

A62 to Cooper Bridge Corridor Improvement Scheme

Cabinet Briefing

12 October 2021

Scheme Objectives

To relieve congestion, improve journey times and reliability (incl. bus)

To support economic and housing growth (including the phased delivery of Bradley Park)

To improve road safety

To improve pedestrian and cyclist facilities to encourage more use

To support the improvement of air quality



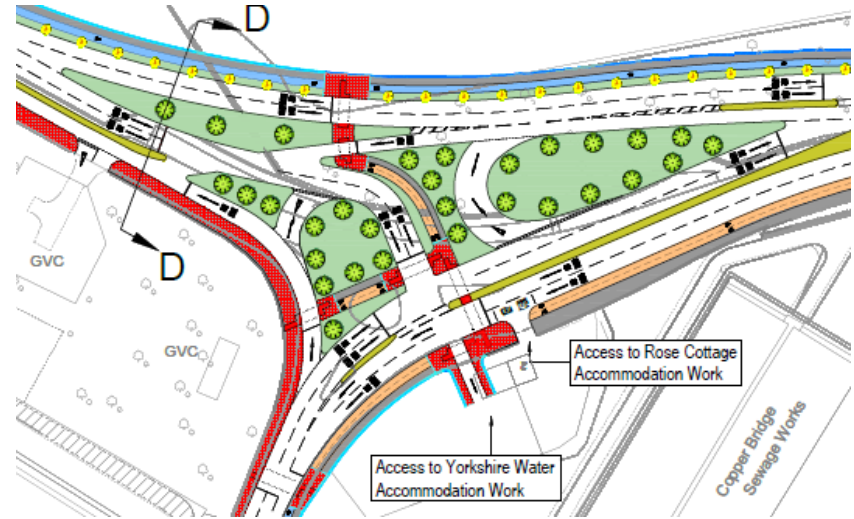
Scheme Background

- In 2018/19 the council held a public engagement on three potential link road options, which would have provided a new road between Bradley Junction and A644 Wakefield Road
- Whilst there was some support for those schemes, concerns were raised about their environmental impacts, particularly the loss of Ancient Woodland
- Instead new online options were developed to maximise the capacity of the existing network.

Alternative options

The built-up nature of the area means there are limited ways to improve the network without significant demolition of properties. Therefore, the options considered:

- A larger roundabout at Cooper Bridge (preferred option)
- A gyratory at Cooper Bridge (see image)
- Whether to widen Cooper Bridge Road (preferred option)

