 junction 23. This would relieve a lot of congestion to and from Huddersfield. On the A629.

As above

See previous comment.

Waste of money

If the traffic light sequence stays the same as it is now, there will be no difference to traffic flow on the A629

I believe this junction would be without issue if people actually adhered to the yellow hatched box already present. I live on Thorncliffe Street and travel into Huddersfield centre almost every day and

the only limitations to this junction (even in high traffic) is misuse of the yellow box. This should be camered

It won't work you can not have 2 lanes of traffic and expect it to run when further on you filter into one common sense

See above

Not required my experience is that the A629 is fine and doing this project will create unnecessary delays and misery for existing commuters who are juggling busy lifes getting to and from work to school to pick up children. This would likely add significant time onto my daily commute and likely I would have to make up my work in my own time or reduce my hours resulting in impact on my current worklife balance and/or financial loss. I have currently already experienced this, this year with the major roadworks in Halifax.

Not required going to create heavy disruption for normal hardworking people trying to get to work and back to pick up there kids.

Kirklees council need to concentrate on spending money on the exisiting roads and fixing pot holes.

What difference is it going to make?? It wont really speed anything up! It will just cause more disruption and remove people's land.

As above

Investment is too little too late and will not resolve the congestion issues only increase the space for vehicles to queue

It will make no difference at all to the volume of traffic passing this junction. No amount of tweaking to the junction will decrease the sheer number of cars passing through the area.

Needs to be a dual carriageway all the way to Ainley top, congestion here due to traffic backed up from birkencliffe hill road

I live on east street and use the junction most days but I cant see how the proposed change will actually change anything. My only suggestion to this plan which isn't clear is will they improve the right turn from a629 into east street as currently its very difficult due to the lights timing. You can be stuck in the middle trying to turn right, the lights go red yet the cars keep on coming, there needs to be a dedicated turn right option.

There is only a problem on this section of the road at peak times if cars on the A629 ignore the yellow box at the junction or, cars travelling towards Huddersfield, jump the lights

realigning the side roads will not ease congestion on the A629. What is needed is an improved J23 of the M62 and a traffic enforcement camera to deal with A629 traffic that obstructs the box junction

The box for cyclists will make very little difference as drivers ignore it and rules are never enforced.

Junction is a chronic bottleneck. Merely straightening the crossing will have zero impact on congestion. Only if this enables the lights to be re-phased (simultaneous flow from East Street and Birkby Road) will there be any impact.

Widening the road in small sections will just create multiple bottle necks - like we see on Elland bypass where it reduces from 2 lanes to one and causes congestion at peak times every day. If traffic destined for the Leeds bound motorway carriage had the choice of getting on at Outlane, then that would go a long way to solving some of the problems with the A629 and also it would reduce the queues getting off the Motorway at Ainley top. Someone is going to get killed while trying to feed into the queue there.

All parking along this stretch needs to be stopped. It narrows the road when HGV and buses are trying to get through.

This makes no sense at all, again no factual data to confirm the objective. The issue of vehicles tryingto get out of Birkby road at busy times is caused by vehicles blocking the yellow box. Removing a lot of mature trees and creating 2 lanes makes no difference if the way is blocked anyway. The traffic at the junction is turing right from both sides so aligning the junction doesn't create any benefit.

This junction does not provide a bottleneck. The number of cars turning right are not sufficient to cause the traffic to tail back. Fail to see what widening the junction here will achieve. Most of the traffic is passing through in the way to and from the centre. They will merge and cause as much congestion.

Again I do not experience any problems at this junction. The hold ups occur on Halifax Road because of the sheer amount of traffic and the way the road ahead (towards Ainley Top) narrows because of parked cars. Any alteration here seems unnecessary and would only encourage speeding.

Kirklees council clearly doesn't care about all the people both young and old that will be at risk of higher traffic cutting through residential areas. Any accidents that happen on these roads are directly the responsibility of Kirklees as accidents are currently low. Will people be able to take legal actions to sue the council for damages to both property and personal injury if not why not. Kirklees stop ask your self one question what if this was my street....?

Enormous waste of money for tax payers for little or unknown improvement to congestion. Only improve the access on to the M62 at the Ainley Top roundabout and then re-assess once that has been given time to see if congestion has been relieved further down the A629. A more prudent approach financially and less disruption to traffic during the process.

See previous.

However, does anyone in Kirklees planning recall a proposed junction amendment at the Cavalry Arms, which somehow appears to have forgotten. The usual, piece meal approach to planning somehow omits what someone in planning proposed then forgot.

Salaries and pensions from public money has been taken under false pretences.

The main issue is that there is congestion on Halifax Road out of Huddersfield which means that traffic cannot turn right from Birkby Road onto Halifax Road. Unless you clear that congestion, the changes at this junction will make no difference and if you can clear the congestion, you don't need to make the changes at the Cavalry Arms. If the cahnges are made as location C i.e. traffic is no longer parked at the side of the road, then there is no need to make changes to this junction. I come out of town towards Ainley top every day and the lights can be green but no traffic moves due to Ainley top . Frequently the problem is on the motorway and no amount of changes to junctions will help this The situation has not been helped by permission to build the tesco express. traffic is held up by cars pulling in and out there, not at the Cavalry Arms .

The roundabout at Ainley Top was all about changing the flow of traffic on this road and this hasn't worked. There should be a filter lane for the M62 its a massive roundabout and more could have been done so I have no faith that any of the proposed improvements will make any difference.

PLEASE see the above comments re B

Same as above. The number of people who turn down Birkby Road - which has traffic calming measures to discourage using it as a cut through anyway - is minimal in comparison to those wanting to continue on Halifax Road into town. It is quicker for us - who live at the top of Birkby Road to go down the road, down Birkby lodge and up Blacker Road so the lights there are not the problem.

This is a complete waste of time and money and major disruption. Not enough traffic turns onto birkby road or off birkby road onto this junction to warrant this. The changes will narrow my private drive onto birkby road and I will no longer be able to park my very large trailer & caravan at home. They will be landlocked. If this occurs I will sue the council and have already had legal advise on this matter.

(Same as previous).

Having more lanes will not reduce congestion; it will simply encourage more road users to use the route.

The proposal will simply cut down more trees, destroy more habitat, make the area more susceptible to air pollution (especially during the Saddleworth Moor fires), and will not even achieve the goal intended.

You are also making this junction much straighter. This is also going to make this junction faster. There are already problems on this road with road racing at night.

Again no need to alter this junction. It works well and the slightly offset cross road (East St/Birkby Road) is not a problem. Your proposal is a massive waste of public money, the same as it will be at Blacker Road. You would improve traffic movement more by filling all the pot holes on the vast number of other roads so they are useable.

Another expensive pointless exercise bringing misery to a lot of people for no benefit. Bringing traffic noise and stink up to dwellings and other premises with people in them along with months of disruption to their lives. Another waste of money.

The realignment of the junction appears to be unnecessary - in my experience, it is not the cause of (or even a significant contributor to) congestion.

I use this junction every day and this will not relieve any congestion from my experiences.

No problem turning right to Birkby Road. Only one or two cars. Problem not here but Ainley Top

There is no justification for the amount of environmental damage, tree loss and displacement of stone walls

The limiting factor is the section from here to Ainley Top. Traffic moves freely through this junction. Problem is around Burn Road, Yew Tree Road, Birchencliffe Hill Road and the Tesco, all holding up traffic.

No problem here. May do 2 light changes - but flowing traffic does not flow stops at Ainley Top - lights change and sometimes traffic does not move - only in rush hours.

No problem here experienced. Will be sad to lose all trees Cavalry Arms

Traffic lights are sufficient at present - proposals will not improve.

Traffic flows fine here

Another waste of money traffic flows fine

As far as I am aware there is no problem at this junction the problem is at Ainley Top, with traffic exiting the motorway.

As above, no significant change - get rid of the lights and balance the flow

Unclear how this will help ease traffic on A629 which is the main issue

Traffic can build up due to lack of flow higher up at Ainley Top roundabout

Traffic has always flowed well as I've travelled through that junction (if it ain't broke don't try to fix it)

Traffic flows easily but blockages are backed from Ainley Top problems, not due to these crossroads.

Problems are at Ainley Top not at either crossroads

Can't see alterations to junction making any difference to traffic flow

Very concerned about the loss of trees

May make a slight improvement but it seems unnecessary

Not required - problem is blockage higher on A629

Not experienced problems here - sort out higher up A629

Not necessary

Road too narrow for size of lorries and impossible to alter alternative route through

Not necessary

This junction does not have a major effect on traffic congestion

All your ideas will only make more traffic and more congestion

The additional traffic travelling at speed will be detrimental

Not sure aligning road will make things better

As above! No consideration for young families

Again creating more traffic, cars coming this route instead of using other alternative routes, much more pollution!

as above - As noted above where is the evidence to support any of these speculative aims. Some short term benefit may result but as with all sections the traffic equivalent of parkinsons law will eventually prevail

Again, benefits are doubtful

Cars, lorries, buses will still be spewing out fumes - engines should be turned off at red lights, cyclists and pedestrians will still have to breath the fumes

A waste of money and time. Longroyd Bridge and Milnsbridge are much worse

The changes to Ainley Top roundabout lights a couple of years ago have made things worse. The continued development and housing in Lindley is impacting on J24/23

Neutral (24)

No issues at this junction.

Again, these will be marginal as I don't think the junction layout is what causes the congestion - it's the parked cars further up towards Ainley top that has a knock-on effect to congestion.

See above re: concerns about road widening impacting on pavement width and safety, and also encouraging drivers to drive at speed.

Won't make a difference to the level of traffic.

Think some of the land or roads nearby could be used for those with parking issues. I notice there are no cycle lanes.

Likely only to be a minor reduction in congestion by the time it is completed.

You've not actually stated how you intend to improve these so it's difficult to say how it will help.

Fixing some potholes and laying proper smooth tarmac would help rather than throwing stones at tar.

Cars queuing at the lights cause the congestion there will still be lights

This intersection has always been relatively simple in my experience however the parked cars by the junction do make accidents more likely

Initially the road works will increase road congestion and cause difficulties. The right turn onto Birkby Road will be an improvement. Long term it is difficult to judge without doing mathematical modelling based on accurate research. Improvements to pavements should make walking with a pushchair safer however the air pollution will not be lessened.

The traffic problems start just before this junction going back halfway down Halifax Road. You should consider widening the road going further back along Halifax Road

I have never had a problem here. The main issue has always been the parking on the road leading up to this junction when travelling from Ainley Top to Huddersfield.

- Road alignment doesn't seem to create much trouble in my experience, and seems lower priority than other parts of scheme.

- Cycle lanes and advance stop lines a higher priority for me at this junction

As above

Aligning the junction would help a bit. The traffic lights on the A629 going away from Huddersfield should be moved closer to the junction so you can at least see the end of the yellow box before setting off.

The main cause of congestion comes after the traffic lights and generally caused by cars coming out of, and turning right into, Birchencliffe Hill Road. If there is no delay at Ainley top the traffic begins to flow again after the Birchencliffe Hill Road Turning. It is generally this traffic that causes congestion before and after the traffic lights from my experience

They may improve traffic movement marginally, but overall it seems unnecessary if the improvements at Ainley Top are carried out.

At the pinch point above, work with parking will help.

Flows fine here - problems stem from Ainley Top

Not in favour of the loss of historic walls and trees thus changing the character of the area

Cost will far outweigh benefits - unnecessary

Concerned about the number of trees being lost. Approve of trying to realign the junction.

Removal of onstreet parking should aid traffic flow

ditto above - the residents parking further along already causes bottlenecks - not the junction per se

Location C: Prince Royd

Agree (70) Strongly agree – dark green (35), Agree – light green (35)

This will be helpful for the residents as long as it is well lit, CCTV present, and even gated for residents only, if not anyone could park there and will
By removing on street parking it will improve flow by removing the bottleneck of double parked vehicles.
Reduction in parked cars will go SOME way to reduce traffic however this may only move the problem to another place on the road.
This is the largest bottle neck but think also the junction with birchencliffe Hill Road needs some consideration as drivers slow down to give way to vehicles heading to Lindley causing queues to back up. Also how was planning given that the Tesco/ Greggs on the site of the former grey Horse this again causes congestion. Cars should not be able to turn into this when coming from the direction of Halifax?
Should make a big difference but I don't think the parked cars are the issue.
This is a good move.
This will definitely improve congestion.
Parked vehicles are biggest problem in this area.
It's difficult to use the Tesco carpark as it's hard to pull in and out of it as it's so busy
Same as above
The car parking ban at the side of the road is a good idea, this causes mayhem in a morning.
I think the provision of an off-road parking area is a great idea.
This would be a great improvement. I strongly agree with it.
Make sure you create sufficient capacity as just one car on this section of road will scupper the plan.
The stretch between Cavalry Arms and Birchencliffe Hill Road always seems tricky - possibly due to on street parking narrowing the available carriageway. I will go out of my way to avoid turning right out of Birchencliffe Hill Road onto Halifax Road - must be awful if you live on that stretch and need to get across traffic. Drivers are generally good at giving way to vehicles turning right off A629 onto BHR seeing a queue ahead of them!
About time. The parking issue needs addressing urgently as it is a major bottleneck.
Other issues - tesco traffic and access is a problem
Always too much traffic at slow pace as needs to be two lanes
The junction with Birchencliffe Hill Road is a particular problem which significantly reduces the traffic flow at peak times. I suggest stopping cars turning right from Halifax road into it and from BCH road turning right onto the main road.
Do not use the extra space to put in bus lanes. We all know Tuesday both buses and other vehicles
No parking must help improve traffic flow.
Removing cars from parking on the roadside should improve enable pedestrians to use the pavements whilst using pushchairs.
Banning car parking and widening this sections is an excellent proposal
Great
People don't have the right to park outside their house. I am fed up of parking on main roads in Huddersfield causing congestion, so am pleased with the plan for this part of the road.
Major Traffic at peak times
Big question is with better traffic flow how can the residents turn right out of there? But a good option. Hope the spaces are allocated and enforced.
Parked vehicles are a major cause of traffic congestion along the route
The narrowing of the road due to current parking does disrupt the flow of traffic. The proposals will only work if residents use the off road parking. And what about parking on the other side of the road

Some good ideas but residents parking needed at both sides of the road. I would compulsory purchase Bella Cars as this business has outgrown the space and planning for a car lot should never have been granted

I agree with the proposals, so long as there are no significant negative affects to residents not otherwise mentioned, and they are not majorly inconvenienced with any new parking proposals.

Strongly agree with double yellow lines from lights up to gas station. No parking at all on this stretch of road and provide resident parking off road. Stop the local car salesman parking his cars on road

- parked cars do create a problem here

- good to use extra space created for cycle route

The cars are parked illegally anyway but nobody has bothered for decades to do anything about it. Move them to the old tip which is now unused but was a small car park for Harry Brook Plasters vans.

Parked cars cause problems are peak periods but this will have to be dealt with very sensitively and provide easy to access replacement parking for residents on both sides of the road.

If residents are to be subjected to parking restrictions, it is reasonable to provide an alternative location to park.

The parked cars are the main congestion-causers here.

This is a difficult stretch to navigate because of the on street parking and the number of small road junctions. Since the increase of housing on Lindley Moor there are many more vehicles using Birchencliffe Hill Road. and this bit of the road needs to be as clear as possible. In the past residents did not use the road to park their cars as there are pockets of waste land which used to be used as parking areas.

Hopefully it will be easier to cross from birkby road to east Street without traffic blocking the junction

With two lanes it should ease congestion considerably - perhaps also with the aforementioned suggestion of traffic light replacement with a roundabout.

Could the road not be made double lanes in each direction from here to Ainley Top?

Parking changes would be helpful

Moving the parked cars from the bottle neck would greatly improve the flow of traffic in a morning.

It is a narrow space and large vehicles cannot pass each other easily.

stopping cars parking at the roadside will allow to large vehicles to pass which will help traffic flow, but cars will still want to join Halifax Road from Birchencliffe Hill Road and either, cars will slow down to allow it, creating a pinch point, or traffic will back up into Lindley which means they will try to join at Yew Tree Road.

In general this area is not suitable for all the extensive building taking place and planned. Huddersfield is losing its character and is no longer green. Development should concentrate in the town centre to build on brown field sites, the sports centre site and cambridge road are still derelict for example. there is no need to build so much near the a629. The motorway is full to capacity and no amount of massive disruption to change junctions will really help.

Traffic often has to wait when large vehicles are coming in opposite direction - parked cars reduce carriageway.

if/when going ahead with these improvements, please put all available resources into getting it done as quick as possible, including 24x7 working. I, and I expect most everyone else, would much rather a short period of intense activity (and associated noise etc) than a long, unnecessarily protracted and immensely painful period of works (such as the hideous chaos Calderdale have inflicted on us all with the A629 works that have been dragging on for ages, reducing us to tears of misery and frustration)

This will help improve the flow of traffic through this section of the road.

Frankly, it's about time. This was an obvious one and should have been done years ago.

At peak times there can be problems caused by parked cars on both sides of the road.

I strongly agree with this providing alternative parking arrangements are made for residents.

I was very pleased to see the alternative parking provided at this early stage of the proposal.

