

## **Matter 15 – Infrastructure delivery**

*Question a. Does the Council's Infrastructure Delivery Plan (IDP) (2015) and Addendum (2016) provide a thorough assessment of needs and costs, and reflect the levels of growth proposed in the Local Plan?*

The Council's Infrastructure Delivery Plan (IDP) (2015) was informed by Highways England's West Yorkshire Infrastructure Study (WYIS). The levels of growth proposed in the Local Plan at that time (April 2015) were taken into account in the WYIS, and therefore, we are satisfied that the IDP reflects the schemes identified within Kirklees required to support planned growth.

*Question b. What transport modelling work has been undertaken, and has it taken account of: i) the potential impact on the local highway infrastructure outside Kirklees, and ii) cumulative effects arising from growth in other nearby local authorities?*

Transport modelling work was undertaken as part of Highways England's West Yorkshire Infrastructure Study (WYIS). As part of this modelling work, the potential impact outside of Kirklees and the cumulative impacts from other nearby local authority areas were assessed.

*Question c. How will the necessary highway capacity improvement schemes in the IDP be funded? (beyond those identified in Highways England's Road Investment Strategy)*

### **M62/M606 junction 26 (Chain Bar)**

Highways England's Road Investment Strategy (RIS) (2015) outlined a delivery plan for the strategic road network for the 2015/16 to 2019/20 Road Period. Included within the RIS was a committed scheme at the M62/M606 junction 26 (Chain Bar) to provide a direct link from the M62 westbound to the M606 northbound.

Following a review of the RIS programme in October 2017, the Chain Bar scheme has been paused for further review and consideration as part of the future RIS planning process. Given this update of the RIS programme, we wish to clarify our position on a number of points.

The provision in Policy PLP19 Strategic Transport Infrastructure, which references the Chain Bar scheme and the need to safeguard land is unchanged.

In terms of the impacts of development on Chain Bar and the revised programme for delivery, we are currently working to develop a potential interim solution. Once this has been identified we suggest this should be added to the IDP.

If it is determined that a site (or sites) has the potential for a significant impact at Chain Bar, we would seek appropriate measures to reduce and mitigate that impact through either a specific developer-led scheme or a council-led contribution from a number of sites e.g. s.106 contributions to an interim solution. Until the Chain Bar major scheme is

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constructed this could add to mitigation requirements for sites which have a significant impact at this location.

Whilst we continue to support the Kirklees Local Plan and maintain our 'sound' position, we acknowledge the risk that until the major scheme at Chain Bar is delivered, congestion at this location will worsen over time. Whilst there may be the opportunity to request mitigation from a small number of developers in the immediate area, this will not address the wider growth which will impact at Chain Bar over the plan period.

### **M62 junction 27**

A programme of capacity improvements at junction 27 of the M62 was identified in Highways England's West Yorkshire Infrastructure Study (WYIS). This was as follows:

- Needed by 2022 – widen slip roads on west side of the junction on the approach to give benefits through improved stacking capacity.
- Needed by 2030 – new link road from M621 to M62 south, new link road between M62 westbound and M621 westbound slip road and associated segregated left turning lane on A62 south.

The works shown as required by 2022 are being funded as part of Highways England's Congestion Relief Programme announced in March 2017, with construction of this scheme forecast to begin in 2018. The works required beyond this are not funded and are of a significant scale. The most likely funding option for a scheme of this scale would be as a future RIS scheme.

### **Other IDP schemes**

M62 J20-25 Smart Motorway is a RIS1 scheme and is currently planned to begin construction by 2020.

M62 J24 is also identified in the IDP. Potential funding routes for this scheme are through RIS 2, the Congestion Relief Programme, West Yorkshire Plus Transport Fund or developer funding. Funding has been secured by Highways England to carry out a feasibility study for a potential scheme at M62 junction 24 and this work is currently underway.

*Question d. Do Parts 1 and 2 of the Plan clearly identify essential infrastructure needed to deliver development? Are the transport improvement schemes listed in section 10.1 in Part 1 of the Plan and chapter 7 in Part 2 of the Plan justified by the Council's evidence base and internally consistent? Are the Council's proposed modifications SPMM18 – SPMM21 necessary to ensure that the Plan is sound?*

We would suggest that the Council is best placed to confirm this.

*Question e. Is the approach of seeking infrastructure delivery alongside development, as established in Policy PLP 4, justified and effective? What effect will this have on the phasing of development proposals?*

As stated in previous responses, Highways England supports Policy PLP 4 in order to deliver infrastructure required to enable the spatial strategy set out in the Local Plan.

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If infrastructure delivery is not sought alongside development proposals, or if new developments are not required to contribute towards the provision of new infrastructure, this could have a detrimental impact on the continued safe operation of the strategic road network.

*Question f. Is there evidence that the scale of developer contributions, policy burdens and CIL rates will not render development unviable?*

We would suggest that the Council is best placed to confirm this.