Name of meeting: Cabinet

Date: 12 October 2021

Title of report: A62 to Cooper Bridge Corridor Improvement Scheme

Purpose of report: For Cabinet to:

- Agree in principle to the scheme
- Authorise the Council to accept and spend funding to work up the WY+TF A62 to Cooper Bridge scheme to Full Business Case (FBC),
- Agree in principle to land acquisition as part of a land assembly

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. Additional funding is being sought from West Yorkshire Combined Authority to enable the development of the A62 to Cooper Bridge Corridor Improvement scheme.
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports)?	**Key Decision –** Yes **Private Report/Private Appendix –** No
The Decision - Is it eligible for call in by Scrutiny?	Yes – already called to Economy & Neighbourhood Scrutiny in August 2021
Date signed off by David Shepherd Strategic Director Growth & Regeneration **Date signed off by Eamonn Croston Service Director Finance** **Date signed off by Julie Muscroft Service Director for Legal Governance and Commissioning**	**Give name and date for Cabinet / Scrutiny reports** **Give name and date for Cabinet reports** **Give name and date for Cabinet reports**
Cabinet member portfolio	Cllr McBride –Regeneration Cllr Mather - Environment Cllr Firth –Town Centres

Electoral wards affected: Ashbrow, Liversedge & Gomersal, Mirfield. Given the strategic location of this scheme is has the potential to impact wards across the wider Kirklees/Calderdale districts.

Ward councillors consulted: Cllr Homewood, Cllr Uppal, Cllr Pinnock, Cllr Bolt, Cllr Hall, Cllr Kath Taylor, Cllr Lees Hamilton, Cllr Stephen, Cllr McBride, Cllr Mather, Cllr Eric Firth, Cllr Simpson, Cllr John Taylor.

Public or private: Public

Has GDPR been considered? Yes

1. Summary

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

1.2. The A62 to Cooper Bridge Corridor Improvement scheme is being developed to address these issues, its strategic objectives are:

To improve journey time reliability and reduce journey times for all vehicles travelling through the scheme section of the A62 corridor, achieving an average saving of 1 minute or more for buses within 1 year of the scheme opening. This will be achieved by maximising the capacity of Bradley and Cooper Bridge junctions.
To contribute towards the economic, physical, and social regeneration of Huddersfield and the Leeds City Region by increasing the capacity of the local road network to support the phased delivery of approximately 1,460 homes by 2031 in this part of Kirklees
To realise a positive first year rate of return in casualty numbers by delivering a range of complementary measures within the scheme limits that enhance road safety including the introduction of improved cycle and pedestrian facilities
To mitigate the potential environmental impacts of the scheme and enhance the local environment where possible. Including contributing to the Councils target to reduce the Bradley AQMA NO2 to below 40µg/m3 and not creating any new Air Quality areas of concern within 1 year of opening.
To realise an increase in the number of active mode journeys against a 2022 baseline.

1.3. The scheme complements a wider package of investment in our transport network across the Kirklees and Calderdale districts to collectively improve access into Huddersfield and its connectivity with existing and planned neighbourhoods and other local towns. The scheme supports wider economic and housing growth and specifically the development of the Bradley Park Strategic housing site.

1.4. An Outline Business Case (OBC) has been prepared for submission to the Combined Authority and will seek Grant funding of £10m to develop the scheme to Full Business Case (FBC) submission.

1.5. The economic appraisal demonstrates the scheme offers High Value for Money (based on the Department for Transport Value for Money Framework), with a Benefit Cost Ratio of 2.959.

1.6. The proposed scheme will require third party land to enable the construction of a new roundabout and targeted highway widening.

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, have been obtained.

1.8. Initial engagement with landowners regarding the likely needs to acquire land has been ongoing since 2018, however formal negotiations are yet to commence and are subject to approval of the OBC.

1.9. The terms under which the Council will negotiate is 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.

1.10. Whilst it is proposed to seek to acquire land by negotiation, it is necessary, in the event that negotiations either fail or do 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 project.

1.11. Where necessary Cabinet authority will be sought separately to make CPOs once the case for CPO has been established.

1.12. A six-week public consultation ran between 7 June and 18 July 2021, design changes have been incorporated following the feedback received.

1.13. Given the engineering complexity and third-party interfaces associated with this scheme it is intended to procure a Delivery Partner via a Design and Build contract to take the scheme through delivery and construction.

