

CALDERDALE LOCAL PLAN EXAMINATION - STAGE 5

CC110 Consultation Documents – Phase 5

COMMENTS ON:

CC149d – Further Habitat Regulations Assessment – Air Quality Assessment

Woodhouse Residents Association

21 March 2022

1.0 **INTRODUCTION**

- 1.1 This representation has been prepared by the Woodhouse Residents Association (WRA) and is submitted by Julie Bullen on their behalf. It responds to the CC110 Stage 5 Further Consultation on the CC149d document regarding the Habitats Regulation Assessment - Air Quality Assessment.
- 1.2 It should be read in conjunction with our previous statements on CC149 and Appendices 1 and 2 on the Smart Motorways Programme J20-25 Environmental Assessment (EA) (author - National Highways - formerly Highways England) and our comments made at the hearing on this matter.
- 1.3 The WRA was formed and constituted in September 2019 following the Stage 1 Inquiry to collectively respond to the Local Plan process. The WRA continues to grow and currently has **268 members** drawn from the local residential and business community and representing a large proportion of properties in the area.

2.0 **Revised HRA - Air Quality Report**

- 2.1 We raise concern about the revised Air Quality Report due to:-
- late evidence in the form of CC122b (Updated smart motorways response to the Inspector's message IN27 to reflect the HRA) which is relevant to the revised HRA CC149d document;
 - out of date information; and
 - inconsistencies and contradictory evidence.

CC122b

- 2.2 This document specifically covers the air quality assessment relating to the Habitats Regulations Assessment (HRA) which has been the subject of a six-week statutory consultation. As such, the evidence is pertinent information for consideration and should have been available throughout this period.
- 2.3 We object to the fact we received no notification to confirm this document had been updated. We were only made aware of it following a 'catch all' message from the Programme Officer on the evening of the 17 March which stated,
- 'Please also note, over the last few weeks, several documents have been added to the Examination Library, details of these documents may be viewed in the ['Latest News'](#) section'.*
- 2.4 Given the document has an impact on this current consultation, it is very concerning it has been released at such a late stage in the consultation, without notification and it seems it is our responsibility to seek out the document. We do not consider this to be a fair, open process. It has made it difficult and confusing once again to respond when our comments have been prepared in the light of CC122a and before the release of the updated document. This has been an ongoing issue throughout the examination process.

CC149d – Out of Date/Inconsistencies

2.5 The CC149d report is out of date. It fails to address the fact the Smart Motorway is now significantly delayed. Contrary to what CC122b might say, there is a strong possibility it might not actually materialise and the required mitigation is certainly not guaranteed.

2.6 CC149d, page 1 indicates:-

The 2032 Future Baseline scenario incorporated vehicle emissions contributions from traffic associated with the adopted Kirklees Local Plan, the existing Bradford Core Strategy, and the M62 Junction 20-25 Smart Motorways upgrade, which is due to be completed between 2025 and 2030.

Our underlining

2.7 The Inspector wrote to the Council (INS27) on 20 January requesting a response on the government announcement (12th of January 2022) that the roll-out of Smart Motorway schemes has been paused until 5 years of safety data is available. It is therefore unclear why the HRA report was then released for consultation when it does not address this significant change, not least because it was published after the Inspector's request. We have then been faced with a series of very late notes seeking to address this in retrospect.

2.8 The Council (WSP) responded to the Inspector in CC122a indicating the change to the Smart Motorway will have no impact on the Local Plan as follows:-

The IDP included this scheme as it was a significant infrastructure investment being made on the Strategic Road Network and could be seen to be supportive for the local plan, however it was not linked to delivery of specific site allocations.

Our underlining

The reference to the 'link to specific sites' is also reiterated in CC122b, Conclusions, page 2.

2.9 We wholly disagree with this. NPPF requires local planning authorities (LPAs) to take account of air quality in plan making, stating at paragraph 124:

Planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.