Removal of cars along this stretch should help with traffic flow

Improving residents parking options will relieve the issues at this point
Will release a bottle neck - however is parking provided for cars on garage side?
Will residents using the car park also need a safe crossing (pedestrian)?
Pure volume of traffic - will however be out of date in 10 years
Will be greatly appreciated
This should ease congestion but imagine residents may not be happy depending how far away they will have to park
As long as residents are catered for it will stop a bottleneck at this point
Parking here restricts traffic flow
This could relieve pressure but I suspect will only generate greater use and more congestion. What price air quality then?
Providing off road parking is provided for all residents who park on the road
Parking does hinder flow but main problem is higher up
If people do not have off road parking facility they should not be allowed to own a car
Hope you can find residents parking places
Less parking should make things better
Bus stops need lay-bys - currently they delay traffic
Strongly agreed re no parking zone along road. Prefer consideration re no right turns across carriageway e.g. Yew Tree Road (both ways), Burn Road and Birchencliffe Hill Road
Will allow traffic to move more freely than at present and allow large vehicles/emergency services to pass

Disagree (62), Strongly disagree – dark red (34), Disagree – light red (28)

Pointless.
If you stop parking on both sides it's going to encourage more cars speeding I have to children and crossing that main road is going to be a nightmare ... let's hope nothing happens to us crossing that road !!!!!!! You are not looking after people who live around here at all
As above
Road widening to create 2 lanes in both directions needs to happen here (and all the way through the A629).
There appears no thought to bus stop layby areas that would allow traffic to keep flowing.
Turn the traffic lights off on the roundabout
Remove the parked cars will improve but i cannot see it making a big change unless there are dual carriageways in goth directions.
Not busy enough
There is much more parking on this road than is provided in the scheme.
This will majorly affect homes and businesses on this stretch of road and is not really necessary
stopping parking on either side of the road won't improve traffic flow!
What difference will it make? Needs to be dual carriageway all the way to the ring road from Ailey Top
The parked cars do not inhibit the flow of traffic. The flow of traffic is inhibited by the problems at Ainley Top, which causes a backlog back along Halifax Road.
From experience in travelling by here, I can remember being delayed due to parked cars on the road. It does look unsightly having cars parked but never had any issues passing by
Support the relocation of car parking from the road, as this should create a safer environment for road-users. Disappointing that there is no space for cycling provided in the improvements.
Cars will start speeding more Also they are putting up Loads of new houses so more cars !!!! Also how am I ment to cross that road to the car park everyday with 3 kids it is silly the cars do not slow down the traffic it is the traffic lights at ainley top not cars ! I hope you also make the car park

secure as people used to park there until cars got burnt out! Also you will get random people parking in there smoking ECT!!!!

As above

Not sure how much it will change the queuing and will disrupt lives for the residents

A far better alternative would be complete bi-directional access at M62 junction 23. This would relieve a lot of congestion to and from Huddersfield. On the A629.

As above

See previous comment

Waste of money

Parked cars have no bearing on the flow of traffic at this point of the road

As above

See above

The new parking is a good idea with the road being narrow and parked cars slowing traffic when attempting to pass safely, but you have not shown any alteration to the bus stop next to the apartments. Why remove parking if you leave the bus stop. This will still cause traffic to backup. Directly behind the bus stop is woodland. Although its high level it could be excavated to offset the stop from the road, thus allowing traffic to continue to flow while the bus is at the stop.

Not required going to create heavy disruption for normal hardworking people trying to get to work and back to pick up their kids.

Kirklees council need to concentrate on spending money on the existing roads and fixing pot holes.

Cars parked on the road do not significantly slow the traffic down to cause a big problem. If it does at least this is a good thing seen as though it is currently a 40 mile an hour zone and should be maximum 30 in my view being a residential area. There are disabled people/children (including myself) living at Prince Royd and removing parking is going to significantly affect them. How are people going to carry large items/shopping into their houses? I have shopping delivered, is this even going to be possible now? The car park is going to be in an isolated area, encouraging vandals and also proving very unsafe for residents, especially in the dark. Who is going to maintain the car park?

As above

Investment is too little too late and will not resolve the congestion issues only increase the space for vehicles to queue

Again- tweaking with road widening, not allowing residents to park near their houses etc will not make any difference to the amount of cars travelling through Birchcliffe.

the proposed car park will be seen as insecure and people won't use it. If you want to ease congestion on A 629 you need an improved J23.

It seems to be tinkering at the edges and not a long term solution to address the real challenges around transport, public health and climate change.

I strongly agree with the proposals for reducing parking etc along location C

However, I think the plans will lead to the creation of a major accident blackspot at the A629 junction with Birchcliffe Hill Road/Burn Road. This arises because this scheme is being planned in isolation from the traffic volume increases happening as a result of the current substantial housing development in the Grimescar Valley.

Burn Road now has a brand new one-way entry into the new housing area, this encouraging traffic to enter from Lindley/Huddersfield (the location of the new house dwellers' nearest shops, schools, cafes, GPs etc), via a right turn from Halifax Road into Burn Road. Right-turning traffic here has a very poor view of traffic coming down Halifax Road from Ainley Top. The road proposals are intended to increase the volume and speed of traffic. This will cause a big increase in accidents and disruption at this junction. I suggest that this flow of local traffic needs to be considered AS PART OF THIS SCHEME and not as a matter for Kirklees Highways to consider afterwards.

Widening the road in small sections will just create multiple bottle necks - like we see on Elland bypass where it reduces from 2 lanes to one and causes congestion at peak times every day. If

traffic destined for the Leeds bound motorway carriage had the choice of getting on at Outlane, then that would go a long way to solving some of the problems with the A629 and also it would reduce the queues getting off the Motorway at Ainley top. Someone is going to get killed while trying to feed into the queue there.

Unless you create more lanes I don't see how removing parking will make any difference other than really annoying residents!

Kirklees council clearly doesn't care about all the people both young and old that will be at risk of higher traffic cutting through residential areas. Any accidents that happen on these roads are directly the responsibility of Kirklees as accidents are currently low. Will people be able to take legal actions to sue the council for damages to both property and personal injury if not why not. Kirklees stop ask your self one question what if this was my street....?

I have lived at Prince Royd for 30 decades and the problem is not along the A629 it is all caused at the Ainley Top roundabout.

Enormous waste of money for tax payers for little or unknown improvement to congestion.

Only improve the access on to the M62 at the Ainley Top roundabout and then re-assess once that has been given time to see if congestion has been relieved further down the A629. A more prudent approach financially and less disruption to traffic during the process.

If, and only if, Kirklees can not see the prudence in doing only the above, then the extra parking being proposed for Prince Royd residents is completely inadequate. A pelican crossing on Halifax Road will cause even more congestion as residents press the crossing button regularly at rush hours.

The car park and pelican crossing so that residents can safely access the car park will worsen the congestion. The traffic will just be stopping and starting.

If Kirklees dictate that this scheme goes ahead then they must make individual gate/steps access to Princeroyd residents from the proposed car park to the south side residents. The idea of vulnerable ladies or the elderly walking around the wooded area to Halifax Road and then along to their houses is crazy, even in the summer, let alone in dark wet winters. What about parking when there is a foot of snow? Imagine carrying things? What about safety? Lighting will not stop a lady being attacked in a place far from the view of other people.

Roadside parking for the Princeroyd residents is essential, and it is not that that causes the traffic congestion. Why waste money, cause disruption and blight our lives to 'solve' something that is not a problem? One lane of traffic in each direction is what happens now, and is what would still happen if Kirklees spend all this money. It is wasteful with no benefit. Focus on the cause, don't piddle about with the little things that will not improve the congestion, but which will be very costly to all tax payers throughout Kirklees and to all residents.

Only do the roundabout improvements and then re-assess. Save our tax payers budget. Save us from unnecessary roadworks and the resultant congestion. One step at a time ... PLEASE.

See above.

I have no faith that the council plans will work.

PLEASE see the above comments re A

I have never been affected by Parked cars on A629

Roads are not just for cars. People live along them. The proposed new parking area could work for a few of the properties on that side of the road - but what about residents on the other side? Is there another parking area yet to be determined on their side of the road or are they expected to cross the road to access their vehicles. If so, this simply puts more pedestrians crossing the road and will hold the traffic up, thus removing some of the benefits of any anticipated improvements in flow.

What measures will be considered for the elderly, infirm, disabled, young children, wheelchairs, prams, people carrying shopping or other heavy items, visitors, health workers, care assistants, taxis, deliveries???? Any and all of these need easy access to the property.

AS above. The problem is Halifax Road and only that. Those that turn on these junctions are minimal and you are going to cause all this upheaval for no real gain. If you didn't keep allowing planning permission on thousands of houses we wouldn't be in this position.

Complete waste of time. Will only make the route into huddersfield more used & more congested. If you stopped building houses around lindley - especially on greenbelt- this would not be a problem. Its a total scandal in my opinion.

(Same as previous).

Having more lanes will not reduce congestion; it will simply encourage more road users to use the route.

The proposal will simply cut down more trees, destroy more habitat, make the area more susceptible to air pollution (especially during the Saddleworth Moor fires), and will not even achieve the goal intended.

I think here it should be double yellow lines on one side only, with parking permits on the opposite side where the majority of the residents live, the car park offers parking for those affected by the yellow lines and visitors. I would like to see the hole road set to 30mph with cameras

Not a problem there, the congestion is caused by the the lights at Ainley Top

Providing alternative off-road parking for residents will improve matters for walkers with prams who currently have to push the pram in the road as the pavement is blocked by parked cars.

I don't think this will help - just speed vehicles through this section to the next hold up, none of these interventions are likely to make much difference to air quality, as they will encourage more vehicles.

As above - M62 at junction 23 needs opening in both directions to alleviate traffic

I feel parking restrictions only need to be in place during rush hour

I do not see how you will stop vehicles parking, even for short periods e.g. delivery vans

You will still have the same problems you are allowing too much building in this area

Been here 11 years I cannot believe how bad this will be

Traffic is not caused by this location. It is effected by Ainley Top not by Prince Royd

I think adjoining roads would benefit from traffic management systems as I believe its the volume of traffic joining the A629 which creates the slow moving traffic at peak times.

Alternative car parking is the priority and should be carried out first!! It will make the road more busy and more dangerous!

Not usually a problem in this location

I fear that proposals for this section may result in the loss of stone walls and mature trees there is no mention anywhere of intentions to preserve these key environmental features on what is unquestionably the most attractive access road into and out of Huddersfield

What safeguards are in place to restore and reinstate any key features such as stone walls and trees?

Cars, lorries, buses will still be spewing out fumes - engines should be turned off at red lights, cyclists and pedestrians will still have to breath the fumes

A waste of money and time. Longroyd Bridge and Milnsbridge are much worse

Neutral (34)

Cars are a nuisance but don't stop traffic moving along the road

Slightly busy

How will the new housing development at Birchencliffe Yew Tree road affect the plans? Will this be a one way road?

Why are you wasting money building a parking place for the residents?

No-one has right to park their vehicle outside their house. I have no right to park outside mine but you do not build me a car park?

So, why spend taxpayer's money to build a car park for them? They should park somewhere else!

Also, you need to stop the garage selling cars directly on the road.

What about the junction by Prince Royd? This is another bottleneck and will get worse with all the house building in the area

The land adjacent and between Westward Croft cul-de-sac and Shire Link yard could also be used for parking spaces for those who are going to lose out. Plus they need to have the ability to get deliveries. Not all of which come in small packages.

Likely only to be a minor reduction in congestion by the time it is completed.

Youve not actually stated how you intend to improve these so its difficult to say how it will help. Fixing some potholes and laying proper smooth tarmac would help rather than throwing stones at tar.

No comment here...

I have not looked at this.

Not sure the residents will agree to off road parking. But it's a nice idea.

good luck with this one

As the traffic will be a single lane i don't follow as to what the proposals will do to improve anything?

Same comment

The parked cars don't really affect the flow at all unless 2 HGVs are trying to pass. It is the amount of end-to-end traffic that dictates how long it takes to make a journey. Unless there can be two lanes in each direction the entire length of the road this is unaffected by parked cars.

You mention your intention to improve pedestrian and cycling accessibility, I see no evidence of the here.

I don't really see the point.

Same as above comment

They will undoubtedly deal with immediate congestion by removing parking but I'm doubtful about whether that will overall make a lot of difference.

Providing off-road parking is a reasonable solution. What about also offering those directly affected a reduced price or free bus pass that would encourage them to use public transport? I think all of those who are directly impacted on by this scheme should be made this offer.

Giving residents who park on the road at this narrower location adequate off road parking may help but any delays here just delay traffic joining the queue at Ainley top roundabout so probably little gain overall. The problem is at Ainley Top. An additional motorway junction will make more sense and alleviate some of the congestion on this road and Leeds road by utilising Bradford Rd which is a dual carriageway.

Not convinced it will make any difference overall. Still essentially a single track road.

May help

Removing parked cars may help - but not fair making residents walk a great distance or lose their garden.

Could work

May help

Good idea, but where will people be able to park their cars

Might help but also slows traffic joining tailback from Ainley Top

Might help, just delays joining queue further along.

Alternative parking for residents might help

Again its the build up caused by traffic flow at Ainley Top

Bit of a bottleneck but road blocks back from roundabout at Ainley Top so makes no difference really

Good idea, assuming sufficient parking is made available for residents.

It can be time consuming going into the church entrance from the main road out of town but this does not delay too much since the nearby traffic lights simplify entering it.

See comments above - the whole flow of traffic needs examining - Ainley Top roundabout is a nightmare coming off the Elland bypass

Location D: Ainley Top

Agree (115) Strongly agree – dark green (55), Agree – light green (60)

The filter lane onto the motorway will greatly ease congestion and believe this proposal will really help with traffic flow. A filter lane from the motorway leading on to Lindley Moor road would also be hugely beneficial and should also be considered. Traffic regularly backs up on the motorway due to long queues at the traffic lights.

This should do well, but does it need the new signal controlled slip road? rather than dedicated lanes till half way along to the motorway roundabout, I can see these signals causing more problems that would negate the benefits of this section improvement

This will improve flow of traffic

Largely think that vehicles have negotiated the main issues on Halifax Road by this point but it can only improve traffic flow. The main issue I think is between Cavalry Arms and Ainley Top and believe that is where the scheme should be predominantly focused.

Yes should make a big difference.

This helps traffic leaving Huddersfield but needs a similar solution for traffic from Halifax / Elland, from M62 and from Rastrick to be a full solution.

This junction has been made much busier with the many new housing developments on the surrounding roads. Was this ever considered as part of the planning application? Is there any plan to improve the exit slip road from the west bound M62 to ease congestion which leads to 1 mile of queues most evenings which then leads to drivers who don't want to queue taking chances and cutting in on others leading to dangerous situations and road rage incidents?

The filter lane to allow access to the motorway is great but the biggest cause of congestion on and approaching the roundabout is the traffic lights. Queuing at the roundabout from all directions significantly increased when the traffic lights were installed.

I can see good reasons why this solution would reduced congestion on Halifax Road. If this is put into place and the traffic light sequences improved all along Halifax Road, there would be real benefit. However, the other areas of developments along Halifax Road would not provide anywhere near the same levels of cost benefit.

I'm disappointed to see there are no changes to the other side of the carriageway from the roundabout - town direction.

The lights on the the roundabout need looking at because there is often congestion backed up right up Lindley Moor Road. Perhaps having 2 lanes at the top of Halifax road heading in to town which can filter in to one lane would ease some congestion on the roads surrounding the roundabout.

Rather than Kirklees council asking the public why don't you just get on with it.....

This will improve rush hour congestion massively.

It's a shame nothing is going to get done on the J24 sliproad. An extra lane would make the biggest improvements.

Shame you didn't do this when the last junction remodelling was undertaken, it doesn't take a genius to see that the proposed solution was needed and it would have avoided the extra disruption the will occur this time around. Let's hope that having taken the extra land you don't repeat the folly of New Hey Road. Having made the motorway feeder road a dual carriageway, this is now reduced in the main to single line traffic, what a waste.

Should have been done years ago when they altered Ainley Top. 'Bout Time!

It will help provided vehicles can actually reach this junction in the first place. Queue back down Halifax road from those needing to access the other routes as well as the M way. What about treating the roundabout like the one at Birstall with a through route for the A629?

The slip lane for the M62 is an excellent idea.

Brilliant. Great there is a cycle lane too.

Sane as above

A far better alternative would be complete bi-directional access at M62 junction 23. This would relieve a lot of congestion to and from Huddersfield. On the A629.

What about the traffic flow being halted around the Tesco Express area due to right turners, towards Hudds from Ainley Top? Move the bus stops outside the Tesco Express, maybe install a lay-bys so buses don't stop the flow of traffic. Also make junction 23 a full access junction so you can get off M62 westbound, and enter onto motorway eastbound.

Should have done it when you wrongly agreed to all the new houses at Lindley

The implementation of traffic lights on the roundabout was the start of the congestion issues and should also be looked at.

Capacity MUST be increased at this junction for traffic heading to the M62, this is the main reason for the bottle neck every day

This basically puts the junction back to what was like before, the last intervention of the roundabout, and the pedestrian crossing facilities that no one uses.

This would be a great improvement. I strongly agree with it.

The plan may help traffic moving out of Huddersfield towards the roundabout and M62, but I struggle to see how it will help with the huge crush coming into the Halifax road exit, towards Huddersfield.

Boom. Magic.

Cars will fly through the lights
Utt.

Will be useful as much of the traffic is heading towards the motorway. Should consider making it so that at junction 23 you can get on and off the motorway allowing people to use that junction as well. Reducing traffic going towards Leeds.