1.14. The contract will include a break clause between the design and construction stages to facilitate a termination of the contract should the project be unsuccessful in securing funding and/or necessary statutory consents.

The Strategic Director for Growth & Regeneration is seeking authorisation from Cabinet:

- to agree in principle to the scheme

- for the Council to accept and enter into any agreement with the West Yorkshire Combined Authority for the funding to work up the A62 to Cooper Bridge Scheme to FBC.

- for the Council to incur expenditure in the working up of the scheme if the Council’s application to the West Yorkshire Combined Authority for funding is successful.

- to delegate to the Strategic Director Growth & Regeneration the authority to negotiate and agree the terms of any agreements that may be necessary to work up the A62 to Cooper Bridge Scheme including the funding agreement with the West Yorkshire Combined Authority.

- to delegate authority to the Service Director – Legal, Governance & Commissioning to enter into the grant agreement with the West Yorkshire Combined Authority for the funding of the A62 to Cooper Bridge and any other relevant agreements and documents to which the Council is party.

- the acquisition of land in principle as part of a land assembly.

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.

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

a) 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).

b) '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. Because of this decision a rolling 'WY+TF Land Acquisition Fund' has been set up in the Council's Capital Plan.

c) '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 A62 to Cooper Bridge scheme (then named the 'A62/A644 (Wakefield Road) Link Road' scheme).

2.4. The scheme previously included the delivery of a new link road between Bradley junction and the A644, to create additional capacity and a new access point into the Bradley Park strategic housing site.

2.5. In 2018/19 the council undertook a public engagement on three potential link road options. Despite support for the proposals some objections were raised in relation to the environmental impacts of the scheme, most notably the significant loss of Ancient (irreplaceable) Woodland.

2.6. Despite efforts to minimise the loss of woodland, work which concluded in 2020 established the loss of Ancient Woodland could not be wholly avoided. Subsequently, considering the council having declared a climate emergency and the objections received the decision was taken not to pursue a link road solution.

2.7. Instead, four options were considered which focussed on improving the existing network, maximising the capacity of Cooper Bridge and Bradley junctions to meet the strategic objectives of the scheme, whilst minimising the environmental impacts.

2.8. A general arrangement drawing showing the latest scheme design is included at **Appendix A**. The preferred scheme includes the following interventions:

- creating a new three-armed roundabout at Cooper Bridge junction with dedicated left-turn links
- widening Cooper Bridge Road between Cooper Bridge and Bradley junctions
- widening of the A62 Leeds Road between Bradley junction and Oak Road
- widening of Colne Bridge Road on the approach to Bradley junction
- widening of the A644 Wakefield Road on the approach to M62 junction 25
- improving signal timings and changes to lane markings and permitted movements at Bradley junction
- changing Oak Road to one-way
- improving pedestrian and cycle facilities throughout, including new signal-controlled crossings and segregated cycle facilities on Leeds Road, Oak Road, Cooper Bridge Road and at Cooper Bridge junction
- new landscaped areas and sustainable drainage systems

2.9. To maximise the capacity of Bradley junction it is proposed to ban the right turn for traffic travelling from Cooper Bridge and turning onto Bradley Road. Instead, this traffic will be directed onto Oak Road.

2.10. To mitigate the impacts of this the scheme includes widening of Leeds Road between Bradley junction and Oak Road to cater for the diverted traffic and proposes changing Oak Road to one-way. This enables parking bays to be provided outside properties, live traffic to be physically further away from the

frontages of properties and removes the potential conflict between two-way traffic.

2.11. The left turn from Leeds Road onto Bradley Road at Bradley junction will also be banned. This will allow improved arrangements for pedestrian crossings.

Existing issues

2.12. The performance of the highway network in Kirklees was assessed in producing the Local Plan. This identified that the Cooper Bridge, Three Nuns (A62/A644) and Bradley junctions were all ranked in the top five junctions with the most delay in the district.

2.13. The existing Cooper Bridge roundabout and approaches currently experience delays and congestion during weekday peak periods, impacting on journey time and reliability.

2.14. Observed journey time data obtained from the Department for Transport (DfT) highlights increased peak period travel times during both morning and evening peak periods. Morning peak period journey times are approximately 109% above interpeak times, between M62 Junction 25 and Bradley junction, increasing from approximately 4 minutes to 8 and a half minutes.