(our underlining)

The Council fails to address the impact of cumulative growth and this is contrary to the NPPF. Specific sites may not be listed against the Smart Motorway in the definitive list of key mitigations as outlined in CC123 (see page 2). However, the Strategic Road Network (SRN) mitigation is clearly required to deliver the planned, cumulative growth

in east Calderdale, specifically along the M62, as well as growth in Kirklees, Bradford and other adjacent authorities. As evidenced in our CC149 submission, mitigation is required to protect the SRN, which is significantly congested on the stretch from Brighouse to Ripponden, and associated environmental impacts of air quality on the SPA/SAC.

2.10 The Council's evidence is inconsistent in this regard:

Example - IDP 2019 para 5.33 (EV42.1) and revised appendix of transport schemes CC123 2021

The IDP 2019 (para 1.2) states that in order for the Plan to be found sound at examination, it must be shown to be effective and deliverable over the plan period. To demonstrate deliverability, the Council is also expected to ensure that there is a reasonable prospect that planned infrastructure is capable of being provided when needed. The evidence provided to date does not confirm this or that capacity will be available to support growth.

2.11 Para 5.30 onwards confirms the traffic modelling has identified where the constraints are and critically it goes on to say where mitigation/capacity is required, which includes the M62:-

EV42.1 Pages 22-24 (numbering is incorrect in document)

The Local Plan establishes that the majority of new growth will be located within eastern parts of the district. In recognition of this focus and the current bottlenecks, the Plan identifies a number of key transport routes which are proposed investment priorities.....

Priority A routes in the form of the Calder Valley Line and the M62 are the most critical routes in terms of regional and national connectivity. Works to improve capacity on these routes represent the most fundamental changes in relation to sustainable economic growth for the borough and, in necessary partnership with third party stakeholders, Calderdale Council continues to place the highest priority in their improvement.

Our underlining

2.12 Inconsistencies in WSP's CC122a response to the Smart Motorway are also evident between this and their previous Technical Notes (TN) and Highways England responses to them.

We provided Highways England's Review of Technical Note Evidence dated 19 June 2019 (TN9, 11, 12 and the 2019 IDP) in our HS15.5g, Appendix 6 submission (noting this does not appear to have been provided in the Council's evidence). This confirms that cumulative growth will impact on the capacity and operation of the SRN:-

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The numbers provided in Tables 1 to 6 in TN11 demonstrate that the cross-boundary impacts of the Calderdale Local Plan and background growth from the districts of Bradford and Kirklees will impact upon the capacity and operation of the SRN; and has been quantified in terms of the number of PCUs. CH2M welcome the approach taken to consider the impact at the SRN, whilst it is noted that the development aspirations have the potential to require significant mitigation at the SRN;

TN12 (WSP - EV 54.13) also confirms in relation to Infrastructure and Mitigation, (including the Smart Motorway) that :-

Page 3

The Council has developed the evidence base around infrastructure and mitigation through the Infrastructure Delivery Plan (IDP). The IDP was updated during early 2019 to ensure that it effectively underpinned the delivery of the Local Plan.

In particular, Appendix 1 of the IDP aligns the delivery of specific key infrastructure with the housing trajectory for the first 5 years following adoption of the Plan. As indicated by the IDP, the delivery of transport infrastructure will be funded to a great extent by the Growth Deal via the West Yorkshire plus Transport Fund (WY+TF), which is administered by the West Yorkshire Combined Authority (WYCA).

TN 14 (WSP - CC122)

Confirms the importance of the Smart Motorways scheme for the planned growth in Calderdale

Section 4, Para 4.1.7 (CC122)

...considered a key form of mitigation for the Strategic Road Network to be able to accommodate planned growth in Calderdale and elsewhere in the region.

WSP confirm the Local Plan modelling has not incorporated the Smart Motorways scheme (para 4.1.7) and conclude at Table 5-1 (below) that no intervention is required on the M62 Mainline justifying this with the fact the Smart Motorway is planned.