A good idea, but I have to question the crossing point on what many motorists will treat as a slip road. Also, whilst you're up at Ainley Top - some traffic cameras should be put in place from the motorway onto the roundabout to capture the red light jumpers coming off the motorway. revenue streams from fixed penalty fines on all the traffic lights would likely fund this project.

A great proposal and one that will benefit everyone using the roundabout.

I stopped using this route at teatime in favour of Lindley Moor road, but there is now congestion there due to poor timing on the traffic lights at ainley top roundabout, where traffic exiting the m62 blocks access on the roundabout as they can't get through the next set, preventing traffic from Lindley Moor road entering the roundabout.

Also at 05.00 the traffic lights are unnecessary, causing a delay waiting at red when no other vehicle on roundabout.

All of the above proposals do not go far enough. The amount of new homes built in the birchcliffe/lindley area has put too much strain on the road system.

There was a right filter to motorway b4 and I have never understood why it was removed

I usually approach roundabout from lindley moor road, often heading to J24. LMR getting very busy and dangerous, reducing speed limit to 40 was good. Could do with longer 2 lanes from LMR as approach roundabout - drivers already do informally but we block RH turn spaces.

Excellent idea to have the filter lane to the M62 which will make a huge difference. Only issue is why it was not part of the roundabout scheme when it was done a number of years ago.

Just need another exit at Bradley and one at Junction 23 now so that the 2 mile queues in the evening to get off on Junction 24 can be reduced.

The problem at Ainley top is traffic comes off at J24 and travels along Rochdale road to J23. If J23 M62 was opened up for exit and entry both east and west then local traffic will jams at Ainley top will be lessened!

Really do need to improve flow here...

Genius- this is how it used to be so well done for recognising the previous change was a cock-up

□

The cycle lane is a waste of money you are just encouraging dangerous aggressive cyclists

Slip lane very helpful to sipped M62 traffic

It is pleasing that Kirklees Council realises that there is definitely an existing problem with congestion and air pollution for local residents. The timing and effectiveness of the management

of the road works to make the improvements will be crucial if the impact on road users and pedestrians is to be minimized.

Making a lane specifically for going to join the M62 is excellent and it will really help traffic flow

The only reason I don't travel this road more often is because of congestion. I use local knowledge to bypass this road

This is a very difficult roundabout, especially for those unfamiliar with the area, so safety should be increased.

a separate flow to the M62 will relieve congestion particularly if it allows separate lanes for Halifax and turning right at the roundabout

All four changes will have some effect on traffic flow, but because the improvements are on a 2 lane road, any obstruction slows or stops the flow along most of route. This includes buses stopping at bus stops - for heavens sake when will we get pre-paid ticketing system like most European countries to speed up buses !!.

At the junctions, much will depend on the exact layout and traffic light priorities. Cavalry Arms junction is currently 3-way working. A change to 2-way working would improve matters.

The filter at Ainley Top roundabout will be the biggest improvement, but really a Town as big as Huddersfield always needed a dual carriageway to Ainley Top from the day the M62 opened. The town has suffered increasingly from poor infrastructure ever since.

Now when can we expect the Flockton by-pass to give a half-decent connection to the M1 south ?

Cannot wait.

extra lane for Halifax is good

Would use the slip to get straight on motorway most times

Definitely need a dedicated cycle path and feeder lane from A629 to M62. Hopefully speeding the flow of traffic and not having to sit in 30 minute queues.

Creating the new lane will surely improve the flow of traffic and that is good.

Drivers jump the lights because of the congestion. The Roundabout is awful to navigate. The traffic queues all around the roundabout. At rush hour it's dangerous!

This is a good idea. I have always thought that there should be better use of slip roads from/to the motorway.

good idea

Cars coming through Lindley (and traffic from new housing estate off Weatherhil Road) currently use Yew Tree Ave as a rat run to get to motorway. You may want to consider traffic lights at bottom of Yew Tree Road, otherwise the widening of A629 at this point and creation of filter lane to M62 may not flow v well?

This is by far the best idea of the lot, this is the single biggest reason for the build up of traffic and should go a long way to getting the cars moving faster by having a constant flow of cars been able to access the dual carriageway to the motorway. Though the lights on the plan need to be pedestrian and not timed to ensure cars can keep flowing? Not clear from the plan.

Great plan. That's it! Brilliant

This should improve flows to the motorway, but I would question the need for a cycle lane and no improvements are proposed for cars coming into Huddersfield from the M62 or Halifax, and other junctions. The tail backs on the M62 at peak times are lengthy, extensive (back to junction 25) and dangerous.

The proposals do not go far enough . Traffic along the A629 could be also relieved by building access to the M62 with new access eastbound at Jn 23 and with a new exit westbound at Jn 23 as has been previously proposed. Kirklees need to work with the Highways Agency for a joined up approach.

I agree with the proposals, so long as there are no significant negative affects to road users and their safety not otherwise mentioned, and the signal-controlled slip road to the M62 isn't red for the majority of the time/doesn't go back to red after only letting through a measly amount of cars (I'm not totally sure why it would need to be signal-controlled in the first place, but there may be something I'm missing).

Use smart lights to sense cars. So they don't remain on red for fixed time to let 1 car through.
Build pedestrian footbridge from cricket club across to pony field. This will allow construction of an uncontrolled left hand slip lane feeding directly to the m62 to Manchester.

Tesco's also needs looking at as visitors park in the road during peak hours. Especially across the road. Parking should also be restricted here also.

- Long queues up to the roundabout and an M62 filter lane should help

- cycle lane from roundabout all the way to Huddersfield would be good plus advance stop lines for cycles at the roundabout lights

- improve trees, sustainable drainage and green infrastructure all along the route as part of the improvements

Absolutely necessary! Although a cycle lane is only going to work if you extend it the whole length of the A 629 between town centre and ainley top. It's a scary road to cycle due to heavy traffic and large vehicles like LGVs and buses.

The traffic lights have helped. But allowing a Tesco to be built on such a busy road is a major mistake.

Stop traffic leaving tesco direct and co-op petrol station then crossing both carriageway every day i see two or three times a close call as impatient drivers leave both and cause road users with the right of way to emergency brake.

Agree but this will not achieve the intended benefit, since 2000+ houses have been allowed to be built and still counting which are mostly all for people from leeds/manchester the traffic is only increasing. Why not do something radical and build a tunnel from Huddersfield side A629 to Elland bypass and remove traffic from the roundabout, tinkering with more lights and lanes will not relieve the congestion.

Having an extra lane is ok. I always try to get to this junction early, so don't find this too difficult to negotiate. It's the motorway that has most impact personally.

The new filter lane at the end of Halifax Road should've been introduced before the traffic lights at Ainley Top. Another similar lane needs introducing between the dual carriageway from the M62 and Lindley Moor Road.

It is my understanding that the traffic lights were introduced at Ainley Top to ease queueing traffic back on to the westbound M62 at junction 24. What a waste of money! Someone will be killed sitting in that queue one day while juggernauts tear past at 60mph a couple of feet away. I truly believe that good fortune has played a huge part in this thus far. I'm glad I won't be responsible for that due to poor road planning.

The introduction of traffic lights at this junction has been a great improvement and I have confidence that these proposals will eventually be an improvement .

Unfortunately the plans can not mediate the sheer volume of traffic and consequent grid lock especially when there has been an accident on the motorway.

I have never dared to attempt to cross the road near the roundabout and in spite of using the route regularly I have never seen anyone use the pelican crossings. Any improvements here for pedestrians and cyclists would be welcome but i think a more useful strategy would be to signpost the quieter safe routes local people use to "get to the other side"

Not sure if there's any room to widen there though

This should work very well to ease the 'pinchpoint' approaching the roundabout.

The slip road will work wonders!

This is the only part of the scheme that is likely to improve the congestion all the way back along the A629. (The other ideas are a waste of money and will not re-solve the cause of the congestion). In fact some of the other ideas will worsen the congestion ie. a pelican crossing for residents at Princeroyd to get to and from the proposed car park! The traffic will just be stopping and starting.

Only do the roundabout improvements and then re-assess. Save our tax payers budget. Save us from unnecessary roadworks and the resultant congestion. One step at a time ... PLEASE.

Enormous waste of money for tax payers for little or unknown improvement to congestion.

A more prudent approach financially and less disruption to traffic during the process. The A, and C schemes will worsen the congestion. The B scheme will have no benefit.

Slip roads onto roundabouts where it can be done will always help the situation.

So much of the traffic is heading for the motorway that it should have a benefit right down the A629.

Separate lane(s) for the M62 are welcome.

As a cycle commuter as well as driver I think there should be a cycle lane on the roundabout between the Hudds and Halifax route. The other cycle crossings are too dangerous due to their width and the speed of traffic which may have not even been visible when setting off on your bike. With extra M62 lanes there's now plenty of room to add a lane on the roundabout.

This is the main bottle neck. Other issues are number of cars coming in from side roads. Whilst all of these help the much bigger issue is the limited exit capacity from M62 in an evening - queues to get off at J24 often are 2 miles long and take 40 mins to work through. Is there anyway an exit could be added at J23 to ease congestion here.

Long needed and I have no idea why it's not been implemented years ago!

if/when going ahead with these improvements, please put all available resources into getting it done as quick as possible, including 24x7 working. I, and I expect most everyone else, would much rather a short period of intense activity (and associated noise etc) than a long, unnecessarily protracted and immensely painful period of works (such as the hideous chaos Calderdale have inflicted on us all with the A629 works that have been dragging on for ages, reducing us to tears of misery and frustration)

Yes this makes sense.

This should ease congestion down the whole of the halifax road but the issue would still remain at the Birchencliffe Hill Road turning

Ainley top needs a filter road on to the motorway at the roundabout. The new traffic lights that were installed have caused major traffic jams and made the situation far worse than when it was free flowing.

It will help aid the flow of traffic. However the large increase in the number of homes built around the roundabout will have an impact on the surrounding roads due to the increased number of cars. This could impact on the traffic flow of the roundabout and area.

There are no ideas to help the traffic issues entering Huddersfield. The number of cars in the morning travelling into Huddersfield, from the motorway and Halifax, will still be greater than the capacity of the road. Providing an additional motorway exit, at junction 23 for example, would alleviate the pressure from the roundabout and thus improve the traffic flow for the whole of the A629.

I think these proposals for Ainley Top will have the greatest impact on improving traffic flow, especially out of Huddersfield. Overall, though I would prefer to see more investment in public transport to reduce congestion.

Should of been done a long time ago

Separate approach for the motorway is an excellent move, but does it really need signal control?

Good idea. However the problem of exiting the motorway at jnct 24 is of more concern and I am surprised there are not more accidents.

This should simplify the route to the M62 as well as round to Ainley Top/Cedar Court as at present there is often some confusion as to which lane to use.

This proposal should ease congestion. Good to see tree planting and re-landscaping included.

Could work

Long overdue to filter off m'way traffic

Lane to divert motorway traffic should work but most queues are for the Halifax lane and controlled by the lights.

Again area has failed to keep up to volume of traffic

I hope that this plan is followed through as it is very important

Get the roundabout sorted and any problems at B + C will be good - this doesn't affect A

Cars > M62 need to bypass main roundabout

- Should have been done last time - continuous filter for M62 required
- Traffic heading towards M62 will be separated from traffic heading towards other places earlier leaving less waiting time at the island.
- Much of the congestion is caused by delays getting onto Ainley Top roundabout
- These seem a sensible way of taking direct motorway traffic away from the Ainley Top roundabout and should ease congestion on Halifax Road
- Complete this first, before other interventions, it may be sufficient. Stop building any more houses, they bring more cars.
- Good that M62 will have dedicated lanes
- This proposal should aid traffic flow. Landscaping here is essential
- Shame it wasn't done when the roundabout was last changed.
- Long overdue
- New lanes to the M62 will certainly help
- The basic problem remains - how to get people out of their cars at least 50% of the car traffic on this road is single occupant
- Extra access to motorway will be good
- But where is this extra land coming from
- Up this area would be better
- Hopefully this will help to stop cars/lorries passing outside my house - horrendous
- Soft landscaping to include embanking baffles. Tree planting to be in addition to Blacker Road compensatory planting. Fast growing species to be used.
- This proposal has evident merit but I note that the near soft landscaping element is listed as indicative - will this happen or not?
- This would seem to be the most beneficial element of the scheme
- will allow traffic accessing M62 to move more freely
- Problems have arisen due to the roundabout enlargement

Disagree (57) Strongly disagree – dark red (35), Disagree – light red (22)

- I live opposite Tesco Express. This is not going to stop the queues to the roundabout and along Halifax toad coming from the roundabout towards Huddersfield
- The whole of the Ainley Top junction needs to be looked at and not just the proposals put forward.
- Planners should look back 2-3 years when the last upgrades (making 3 lanes on the actual roundabout and traffic lights but did nothing to the number of lanes at each junction approaching the roundabout) were made and have had minimal impact. The massive backlog of traffic several miles back down the M62 towards Brighouse is a prime example of this!
- Road from the motorway junction to Ainley Top roundabout should be 3 lanes onto the roundabout.
- Lindley Moor Road backs up significantly so it should be 2 lanes as far back up the road as possible (Up to John Fredricks business as a minimum)
- Parking restrictions should be all along the A629
- The A62 should be 2 lanes in both directions all the way along.
- Given the significant increase in new housing in the area these plans seem very short sighted given the significant investment that is being proposed.
- There appears no thought to bus stop layby areas that would allow traffic to keep flowing.

Turn the traffic lights off on the roundabout
The changing of lights causes the bottleneck due to standing traffic. Extra lanes will just shorten the queue a little but not improve time. People can't use the correct lanes on the roundabout as it standards.
No where near busy enough to warrant the changes
The volume of traffic using this area causes mayhem at peek times, I really don't know what solution can be found, the traffic lights have helped a little but it's still chaos, especially in the snow
It's not ainley top that's the problem it's the roadworks at salterhebble and they're going to make things worse
Please stop digging up the roads and just fix them!!! I'd rather the money went in to fixing pot holes than creating more traffic with roadworks that will go on for too long and make everybody's lives more difficult!!!
This will only cause a lot more traffic in this area which will affect homeowners and businesses. Will increase noise levels for homeowners which are already high. The only difficulty here sometimes is turning right onto Halifax road from Yew tree road going towards Huddersfield town centre. A yellow box should have been placed here when the roundabout had traffic lights put there
Clears quickly, never an issue
surely there are better uses for the funding, like improving the m62 exit slip road at ainley top or stopping people exiting right from the tesco/greggs car park. this is the major issue with ainley top roundabout towards Huddersfield. the traffic leaving town flows at these lights. an extra lane going off at the first roundabout exit won't have any impact.
I'm amazed by this. I know it is less than 5 years since Ainley top was last dug up at the cost of millions to improve traffic flow. Didn't work then. Won't work now... Add another junction to the M62 going east. Job done!
It's difficult to comment on the merits of the proposals without seeing what happens over the boundary in Calderdale, specifically the two-way cycling lane. The off-road cycling provision (currently a shared footway) would result in cyclists having to cross two highways instead of two at present. The current crossing already takes a lot of time, so I am concerned that this could mean two potentially long waits for cyclists and not incentivise use of the cycling infrastructure. The south of the plan makes space for four lanes worth of vehicular traffic but provides no dedicated cycling space which is a missed opportunity.
Whilst the slip road on to the M62 is a really sensible idea and should have been done at the roundabout upgrade 5 years ago. The real issues of yew Tree Road traffic, Tesco customers and in particular Birchencliffe Road are not being addressed. On a daily basis I have incidences of vehicles jumping out on me. Speed that road up and you are going to have a major collision as people will be desperate to get back into the traffic. If you fail to take this into account you will make a huge huge error of judgement in what the real problems are. This is far more critical than parked cars.
The traffic onto the roundabout at Ainley Top queues because it cannot get across to other routes due to traffic travelling in the opposite direction blocking off exit routes.
It isn't just traffic leaving Huddersfield that cause the congestion, but traffic coming in to Huddersfield too. I am very surprised that Grimscar/Halifax Old Road hasn't been improved taking into account Huddersfields Premiership football team stadium John Smith Stadium. A much used and useful route to get to Leeds A62 and Bradford Road A641. It would help with being more connected as an alternative route.
As above
As above
The development here could ease traffic off going into particular lanes into the roundabout. But again it will only do it for a small amount of time. These improvements that you are wanting to make will be negligible if you're going to be stimulating house growth because of increased traffic.
Three lanes on the bypass up to the roundabout would ease congestion
The motorway junction needs improving. Too many cars trying to get off at the junction - the next junction should be made to serve traffic both ways.

Not required my experience is that the A629 is fine and doing this project will create unnecessary delays and misery for existing commuters who are juggling busy lifes getting to and from work to school to pick up children. This would likely add significant time onto my daily commute and likely I would have to make up my work in my own time or reduce my hours resulting in impact on my current worklife balance and/or financial loss. I have currently already experienced this, this year with the major roadworks in Halifax.

Not required going to create heavy disruption for normal hardworking people trying to get to work and back to pick up there kids.

Kirklees council need to concentrate on spending money on the exisiting roads and fixing pot holes.