2.15. Similarly, journey times more than double to over 7 minutes for traffic travelling from Mirfield on the A644 to Cooper Bridge junction in the morning compared to interpeak times of 3 and a half minutes. Observed journey time data is presented in Table 1.

Route	Direction	Journey time (mm:ss)		
		Morning peak	Interpeak	Evening Peak
A644 Wakefield Road between M62 and Cooper Bridge Road roundabout	NW to SE	08:30	03:57	08:29
	SE to NW	03:00	02:22	02:40
A62 Leeds Road between Robert Town (junction with Sunny Bank Road) and Cooper Bridge Road roundabout	NE to SW	15:25	04:20	05:06
	SW to NE	04:53	03:13	03:36
A644 Huddersfield Road between Mirfield (junction with Stocks Bank Road) and Cooper Bridge Road roundabout	SE to NW	07:12	03:30	03:42
	NW to SE	03:00	02:39	02:35
A62 Leeds Road between Deighton (Whiteacre Street junction) and Cooper Bridge Road roundabout	SW to NE	05:25	04:21	10:46
	NE to SW	04:24	03:55	04:39

Bradley Road/ Cooper Bridge Road between A641 roundabout and Cooper Bridge Road roundabout	W to E	05:49	05:37	07:08
	E to W	06:28	05:14	08:25

2.16. In addition, due to the strategic nature of the A62 corridor, daily traffic flows remain high, with any delays impacting movement between the local network and strategic motorway network.

2.17. Significant employment and housing growth from sites allocated in the Local Plan will result in a notable increase in new trips on the network, which will lead to increasing deterioration of conditions if no improvement is made.

2.18. The work undertaken to date has concluded that doing nothing it not a viable option and intervention is required.

Journey time benefits

2.19. Journey time benefits are derived by comparing a 'Do Minimum (DM)' 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.

2.20. Journey times have been modelled along the A62 corridor across three time periods; morning peak; inter-peak and evening peak. The forecast average journey time savings along this section of the A62 for the scheme opening year (2026) are presented below, by time period.

Table 1: 2026 Forecast journey times with and without scheme (mm:ss)

Route	Time period	DM	DS	Saving
A62 Northbound	AM Peak	17:02	15:05	01:57
	Inter Peak	15:56	14:53	01:03
	PM Peak	20:33	19:24	01:09
A62 Southbound	AM Peak	19:19	16:19	03:00
	Inter Peak	14:32	13:14	01:19
	PM Peak	17:32	16:27	01:05

2.21. It should be noted that the scheme increases the capacity of the junction, so whilst delivering journey time savings it also caters for an increased volume of traffic in comparison to the Do Minimum scenario.

Modelling

2.22. In 2018, when we were considering delivering a high-capacity new link road it 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.

2.23. 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.

2.24. Forecast changes in traffic levels within the wider area, outside of the scheme boundary have been modelled. Changes are seen but are not considered significant. Further, more refined modelling will form part of the development of the Full Business Case.

Economic Appraisal and Value for Money

2.25. In accordance with Department for Transport (DfT) guidance, the journey time savings and other impacts of the scheme have been appraised over a 60-year period to determine whether the scheme offers Value for Money.

2.26. The appraisal has demonstrated the scheme will provide £107,489,000 present value benefits (2010 values, as required by DfT guidance) against a present value of costs of £36,327,000. This delivers a net present value of £71,162,000.

2.27. The Benefit Cost Ratio (BCR) for the scheme is 2.959, based on the DfT Value for Money Framework the scheme offers High Value for Money.

Land requirements

2.28. The scheme design is currently at an outline stage and subject to change following the completion of topographical and site surveys during the FBC stage. Such changes will impact the volume of land to be acquired.

2.29. Currently there are 35 parcels of land identified as required to construct the scheme, some of these will also require future rights to be secured to facilitate maintenance access. It is also possible the number of parcels can be reduced through design revisions.

2.30. Land assembly is required throughout the scheme extents, but an outline of the requirements is:

- north of Cooper Bridge junction (at the junction itself and through to the Three Nuns junction),
- along Cooper Bridge Road
- along Leeds Road between Bradley junction and Oak Road
- along Colne Bridge Road
- on the approach to junction 25 of the M62

3. Implications for the Council

3.1. Working with People

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

3.1.2. The consultation was also promoted through the council's social media channels and Variable Message Signs were displayed along the route for the duration of the consultation period. Posters were also displayed in bus shelters on this section of the network.