Location	Description
Junction 23	Signalisation of roundabout
Junction 24	Additional lane on entry to Ainley Top roundabout from J24.
Junction 25	Cooper Bridge improvement on local road network (minor improvements to roundabout to be investigated when planning applications submitted)
Junction 26	No intervention required
M62 Mainline	No intervention required (Smart Motorway planned)

This implies that without the Smart Motorway mitigation, the effective working of the SRN will be compromised.

- 2.13 The removal of this intervention, along with significant changes to other priority schemes such as the A644/A62 Cooper Bridge and A641 Corridor schemes which we will cover below, indicate a strong degree of uncertainty over the plan’s required infrastructure. There is NO confirmation of deliverability. The IDP is no longer ‘definitive’ as indicated. The Smart Motorway reference is now incorrect as it will not be delivered during the life of the plan to support growth and cumulative impact is still unknown.
- 2.14 Having revisited the IDP, we must also highlight other critical changes to the Inspector which are expected to support the plan’s growth and consequently, the effective working of the SRN and associated air quality emissions along its route.

Cooper Bridge Corridor Improvement scheme

- 2.15 CC138 – TN14 confirms the A62/A644 Cooper Bridge scheme is critical for the operation of the SRN

Page 6
A644 Cooper Bridge to M62 Junction 25 programme

The IDP states that this scheme will see an improved connection between the A62 and A644, and in turn M62 Junction 25. Furthermore, it is stated that this is primarily a Kirklees Council scheme but would also mitigate M62 Junction 25.

A consultation is planned for later in 2021. It is considered that Highways England will use the upcoming consultation to make representations regarding the proposed scheme, and it is considered that evidence will need to be provided as the scheme emerges to identify whether the scheme resolves existing issues at M62 Junction 25 and or provides further capacity to support development aspirations being proposed by the Council and their neighbouring Local Authorities’ Local Plans.

- 2.16 This consultation is now complete, the Outline Business Case was submitted in December, (still awaiting WYCA approval to progress to the next stage of the assurance process) and the extent of this scheme is now reduced as follows:-

The primary objectives of this scheme are to relieve traffic footways on the A62 to Cooper Bridge and looking at ways to improve cycling and walking within the area.

This is evidenced in the WYCA Kirklees Council District Consultation Report and Appendix – March 2022, attached at Appendix 1. As such, it clearly will no longer address any capacity aspirations or indeed remove the cap on development already applied to Bradley Park pending its implementation (Kirklees Local Plan modification at the Examination).

A641 Corridor Improvement Scheme

- 2.17 The recently published CC178 - WYCA Transport Plus Fund Review, which strangely only provides an update for the A641 scheme, indicates that :-

As outlined at the Local Plan Examination, the delivery of the A641 Corridor Improvement Scheme remains firmly on track. The Outline Business Case has recently been submitted to the Combined Authority for approval and work is also currently underway preparing the scheme Full Business Case. Construction work is anticipated to begin on site at the various locations along the A641 Corridor, including Brighouse, by the end of 2023 and be completed by December 2025 as previously described at the Examination.

- 2.18 What this fails to highlight, is the OBC was submitted late - in March - when the deadline was December 2021. As with the Cooper Bridge scheme above, it has not yet been approved to progress and it is going through the rigorous WYCA assurance appraisal process.
- 2.19 Of significance, following the A641 consultation in 2021, the Brighouse critical link mitigation A641 ref: BG15 - replacement bridge over the River Calder at Huntingdon Road (IDP 2019 p3) **required 'to deliver the entirety of Woodhouse Garden Suburb'** is certainly no longer part of the corridor scheme. This is not surprising since it does not lie on the A641 corridor and as we have previously highlighted, the available funding is to be spread far wider than Calderdale.
- 2.20 The OBC scheme was presented to ward councillors in January when it was confirmed the Huntingdon Road Bridge would not be replaced to allow vehicular access. The bridge will be retained/improved, as is, for pedestrian/cycle access only. See Appendix 2 correspondence confirming this. As with the Cooper Bridge scheme the WYCA priorities have changed and the A641 scheme is no longer focused on improving capacity to support growth, it has not been assessed yet and it is certainly not the scheme **'previously described at the examination'**.