The volume of traffic for M62 will still be there. I live on Birchington Ave and it's impossible to get out the bottom of my road at any time of day. The commercial premises at the bottom of the road are making it worse as there are now cars parked on the junction and all up the first bit of Birchington Ave making it very dangerous to try to get into Halifax Road or from Halifax Rd onto Birchington Ave. This needs addressing. The issues with volume of traffic would be helped if there was another exit from M62 at Junc 23

The congestion on Lindley Moor Road & the plans to add traffic lights need serious consideration as they impact hugely on access to Halifax Rd from Ainley Top. The traffic light sequence for example is too short to cope with early morning & evening rush hour from Lindley Moor Rd into J24 & is the main cause of the J24 congestion in an evening. Surely this needs to be part of this plan. Widening the motorway exit to 2 lanes would help (although only halfway house compared to adding another exit at 23 or 25b as was proposed previously which would be the far better spend of money).

Commuting to & from Huddersfield towards Leeds & Bradford is a complete nightmare compounded by nursery drop offs on Halifax Rd to start the day. And yet more & more houses are being built! Please genuinely help those of us who work, commute & have childcare commitments- helping families would be reducing travelling times so we have more quality time with our families rather than sat in crazy congestion that is only going to get worse & worse. Please listen to residents.

A solution needs to be found for traffic exiting the M62 ex 24. A new exit is required at Mount/Outlane for West bound traffic. With all the new houses this will only get worse

As above

Queues are caused by dangerous slip road westbound off M62 and lack of alternative routes when things go wrong.

This is the only section where Cycle provision has been introduced but as there is no provision leading upto it on your other plans, where is the continuity? Air quality improvements will it happen unless other modes are encouraged and in this scheme they aren't provided for until the scheme gets into Calderdale.

Widening roads will mean more congestion and increase car use. Traffic flows will improve initially (especially after a long construction period) but this is just providing more space for more cars. I'm rarely in still traffic when I use the bus on here - so presumably this also aimed at the two peaks. I do often think, how could I walk or cycle round here and just know that I am not being encouraged to, as there is no infrastructure to.

Investment is too little too late and will not resolve the congestion issues only increase the space for vehicles to queue

TOO MANY CARS!!!!!! Also do not agree with everyone in Huddersfield having a say in what happens at Birchcliffe. Of course they will want dramatic changes but then, of course, it is not being done on their doorsteps. Too much building, ie Grimesacar Woods, Lindley Moor etc. adds even more congestion. Already had a lot of work and disruption when Ainley Top roundabout was re-modelled and culvert fixed at Briar Court Hotel. Can't get out at the bottom of Birchington Avenue in the morning - the so-called commuters won't stop to let you out and honk their displeasure if you edge your way out. Why should they have a say about what is happening in MY AREA. By the way, have lived here for 42 years!!!! Leave things be - all your tweaking and messing about will make no difference to a road which is simply not wide enough to take the

alarming and increasing volume of traffic. And don't get me started on all the trouble the poor ambulance drivers have to endure. And don't even think about putting in a cycle lane!!!!

Some provision made for an isolated stretch of cycle lane but it seems as though it's only been allowed as there's a bit of spare land and so we don't have to inconvenience any of the car drivers.

We were promised an improvement in air quality following the previously enacted scheme to signalise Ainley Top. In fact, Birchencliffe air quality continued to deteriorate, resulting in the declaration of an AQMA.

No evidence is presented as to why this latest scheme might improve air quality. What lessons are being enacted to anticipate a different outcome?

Widening the road in small sections will just create multiple bottle necks - like we see on Elland bypass where it reduces from 2 lanes to one and causes congestion at peak times every day. If traffic destined for the Leeds bound motorway carriage had the choice of getting on at Outlane, then that would go a long way to solving some of the problems with the A629 and also it would reduce the queues getting off the Motorway at Ainley top. Someone is going to get killed while trying to feed into the queue there.

Kirklees council clearly doesn't care about all the people both young and old that will be at risk of higher traffic cutting through residential areas. Any accidents that happen on these roads are directly the responsibility of Kirklees as accidents are currently low. Will people be able to take legal actions to sue the council for damages to both property and personal injury if not why not. Kirklees stop ask your self one question what if this was my street...?

Was not the significant amendments to Ainley Top, including traffic lights (No doubt an oncoming contractual commitment), going to solve the problems. All within the tenure periods of several existing staff and elected officers ?

I dont not feel that they have been thought through correctly. no consideration for residents of the area

This might speed up the flow onto the M62, which at peak times is congested itself and unless the issues at Tesco Express and Yew Tree Road are addressed it will make little difference at peak times and is not necessary at other times. I really think this set of plans has not been thought though properly and the real impetus behind this massive disruption is an excuse to allow more building and allow closure of the hospital by demonstrating that work is being done to improve journey time to Halifax. however these plans will make little difference when the motorway is the limiting factor and even more housing and commercial building is planned. A conservation area as at edgerton is no place for large lorries and HGvs. All main routes into Huddersfield, Wakefield road, Bradford road, New Hey road are all blocked at peak times. Halifax road is no worse. Spend energy and money of improving the roads across the district

The council should communicate with planning the houses that are being built down the Grimescar Valley HOW MANY CARS!!! SOMEONE AT THE COUNCIL HAS UNDERESTIMATED so you are adding to the problem

PLEASE see the above comments re A

You mention your intention to improve pedestrian and cycling accessibility, this is the only are where there is a few meters of added cycle path, what purpose does it hold in this area? Any cycle and pedestrian infrastructure must be placed closer to town, where the ring road and poor pedestrian crossing prevent good access to the town. The section added up by the roundabout is pointless, it simply ticks a box that some cycle infrastructure has been included, no matter how useless it is.

None of these so called improvements will make getting to Halifax hospital any quicker. These are the politics of envy. Leeds road is far worse for congestion and you do nothing about that for business and pleasure. Yet you let the badly run NHS borrow money at exorbitant prices and expect other people to subsidise their terrible mistakes by road improvements!!

This may help move traffic headed for the motorway out of the system quicker, but as soon as this backs up at peak times this will have to back up onto the main road.

How will this help movement around the roundabout, especially considering the implied need to get ambulances to Halifax speedily when (if!) HRI is closed? Traffic for the roundabout will be

forced into two lanes instead of the current three, which will mean even more manoeuvring into the correct lane whilst on the roundabout (and there are enough stupid drivers weaving from lane to lane already).

I'm sure that cyclists may appreciate a dedicated area but they and pedestrians still have to cross the roads and are likely to continue taking risks and even increase the risk factor by running across and using the proposed new island barrier as a part way point.

This new barrier will also prevent emergency vehicles from moving from lane to lane as needed.

While it's good to address the connectivity for outbound journeys to the M62 through the proposed measures, the scheme does nothing to address the current issues for the inbound journeys from the M62. It is disappointing to see that there are no proposed improvements on the Blackley New Road approach to the Ainley Top Roundabout from the M62 junction. This regularly queues back all away onto the westbound exit slip at Junction 24 of the M62 at peak times, creating quite dangerous conditions for the M62 users. I appreciate there is a long advanced exit slip lane that stretches quite some distance, however I have known this spill into the full inside operating lane of the M62 which again is very dangerous and creates delays along the M62 as the variable speed limits drop to reflect the issue. I'm surprised Highways England haven't asserted more pressure on this to be resolved at Ainley Top. Is there no scope to increase the width of the Blackley Road entry arm to three lanes, and complement this with widening the circulatory carriageway on the roundabout itself? It would help to boost the 'welcome' into Huddersfield town (and Halifax and Elland for that matter) and make it an attractive place to live and invest.

Also, it's encouraging to see investment in cycling lanes and infrastructure at the junction, but what exactly are they linking to? Is there any connectivity to established cycle links that I'm not aware of, if so this needs to be made stronger in the material out to public view. There also doesn't appear to be much proposed for cyclists travelling into Huddersfield on the inbound Halifax Road, be it off or on carriageway. Can this be better addressed in the scheme's refinement?

If you put a lane that didn't go through the lights to simply join the M62 that problem would go away. There is a huge expanse of land at the Ainley Top on the left as you get to the top of Halifax Road which could easily achieve this aim and then the queuing would be considerably less. If you made J23 access both ways it would also stop those from the houses covering Lindley Moor now using Ainley top to get on the motorway in the direction of Leeds.

(Same as previous).

Having more lanes will not reduce congestion; it will simply encourage more road users to use the route.

The proposal will simply cut down more trees, destroy more habitat, make the area more susceptible to air pollution (especially during the Saddleworth Moor fires), and will not even achieve the goal intended.

This will make no difference to traffic on A629

Good idea to relieve flow left, but why light controlled, just take the lights off, redraw the white lines and let it be a roundabout.

Taking the lay-by away and making a slip-road will prevent residents of 217 and 219 Halifax Road from getting cars in and out of their drives because of continual stream of traffic which does not give way to residents.

If you put traffic lights on this relief road it will defeat the object of the exercise

I am not even 100% sure what they're doing but my drive is very steep and back onto a lay-by prior to joining the oncoming traffic

Cycling lanes seem very odd. Approve of slip road to motorway

Will not work - new houses on Yew Tree Road will cause huge delays on access to Halifax Road and Grimscar Road

Once in this zone the traffic does queue at peak times but clears through relatively quickly

More noise and pollution, more vehicles. Distressing to residents, faster drivers, dangerous for people and animals!

The traffic will still be the same. Will not solve the air quality

A waste of money and time. Longroyd Bridge and Milnsbridge are much worse

Neutral (39)

I imagine driving from Yew Trees Road to Halifax will be a challenge having to cross the lane of traffic heading for the M62

The road is in need of serious improvement, resurfacing and widening. But the main issue is discourteous other drivers, when trying to turn on to the road from the petrol station heading to Ainley Top most drivers don't let cars through. I sat for 26 minutes at one point waiting for a gap to pull out.

The traffic problems arise at the bottom of bypass where 50mph changes to 30mph and goes from 2 lanes to 1...emergency servi as cannot get through..cutting through Leland increases traffic there and increases travel time due to speed restrictions.

What is needed is a dual Carriageway all the way from the Ainley top roundabout down to the blacker junction as the single lane Road does not cope very well with the level of traffic which will only get worse in the future also because of the number of Ambulances which come from the Ambulance station at the top of Edgerton Grove Road which have to go to Halifax and Huddersfield northwest.

Likely only to be a minor reduction in congestion by the time it is completed.

Youve not actually stated how you intend to improve these so its difficult to say how it will help. Fixing some potholes and laying proper smooth tarmac would help rather than throwing stones at tar.

More emphasis needed on traffic entering and leaving birchencliffe tesco. This causes issues, especially when a delivery comes.

Yes try this before making all the other waste of time and money ideas it worked well years ago before you changed it

Again it depends what you actually do. The improvements made to the roundabout last made a big improvement; lanes are very well laid out. I wonder if the lights were set so you could drive around and off [4 exits maximum] might help? Currently cannot get all way around in one go. Although that slows the speed and gives everyone a fair chance reducing impatience, it might hamper effectiveness?

It may help, but why wasn't this done at the time the roundabout was last altered? Again more disruption.

In my experience once near ainley top traffic flows much quicker. It is the volume of traffic from side roads before this point that causes the congestion

Already improved

creating a slip road from northbound A629 onto M62 access is good.

The filter lane plan is good.

However, there needs to be a better/safer way for traffic coming down Yew Tree Road to join the A629. For instance traffic attempting to turn right will have to cross two possibly fast-moving A629 lanes heading towards the junction and cut into another lane of traffic coming from the junction will lead to serious accidents and resultant congestion. Similar issues apply to traffic coming down Birchencliffe Hill Road and turning onto/crossing Halifax Road.

I ask that this scheme must itself include proposals to handle changes to traffic movements from roads adjoining the A629. This might include one-way roads, prohibited turns, wider center turning areas or even traffic lights, whether at the Yew Tree Road or at Birchencliffe Hill Road junctions. These requirements need to impact the design of the A629 proposals presented here, so cannot be left until afterwards.

I mostly approach Ainley Top from Lindley Moor Road - more direct and used to be less congested than Halifax Road approach though with additional houses having been built there are also problems on this approach now.

As to the cycle lanes and pedestrian crossing points - I hope the two parts are linked up, so it does not take ages to cross. The waiting time at lights is major reason for jay walking. To encourage people to use alternative modes of transport really need segregated, fast crossing options (bridge preferable to underpass). Also any provision at Ainley Top needs to link up with viable safe cycle route - I don't feel this exists on Huddersfield side.

Same again

It is not clear how the slip road on to the M62 will be controlled. There are no traffic lights shown on the plan. Lights are essential for safety to avoid conflict between traffic exiting the roundabout and traffic on the slip road. With traffic lights it is not clear there will be significant benefits to traffic flow. This location needs more consideration

I think that improvements to the motorway exit entry points be revisited ie open smiley top both ways ... new hey road both ways and a new junction further east to service huddersfield centre

Agree something needs doing, however will the proposals improve the situation. Have other interventions been looked at?

The dedicated cycle path feels like a token gesture. How are cyclists supposed to safely reach the dedicated path? At present they must ride along a very busy road with traffic that moves at 40 mph. Compare this meagre provision with the much more extensive cycle route to be provided by Calderdale Council on the other side of Ainley Top. The contrast with what is proposed by Kirklees with what is being implemented by Calderdale is very striking.

A slip road for motorway bound traffic to miss the roundabout would seem a good idea and allow traffic to filter in without the need for traffic lights. getting rid of the traffic lights on the roundabout would also improve the traffic situation which has worsened since these were installed a few years ago. This could be accomplished without knocking down someones house(On Yew Tree Rd) and taking the garden.

Some bits seem reasonable but other bits are barmy - like not allowing traffic to filter in from the relief road by installing YET MORE TRAFFIC LIGHTS. Has someone got shares in the company making them? Also destroying someones home when it could be avoided. Its not on. Still I suppose whoever is responsible for this doesn't live here so won't care.

Will this really improve the flow of traffic or just move the problem down the road. Will people still be able to turn in and out of Tesco Express and the petrol station.

May help - already changed roundabout - wasting money doing again

These may help - but main problem is an overcrowded mway with frequent incidents leading to tail backs.

Possibly improve things a bit

Problems worse since traffic lights appeared on Ainley Top roundabout

Some of scheme makes sense. Do not see why yet more traffic lights are needed for Ainley Top.

Is M62 traffic the issue or the volume trying to get through Halifax

This could relieve pressure but I suspect will only generate greater use and more congestion. What price air quality then?

Not putting traffic lights on relief road would make more sense. Could easily avoid house on Yew Tree Road. Not fair on house owner.

Not to destroy someones home. Traffic lights on the relief road are not needed a stupid waste of money.

Slip road to motorway is long overdue. Cycle lane seems to be a box ticking exercise and pointless - it comes from nowhere and goes nowhere.

Depends on mway

is it really necessary to have a cycle lane?

Maybe a slip road so cars can go through traffic lights quicker

See comments above - the whole flow of traffic needs examining - Ainley Top roundabout is a nightmare coming off the Elland bypass

Useful extra lane for M62

■ This area is more open and the concentration of fume is not as toxic

Emails and letters

Emails

Notes from the Prince Royd residents meetings held on Tuesday June 12th at the Cavalry Arms.

It was noted that Councillor Cahal Burke was invited to attend the meeting but was unavailable but did ask to be kept informed as he has concerns.

The meeting was attended by the majority of residents, with three apologies received, to discuss the proposed planning for major road improvements to Halifax Road which, it was felt, would have a major impact on the families living in the small area of Prince Royd. Opening discussions revolved around the proposal to put double yellow lines on the main road between the Cavalry Arms to Birchencliffe Hill Road which it was felt would seriously affect the day to day lives of residents. **Firstly it was noted the majority of residents affected live on the opposite side of the road to the proposed site for the residents car park and therefore issues raised were as follows;**

Two families are Blue badge holders and one needs immediate access for wheel chair access

Many families have small children

Both were major concerns for residents as they would have to cross the road after parking up which, it was felt, was a major Health and Safety issue.

Visitors, families and friends, would not be able to park

Deliveries and collections could not be made

Renovations and repairs to properties could not be carried out by trades

Everyday life would be changed as residents would constantly have to cross the main road after parking up using the proposed road island situated at the far end of where the majority of residents reside.

It was also felt that properties could be devalued due to the no parking restrictions.

All residents agreed that Halifax Road is a main artery to the motorway and can, at times, be very busy but the plan for yellow lines would not help. Resident cars are parked to that pedestrians CAN have easy access as they go to the shops with the majority of pedestrians who use the road Prince Royd residents. Traffic does flow freely with the parking in place and actually acts as a deterrent for vehicles to slow down. One resident is a bus driver on the 503 bus route and informed the meeting there are not problems for buses to pass. If traffic does build up it is usually due to an incident high up at Ainley Top roundabout, access to the motorway or deliveries to the Tesco and Greggs site with deliveries blocking both lanes of Halifax Road.

PROPOSED CAR PARKING SITE.

Major concerns were raised over the proposed siting of the car park as it was felt that residents would face huge problems. Having to cross the road on a daily basis, highlighted above, with wheel chairs, children, shopping and then having to walk to your house it was felt as unacceptable especially in the dark winter months. Safety for residents and Security of vehicles was another concern. Further discussion about the size, security and access to the main road were raised. The meeting closed with an agreement for all residents to convene again at 6pm this Friday, June 15th at the Church of Latter Day Saints car park where Kirklees would be holding an open meeting to discuss the proposals.

Marsh Community Forum

www.marshcommunityforum.wordpress.com

27 June 2018

[redacted]

FAO of the A629 Consultation Team

Feedback on plans for changes to A629 Huddersfield to Ainley Top

Last night's public meeting of the Marsh Community Forum discussed the proposed changes to the A629. Councillors Pattison and Ullah attended the meeting and participated in the discussion. Cllr Pattison provided the meeting with written material and council-produced maps explaining what is proposed.