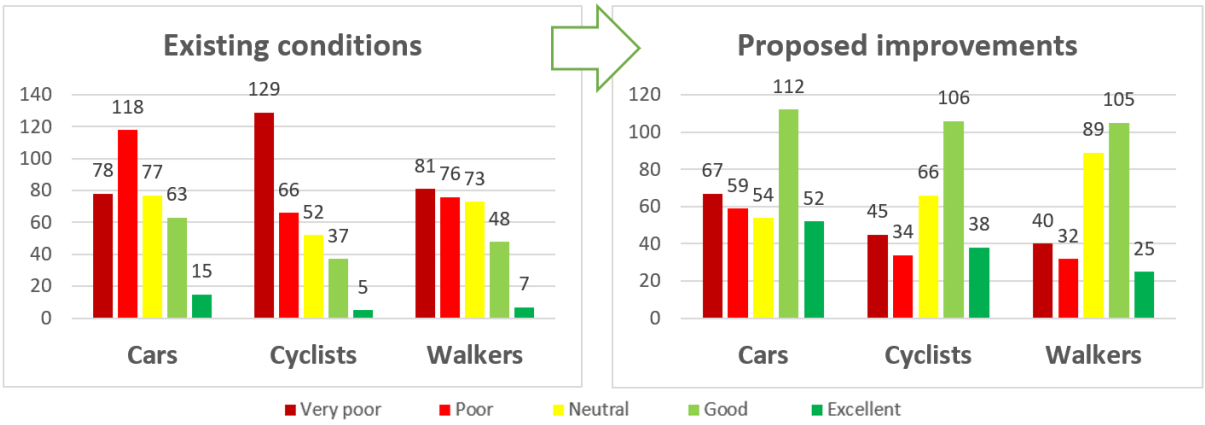
3.1.3. Due to restrictions imposed by the COVID-19 pandemic there was no face-to-face engagement opportunities, however a virtual event was hosted at 5.30pm on 23 June 2021 on YouTube, where viewers were able to hear a presentation from the project team and ask questions via the online chat function. For those unable to attend, the video was available to watch later Kirklees Council's YouTube channel.

3.1.4. 367 surveys were completed, 36 questions raised through the Your Voice website and 21 emails received.

3.1.5. Respondents were asked to rate the existing and proposed infrastructure for cars, cyclists, and pedestrians.

3.1.6. Figure 1 shows a comparison of the responses received.

Figure 1: Survey responses rating existing and proposed facilities



3.1.7. 54% and 56% of those who responded to the survey agree the existing facilities are either poor or very poor for cars and cyclists respectively, with 45% sharing this view of the existing pedestrian infrastructure. The ratings of the existing network are summarised in Table 2 below.

Table 2: Summary of the ratings and percentages of the existing network

	Cars	Cyclists	Walkers
Net negative	54% n=196	56% n=195	45% n=157
Neutral	21% n=77	15% n=52	21% n=73

Net positive	21% n=78	12% n=42	16% n=55
Don't know	3% n=9	17% n=58	18% n=63
Total responses	n=360	n=347	n=348

Please note that due to rounding, total percentages may not always be 100%.

3.1.8. Respondents' views were much more positive overall when answering about the impact of the proposed improvements for car users, cyclists, and walkers. 45% believe the proposed scheme is good or very good for cars, 41% and 37% agree with this view of the proposed cycling and pedestrian facilities respectively. The ratings for the proposed scheme are summarised in Table 3.

Table 3: Summary of the ratings and percentages of the proposed scheme

	Cars	Cyclists	Walkers
Net negative	35% n=126	23% n=79	21% n=72
Neutral	15% n=54	19% n=66	25% n=89
Net positive	45% n=164	41% n=144	37% n=130
Don't know	5% n=19	17% n=61	17% n=60
Total responses	n=363	n=350	n=351

Please note that due to rounding, total percentages may not always be 100%.

3.1.9. Of those who do not support the scheme, three primary themes were noted in the reasons given:

- Lack of support for highway schemes in general – i.e., on environmental grounds and/or believing funding should be spent on public transport schemes.
- Concerns about the impact on local residents, specifically along Oak Road. These include worries about safety (especially given the location of the recreational park), increased traffic, particularly HGV numbers and worsening environmental impacts.
- Issues with elements of the cycling design i.e., the scheme doesn't go far enough in terms of prioritising cyclists.