- 2.21 The removal of Huntingdon Bridge has critical implications for the Woodhouse GS. While pedestrians and cyclists will have access to Woodhouse via Huntingdon Bridge under the A641 proposals (as they currently do), HGV and cars will all enter Brighouse via the A641 at the Sainsbury's mini roundabout and lights. Congestion already occurs from 3-5pm every weekday and the standing traffic adds to the pollution in the AQMA in Brighouse town centre. Some of the more impatient drivers also take risks at the lights turning right into the congested traffic on the road in front of Sainsbury's car park.
- 2.22 These are fundamental changes to the evidence provided during examination for the Woodhouse GS and proposed growth in Brighouse and it is irresponsible to withhold this critical information from the Inquiry process. The above facts indirectly impact on the operation of the SRN and consequently the validity of the air quality data provided for the HRA.
- 2.23 We are now left with an IDP that:-
- is no longer aligned with the current housing trajectory since this has changed significantly following the update;
 - is inaccurate in relation to a number of specified required key mitigations; and
 - is invalid and cannot be considered to effectively underpin the plan.

SRN Capacity

- 2.24 Our CC149 statement (sections 2.3-2.6) provides evidence from the Highways England's EA for the Smart Motorway and documents the operational strain this section of motorway is under, without accounting for any proposed Calderdale local plan sites. Even if the Smart motorway (intended to increase capacity and flow) was approved in the future (as suggested in CC122b), implementation is at least 8.5 years away (5 years to approval, 3.5 years for delivery – EA page 2, Para 1.2.1). Even assuming a best-case scenario of delivery (which is doubtful), it is unlikely to be operational much before the end of the plan period.
- 2.25 Our CC149 statement demonstrated that currently the operational capacity of the SRN will be exceeded for junctions 22-25 by 2031, without including the planned growth. We therefore challenge the comments in CC122b which state that the impact on the HRA, whether the Smart Motorway is delivered or not, is acceptable. There is still inadequate assessment of cumulative growth on the SRN and consequently the HRA Assessment is flawed.

Traffic Growth

- 2.26 Notwithstanding the fact the Smart Motorway is unlikely to be delivered within the period, WSP still continue to use an incorrect 7% traffic growth rate in CC149d and in the recent CC122b. WSP conceded this matter at the CC132, CC321a and CC151 hearing on 29 September 2021. The Highways England EA Report and appendices (provided in the WRA submission CC149 appendix 1 and 2) clearly indicate that it

should be modelled at 10-17% and no evidence was/has been provided to refute this. The Brighthouse junctions were specifically at the higher end of the percentage range.

- 2.27 The Highways England EA Report confirms that a detailed Air Quality Assessment has been undertaken on the Smart Motorway intervention (page ii, Executive Summary and chapter 2) and indicates that:-

Acceptable NOx concentrations and nitrogen deposition rates are locally breached over the South Pennine Moors Phase 2 Special Protection Area, South Pennine Moors Special Area of Conservation / Site of Special Scientific Interest and the Rochdale Canal Special Area of Conservation / Site of Special Scientific Interest.

However, the area impacted by the Proposed Scheme is approximately 0.0003% of the area of the designated sites and is predicted not to have a significant effect. The potential for significant adverse effects on these sites is considered within Chapter 6: Biodiversity.