The meeting voted to write a letter summarising the concerns and observations of the forum. These are detailed below:

1. Proposal to prevent traffic turning right from Edgerton Road into Edgerton Grove Road.

The forum believes that the proposal will significantly increase the number vehicles already using residential roads as rat-runs between Edgerton Road (A629) and Westbourne Road (A640). Vehicles that cannot turn right at the Blacker Road traffic lights will turn right onto other roads. Many vehicles already turn into Luther Place leading onto Glebe Street so as to avoid waiting at the Blacker Road traffic lights. They also use Imperial Road and Cleveland Road both leading onto Syringa Street. There is already a problem with traffic on these roads especially during the morning and evening busy periods. Local people have raised the problem with the council on many occasions for at least the past twenty years. It was therefore disappointing that council officers present at the consultation events about the proposal claimed to be unaware of the issue.

The forum urges the council to reconsider the proposal to prevent vehicles from turning right at the junction. Additionally, the forum requests the council to explain what proposals will be implemented to prevent through traffic on the A629 from using local residential roads as rat-runs. The information provided about the proposal makes no mention of any such measures.

2. Impact on local area resulting from removal of trees.

The forum is concerned that the proposals will require many trees to be removed a part of the scheme. Halifax Road has long been recognised as an attractive tree-lined route. The council itself has endorsed this view by making extensive use of tree protection orders in the area. The forum requests the council to be more specific about which trees are to be removed and also about the planting of new trees to replace those that are felled. As a minimum, it is expected that the number trees planted will exceed the number that are felled.

3. Absence of any improvements for pedestrians and cyclists.

The document explaining what is proposed says that the scheme "will improve pedestrian and cycling accessibility". The forum cannot see any evidence of this in what is proposed. It is therefore dishonest to claim that the proposal contains any such improvements.

It is true the proposal does include a very short dedicated cycle lane near to the Ainley Top roundabout. But this merely replaces a provision that already exists and which will need to be relocated because of the new traffic lane to be added here. The A629 is the main road

connecting Huddersfield, Elland and Halifax. It is reasonable to expect that the three towns should also be connected by a cycle route. Providing a 70 or 80 metre dedicated cycle lane at Ainley Top does not “improve cycling accessibility”.

The forum calls on the council to be more explicit about improvements to be put in place for pedestrians and cyclists as part of these proposals. Suggestions for potential routes were made at the meeting.

4. Poor lighting at junction of Thornhill Road and Halifax Road

The junction at Halifax Road and Thornhill is poorly lit. Traffic is moving at 40mph at this point. For those vehicles travelling towards Huddersfield the junction needs to be made more visible. If we are to prevent vehicles from using residential roads a rat-runs, as detailed in point 1, then we should make this junction more obvious and easier to use.

5. Provision of bus passes for local residents impacted by the scheme

The proposal aims “to relieve congestion, reduce journey times” and to “improve air quality”. The forum suggests the council consider providing bus passes for those directly impacted by the scheme and for those living nearby. The aim would be to encourage more people to use the frequent but often little-used buses that travel along this route. There is not mention of any measures in the scheme to increase the use made of public transport with a view to relieving congestion and improving air quality.

6. Local residents are overlooked by the consultation exercise.

The A629 in Huddersfield is a busy local road bordered by many well populated streets in Highfields, Edgerton, Birkby, Lindley and Birchencliffe. Local residents inevitably use the road for a variety of reasons. They will sometimes drive, sometimes walk or cycle and sometimes use public transport. But the consultation exercise asks respondents to choose just one option when specifying the main reason for travelling along the A629 and one option when identifying the usual mode of transport.

The forum believes that forcing respondents to specify just one option is inadequate and misleading. It misses the varied use made of the road by local people. It is they who are more likely to sometimes be pedestrians or cyclists, sometimes car drivers, and sometimes users of public transport. The consultation fails to capture the many ways that local residents use the road. It feels very much like a consultation exercise designed by those who see the A629 has a busy urban highway but one that needs to be even busier and ideally faster. The forum requests that the council take specific notice of the needs of local residents.

Please contact me if you require further information on any of the above.

Yours sincerely,

Mike Woodward
Chair, Marsh Community Forum

Letter from private resident of Edgerton Green, name and contact information redacted.

30 June 2018

Dear Mr Hanley

A629: proposed road improvements

I refer to your letter dated 31 May 2018 concerning proposed road improvements involving A629 and Edgerton Grove Road. I shall be grateful if you will take account of my comments as follows:

Edgerton Grove Road: I am opposed to the proposal to ban the right turn from Edgerton Road into Edgerton Grove Road. The alternative for traffic must be an awkward route to reach the roundabout at the top of Edgerton Grove Road. This roundabout is already heavily used and consequently difficult to negotiate safely. Feeding additional traffic bound for Edgerton Grove Road or Edgerton Green at this point will merely add to an already dangerous section of the highway, thereby increasing the risk of accidents.

It seems to me that, if the Edgerton Road/Edgerton Grove Road junction is to be widened anyway, congestion at this location will be reduced.

Entrance to Edgerton Green: I would suggest that the entrance to Edgerton Green be included in the Council's scheme for road improvements. The problem is that vehicles (not owned, I suspect, by residents of Edgerton Green) are frequently parked in the entrance to Edgerton Green. Given that this is the only way in and out of Edgerton Green, obstruction by parked vehicles clearly constitutes a danger. I suggest that parking anywhere in the entrance to Edgerton Green be prohibited at all times to allow a safe flow of traffic in both directions.

Yours faithfully,
[Redacted]

Email from private resident to Cllr Cahal Burke

Dear Cahal,

I am writing to object to the intended Phase 5 changes to Halifax Road that involve the section through Prince Royd. I am a resident of Prince Royd and believe that the changes are unnecessary. There were several people present at a recent residents meeting who feel just as strongly about how these proposals will have an adverse effect on their lifestyle.

- We believe that the residents should have the right to park outside or close to their own houses. The proposed car parking plan behind the terraced housing is too far away for many of the houses. We live on the opposite side to the proposed car park area. Our child has anxiety and autism and could easily panic when crossing the road, so the proposed car park just adds to this risk, regardless of any crossing plans. There were at least two blue badge holders noted at our recent public meeting.
- I am also worried about security of our cars in a secluded car park hidden away from view. Our car was burnt out in an arson attack when we last parked our car in the existing car park just off the road. This car park will be further back in the same area and therefore more secluded, with easy escape routes for thieves and arsonists through fields toward Lindley. If there's continual lighting for the car park, the light pollution will surely be intrusive to the existing residents.

1.
 - We believe the traffic flows freely enough through the area and if anything, the speed limit should be changed down to 30mph instead of the existing 40mph.
2.
 - We believe that the road plans would not achieve all of the objectives stated. Accidents are not generally an issue at Prince Royd. Faster road traffic and increased foot traffic crossing Halifax Road in order for the majority of residents to access their parked cars would in fact increase accidents.
3.
 - I proposed that all other areas of the proposed plans (A & D) should be carried out first before B & C, as they are more necessary. If these sections are successful, the Prince Royd section may not be necessary. I will be present at the consultation tomorrow evening to see the plans in greater detail, I hope to see you there!
4.

Thanks for taking the time to read this email.

Regards,
[Redacted]

Letter from private resident to Cllrs Shabir Pandor and Peter McBride

I am writing regarding the A629 major scheme –
<http://www.kirklees.gov.uk/beta/transport-roads-and-parking/major-transport-schemes.aspx>

We are resident on the A629 and as a result of the proposed road ‘improvements’ scheme will lose an estimated 2 meters of our front garden.

We object to this proposal (known as Scheme A – Blacker Road junction) on the following grounds:

- Scheme A is ineffective, will see no significant improved traffic management and is a major waste of public money
- Scheme A significantly reduces car and pedestrian safety at the Blacker Road junction
- Scheme A will result in increased carbon emissions and significantly degrade the Huddersfield natural and built environment
- Scheme A will badly impact neighbouring roads
- Scheme A will have a devastating and unnecessary impact on our quality of life

As Councillors scrutinise the plans for improvements at Scheme A, we hope Council will bear in mind our argument and recognise that this element of the major improvement is entirely ineffective and will not contribute to the wider aims of the A629 improvements.

Scheme A is ineffective, will see no significant improved traffic management and is a major waste of public money

The key changes Scheme A will deliver are in widening Edgerton Road on the right hand side (leaving Huddersfield) and restricting right hand turning onto Edgerton Grove Road. The scheme does not see an additional lane improving through flow, and there will continue to be stationary traffic as the traffic lights remain. In effect the impact of the changes on traffic glow will be absolutely minimal, and continue to drive traffic into a single lane bottle neck beyond the Blacker Road junction. We ask Council to consider whether

the cost of Scheme A, and the impact on constituents' lives in residents 1 & 3 Edgerton Road, is worth paying for the very low traffic improvement return.

Scheme A significantly reduces car and pedestrian safety at the Blacker Road junction

Council officers have acknowledged to us in writing (letter Steve Hanley 9th Feb 2018) that tightening the left hand turn from Edgerton Road to Edgerton Grove Road will reduce the turns radius from 18m to 15m, and that left turning vehicles will be closer to our drive as we exit. Our horizontal view will be reduced by 2m. There is currently no resolution to this risk on our safety and in fact this effects 4 households directly.

We must point out that there have already been collisions on Edgerton Grove Road, directly on the exit of our drive, one of which resulted in a fatality. Widening the road puts residents and their children at significant greater risk.

Pedestrian safety will also be comprised by making this a tighter turn. We regularly walk around this corner to our front door with our children, and we know this corner is already hazardous for pedestrians without the additional conditions of faster turning vehicles and a tighter corner with poor vision. We have already reminded Council officers that pedestrians, including children and parents with prams, are likely to increase as the new school opens on High Field.

Scheme A will result in increased carbon emissions and significantly degrade the Huddersfield natural and built environment

A key rationality for Scheme A is that widening Edgerton Road will improve air quality for residents by reducing nitrogen dioxide (NO₂) produced by standing vehicles. However outside out house vehicles will continue to stand as the traffic lights will still be there. Couples with the only very minimal increased flow and the fact vehicles will be significantly nearer our home it is very likely we will see no benefit from improved air quality. In fact as a key objective is to increase traffic flow out of Huddersfield it is likely we will see poorer air quality as a result of Scheme A.

In addition air quality monitoring at Blacker Road does not evidence sufficiently the need for this scheme. Monitoring at Site ID 3 (Blacker Road) indicates 2016 saw a fall in NO₂. One element of Scheme A could improve this further; that is ending on street parking at Blacker Road lights with a commitment to provide residents' off street parking, where this in fact space to do so. This does make sense and will improve air quality.

Scheme A will result in a loss of foliage, potentially of protected oak trees along with significant residents' hedging on Edgerton Grove Rd corner. This natural environment provides residents with protection from road pollution. What compensation, beyond annual monitoring reports, will we see when environmental readings indicate a rise in NO₂ emissions, because of increased traffic on our doorsteps? Is the Council confident they can win a legal case in the long run, in which environmental arguments made to enable Scheme A in 2020, lead to the poorer health of residents?

The environmental argument is in itself nonsensical. We ask Councillors to reflect on the scheme's contradictions. Arguing Huddersfield will economically grow through increased traffic whilst at the same reducing environmental pollution is contradictory; there are no measures in this scheme (eg. Better public transport, access to non-carbon fuel) to reduce the impact of emissions.

Scheme A will badly impact neighbouring roads

We will not be able to turn right into Edgerton Grove Road from Halifax Road to park in our drive. So we will turn left from Halifax Road onto Queens Road, joining Blacker Road to cross the junction to Edgerton Grove Road. We will not be alone as all residents and wagons coming from Halifax to Edgerton Grove Road will use this route. In effect Queens Road will become a rat run. Reduced parking on New North Road, Blacker Road and Edgerton Road is likely to result in increased resident parking in Cedar Mount and Edgerton Crescent.

Access to houses on Edgerton Grove Road, which access their properties through an elevated private drive next to ours, will also be badly affected by both the no right turn from Halifax Road and the tightened corner from Edgerton Road.

Scheme A will have a devastating and unnecessary impact on our quality of life

As a result of Scheme A we are likely to see significant traffic noise increase which will mainly affect our youngest daughter sleeping on the bedroom at the front of the house. We will see a reduction in privacy, particularly as double decker buses top deck, will be peering into our front room, 2 metres closer, along with pedestrians on the pavement. We are already experiencing planning blight – our home is effectively worthless whilst this decision hands over us and the length of the scheme, starting in 2020 (!) exasperates this. We are likely to see a 15% loss in the value of our home and experience significant disturbance during our daughter’s GCSE year.

We will experience reduced road safety, exiting our home by car and getting to and from our drive. Most worrying, we are likely to experience poorer health in the long term as traffic increases, is closer to our home and foliage is removed.

All of this and yet very little discernible change to the traffic flow – the road is essentially the same as before.

In summary, we understand need the need to make traffic improvements on the A629. The project does increase traffic flow through the proposal at Ainley Top (Scheme D). However Scheme A will achieve very little improved traffic flow, and is unsafe to pedestrians and residents. Ultimately Scheme A is window dressing. We ask Council to review the plan very carefully and weigh up what is likely to be achieved against the impact on lives and finance.

Yours sincerely,

[redacted]

CC. Cllr Carole Pattison

Rt Hon Barry Sheerman MP

Ben Still – MD West Yorkshire Combined Authorities

Steve Hanley – Kirklees Council officer

Emails from private resident to major.transport@kirklees.gov.uk and Cllr’s Mohan Sokhal, Carole Pattison and Sheikh Ullah

28 June 2018

Subject: Proposed A629 Road Works

Dear Sirs

I have attended two of the drop in sessions made available to consult with regard to the above issue.

Whilst I have no objections to road improvements and coping with the increasing demands of traffic congestion, I strongly object to and oppose:-

- 1 – being prohibited from turning right in to Edgerton Grove Road and
- 2 – the appalling lack of provision for the knock on effect of the restricted parking provision on that road.

As a native to Huddersfield and an Edgerton Green resident for over 20 years, I personally use this junction to go home on a daily basis. I am aware of several other residents within the area being in a similar position. My objections are as follows:-

Being prohibited from turning right on Edgerton Grove Road

- This affects not only the residents of this area but also people travelling to other areas such as Thornton Lodge, Paddock, Lockwood. What attempts have been made to ensure people affected by this proposals are aware of this and have the opportunity to have their say?
- Your website states that 2000 residents were surveyed last summer regarding the proposals and yet **not one resident** directly impacted by the loss of this right turn knew anything about the proposals until this month. Who exactly have you surveyed and what interest are you claiming they have?
- When TWO council representatives were questioned, and after some pushing for an answer, it was disclosed that the assertion that only a 'small number' of people would be impacted by the loss of the right turn is based on a **12 hour survey** of this junction. You proposed to deprive people of the right to reach their homes based on extremely limited and skewed information which appears to favour your assertion. This is illogical, insufficient and inadequate.

Your assertions of carrying out adequate research appear to be the whimsical fancy of someone who has no interest in this community and every interest in ensuring that the transport link to Halifax (hospital) is put in place...under the express claim that these proposals are not to align with the plans to close HRI.

Knock on Effect of Restricted Parking on Edgerton Grove Road

- Kirklees Council have systematically failed to address the concerns of residents to ensure that the publicly maintainable side roads are actually maintained. There are numerous potholes constantly in place which are above and beyond the usual 'wear and tear' expected. Whilst expending millions of pounds of public money, surely some consideration should be given to these?
- Again, despite numerous please and requests, Kirklees Council repeatedly fail to grit the said side roads effectively. The result? Hazardous and dangerous travel conditions which force traffic into the main roads. Perhaps this is a contributing factor to the PROJECTED and ANTICIPATED problem of further traffic which Kirklees Council is trying to resolve now...whilst there is no actual problem despite the fact that actual problems are ignored.
- The proposed restricted parking will inevitably result in greater use of the side roads. Whilst these are ill maintained and even more poorly gritted during winter, this means

greater risk of accidents, conflicts and traffic congestion. What is Kirklees Council planning to do about this?

The above aspects of the scheme, which do not even touch on the issues of those residents who will lose portions of their homes, prove that the proposal is ill thought out, inconsiderate to existing and directly affected residents and comically researched with skewed statistics. No proper consultation has taken place, with one Council representative (Steve) in particular demonstrating how he views residents with real concerns as irrelevant and inconsequential numbers.

Kind regards,
[Redacted]

28 June 2018

Subject: Fwd: Proposed A629 Road Works

Dear Councillors

Firstly, many thanks to Councillors Sokhal and Ullah for attending the 'consultation' session held at this evening regarding the above. It was heartening to see support and a willingness to listen.

Please find below a copy of an email sent today to the Council raising several points and concerns which are reflective of many residents and Greenhead constituents. A petition has already been handed in to the Council in this regard.

I would be grateful if these concerns were given due consideration as so far, the response to these concerns has been dismissive belligerence. The Edgerton community has long enjoyed the envious status of being easily accessible and close to major motorway networks. The recent proposals from the Council threaten this equilibrium and are likely to adversely impact the residents' enjoyment, use of and access to their own homes.

I understand that residents of the Marsh community are equally distressed by the proposals and they have approached yourselves, either collectively or independently, to voice these concerns.