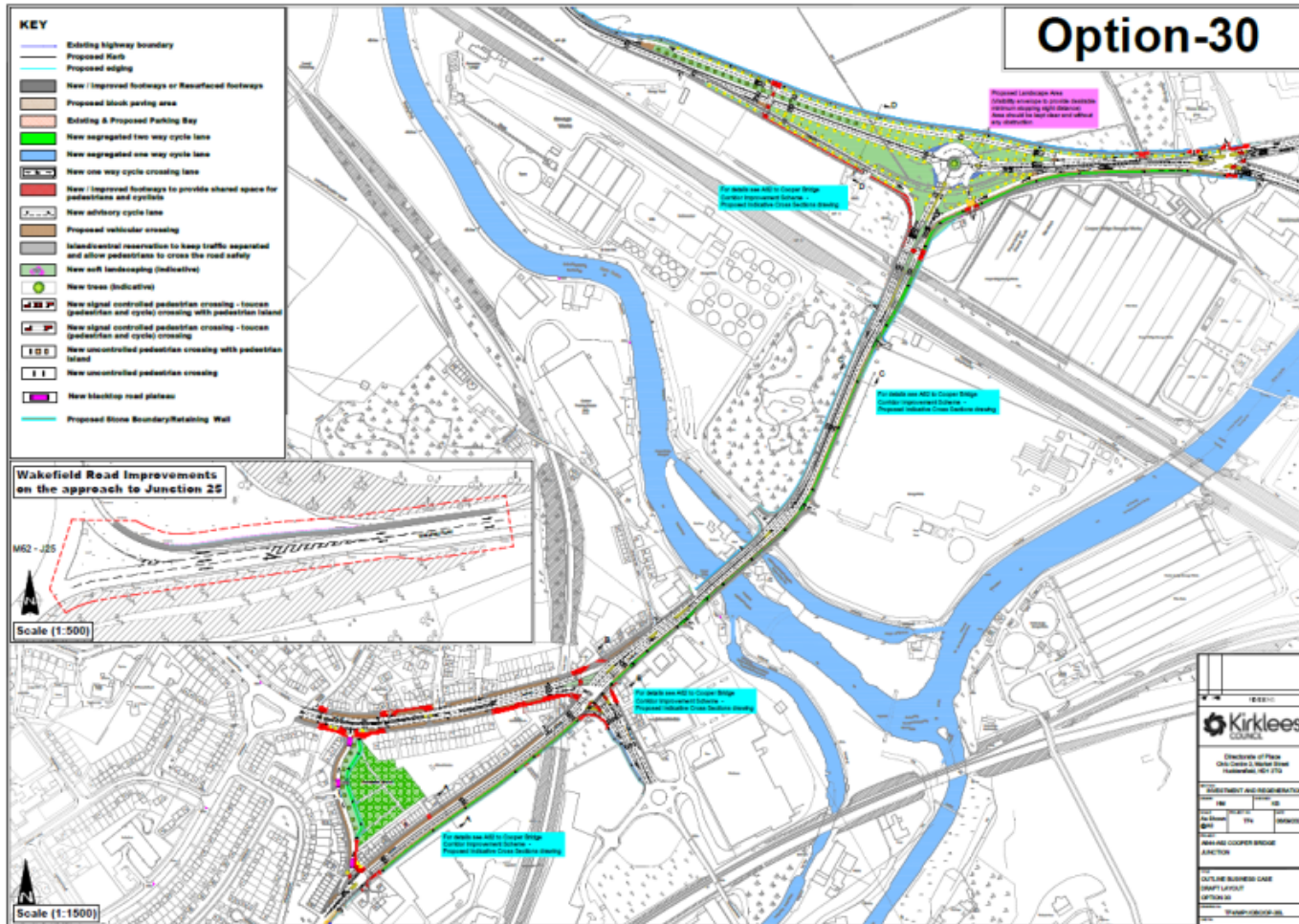


Option selection

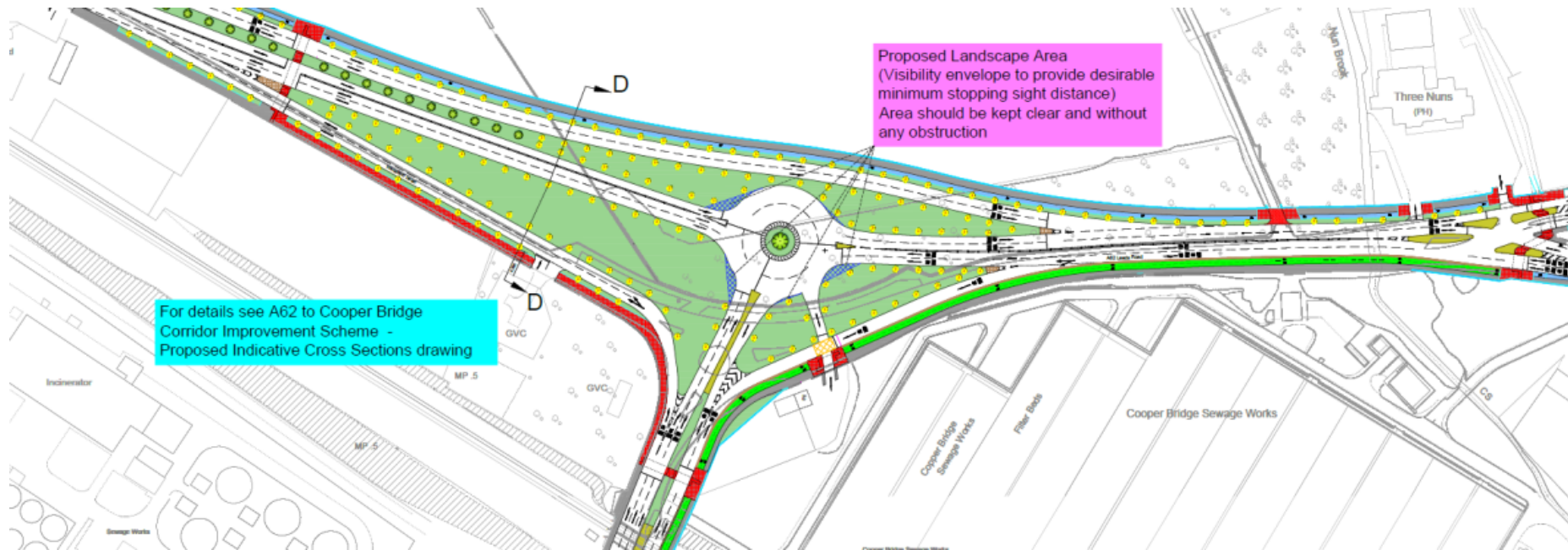
In addition to the appraisal of each option a number of other factors have also been considered in selecting the preferred option:

- Future maintenance – the roundabout is a standard design for which maintenance routines are established. The gyratory design will present traffic management challenges during maintenance
- Ease of use – the roundabout is a recognised familiar to the travelling public, the gyratory is a complex arrangement which has potential to cause confusion for road users which could have safety implications.
- Active Travel – the roundabout is a less convoluted design for pedestrians and cyclists to navigate, which aligns with aspirations to encourage Active Travel

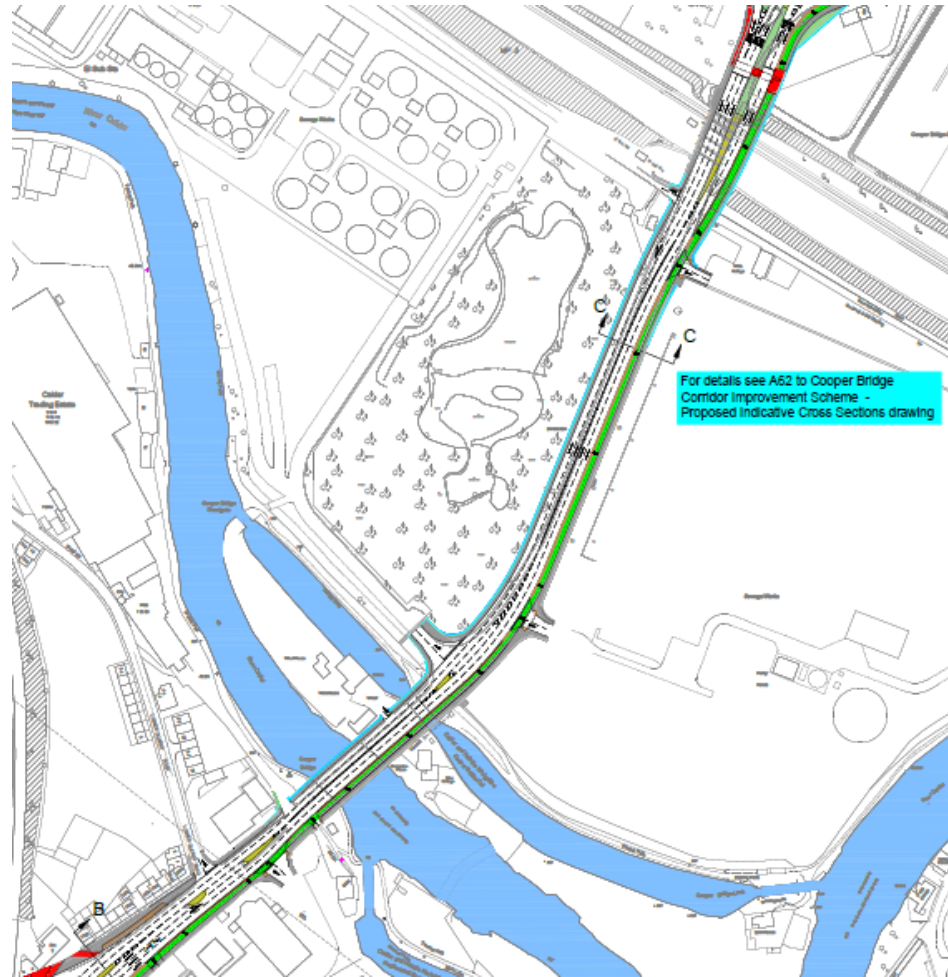
The Preferred Option



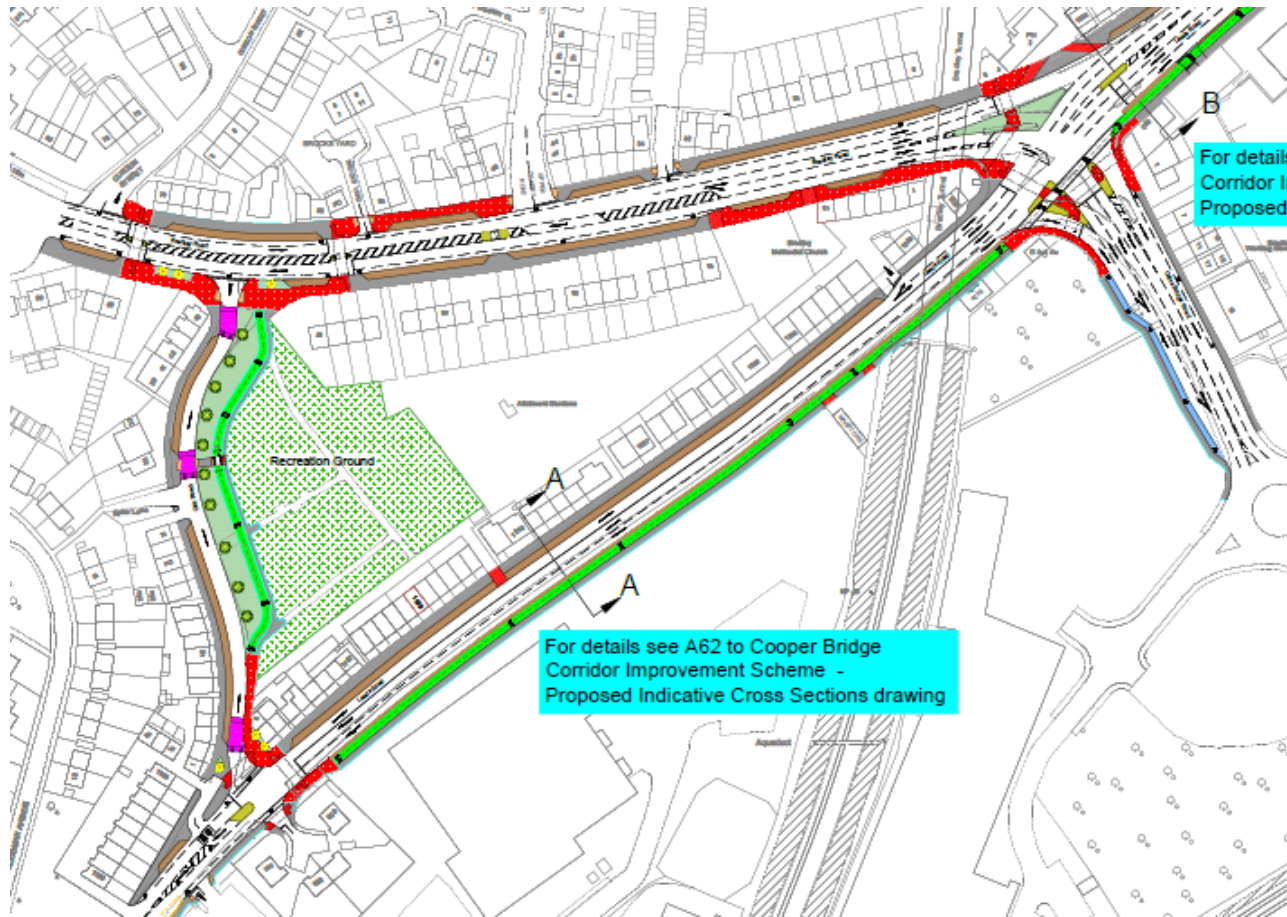
The Preferred Option



The Preferred Option



The Preferred Option



Consultation

- Held from 7th June to 18th July 2021.
- Public consultation was undertaken to gather feedback on a preferred option and the perceived impact of this for car users, cyclists and walkers.
- A total of 424 responses or comments were received during the consultation. A consultation report is attached to the Cabinet report.
- Views on the proposals - Existing conditions for car users, cyclists and walkers were generally viewed poorly respondents' views were much more positive overall when considering the impact of the proposed improvements for car users, cyclists and walkers.