In terms of regional emissions, there is a predicted increase in all pollutant emissions of between 2.3-4.3% in the opening year (2024) and between 2.8-5.8% in the design year (2039). This is due to the 5.9% predicted increase in vehicle kilometres travelled compared to without the Proposed Scheme.

- 2.28 Whilst accepting the EA Report concludes overall the Proposed Scheme does not give rise to significant air quality effects which cannot be resolved without operational mitigation measures, as previously evidenced in our CC149 statement, it is based on data that excludes Calderdale's growth and also some of Kirklees. Furthermore, their traffic modelling assumes the A641/A644 scheme will be delivered to reduce journey times by 2024 (para 2.6.2 Highways England EA Report). As we have demonstrated the extent of this is now significantly different. The extract is provided in Appendix 3 below.
- 2.29 It is unclear why the Highways England evidence has still not been referred to, not least because WSP are also the authors. As such, the request in CC149d, Para 1.1.6 (extract below) from Natural England to take Highways England's assessment into account has still been ignored.

As part of the scope for the initial technical note², Natural England advised that "...the assessment undertaken by Highways England for the M62 SmartMotorway upgrade project should be taken into account".

Transport Modelling

- 2.30 Accurate transport modelling is crucial to support the air quality assessment and impact of growth on the HRA. In addition to our previous comments about inadequacies, we must also refer back to the CC132 hearing.

- 2.31 Mr Bennett had initially said employment growth had not been taken into account in the air quality assessment. However, when the WRA (Mrs Bullen) asked a question on whether productivity growth had been factored in, he seemed to change his mind and indicated that this then had been taken into account.
- 2.32 We have now reviewed all WSP traffic documents and must reiterate our concerns. We find nothing to indicate that productivity growth has been factored into the modelling at all.

CC62b Para 2.1.3. indicates that :-

The demand for travel has been calculated using the preferred set of allocated housing and employment sites provided by CMBC in January 2020, alongside historic information regarding sites recorded as built, under construction or with live planning permissions between 2014 and 2019.

CC62b Appendix B provides a log of employment sites modelled. Neither of the two sites are listed as being included in the modelling. Only new sites have been modelled rather than growth resulting from existing site expansion which are not necessarily the subject of planning applications.

- 2.33 We continue to be particularly concerned about the impact on Brighouse given the significant HGV increased movements to the M62 planned from Birds Royd and onto the A641 anticipated from 2020 from international companies Siddall and Hilton and Firth's Steel, as outlined in their submissions to the Housing Requirement Update and potential supply consultation 2020.
- 2.34 They confirmed that HGV traffic generated from their existing businesses would increase over the coming years to achieve higher productivity. Siddall and Hilton indicated '*my calculations indicate that there are already 25,000 vehicle interactions at the Huddersfield Road / Birds Royd Lane junction generated by my business annually. Our growth plans will require an additional 750 HGV interactions per annum through that junction en route to and from the M62*'.
- 2.35 Firths Steel similarly indicated that their busy day loads of manufactured steel products going out on a daily basis will increase from 15 on a busy day to 20 to 23 loads/day when their expanded site is operational from 2020.

- 2.36 These are just two businesses we are aware of and no doubt there are others.

Designations outside the HRA

- 2.37 CC149d para 3.4.4. provides an indication of Natural England's internal guidance:-

The guidance does not specifically cover nationally significant sites such as Sites of Special Scientific Interest (SSSIs), which are covered by a different regulatory framework. However, it does state that the general principles for air quality

assessment outlined for International Sites are likely to be equally relevant for this and other designations.

Our underlining

Whilst not within the international designation of the SAC/SPA, and in line with the recently approved Environment Act 2021, we raise issue again about the impact of air quality on the Bradley Wood ancient woodland habitat designation between Junctions 25 and 24. This is not least because it is going to be sandwiched between the motorway and the Woodhouse GS development. No evidence has been provided to confirm the emissions/ air quality impact on this unique habitat.