Please take these concerns on board and voice these in the appropriate forum on behalf of your constituents. If nothing else, please insist on fair and objective surveys and meaningful consultations to take place instead of leaving the residents of Greenhead feeling railroaded by these plans and overall disillusioned.

Kind regards,
[Redacted]

Email from private resident to Cllrs Mohan Sokhal, Carole Pattison and Sheikh Ullah

30 June 2018

Subject: Re: Fwd: Proposed A629 Road Works

Dear Councillors

I am writing to fully support the comments already made to you from my sister [redacted] as below.

In addition to these concerns, I would also like to log my concerns that this work will impact the value of the properties on Edgerton Green, as there will no longer be direct access to these properties from Edgerton Road which is a key selling point. I do not feel we have been consulted, and I certainly do not feel our concerns are being addressed, hence why I am now getting in touch.

I look forward to hearing from you.

Yours sincerely,
[Redacted]

Attached emails already received 28 June 2018 (see above)

Email from private resident to Cllrs Mohan Sokhal, Carole Pattison and Sheikh Ullah

30 June 2018

Subject: Re: Proposed A629 Road Works

Dear councillors

My daughter has sent the email below to you. I would like to fully support her comments.

I have been resident in Huddersfield for 55 years, 20 of which have been in Edgerton Green. I am an avid member of the community and have been disappointed with the lack of information and consultation with those who these changes will most effect. I have faith in my local councillors and trust you will address these concerns as they are very important to me and my family.

Best wishes,
[Redacted]

Attached emails already received 28 June 2018 (as above)

Email from private resident to Steven Hanley, Cllr Cahal Burke and major.transport@kirklees.gov.uk

28 June 2018

Subject: RE: FW: Road improvements to 629 Huddersfield to Ainley Top – Resident Comment

Good Afternoon Mr Hanley,

My apologies if you have received a previous incomplete e-mail – this was sent by mistake. Please see full communication below.

Thank-you for your reply to my queries. Following on from them, I have several observations to put to you that I would appreciate your response to.

Rat running along Yew Tree Road

Having noted that your previous survey took place on 16th May only I was concerned that your survey took place on one day only under the assumption that this was representative of every day ie when there is no other contributing congestion in the area. Consequently, I monitored traffic on a similar mid-week day ie 26th June and found that the figures I obtained were significantly greater than those you reported – please see below:-

Between 07:00 and 08:00 there were 403 vehicles

08:00 to 09:00 there were 352 vehicles

After this time I monitored at ad hoc intervals for 15 minutes as follows:-

10:30 to 10:45 there were 20 vehicles – this would be 80 per hour

13:15 to 13:30 there were 23 vehicles – this would be 92 per hour

15:30 to 15:45 there were 35 vehicles – this would be 140 per hour

17:30 to 17:45 there were 59 vehicles – this would be 236 per hour

I did not see a reduction to low levels of traffic (which included commercial vans, articulated lorries, school buses and heavy goods wagons from the building sites) until around 19:00 in the evening. This would indicate that the number of vehicles vary significantly on different days or that the number of vehicles using this road has increased dramatically in the intervening month since your survey. In the first instance a larger sampling size seems to be required to be more confident the your conclusions are based on valid information.

It would seem obvious from your figures that the majority of the traffic is turning left onto the A629 which would support the observation of residents that this road is used as a rat run for vehicles wishing to enter the main stream of traffic at the last point available before Ainley Top roundabout. In addition, when I have discussed this with other people, several have admitted that this is exactly what they do to avoid traffic congestion on the A629.

You have stated that the number that use this road may be made up of residents from new builds. This is very probably the case, but it must have been anticipated that Yew Tree Road would be the likely route to the motorway and Ainley Top when, what has amounted to hundreds of houses, were built. I am not sure if you are aware, or indeed if any monitoring has taken place, that can verify my and other residents' observations that much of this traffic travels up and down this road at excessive speeds. In fact, I have observed over many months that it is at times throughout the day when there is slightly less traffic, and volume and speed have become an issue eg behind the hotel at Ainley Top, have calming measures in place already.

You must be aware from the feed-back you are receiving from residents that they see control of traffic using this road as a priority not an inconvenience!

I also need to mention the increase in noise. We have needed to have the window in the bedroom open for some air whilst the weather has been hot but after being woken at 05:15 with the noise of traffic, we have found we are unable to sleep.

Safety at Yew Tree Road/Halifax Road Junction

I would just like to point out that your figures identify that vehicles turning right onto the A629 was actually between 3 and 7 and hour and not 1 or 2 as you suggest. Also, it needs to be taken into account that the number turning right towards Ainley Top from the bottom end of Yew Tree Road will increase substantially when the houses in the

Grimescar area are occupied. However, I am grateful for your stated intent the review this junction but would like to affirm that safety is paramount however many vehicles involved. Would you also advise if there will be provision for vehicles wishing to turn left onto the roundabout, to cross the lanes leading directly to the motorway. Could I ask that you advise the residents of any modifications made as a result of your reviews.

Air Quality Pollution

I have looked at the air quality report attached but am unable to find current air quality figures for RS6 (sensor at bottom of Yew Tree) in particular. Could you advise if there are current figures for this site and also advise why this area is not being monitored for particulates. I have noticed myself that the build up of black dust on my window frames has increased over recent years and would deduce that this is a consequence of a greater amount of vehicle emissions. Will there be more consistent reporting in the future?

I would welcome your feed-back and apologise for any inconvenience this will cause.

Kind regards,
[Redacted]

Email from private resident to Cllr Cahal Burke

27 June 2018

Subject: Proposed changes to A629

Dear Cahal,

I've lived at Prince Royd for many years and I'm very concerned about the proposal for this part of Halifax Road.

The parked cars do not impede the flow of traffic- delivery vehicles to businesses nearer the Ainley Top roundabout causes the problem. Most residents are out at work during the day.

Most residents, like myself, live on the other side of the road to the proposed parking area. No concern has been given to the health and safety of families in this area. Are we expected to make repeated crossings of the road especially when have plenty of shopping and possibly children in tow? What about residents with additional needs?

Why is the speed limit 40 as opposed to 30?

What happens if I have trades people to carry out work to my property? Where would visitors park?

A lot of vehicles were damaged when residents used to park in the proposed site which raises the issue of security.

Kirklees need to seriously reconsider their proposals for the well-being, health and safety for the residents of Prince Royd.

What are your views on this matter?

I await your response
[Redacted]

Email from private resident to Steven Hanley

27 June 2018

Subject: Plans to change the A629

Dear Steven,

I am writing to voice my concerns about the above proposal particularly with regards to Prince Royd. I have lived here for many years and do not see how putting double yellow lines on both sides of the road will improve the flow of traffic. The parked cars do not impede the traffic flow. The problem centres around businesses near to Ainley Top roundabout –especially Tesco and Greggs delivery vehicles.

I don't think any thought has been given to the health and safety of residents. Why is the speed limit 40 as opposed to 30 ? Also the proposed site for car parking makes it very difficult for us residents who live on the other side of the road. It's a long way away for some people on my side of the road as well as the added problem of having to cross the road. Are we expected to make repeated crossings if we have plenty shopping and children in tow? What about persons with additional needs? There were numerous incidents of damages to cars when residents used to park on your proposed site so security is a big issue. If there are double yellow lines outside my property then what happens if I have trades people to carry out work on my property? Where would visitors park? This will also devalue the price of my property and also make it almost impossible to sell. I think that you need to seriously reconsider your proposal for Prince Royd and the impact it would have on the residents well-being, health and safety.

[redacted]

Email from private resident to major.transport@kirklees.gov.uk

3 July 2018

Subject: Proposed work on A629

Dear Sir,

I am the resident of Edgerton Green since 1984, I still work and continue to use A 629 on daily basis. I have no objection of widening the Road but certainly have a grave concern on certain proposals.

1. Strong objection on the proposal of not being able to turn right from Edgerton Road on to Edgerton Grove Road. This will create a serious problems for us especially in bad weather.
2. Parking restriction on Edgerton grove Road which is used by many people residents as well as people visiting green head Park.

I would hope that you will consider our concern sympathetically.

Kind regards,

[redacted]

Email from private resident to major.transport@kirklees.gov.uk

2 July 2018

Subject: A629 major road proposals, Huddersfield to Ainley Top

29 June 2018

[redacted]

To: the WYCA Consultation Team

Dear Sits

A629 major road proposals, Huddersfield to Ainley Top

We are writing to express our concern about the above proposals.

The works proposed to the junction of Edgerton Road and Blacker Road would entail the felling of mature trees, themselves effective barriers to noise and consumers of the toxins produced in traffic fumes. This seems counterproductive. The proposals for the works at the Calvary Arms junction and at Birchencliffe seem less objectionable in themselves.

If carried out, however, all the above proposals may turn out to have been a massive waste of money in the light of the following point. The proposal for the work at the Ainley Top roundabout seems eminently sensible. We think the bypass lanes proposed will drastically relieve the traffic congestion along the A629 upstream, as it were, of the roundabout. Thus, the other proposals may no longer be relevant.

Therefore we would like to suggest that the work at the Ainley Top roundabout be carried out initially, and that, after a review of the effect of that change, the other works be considered again if necessary.

We hope these suggestions will meet with your agreement.

Yours faithfully,

[Redacted]

Email from private resident to major.transport@kirklees.gov.uk

29 June 2018

Subject: 629 Major Road Proposals, Huddersfield to Ainley Top

29th June 2018

[redacted]

To: the WYCA Consultation Team

Dear Sir/Madam

A629 Major Road Proposals, Huddersfield to Ainley Top

As a local resident who walks along and crosses the A629 frequently, and also occasionally drive or take the bus along this road, I am writing to object to the Major Road

Proposals, and specifically as they affect the Edgerton Road/Blacker Road junction, I have visited the exhibition in the Library to see the details of the proposals and whilst I welcome the proposed changes at Ainley Top roundabout, I have a number of concerns about the remainder of the scheme, outlines below. The main bottleneck on this road is at Ainley Top roundabout, and if issues there are addressed, there should not be a need for changes to the other junctions on the road.

I also take issue with the fact that this proposal only looks at road junction realignments, lane changes etc to try and move traffic more quickly through the area. This kind of approach tends to encourage further traffic and is counterproductive in just moving congestion on to the next bottleneck. The money on this proposed scheme would be better spent on improving public transport so that less car travel is required, which would achieve the aims around air quality.

1. Edgerton Road/Blacker Road junction:

The proposals do not mention the need to remove a significant number of mature trees bordering the Edgerton Conservation Area.

The A629 alongside the Edgerton Conservation Area, in terms of its mature tree landscape and buildings is extremely striking, and the proposed changes at this junction would require the removal of mature trees along the back of the Edgerton Green estate. This will totally change the nature of the Conservation Area, and the significant loss of mature trees along the back of the Edgerton Green estate. This will totally change the nature of the Conservation Area, and the significant loss of mature trees alongside the road will also lead to detriment in air quality (improvement of air quality is a stated aim of the proposals). It is not clear what significant gain would be achieved at this junction through carrying out these works of vandalism to the historic nature of the area. I object strongly to the unnecessary felling of mature trees for a junction change which has so little gain.

2. Cavalry Arms:

I have no particular objection to the proposals here, though I am not convinced that this will do much to help traffic flow. The main problems at this junction as elsewhere tend to be at school turning out times and are therefore shortlived and term time only, and do not justify this kind of radical change.

3. Birchencliffe:

I have no particular objection to this proposal – I can see that removal of parking here could be helpful in enabling larger vehicles to pass more easily and the potential for improving the pavements. However, this is a residential street and I am concerned about access to the residential properties there, and the potential of faster traffic through that section. The proposed car park will increase movements on and onto the A629 at that point.

4. Ainley top:

I welcomed the proposed changes here – the 2 lanes effectively by-passing the Ainley top roundabout should make a difference at least some of the time to stop traffic backing up

along Halifax Road through Birchencliffe, and also further down the road. I consider that if this part of the proposal were to go ahead, it would have sufficient impact to avoid the need for the other junction changes proposed.

Yours faithfully,

[redacted]

Email from private resident to major.transport@kirklees.gov.uk

29 June 2018

Subject: A629 Major Road Proposals, Huddersfield to Ainley Top consultation

Dear Sir/Madam

Re A629 Major Road Proposals, Huddersfield to Ainley Top

My comments on the proposals.

I am a regular users of these roads as a car user, bus passenger, pedestrian and customer of Tyre City

I have no idea if the scheme is worthwhile. What will the life of the scheme being a success be? What will happen on other streets and routes? Westbound M62 drivers going to Huddersfield centre already avoid Cooper Bridge by staying on the M62 at Jn25 and go to Ainley Top Jn24. Will this traffic increase on that longer drive? Do we want to see more faster traffic on the A629?

A.

I am not aware of the traffic being a problem at this junction. I often use this route to avoid Trinity Street and Westbourne Road from Huddersfield when driving to Salendine Nook. Some vehicles struggle with hill starts in timely manner on Blacker Road but this is not going to help.

The lack of tree data is grievous. It is unreasonable to consult without mapping trees and having carried out tree and fauna surveys. The proposal seem damaging to the trees of the conservation area without any clear plan as to what is being proposed.

I don't know where the trees would be in relation to the new layout. Could they become pavement or verge trees?

From my inspection it looks as if a couple of the threatened trees are huge. Could they be made into art pieces either in situ or elsewhere along the A629? See attached pic from Examiner 22 June 2018.

There is simple not enough information. I hope any consultation report makes it clear that the consultation as failed to present any reasonable information on trees.

The properties, and owners and occupiers of Nos 1 & 3 Edgerton Road are going to suffer grievously.

The proposed alterations to No 6 Edgerton Road's boundary wall seem reasonable.

The notion of heritage street furniture fills me with dread – to see this being wheeled out again is sad. Any convincing heritage lamp standards will not meet modern needs. We don't need anachronistic gas lamp pastiche or fake gilding nonsense. Please consult before introducing.

The footway where the 1848 Improvement Commissioners' boundary stone should be is to be resurfaced but there is no mention of the stone – why when Kirklees Council officer and members are well aware of the stone.

B.

I am a heavy user of this junction as a driver from all 4 directions. It does not seem to be source of any congestion but rather is suffers from build-up nearer Ainley Top. I cannot see why this work is being planned.

C.

Parking restrictions are needed – I am not sure that the solution is satisfactory

D.

The proposals seem a solution to to pressure on the junction. I cannot see any plan that show how the slip road joins other traffic to the M62 and Blackley (which is not mentioned). I find this omission odd. Why not show it?

Thank you for the opportunity to comment.

Yours,

[redacted]

Attachment:



Two emails in a conversation from private resident to major.transport@kirklees.gov.uk

14 June 2018

Subject: Public engagement: A629 Halifax Road

Hi,

Have just perused your information on the above and filled in the survey.

The objectives seem laudable, but are unsupported by any sort of evidence. Can you please indicate where I can obtain the technical documentation in which the anticipated improvements have been quantified?

What has become of the Council TS4 road scheme (due 2020) to support commuting via express bus based park and ride site at Ainley Top? And gating along the corridor to control access to bottlenecks and to give priority to HGVs and LGVs?

How does the scheme satisfy the National Air Quality Plan (published in December 2015), identifying specific action commitments for the A629 corridor and Ainley Top, with a promise to be compliant with air quality limit values for nitrogen dioxide by 2020?

Please reply quickly so that I can make further input to the consultation,

Many thanks,

[redacted]

29 June 2018

Subject: RE: Public engagement: A629 Halifax Road

Hi Steven,

Many thanks for the information.

1. The implied traffic growth (as judged by comparing the 2021 DN and DS columns) is enormous! However, to properly appreciate the benefit we also need the baseline figures for the current (2018) situation. Could you please supply them? [I note the attachment is an abstract from the benefits realisation plan, which I can't find on your website. Is there any reason why you can't share the entire document?]
2. Is the study for the aborted park and ride scheme available. Can you indicate where it can be accessed?
3. I had hoped for a lot more on air quality. I am familiar with your AQMA monitoring and detailed assessment model. Assume that this has been used to predict outcomes following the modifications. Could you please supply numeric data and contour maps to show the impact of alleviating congestion?

Best regards,

[redacted]

Email from private resident to major.transport@kirklees.gov.uk

26 June 2018

Subject: Objection to (part of) the A629 Major Road Proposals, Huddersfield to Ainley Top

[redacted]

26 June 2018

Dear Sir/Madam

A629 Major Road Proposals, Huddersfield to Ainley Top

I am a Huddersfield resident, a trustee of Huddersfield Civic Society (HCS) and a member of the Transport Planning Society and I have visited the exhibition in the library and read the consultation documentation on the web site.

I am writing to object to the proposals for highway widening along the A629, particularly those works affecting the section around the Edgerton Road/Blacker Road junction and at the Cavalry Arms junction.

The areas close to these junctions fall within or border the Edgerton Conservation Area. The road, in both architectural and landscape terms is considered to be one of the finest of any town in the north of England. The 'gateway' effect of credit New North Road and entering wooded Edgerton is very striking. Attractive Victorian houses on the south side of the junction will be very seriously affected as will those householders who lost part of their gardens.

The planning removal of trees along this section contradicts fundamental principles with regard to preserving and enhancing the character of the Conservation Area, as spelled out in Kirklees Council's Edgerton CA Review 2007. I object to the unnecessary felling of mature trees, which will partly counteract efforts to alleviate air quality issues. Destruction of this kind, for a road improvement which may only have a limited 'life' in terms of its overall benefits, will inevitably be viewed as an act of civic vandalism in the future.