3.1.10. A copy of the Consultation Report is available at **Appendix B.**

3.1.11. The project was called to Economy & Neighbourhood Scrutiny panel on 24 August, with the focus of scrutiny being on the results of consultation and design amendments made because of consultation ahead of Cabinet.

3.1.12. Scrutiny identified the main issue as being the impact on Oak Road and highlighted the need to mitigate negative impacts on its residents (see section 3.1.23 / 3.1.24).

Bradley Junction Optioneering

3.1.13. The development of the A62 to Cooper Bridge scheme has evolved over several years, before culminating in the preferred option recently consulted upon.

3.1.14. Work undertaken in the early stages of the scheme (2015) included consideration of several alternative options to create additional capacity at the Bradley junction, these included:

- Significant widening on the approaches to Bradley junction;
- A large-scale roundabout in lieu of the existing Bradley junction
- Banning the turn from Bradley Road on to Colne Bridge

These options were determined to either require significant acquisition and potential demolition of properties around the junction and/or didn't provide the additional capacity required. Several physical factors also must be considered in the selection of a solution, such as the junction being on a gradient and several private access/egress points around the junction (e.g., the pub etc).

3.1.15. This work concluded that displacing the right turn from Cooper Bridge to Bradley Road onto Oak Road provided the additional capacity required whilst minimising the need to acquire significant local properties. This was subsequently taken forward as the optimum solution for this junction.

3.1.16. To accommodate this change the scheme will alter Oak Road to a one-way street, allowing the provision of formal parking bays in lieu of existing on-street parking and moving the live traffic lane further from property frontages.

3.1.17. For completeness, following the recent consultation the proposed scheme has been tested with the right turn on to Bradley Road included in the design to understand the implications.

3.1.18. These tests have maintained a single right turn lane (rather than the two lanes currently available). Due to the constrained nature of the built environment at the junction there is limited physical width to accommodate increased capacity on all movements and active travel improvements.

3.1.19. The assessment undertaken using the Kirklees Transport Model highlighted higher delays than generated from the preferred option (removing right turn movement). The delays to traffic waiting to turn right also lead to some reassignment of trips onto Oak Road, as traffic attempts to find an alternative route with less delay. The level of reassignment onto Oak Road under this scenario was lower than in the preferred option.

3.1.20. Increased delay at the junction will have negative consequences for local air quality, in comparison to preferred scheme. However, further assessment would be needed to quantify the scale of the worsening.

3.1.21. In addition, the overall results illustrated a reduction in traffic using the A62 corridor, in comparison to the preferred option. This is mainly due to there being less overall compacity for other movements, which also has implication on the capacity of the scheme to accommodate future housing release in the surrounding area. The preferred option removes the right turn lanes, which allows more highway capacity to be allocated to ahead and left turn movement.

3.1.22. At present the right turning movement from Leeds Road onto Colne Bridge is banned, this increased the junction's ability to manage the traffic demand that existed then. Banning the right turn from Leeds Road onto Bradley Road will help to further increase capacity to cater for the predicted increase in general traffic demand and because of housing growth.

3.1.23. Whilst banning the right turn onto Bradley Road will result in increased traffic on Oak Road, traffic is also expected to reassign across the wider network, meaning not all existing traffic is forecast to divert on to Oak Road. Table 4 shows the 2026 changes to forecast traffic on Oak Road for each time period. The Do Minimum (DM) scenario is the traffic forecast without the scheme in place, Do Something (DS) is with the scheme in place (and the right turn banned). Table 5 shows the same information for 2041.

Table 4: Oak Road Traffic Forecasts in 2026 with and without scheme

2026	DM			DS			Difference		
	AM	IP	PM	AM	IP	PM	AM	IP	PM
Northbound	56	102	87	216	226	197	160	124	110
Southbound	51	98	71	0	0	0	-51	-98	-71
Two-way	107	200	158	216	226	197	109	26	39

Table 5: Oak Road Traffic Forecasts in 2041 with and without scheme

2041	DM			DS			Difference		
	AM	IP	PM	AM	IP	PM	AM	IP	PM

Northbound	50	92	55	188	223	244	138	131	189
Southbound	82	86	86	0	0	0	-82	-86	-86
Two-way	132	178	141	188	223	244	56	45	103

3.1.24. The design has been amended since the consultation to include:

- reduced the number of crossings for cyclists travelling through the scheme
- increased cycling priority at junctions

Furthermore, to resolve issues raised by the residents on Oak Road we are also proposing to include the following proposals for Oak Road, as part of the Cooper Bridge scheme.