3.0 Conclusion

3.1 The CC149d HRA Assessment is inadequate. It fails to support and justify the plan :-

- cumulative impacts of growth have not been adequately considered. This is contrary to NPPF guidance;
- there is no alignment with the Highways England (National Highways) Smart Motorway data and assessment;
- Highways England Smart Motorway data and impact on the HRA does not take account of Calderdale's and other proposed growth;
- traffic modelling is flawed and inconsistent. An incorrect growth rate of 7% is used again for the Smart Motorway scenario;
- No evidence data has been provided to confirm the scenario of the Smart Motorway scheme not coming forward;
- Required SRN and the Cooper Bridge mitigations are not deliverable to support the proposed growth in the plan;
- The Woodhouse GS is not deliverable as the IDP critical infrastructure proposal to build a new vehicular, Huntingdon Bridge is not going ahead.



Report to: Kirklees District Consultation Sub Committee

Date: 23 March 2022

Subject: **Information Report**

Director(s): Dave Pearson, Director of Transport & Property Services

Author(s): Various

1. Purpose of this report

- 1.1 To update the sub-committee on matters of information relating to the Kirklees District.
- 1.2 Updates on regional and national issues are covered in the papers for Transport Committee, the latest set are available on the following link;
[WYCA - Modern Gov](#)
- 1.3 A list of current projects in Kirklees District where there is current activity is provided at Appendix 1.

2. Information

Huddersfield and Dewsbury Bus Stations

- 2.1 The West Yorkshire Combined Authority, in partnership with Kirklees Council, is proposing to upgrade Dewsbury and Huddersfield Bus Station buildings and their surroundings; including improved interiors, better accessibility for all bus station users and upgraded public entrances and exits.
- 2.2 Public consultation on both schemes took place in 2021 and responses have been analysed and are reported on the YourVoice website:
 - www.yourvoice.westyorks-ca.gov.uk/dewsbury
 - www.yourvoice.westyorks-ca.gov.uk/hdbs
- 2.3 Feedback gathered from the public consultation will be taken into consideration and will inform the development of detailed proposals for both schemes.

Huddersfield Narrow Canal Towpath Upgrade

- 2.4 Work is under way to upgrade a 4.3km section of the towpath between Milnsbridge and Slaithwaite on the Huddersfield narrow canal. The scheme builds upon previous upgrades to neighbouring sections of the canal towpath in recent years, and aims to boost walking and cycling access on the towpath.
- 2.5 The construction period is between 28/02/22 and 19/08/22, during which sections of the towpath will be closed for the safety and wellbeing of the workers when undertaking surface improvements.

Dewsbury-Cleckheaton Sustainable Travel Corridor (A638): Second stage consultation

- 2.6 Kirklees Council and the West Yorkshire Combined Authority are proposing a series of travel improvements along the A638, between Dewsbury and Cleckheaton, and the Spen Valley Greenway and Spen Ringway.
- 2.7 Public engagement in 2021 sought views on the proposals for the Dewsbury–Cleckheaton Sustainable Travel Corridor scheme, including improvements to Heckmondwike Bus Hub. The feedback received showed support for most of the proposals, but some were not supported. These proposals have either been removed or amended. Views are now being sought on the amended proposals. Further information is available on the YourVoice engagement hub: www.yourvoice.westyorks-ca.gov.uk The consultation is open for contributions until Tuesday 15 March 2022.
- 2.8 The proposed bus station at Heckmondwike, included in the engagement in 2021, is being developed as a separate project, and views will be sought on this later in 2022.

3. Recommendations

- 3.1 That the information report be noted.

4. Background Documents

None.