Creating more lane capacity at the Blacker Road junction will contribute little to alleviating congestion. It is evident that the main choke point where the congestion is created is at the Ainley top roundabout, with poor traffic flow contributing to traffic backing up along the A629.

I accept that a filter lane from Halifax road to the M62 will make a noticeable difference, particularly if an extra lane is added on the approach to the roundabout. The removal of on-street parking on the Cavalry Arms to Burns Road section – which at times is a significant contributor to traffic congestion, particularly when HGV's meet – would be of benefit to traffic flows and is not part of this objection.

In conclusion, whilst there are elements of these proposals that apply to Birchcliffe that will assist traffic flow, I wish to object to the elements which would detrimentally affect the Edgerton Conservation Area and would also result in felling of mature trees – all for very limited benefit in respect of alleviating congestions. In short, its too high a price to pay for such limited benefits.

Yours etc.

[redacted]

Email from private resident to major.transport@kirklees.gov.uk

7 June 2018

Subject: A629 proposals

The busy A629 is currently very challenging for cyclists.

It is disappointing that cyclists safety is not one of your stated aims for the work by I hope that your plans will nevertheless incorporate some much needed safety improvement.

The lack of separate dedicated cycle lanes in Kirklees is a concern.

[redacted]

Email from private resident to major.transport@kirklees.gov.uk

16 July 2018

Subject: Proposed A629 Road Works

Dear Sir,

Usually I accept plans thrust upon me, as I feel complaining is usually useless with what I consider done deals. However I do feel in this case something should be said. I have been a resident of Edgerton Green for 39 years & feel I have to speak up on this occasion. Whilst I can see something should be done to increase traffic flow I have my doubts about the success of the scheme. I feel the cost of the proposals including compensation to residents along the proposed route, restoration of walls &, provision of parking places for residents who are deprived parking outside their own homes.

Also I am appalled at the proposals of the inability to turn right into Edgerton Grove Road. Although I have been retired for 9 years I still use this junction on a regular basis. If it is suggested turning earlier off Halifax Road I suggest chaos would ensue in snow conditions as all the roads in that area can be lethal.

The proposal of restricting parking on Edgerton Grove Road would mean sideroads would become impossible & Edgerton Green (being narrow) would become dangerous & access to emergency services & refuse lorries impossible. Think Park Run & parking Saturday morning plus all the things happening in the Park.

I hope you will look seriously at my comments.

Yours sincerely,

[redacted]

Email from private resident to major.transport@kirklees.gov.uk

7 July 2018

Subject: The proposal for A629

RE: A629 proposed changes, concerns

I am writing to you with regards to the above. I am a resident of Edgerton Green, Huddersfield, who is impacted by these changes.

I wish to have my concerns recorded and responded to, especially as I know these mirror the concerns of my neighbours also.

I did recently attend your consultation evening, where I also witnessed first hand that there were many people who echoed what I was raising also.

It is important to me to see evidence of the outcome of the consultation evenings and what changes were made post hearing so many people's concerns.

The main question I wanted to be answered is 'what is the objective of these changes and why are you proposing to apply these?'

Whilst I am fully supportive of improving our infrastructure I need to understand why and what consideration has been made to the impact?

1 – what is the plan to manage the parking issue you will create and further agitate from no parking on Edgerton Grove Road? There is already a massive impact to Edgerton Green when there is any event in the park and residents of Edgerton Grove Road using the mouth of our cul de sac as parking, there was a recent accident, by pushing increased parking to the Green air, the general attraction from our Green. We have a quaint, quiet cul de sac and you will be pushing more traffic towards us. This really upsets and angers me that you've not considered this. What can you do to protect the residents? No formal consultation happened with us.

2 – no right turn onto Edgerton Grove Road from the A629. This makes no sense. By the time the traffic gets to that junction it is free flowing the issue with traffic is around Ainley Top. What does removing this right turn achieve? It will increase my travel time to find alternative routes as well as others and push me to come through Marsh where anytime of the day there is a great deal of traffic – you're just moving the issue NOT resolving it. By using alternate routes I will be subject to issues with narrow roads when weather is bad making my journey home unsafe. Like most people I want to get home safely to my family.

I travel to Leeds regularly and use the A629, I would welcome improvements to access and leave the M62, I discussed at the consultation evening that there were previous abandoned foundations laid for an additional junction – why are we not focussed on this as it would ease the traffic on the A629 and not impact residents in the process.

I am in general very disappointed in Kirklees for the manner in which this is being handled, from what I have seen this is a done deal, why didn't you consider the people who pay their taxes and should be party to decisions impacting us. It's unprofessional and unfair.

Please inform me of your response to my concerns and also what your next steps are.

[redacted]

Letters

Typed response from private resident

Major Road Improvements A629 Huddersfield to Ainley Top

Q: How often do you travel along this section of the A629 (between Ainley Top and Huddersfield town centre? (Choose any one option)

A: NEVER the whole length. BUT – I use sections of it about 3 days a week

Q: When you travel along this section of the A629, what is your usual mode of transport?

A: 60% riding a bike. 30% walking. 10% car driver. (for the sections that I use) Note: To choose one category does not reflect my overall means of transport.
Does the person who set the questions really expect that there will be people walking between Ainley Top and Huddersfield town centre?

Q: What is your main reason for travelling along this section of the A629?

A: Visiting leisure facilities/activities

Q: Please rate on the scale how difficult you find travelling along this section of the A629:

A: It can very difficult on a bike.

Q: Please rate your experience of congestion on this section of the A629:

A: Neutral. (Congestion occurs mainly at am and pm peak times).

Q: How far do you agree or disagree that the interventions proposed to location A: Blacker Road junction will achieve our aims:

A: Agree. But the no right turn could encourage more traffic to use residential roads to the south of Halifax Road. There is an opportunity to have a more comprehensive plan for this A629 scheme in making these residential roads for access only rather than being used as through routes. This would greatly enhance the environment for local residents. It could also provide encouragement for more active travel such as cycling and thereby reducing ever increasing numbers of local residents using motor transport.

Q: How far do you agree or disagree that the interventions proposed to location B: Cavalry Arms junction, will achieve our aims:

A: Agree.

Q: How far do you agree or disagree that the interventions proposed to location C: Halifax Road carriageway, will achieve our aims:

A: Agree.

There should be an obligation for the scheme to provide alternative parking in the locality for the residents of this part of Halifax Road plus a convenient drop off point off that does not obstruct the carriageway for less mobile residents and visitors. The proposed new pedestrian island will make it easier for pedestrians to cross the road at this point, but will create a further hazard for cyclists, as motorists frequently miss-judge the space available to overtake cyclists at these road islands.

Q: How far do you agree or disagree that the interventions proposed to location D: Ainley Top, will achieve our aims:

A: Agree **BUT**: The plans for cycle tracks here, however, are an empty gesture and completely pointless given that there has been no attempt to improve the hostile route for cyclists from Blacker Road. There needs to be **continuous** safer routes if more people are to be encouraged to cycle. A 100m length of cycle track, with no obvious route on either end, appears to have been planned only for the reason that there was space for it, and that it appeared to tick a box in the scheme labelled 'cycling provision'.

Male

Age category 65 – 79

Postcode: [redacted]

A colleague alerted me to this engagement exercise

Written response on behalf of Kirklees Cycling Campaign

The following comments on the scheme are written on the basis of my position as chair of Kirklees Cycling Campaign:

This is a scheme that aims to increase motor traffic flow along the A629. I do not profess to be an expert, but it would appear to have a good chance of meeting its objective in the short term. In the longer term, there is always the risk that an easier flow of traffic will encourage more traffic to use the route and thus putting further pressure on the route.

Encouraging more cycling provision was never an objective in this scheme. It is nevertheless, very disappointing from the perspective of active travel and encouraging less car use.

It was not appropriate to use the phrase 'improve pedestrian and cycling accessibility' in the consultation leaflet. There is clearly an objective to maximise the available carriageway for the use of motor traffic. This inevitably means that it is to the detriment of anyone wishing to walk or ride a bike along this route. A few more crossing points for pedestrians and some new Advanced Stop Boxes painted on the road for cyclists does not change this.

On balance, the proposed scheme has a negative impact for cycling. The cycle track at Ainley Top roundabout has already been commented on above and the extra pedestrian island crossing points will create further hazards for cyclists on an already hostile route. Given that the A629 is being designed primarily for motor traffic (including many HGV's) it highlights the need for an alternative route to be specially designed to encourage active travel between Ainley Top and Huddersfield town centre. As chair of Kirklees Cycling Campaign I would urge Kirklees to include such an alternative route in these A629 plans.

It would not need to be expensive as it could use local residential streets. It would require only an additional small fraction of the budget needed for the proposed existing project, but it would make it a more comprehensive plan for this area of Huddersfield and help towards addressing WYCA's and Kirklees's stated aims of encouraging more active travel; in particular of increasing the numbers of people using bikes as transport for short journeys. Examples in places such as Waltham Forest have shown that well designed routes encourage many more local people to see that using a bike can be a better alternative to driving a short distance. By doing so they also allow more road space for drivers on longer journeys. An alternative route such as this can also greatly improve the local environment for residents and visitors. It can give back a sense of place and well-being to where people live.

I have recently learnt that there is a Phase 4 to these A629 plans. Phase 4 could give the opportunity to include a well- designed dedicated "quiet cycle route" giving current and potential cyclists an alternative to using the Halifax Road. The project would need to have local political support as it would have to make restrictions on through traffic for motor vehicles, but I believe that on the basis of the political support that was evident at the Space for Cycling event on April 21st of this year, this might just be possible.

John Lewis – Chair Kirklees Cycling Campaign

Written response on behalf of Huddersfield Civic Society

23 June 2018

WYCA Consultation Team

Dear Sir/Madam

A629 Major Road Proposals, Huddersfield to Ainley Top

On behalf of Huddersfield Civic Society I should like to record the society's objections to the proposals for highway widening along the A629, particularly those works affecting the section around the Edgerton Road/Blacker Road junction.

The area above this junction, as well as part of the area within the Cavalry Arms junction proposals, fall within Edgerton Conservation Area. The road, in both architectural and landscape terms is considered to be one of the finest of any town in the north of England.

The 'gateway' effect of cresting New North Rd and entering wooded Edgerton is very striking, and would be completely lost by removing mature trees on the left to expose the – now entirely hidden – 1970s Edgerton Green estate.

Removal of trees along this section contradicts fundamental principles with regard to preserving and enhancing the character of the Conservation Area, as spelled out in Kirklees Council's Edgerton CA Review 2007.

It is clear that:

1. A significant number of mature trees are to be felled to enable roadway widening

2. Surprisingly, there has not yet been a full tree survey of those trees covered by TPOs as legally required and little specific information regarding these trees was available at the consultation events.
3. Land acquisition for road widening does not appear to include acquisition of space for any replacement planting
4. There is no expectation that a corridor of replacement trees will be replanted alongside the A629 at this junction; only that individuals who will lose land to the scheme might be invited to plant trees in the parts of their gardens that remain.
5. It appears the public is being asked to suggest alternative areas where they would like to see trees planted to compensate for those to be felled in the Edgerton Conservation Area, such as at Ainley Top. Such alternatives do not compensate for the loss within the Conservation Area and the unique visual qualities destroyed. The Civic Society objects vehemently to the principle that restitution at an alternative location is an acceptable reason to allow destruction in a conservation area.
6. Attractive Victoria houses on the south side of the junction will be very seriously affected as will those householders who lose part of their gardens.

Moreover, it is considered that:

Creating more lanes at the Blacker Road junction is unlikely to alleviate congestion. Anyone travelling along that road knows that the congestion stems from the Ainley top roundabout, with poor traffic flow backing up traffic all the way back along Edgerton road. A straight-through lane from Halifax road onto the dual-carriage way to the M62 will make an appreciable difference, particularly if an extra lane is added to Halifax road on the approach to the roundabout.

The parking on the Cavalry Arms to Burns Road section is a key contributor to traffic congestion particularly when HGV's meet. This issue requires further review.

Felling mature trees will partly counteract efforts to alleviate air quality issues.

Destruction of this kind, for a road improvement which may only have a limited 'life' in terms of its overall benefits, will inevitably be viewed as an act of civic vandalism in the future.

In conclusion, whilst there may be elements of the full proposal that could be supported, there needs to be a serious reconsideration of that part which detrimentally affects Edgerton Conservation Area.

Yours Sincerely,

David Wyles
Chairman, Huddersfield Civic Society

Letter from private resident to freepost address

Consultation team:- Re. Major work being done (proposed) on A628 Huddersfield to Ainley Top.

I didn't think that ticking the boxes was an adequate way to state my concerns.

I appreciate that something needs to be done but not quite sure I agree with your proposed ideas.

As you see by my address I live just off (bottom of Yew Tree Road) the A629 and my road is already congested 5 mornings between 7.30 + 8.30 and evenings when people are returning home. If you put in another traffic lane to begin prior to Yew Tree Road cars wanting to turn right going up or down are going to find it even more difficult. Possibly start the road widening after Yew Tree or maybe a box junction. (Which would be safer if we already had one). Yew Tree Road will be even busier.

Position A on map.

Do not see how this will help much if you are stopping traffic turning right into Edgerton Grove Road. How would you like us to get to Green Head Park or that area of Huddersfield without going much further.

Position B

Why you need to spend all the money there for little benefit better use of traffic signals to give people a safer chance of turning right which ever direction (green arrow to right turn as used in other areas).

Position C

I ask you to remember that this is a residential area, people have homes that they need to get to easily without having to carry things great distance also difficulty when weather is bad.

I realise things need to be done but not sure all your ideas are money well spent.

Perhaps whoever granted planning permission for all the new builds in this area should have thought about all this before. Hey ho, that's life.

Yours faithfully,

[redacted]

Statement attached to engagement survey returned to freepost address

Not enough room in boxes on form. Hope you count these comments, **I got form from one of consultation events and as it was on last day 29th June could not possible return form in time.**

The questionnaire is loaded in that it only allows on option, which will give a misleading view. Many people commute but also use school runs or shopping in equal measures. Statistical methods these days can allow ranking and get a more informed response.

The questionnaire fails to ask a key question about timing of congestion – most of the time it is easy. Occasionally can be difficult at peak periods and impossible if motorway is blocked. The latter will not be solved by any amount of road junction changes.

There will be huge disruption and severe losses for some people just to address one or two hours a day (and not every day) The commuter is being put before the residents, if all this is being done just for peak periods.

Those using the A629 are rarely the ones that have to suffer loss and disruption.

If more houses and business are built in north Huddersfield as planned the road works will not help as the congestion will be as bad as ever.

I also fairly to see how air quality can be improved but encouraging more economy and housing which leads to more cars in the area. I a very misleading statement for those reading about the A 629 plans

When I asked at the consultation about the 5 aspirations. Including air quality I was told that they don't necessarily refer to this scheme but to Kirklees plans in general. It is very misleading on the questionnaire to make such claims.

Answers A-D sections

Location A

Congestion on Halifax Road is linked to the time of day. 7.30 To 9.30 am and 4 to 6 pm. In the morning, the limiting factor is the capacity for traffic to dissipate into the town centre quickly enough, which creates congestion at the pinch points on the way.

A no right turn onto Edgerton Grove Road, will cause people to use Luther Place to get onto Trinity Street or Queens Road to go onto Blacker Road to turn back through lights to Edgerton Grove Road or go into Birkby and onto St John's Road. Both these roads are also congested anyway in the morning. Rat runs on Luther Place and Queens Road will create additional Road Safety Issues.

Location B

The changes at this junction will make no difference and if you have pinch Points higher up around Birchencliffe hill road, Burn road and Yew tree road and the Tesco with traffic trying to turn right back down into Huddersfield. The junction changes will lose over 50 valuable trees and land. Trees help air quality and these are being destroyed at a rapid rate in the area. A the consultation is was that between 3 and 7 seconds will be gained at A and B improvements – this is miniscule compared to the destruction and disruption. More houses will mean more congestion whatever you do.

Location C

Taking the parked cars off the road will allow to large vehicles to pass which will help traffic flow but cars will still want to join Halifax Road from Birchencliffe Hill Road and either, cars will slow down to allow it, I t is unfair to make residents park further up across the other side of the road.

Location D

This might speed up the flow onto the M62, which at peak times is congested itself and unless the issues at Tesco and Yew Tree Road are addressed it will make little difference at peak times and is not necessary at other times. Parking on Halifax Road between Yew Tree Road and Birchington Avenue is also an issue that interrupts the traffic flow.

Following on from what I witnessed at the consultation session, the council and Highways don't seem to have thought this through and looked at the wider traffic issues around Huddersfield.

All major roads in and out of Huddersfield, Wakefield road, Leeds road and Bradford road get congested but there are no huge disruptive changes planned upon these roads.

Finally there is no body of evidence or statistical data on traffic flow made available to the public. There should be a proper body of evidence and business case rational for all these changes.

Letter from private resident received to freepost address

Re: Major road improvements A629 Huddersfield to Ainley Top

In principle I agree that something needs to be done about the present situation particularly in the area on your proposed improvement map.