Economy & Neighbourhoods Scrutiny

Panel – 24 August 2021

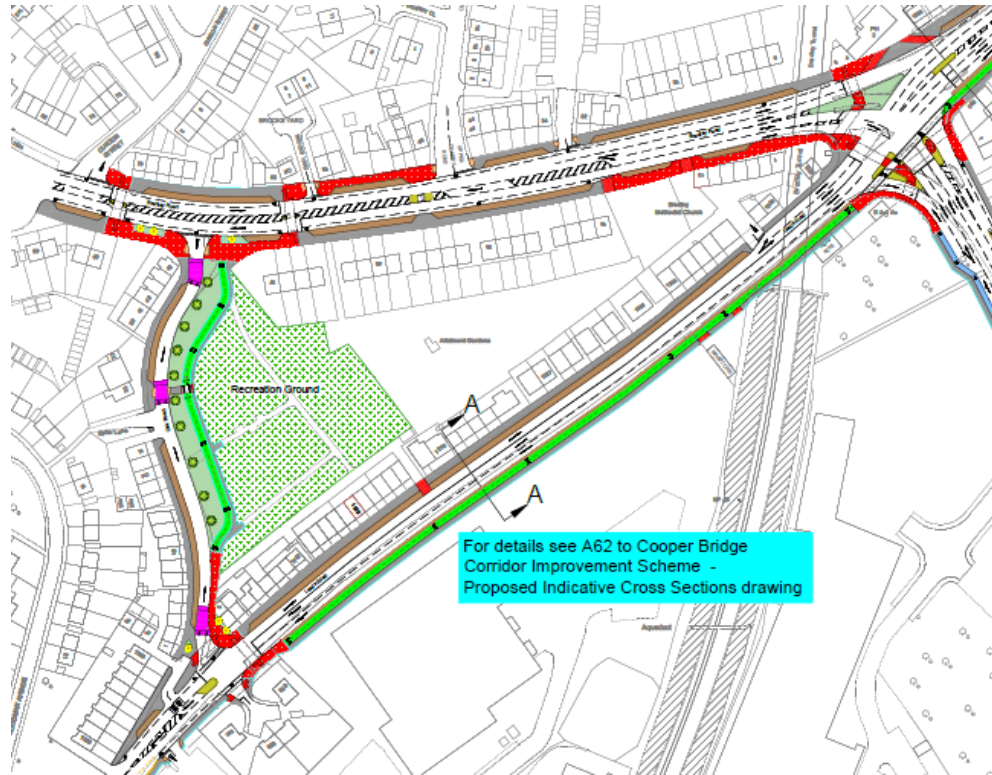
The following comments and recommendations raised by the Panel were

- (i) The Panel notes the key concerns of residents of Oak Road and recognises the importance of these concerns being understood and responded to as the scheme develops.
- (ii) That clear metrics need to be demonstrated that can enable the measurement of the impact and success of the scheme in areas such as air quality and traffic flow.
- (iii) That consultations be undertaken with Elected Members in all wards impacted by scheme particularly in respect of the effect on existing and potential traffic flows.
- (iv) That it is important to recognise within the Cabinet report, the Council's commitment to tackling climate change and measures to encourage modal shift to public transport and active travel.

Key Issues

- This scheme is of sub-regional significance in terms of its wider benefits and in terms of the scale of investment. At the same time there is potential to work with local business and residents to place shape elements of the scheme as it progresses.
- The need to support housing and economic growth – the scheme itself is allocated in the Council's adopted Local Plan (TS1) as well as identified housing and employment allocations in the area. Fit for purpose transport infrastructure that supports our economy and supporting growth.
- The impact of the Oak Road and Bradley Road proposals, particularly for local residents with additional traffic here seen as particularly problematic and plans needed to mitigate impacts by working with local residents as the scheme develops
- Future environmental issues around carbon impact, air quality, flood risk need careful consideration as the scheme moves forward. Once funding to progress the scheme is secured, we will also proceed with further environmental assessments and modelling of the scheme impacts including noise and air quality.

Specific Issues at Oak Road



In order to mitigate some of the issues raised by the residents on Oak Road during consultation we are now considering

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

Further engagement with residents, emergency services and road safety auditors will be undertaken in the next stage regarding these suggested amendments

Programme/Next Steps

| Activity / Milestone | Date |
|------------------------------------------------------------------------------------|------------------------|
| Public Consultation | 7 June to 18 July 2021 |
| Scrutiny | 24 August 2021 |
| Cabinet | 12 October 2021 |
| Submit Outline Business Case to Mayoral Combined Authority for development funding | Late 2021 |
| Community engagement / design development | 2022 onwards |
| Submit Full Business Case to Mayoral Combined Authority for full funding | Spring 2024 |
| Anticipated start of works | Summer 2024 |
| Anticipated Completion of works | Autumn 2026 |

Summary

- This is not the final decision stage on this project. The submission of the outline business case to the Mayoral Combined Authority will allow further work to commence on developing the scheme further.
- This scheme is of sub-regional significance in terms of its wider benefits and in terms of the scale of investment. At the same time there is potential to work with local business and residents to place shape elements of the scheme as it progresses.
- There is a need to support housing and economic growth in Kirklees and address current transportation issues in the area – doing nothing is not a realistic option.

Summary

- The scheme itself is allocated in the Council's adopted Local Plan (TS1) as well as identified housing and employment allocations in the area. Fit for purpose transport infrastructure that supports our economy and supporting growth is a key outcome for our residents and businesses.
- We will keep listening and responding to residents' concerns, and the decision Members are being asked to make allows this to be the case. The council will work with local residents to refine the design in and around Oak Road and Bradley Road as the scheme develops.
- Future environmental issues around carbon impact, air quality, flood risk will also need careful consideration as the scheme moves forward. Once funding to progress the scheme is secured, we will also proceed with further environmental assessments and modelling of the scheme impacts including noise and air quality.