5. Appendices

Appendix 1 – Kirklees Current Project Activity

Kirklees – Current project activity (March 2022)

Project	Scheme Description	Key Information
Urban Traffic Management Control	Integration of five District Urban Traffic Control Centres to a single cloud system Establishing a partnership approach to UTC across the 4 teams, and provision of a central control room.	Phase 1 is substantially complete, with Phase 2 getting underway. Due to complete March 2022
ULEV Taxi Scheme	88 rapid chargers for electric vehicles across the whole of West Yorkshire	Completion March 2022
Cross Church Street (CityConnect)	Delivery of a cycle route through Cross Church Street and Queen Street in Huddersfield	Currently addressing public and business feedback. Due on site during 2022 depending on resolution of issues.
Bradley to Brighouse (CityConnect)	Off highway active travel route linking Bradley and Brighouse	Currently in development. Due on site mid 2022.
Huddersfield Narrow Canal Ph2 (CityConnect)	Improvements to the canal towpath between Milnsbridge and Slaithwaite to deliver a better quality active travel route	Consultation completed and supportive. Approval to proceed granted. Due on site February 2022.
A62 to Cooper Bridge Corridor Improvement Scheme	The primary objectives of this scheme are to relieve traffic footways on the A62 to Cooper Bridge and looking at ways to improve cycling and walking within the area.	OBC submitted 1 st Dec 2021. Awaiting committee approval.
A629 Phase 5 – Huddersfield to Ainley Top	Improvements to the A629 and junctions between Huddersfield and Ainley Top.	Planning application submitted and waiting for decision from Kirklees planning – expected May 22

Project	Scheme Description	Key Information
Dewsbury Bus Station	Comprehensive refurbishment of the bus station building, bus circulatory area, and pedestrian linkages.	OBC submitted December 2021. Approval recommended to Place, Regeneration, & Housing Committee meeting of 8 March 2022. FBC period March 2022 – May 2023. Construction period estimated September 2023 – January 2025.
Huddersfield Bus Station	Refurbishment of the bus station, apron & approach + new entrance canopy with public realm beneath.	Public consultation completed. OBC due to be submitted in Spring 2022. FBC due to be submitted in summer 2023. Works anticipated on site during 2024/2025.
A62 Smart Corridor	Corridor improvements to reduce congestion, improve reliability as part of the Corridor Improvement Programme	Due to start on site Feb 2022
Huddersfield Southern Corridors	Corridor improvements to reduce congestion, improve reliability as part of the Corridor Improvement Programme	FBC Sept 22
Safety, Accessibility, Environment Programme	Provision of security, safety and carbon saving improvement works to bus stations within the West Yorkshire	On site in 2022 – Cleckheaton, Batley
Heckmondwike Bus Hub	Provision of a new bus station in the centre of Heckmondwike to replace the current hub. Project will deliver additional bus stops, covered waiting area, new information screens and public realm.	OBC approved. Planning application being prepared, start of construction expected later in 2022 with completion in mid 2023.
Huddersfield Rail Station Connections	Walking and cycling improvements in the town centre to improve active travel connectivity to the rail station. Improvements to the rail station ticket hall.	First round public consultation complete (Nov 21). Designs reviewed and further public consultation in development.

APPENDIX 2

2.6.2 The following non-Highways England schemes are expected to be delivered, detailed in Table 2-20.

Table 2-20: Local Planning Authority Schemes – Likely Region of Influence

Scheme name	Scheme Description	Opening Year	Uncertainty Status
Waverly Link Road	New road linking B6200 Retford Road and B6064 Furnace Lane	2021	More Than Likely
A630 Parkway Widening	Widening of A630 between Catcliffe Interchange and M1 J33 to three narrow lanes with reduced speed	2021	More Than Likely
A650 Hardings Road Improvement	Create dual carriageway section in Keighley Town Centre	2019	More Than Likely
A650 Tong Street (Phase 1)	Dualling of road between Westgate Hill roundabout and Dudley Hill roundabout	2022	More Than Likely
TF20 - A629 Halifax to Huddersfield Corridor Phases 1-4	Road, junction and signal re-organisation in both Calderdale and Kirkstiles	2021	More Than Likely
TF10 - East Leeds Orbital Road (ELOR) and Outer Ring Road	The ELOR will connect the Outer Ring Road at Red Hall around the east side of Leeds joining a new Manston Lane Link Road (MLLR) and connecting through Thorpe Park into junction 46 of the M1 motorway. ELOR will be a 7.5km dual carriageway which will provide the capacity to support increased traffic from allocated development in the ELE and vehicular	2021	Near Certain