A. Blacker Road Junction

1. Traffic will want and therefore need to turn right at some stage. The obvious turnings would be Thornhill Road or onto the ring road. If Thornhill Road is missed (at present it is very difficult to spot the turning when coming down from Ainley Top) the traffic will want to try other right turns causing problems on Halifax Road and in the streets into which they turn. Should a rat-run develop through these streets then we would strongly desire a 20mph limit, which upto now has been dismissed.
2. Moving traffic over to Westbourne Road would add to the present congestion in Marsh, especially with the schools and hospital traffic.
3. I am concerned over the possible loss of trees – is this really necessary? To a certain extent they offer shelter and shield the surrounding environment from pollution.

B. Cavalry Arms Junction

Fine – no issues

C. Prince Royd

This is the area where I agree totally with this proposals, all parked vehicles should be removed

D. Ainley Top

No problems – everyone I talk to agrees this is a very good idea.

Idea for consideration

After walking with Kirklees group around Outlane and Birkby there seems to be an increase in the number of parked cars in the vicinity of the M62 particularly J23. Car sharers travelling on the M62 and passengers catching the City Zap bus on Lindley Moor Road are contributing to this. Is it possible for Kirklees to consider a carpark with a recognised City Zap bus stop on Lindley Moor Road to relieve this situation.

Thank you
[redacted]

Statement attached to engagement survey returned to freepost address

The information I have seen so far has insufficient detail about important issues. The red rectangles are not given in yards so it is difficult to make an assessment of the damage that these interventions will cause to the environment.

The A629 is the only attractive entry to Huddersfield through the historic area of Edgerton with its 'villa's' and their grounds which provide the historic boundary walls and many established trees which have protection orders on them. It is the canopy of these trees – irreplaceable once cut – that provides the lovely drive into Huddersfield. There is no evidence that destruction of this environment will ease traffic; improve air quality or support job retention and growth, housing growth or economic growth – this is just a 'pie in the sky' list. The last three could just exacerbate the traffic problem which would be 'eased' in the short-term but made greater in the long term.

I feel very strongly that one of the best areas of Huddersfield is about to be ruined for a limited gain.

Statement attached to engagement survey returned to freepost address

Major Road Improvements A629 Huddersfield to Ainley Top

This document constitutes my detailed comments on the proposed improvements and is to be read in conjunction with the attached completed questionnaire.

As a cyclist (my normal and most frequently used transport mode for short trips), and a pedestrian, I have a major concern that whilst the proposals will improve the journey for vehicle users (until future traffic growth cancels out the benefits) they do very little to improve conditions for cyclists and pedestrians. The proposals offer nothing to encourage or support car users to switch to cycling within the Halifax Road corridor.

I list below some specific concerns, in no particular order:

1. The proposed cycle lane from Yew Tree Road to Ainley Top is of limited value as it is too short and not part of a continuous route or network. Going south on Halifax Road I accept that there are major constraints on available space to create good quality, segregated cycle provision and in view of this, consideration should be given to the creation and signing of safe alternative routes, both on and off road, to the town centre and other destinations. Ongoing development at Lindley Moor, and more recently at Yew Tree Lane/Burn Road on the other side of Halifax Road provides such opportunities, and needs to be considered in the context of cycling and pedestrian trips which cross Halifax Road. In particular, the construction of more than 100 new houses east of Halifax Road will generate trips to Lindley school, crossing at Burn Road/Birchenclyffe hill road. If Kirklees Council and WYCA are serious about encouraging children to walk and cycle to school it is absolutely essential that this crossroads has a toucan crossing, together with closure of the Halifax Road/Burn Road junction. Visibility from Burn Road is very poor and cannot be improved without demolition of existing houses, and it is very narrow, with a narrow footway on one side only, and significant on-street parking, with no possibility of off street provision.

2. There is a good opportunity to create an alternative cycle route to Birkby and the town centre through the Grimescar Valley. From the Ainley Top roundabout a short length of shared footway is required on the east side of Halifax Road, then utilising Yew Yree Road

and continuation as a track to Reap Hirst Road, which it would follow to its eastern end. From that point it would divide, following paths to Halifax Old Road and Norwood Road. From here on the routes would be wholly or largely on-road to the town centre. The off road sections of the route utilise existing rights of way which can easily be improved to an all weather standard without the need for major engineering works. Ideally the entire route should be created, improved and publicised before the commencement of works on Halifax Road.

3. I note the proposed ban on right turns from Edgerton Road into Edgerton Road. If rat runs through unsuitable residential roads are to be avoided, consideration should be given to acceptable alternatives, as well as other junction closures or right turn prohibitions. Thornhill Road would appear to be the most suitable link road between the A629 and the A620 and should be signalised at each end.

4. Advance stop lines for cyclists should be provided at all junctions and on all approaches.

5. Bus stops are not shown. Shelters should be provided at all stops which don't currently have one.

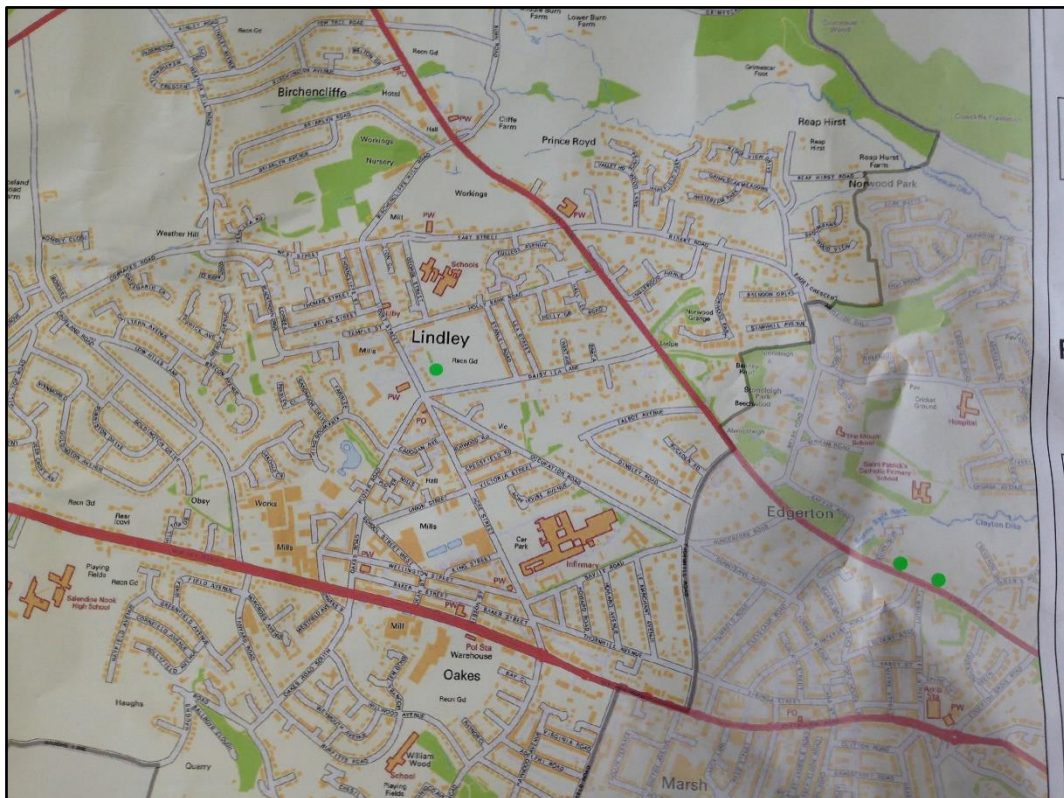
[redacted]

Trees/Walls Conservation exercise

Responses:



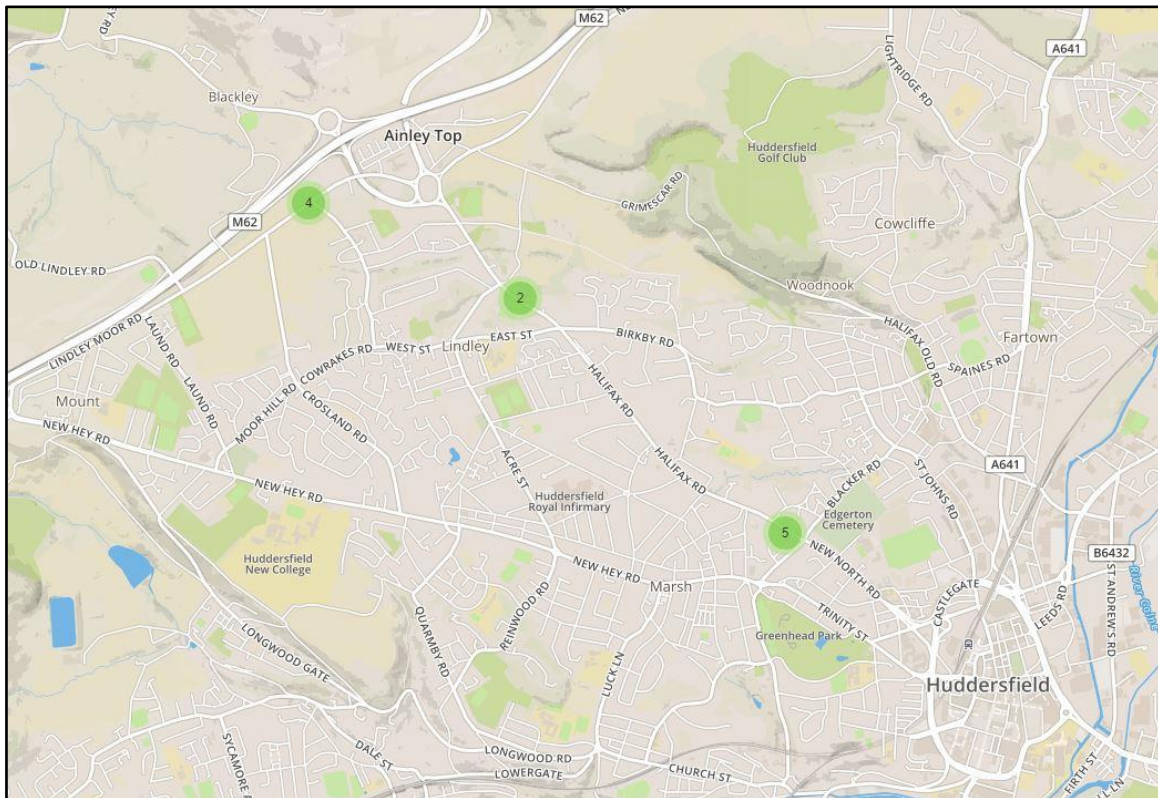
Greenhead Ward map – 10 location stickers



Lindley Ward map 1 location sticker (two location stickers outside ward boundary in Greenhead Ward area)



Top boundary of Lindley Ward map – 1 location sticker



Screenshot of digital location stickers from Your Voice website – 11 locations (5 x Greenhead Ward and 6 x Lindley Ward)

Additional information

Coding frame

The following coding frame was developed through thematic analysis of the comments. Some comments included more than one theme, and therefore the total number of themes exceeds the total number of comments. The following table is for information only, the tally is collective of all four comments sections attributed to each area of the scheme, and therefore is not indicative of an overall sentiment.

Theme	Tally
General comment in agreement with scheme or element of scheme	207
Against banned right turn onto Edgerton Grove Road	79
Comment or alternative suggestion for road layout/use or sightlines	37
Comment about improved or installing of light signalling	49
Query/request for bike lane/active travel option	32
Query about residential parking solution	16
Query about pedestrian provision/safety	15
Impact of bus stop locations	10
Query if scheme aims are achievable and justify impact of scheme	61
Concern regarding impact on conservation area	35
Query/request for traffic calming measures	12
Location not a problem area	72
Concern regarding disruption from roadworks	18
Signage/information for drivers	5
Pavement/traffic obstructions	9
Scheme will generate more traffic or will not help with traffic growth	30
Ainley Top roundabout is the problem	26
Road should be a dual carriageway to alleviate bottlenecks	39
Scheme doesn't go far enough to fix the problems	28
M62 is the problem	47
Opposed to more housing growth in the area	19
General comment in disagreement with the scheme or element of the scheme	33
General negative impact on residents/area	21
General comment regarding Kirklees (potholes, liability, cost of scheme etc.)	38
Suggestion to do parts of the scheme first to see if rest are necessary	12
Agree on proviso that parking is provided for residents	21
Access to businesses/side roads is the problem	30
Query regarding traffic accessing A629 Huddersfield bound from Ainley Top	8

Marked up questionnaire

The following is the survey form with the counts and percentages received to the questions.

Major Road Improvements A629 Huddersfield to Ainley Top

Complete this form and return in an envelope to: Freepost Consultation Team (WYCA)

These forms will be collected by the West Yorkshire Combined Authority and processed on behalf of Kirklees Council in accordance with the Data Protection Act 2018. The data collected will be held only for the duration of engagement phase of the project. To view our privacy notice visit: www.westyorks-ca.gov.uk

Last summer we surveyed over 2000 households along the A629 Halifax to Huddersfield Road. We wanted to understand when and how local residents were travelling along the A629, and what they thought needed improving. This information, alongside traffic data, demand forecasting, economic and environmental studies, has been used to inform and develop the plans for proposed improvements.

We now propose to make changes at four key locations along the A629 between Ainley Top roundabout and Huddersfield town centre. These aim to address the issues experienced by road users, and support economic growth in the area. We would like to know what you think of our proposals. Please take five minutes to tell us a bit about how you use the A629, and comment on the proposals for each of the four key locations.

How often do you travel along this section of the A629 (between Ainley Top and Huddersfield town centre)? (Choose any one option)

58.1% (269) 5 or more days a week	2.6% (12) At least once a month
20.5% (95) 3 or 4 days a week	0.6% (3) At least once a year
10.8% (50) 2 days a week	0% (0) Not used in the last 12 months
3.9% (18) 1 day a week	0.2% (1) Never
3.2% (15) At least once a fortnight	

When you travel along this section of the A629, what is your usual mode of transport? (Please tick one only) (Choose any one option)

82.1% (381) Car driver	0.9% (4) Motorcycle
2.4% (11) Car passenger	1.7% (8) Bicycle
0.2% (1) Taxi	1.7% (8) Walking
3.9% (18) Bus	7.1% (33) Something else

What is your main reason for travelling along this section of the A629? (Choose any one option)

54.6% (254) Work / work related (commuting)	2.8% (13) Visiting health facilities
7.1% (33) Going shopping	9.0% (42) Visiting friends/family
9.0% (42) Visiting leisure facilities/activities	15.5% (72) Something else
2.8% (13) School / training / education	

Please rate on the scale how difficult you find travelling along this section of the A629:

4.1% (19)	14.5% (67)	18.8% (87)	41.0% (190)	21.2% (98)	0.4% (2)
Very easy	Easy	Neutral	Difficult	Very difficult	No opinion

Please rate your experience of congestion on this section of the A629:

30.1% (138)	40.1% (184)	18.3% (84)	7.0% (32)	3.9% (18)	0.7% (3)
Very high	High	Neutral	Low	Very low	No opinion

A629 Huddersfield to Ainley Top

We hope that by making the proposed improvements we can:

- Improve accessibility by reducing congestion and improving journey times and reliability
- Improve air quality
- Support job retention and growth
- Support housing growth
- Support economic growth

How far do you agree or disagree that the interventions proposed to location A: Blacker Road junction, will achieve our aims:

10.2% (47)	27.3% (126)	19.3% (89)	14.3% (66)	26.7% (123)	2.2% (10)
Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion

Please use the section below to provide your comments on these proposed interventions:

234 comments (11 *strongly agree*, 32 *agree*, 33 *neutral*, 47 *disagree*, 108 *strongly disagree*)

How far do you agree or disagree that the interventions proposed to location B: Cavalry Arms junction, will achieve our aims:

16.0% (73)	34.6% (158)	17.9% (82)	11.8% (54)	17.9% (82)	1.8% (8)
Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion

Please use the section below to provide your comments on these proposed interventions:

185 comments (21 *strongly agree*, 41 *agree*, 24 *neutral*, 36 *disagree*, 63 *strongly disagree*)

How far do you agree or disagree that the interventions proposed to location C: Halifax Road carriageway, will achieve our aims:

18.5% (84)	34.8% (158)	22.7% (103)	9.5% (43)	11.0% (50)	3.5% (16)
Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion

Please use the section below to provide your comments on these proposed interventions:

166 comments (35 *strongly agree*, 35 *agree*, 34 *neutral*, 28 *disagree*, 34 *strongly disagree*)

How far do you agree or disagree that the interventions proposed to location D: Ainley Top, will achieve our aims:

31.7% (145) Strongly agree	33.5% (153) Agree	17.9% (82) Neutral	6.3% (29) Disagree	9.8% (45) Strongly disagree	0.7% (3) No opinion
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Please use the section below to provide your comments on these proposed interventions:

211 comments (55 *strongly agree*, 60 *agree*, 39 *neutral*, 22 *disagree*, 35 *strongly disagree*)

Thank you for taking the time to provide your feedback. The following questions are optional but will go a long way towards helping us better understand the opinions of different people.

Do you identify as:

47.4% (216) Male	50.0% (288) Female	0.0% (0) Other	2.6% (12) Prefer not to say
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Which age category do you fall within?

1.3% (6) 16 – 18	2.0% (9) 19 – 24	35.9% (162) 25 – 44	41.9% (189) 45 – 64	15.1% (68) 65 – 79	1.1% (5) 80+	2.7% (12) Prefer not to say
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What is your postcode: (*ranked to top 5 first half of postcode*)

40.8% (178) HD3	18.6% (81) HD2	16.7% (73) HD1	4.8% (21) HD9	3.4% (15) HD7
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Find out more

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