- a 20mph speed limit on Oak Road
- traffic calming features on Oak Road
- a 7.5tonne weight limit on Oak Road

3.1.25. The CPO procedure published by the UK government includes a mechanism for compensating parties whose property is not acquired but is negatively affected by the use of certain public works. Claims are only payable if a case if proven and can only be submitted after the road is in use but will be assessed on a case-by-case basis.

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

3.1.27. Subject to the outcome of Cabinet the team will agree with Ashbrow members how best to communicate any proposed changes to the local community and keep them informed throughout scheme development.

3.1.28. A further pre-application consultation will be held in 2023/24 following completion of the detailed design.

Scheme optioneering

3.1.29. The A62 to Cooper Bridge scheme has a long history with many options having been considered over the years.

3.1.30. These include:

- a large gyratory at Cooper Bridge - eliminated due to the need to supplement it with changing the A644 to a dual carriageway, rendering the option unaffordable.

- three potential link road options, which were presented publicly in 2018. Despite support for the proposals, concerns were

raised about the environmental impacts of the plans, most notably the significant loss of Ancient Woodland which led to their elimination.

- a link road between Bradley junction directly to junction 25 of the M62. The alignment of a road in this area would encroach onto the edge of the Bradley landfill site (which contains hazardous waste).

3.1.31. The feasibility study of the latter option found that whilst in engineering terms the option was feasible there would be significant challenges and risks in terms of deliverability. Specifically, the need to build over the oldest part of the landfill would introduce the need to secure permits from the Environment Agency which may prove difficult and/or costly to obtain and the future liability for maintenance and any environmental breaches of this part of the landfill would rest with the council. For these reasons this option was deemed to be undeliverable within the timeframes necessary for the A62 to Cooper Bridge scheme.

3.1.32. Ultimately, in 2020 the decision was taken to eliminate all link road options due to the environmental impacts and instead focus on improvements to the existing network, with a view to maximising the capacity of both Cooper Bridge and Bradley junctions to support the delivery of Bradley Park.

3.1.33. As presented to Executive Team on 2 March 2021, four online options were appraised as part of the work to identify a preferred option. Details of the appraisal results were presented in that paper and therefore are not repeated here.

3.2. Working with Partners

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

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

3.2.3. The scheme has a key interface with Network Rail on two fronts, one relating to the widening of a Network Rail asset and the second regarding potential conflicts during the delivery phase of the scheme with the Transpennine Route Upgrade project. Initial meetings have been held with both teams within Network Rail and will be maintained throughout the development and delivery of the scheme.

3.3. Place Based Working

3.3.1. The scheme forms one part of the Council's wider vision for the area and has been designed to integrate with surrounding interventions, including the masterplan for the J25 Garden Community Corridor Spatial Priority Areas, the A62 Smart Corridor scheme, and the Bradley to Brighouse Greenway.

3.3.2. New landscaping and tree planting will be incorporated into the scheme to enhance the public realm and create an attractive gateway into Huddersfield.

3.3.3. The scheme will enhance the pedestrian experience of using the area, specifically providing improved crossing arrangements at Bradley junction, making traffic islands more accessible and optimising signal timings to enable crossings to be made in one movement, rather than holding pedestrians on islands.

3.3.4. Additional pedestrian and cycle crossings are provided throughout the scheme allowing safe access around all junctions and improved access to local Public Rights of Way.

3.3.5. Going forward, engagement with residents, stakeholders and businesses will continue to help place shape the scheme with particular reference to walking and cycling.

3.4. Climate Change and Air Quality

3.4.1. A carbon impact assessment and off-setting strategy has been prepared for the scheme. The assessment is relatively high level given the early stage of the scheme and will be reviewed and updated as construction methods and materials become clearer.

3.4.2. The principle of avoiding and/or reducing direct carbon emissions will be adopted throughout the development and delivery of the scheme, through the implementation of sustainable construction methods and materials. However, proposals to offset carbon through a range of approaches are also being developed in discussion with internal stakeholders, these include carbon sequestration and potential investment in Low and Zero Carbon technologies.

3.4.3. The potential to enable projects to purchase carbon credits offset against the council's own woodland creation via the White Rose Forest programme is also being explored.

3.4.4. The project is not expected to trigger Environmental Impact Assessment (EIA) Regulations; however, an EIA Screening Opinion has been sought from the LPA and, at the time of writing, is awaited.