Environmental Assessment Report

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Smart Motorways Programme M62 Junctions 20 to 25
Environmental Assessment Report



Scheme name	Scheme Description	Opening Year	Uncertainty Status
	access into the development areas as well reducing the impact of traffic growth on the existing highway network.		
A641/A644 corridor improvements	The A641 between Bradford, Brighouse and Huddersfield, including the A644 between Brighouse and the M62's junction 25 is an important manufacturing corridor that forms part of West Yorkshire's Key Route Network. Carrying more than 20,000 vehicles a day, the route has significant traffic congestion issues in a number of locations. Reducing journey times along the route will increase economic investment in the area by unlocking land for employment and housing growth, as well as improving conditions for all users. This will include increasing the use of sustainable transport and improving facilities for public transport.	Assumed before 2024	Near Certain
TF5 - Wakefield Eastern Relief Road	New road between the A638 and A642	2017	Near Certain
Mersey Gateway	New six lane toll bridge over the Mersey between Runcorn and Widnes	2017	Near Certain
M62 junction 19 Link Road	Link road between M62 junction 19 and the Harehill Road/Manchester Road junction to provide access to existing and planned employment sites and relieve congestion in and around Heywood Town Centre.	2021	Near Certain
M1 J34	Ikea - widening at J35 south Meadowhall extension	Assumed before 2024	Near Certain / More than Likely
M1 J37 Pinch Point scheme	Pinch point signalisation scheme. The scheme officially opened in September 2015		Completed
A61 Birdwell Junction Improvement	Upgrade to the A61 Birdwell Junction to include new roundabouts, a new link road, new signalisation, and upgrade to the M1 J36 including works on the southbound diverge approach and the introduction of signals to the approach from Birdwell junction		Completed

2.6.3 Traffic modelling for the Proposed Scheme has taken account of schemes that have an uncertainty status of 'near certain' and 'more than likely' as part of the baseline forecasting for the Proposed Scheme.

APPENDIX 3

 **Woodhouse Residents** <woodhouse.residents@gmail.com> 17 Mar 2022, 15:32 (2 days ago) ☆ ↶ ⋮

Dear Councillor Dickenson

At our last WRA meeting you provided feedback from the member consultation you had attended in January to discuss the latest plans for the A641 Corridor Improvement Programme Scheme.

We understand from this that the new Huntingdon Bridge proposal for two way traffic between Birds Royd and the A644 has now been removed and is no longer part of the corridor proposals. We also understand that the existing bridge will be retained/improved as a cycle/pedestrian route, but nothing more.


We would be grateful if you would confirm that this is the case.

Kind Regards

Woodhouse Residents Association
[facebook.com/woodhouseresidents](https://www.facebook.com/woodhouseresidents)
[justgiving.com/crowdfunding/woodhouse-residents](https://www.justgiving.com/crowdfunding/woodhouse-residents)

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Re: A641 Progress

 **Councillor Regan Dickenson** <Councillor.RDickenson@calderdale.gov.uk> 
17/03/2022 21:21

To: [Redacted]

[Redacted]

It was my clear recollection at the Members consultation that the Huntingdon bridge was to be incorporated as a cycling bridge rather than road traffic, which I recall because it took me by surprise.

What astonishes me most about this process is how little it has changed from the initial presentation despite the feedback from the consultations, which begs the question of why bother consulting folk if you are going to ignore them anyway and just tick thenbox labelled "Consultation Complete"

Kind regards,
Regan