

## About the application

Application number: 2021/92734	
What is the application for?:	Improvement and widening of the A629 to include junction improvements, re-positi
Address of the site or building:	A629 Halifax Road, Edgerton, Huddersfield
Postcode:	HD1 2EY

## User comments

Type of comment: An objection	
Do you wish your comments to be published on the website anonymously?	Yes
<p>First of all, we get the impression that with 147 plans and 42 supporting documents, the proposals are pretty impenetrable for the majority of the public. There should be a summary of the programme available on the planning portal. It would appear that, since the cost will be met by WYCA; and having invested time and a £300,000 grant in the scheme, the Council want to go ahead with it whether, in the light of the Covid effect, it is all necessary or not. The attitude seems to be that 'the money's there now so we had better use it' and make it as difficult as possible for the public to know about it and be able to understand all of its implications!</p> <p>Is there really a need?</p> <p>The analysis shows that there are potential marginal gains as a result of the work, ie an average of 2 to 3 minutes taken off journey time, which really isn't a great deal. The modelling is based on 2016 data and extrapolates its conclusions to 2023, 2031 and 2038. The data gained in 2016 is virtually irrelevant since the Coronavirus pandemic has changed work patterns now and forever. The adage of garbage in, garbage out, accurately describes the rigid application of the now flawed 2016 data to a modelling process and expect any modicum of accuracy for 7, 15 and 22 years in the future. It would be fair to say that nobody has any idea of how any of the work proposed could affect journey time along a relatively short section of road. The data collection for vehicular use should be redone in January 2022 which will provide a more accurate reflection of the post Covid return to work considerations ie the explosion of home working.</p> <p>The other issue that has not been addressed, is the impact on journey times during the period of the proposed roadworks, which could be up to 2 years. Drivers will have to find alternative routes while roads they normally use are closed which will put additional pressure on other, less frequently used roads thus affecting residents across a wider area. For example, we understand that Birkby Road will be closed at the junction with Halifax Road for at least 3 months. Traffic going east on the M62 will go via Bradford Road through Brighouse to join at Junction 25. That going west will either go through Birkby to Blacker Road to join the M62 at junction 23 via Marsh, or to Ainley Top via Halifax Old Road. Similarly, when Blacker Road is closed, additional pressure will be put on Brighouse and junction 25 for eastbound traffic or Birkby Road for westbound traffic. Have these scenarios been modelled since people should know</p>	

for westbound traffic. Have these scenarios been modelled since people should know exactly what the full impact is of the proposal.

Based upon our experience of living on Birkby Road, near to the junction with Halifax Road, there is no need for a right turn filter lane onto Halifax Road. The only reason that vehicles cannot turn right is that Halifax Road is congested further towards Ainley Top which on many occasions is because the motorway is very congested or even closed. The only necessary piece of this proposal is to create the filter lane to the M62 above Yew Tree Road. If that work is done first, it may negate the need for Plans A, B and C. If the motorway is actually blocked, then the whole of Huddersfield will still become gridlocked as it does now.

In addition to Plan D, money would be better spent on better access to the M62 at Junction 23 and to junction 24 from the Calderdale Way. At present, all traffic for the M62 from Halifax comes onto the Ainley Top roundabout. An east bound slip road directly onto the M62 would ease congestion at the roundabout.

#### Arboricultural Impact Assessments.

There are assessments for Area B which states that 18 trees will be removed and for Area C with 7 tree removals, but no assessment for Areas A and D which are the most affected areas for tree removal. Although it is not clear from the plans and reports, according to the Kirklees website, 126 trees will be removed in total and allegedly 750 new trees planted, some of which will be between 5 and 7 metres tall and offered to landowners. It appears that 18 trees will be offered to private landowners at the Birkby Road junction and all other trees will be on public land. Most of the trees to be felled are either within the conservation area or are protected. At a time of an immediate climate emergency it seems wrong to be destroying any mature trees. The vast majority of the 750 new trees will be small saplings which will take decades to reach maturity and therefore have an impact on air quality. With regard to air quality, the final sentence of the 25 page report on it states:

‘Therefore, the A629 Halifax Road Scheme is considered to be not significant in terms of impacts on air quality’.

#### Economic Benefits

There is a lot of important information which is not on the portal for example, the Cabinet Report which can be found on another part of the Council website. Apparently, the economic benefits will be £65 million over 60 years which is a low return and not a compelling reason to go ahead with a programme based on flawed, out of date data.