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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

You said you wanted:

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

In our preferred option we have:

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

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

The main benefits of the scheme will be to:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Questions asked during consultation:**

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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