3.4.5. A mitigation strategy will be developed to identify potential environmental mitigations to offset the scheme impacts and where possible improve the local environment. This will be developed in the next stage alongside progression of the design. Green Streets principles and SuDS systems will be adopted as the design develops in accordance with Local Plan policies 24 and 28, improving the visual amenity.

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

3.4.7. The scheme will achieve improved journey times for all vehicles, including buses in comparison to the Do-Nothing scenario.

3.4.8. It also provides much improved infrastructure for safer active travel which will encourage the use of sustainable modes of transport helping to tackle the climate change emergency and improve local air quality.

3.4.9. Previous consultation feedback indicated that Bradley junction is a deterrent for cyclists given the volume of traffic and safety concerns. Dedicated cycle signals and segregated facilities have been incorporated into the scheme where feasible, and in compliance with LTN 1/20 guidelines.

3.4.10. Air quality is forecast to have improved in the area by the scheme's opening year (2026). Initial air quality assessments predict pollution levels in the vicinity of the scheme will be below the UK Air Quality Standards Regulations threshold of 40µg/m3 with or without the scheme.

3.5. Improving outcomes for children

3.5.1. Improvements to air quality will have positive benefits for children and young people. The schemes commitment to improving cycling, walking, public transport provision and place making is intended to assist the switch to more active travel which will help improve health and quality of life for all.

3.5.2. Targeted engagement will take place with local schools to try to limit the effect of the school run by the promotion of healthy travel choices.

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

3.6.1. The latest commercial estimate for the scheme is £75.1m and is inclusive of risk and contingency.

3.6.2. There is a c.£5.8m funding shortfall between the WY+TF budget of £69.3m, which has been underwritten in the Capital Plan approved at Cabinet on 27 July.

3.6.3. However, it should be noted the scheme is in an early stage of development and there are opportunities to reduce these costs. The project team will consider potential value engineering opportunities as the design develops.

3.6.4. It should also be noted there is potential to secure developer funding contributions from Bradley Park and other A62 developments. Although, it is unlikely these will fulfil the whole shortfall required. Additionally, it is likely the developer contributions will not be received in advance of scheme construction and will therefore have to be underwritten by the council and reclaimed.

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

4. Next steps and timelines

An outline of key milestones is presented below, it should be noted design development, land negotiations and the CPO preparation will be ongoing activities once a Delivery Partner is appointed.

The project will return to Cabinet to seek authority to make CPOs where necessary once the case for CPO has been established.

Activity	Timeframe
Submit OBC	November 2021
Combined Authority Decision	February 2022
Commence CPO preparation	February 2022
Appoint Delivery Partner	August 2022
Pre application consultation	December 2023
Planning application submission	February 2024
Cabinet – final scheme	February 2024
FBC submission	April 2024
Start of Works	2024
Completion	2026

5. Officer recommendations and reasons

It is recommended that Cabinet:

- agree in principle to the scheme
- authorise the Council to accept and enter into any agreement with the West Yorkshire Combined Authority for the funding to work up the A62 to Cooper Bridge Scheme to FBC.
- authorise the Council to incur expenditure in the working up of the scheme if the Council's application to the West Yorkshire Combined Authority for funding is successful.
- delegate to the Strategic Director Growth & Regeneration the authority to negotiate and agree the terms of any agreements that may be necessary to work up the A62 to Cooper Bridge Scheme including the funding agreement with the West Yorkshire Combined Authority.
- delegate authority to the Service Director – Legal, Governance & Commissioning to enter into the grant agreement with the West Yorkshire Combined Authority for the funding of the A62 to Cooper Bridge and any other relevant agreements and documents to which the Council is party.
- authorise the acquisition of land in principle as part of a land assembly
- note the design team's commitment to work with and place shape the scheme with residents and businesses
- note that land negotiations will commence subject to funding approval of the OBC
- note that the project will return to Cabinet to secure authority to make CPOs in relation to the scheme, where necessary.

6. Cabinet Portfolio Holder's recommendations

The report has been discussed with Portfolio Holders for Regeneration, Environment and Town Centres.

It is recommended that Cabinet approve the Officer recommendations as set out in section 5.

7. Contact officer

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8. 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)

9. Service Director responsible

Edward Highfield
Service Director Skills & Regeneration

Appendix A General arrangement drawing showing the latest scheme design. See separate document.

Appendix B A copy of the Consultation Report. See separate document.