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# A629 Halifax Road (Phase 5) Frequently Asked Questions

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## 1. Introduction to the plans, with timescales

### 1.1 What/where is the A629 Halifax Road (Phase 5)?

The A629 is the main road that links Huddersfield to Halifax and joins the M62 motorway at junction 24.

Phase 5 will focus on the section of road between Huddersfield town centre and Ainley Top roundabout

### 1.2 What is being proposed?

The proposals form part of a series of highway improvements to the A629 between Huddersfield and Halifax. Some improvements are already underway within Calderdale and other proposals are still in development. The Phase 5 will make improvements at the following locations:

#### A. Blacker Road / New North Road / Edgerton Road / Edgerton Grove Road junction (Blacker Road Jct)

Widening will be carried out along New North Road, Edgerton Road and Blacker Road to provide more traffic lanes approaching the junction.

#### B. Halifax Road / Birkby Road / East Street junction (Cavalry Arms Jct)

Birkby Road will be re-aligned to remove the wide stagger.

**C. Between Cavalry Arms Jct and Birchencliffe Hill Road**

Propose to remove parking from both sides of the road to improve traffic flow and enable footways to be used safely.

**D. Yew Tree Road to Ainley Top roundabout (Ainley Top)**

- Lengthening the approach lanes to the roundabout from Yew Tree Road
- A new signal controlled left slip to bypass the roundabout for traffic travelling to the M62
- Dedicated northbound cycle lane (Yew Tree Road to roundabout)

**1.3 What do you hope to achieve by making the improvements?**

The main aims of the scheme will be to:

- reduce congestion
- reduce the potential for accidents and improve connectivity between Huddersfield and Halifax and the M62
- improve air quality
- improve conditions for local residents and businesses
- improve conditions for cyclists and pedestrians
- improve bus reliability and services
- enable access to land for housing and employment developments.

**1.4 When will construction works start and end?**

The road works are planned to start (subject to approvals) in February 2020 and be completed by August 2021.

It may be possible to start the works earlier; if this is the case we will let residents and businesses know. Any changes to planned start and end dates will also be provided on the Council's Major Transport web page [www.kirklees.gov.uk/majorschemes](http://www.kirklees.gov.uk/majorschemes).

**2. The funding and decision making process**

**2.1 Who is paying for the improvements? Where is the money coming from?**

The improvements will be funded by the West Yorkshire plus Transport Fund, which is part of the 'City Deal' between West Yorkshire, York and central government. West Yorkshire Combined Authority (WYCA) have to approve our full plans (called a business case) in order for us to secure the funding.

The funding for this scheme, if confirmed, WILL NOT come from Council Tax or other council funding streams. Therefore, funding this scheme WILL NOT impact on other council services.

## **2.2 Can the money be spent on any other projects?**

The A629 Halifax Road scheme has funding provisionally allocated from the West Yorkshire Combined Authority as part of the West Yorkshire plus Transport Fund and therefore the funding will not be able to be spent on any other proposals or scheme. If WYCA do not accept the business case, then the scheme cannot go ahead and the money put aside for this project will be spent elsewhere in the region.

## **2.3 What is the West Yorkshire Combined Authority (WYCA)?**

WYCA was formed in April 2014 to be the driving force for economic growth across Bradford, Calderdale, Kirklees, Leeds and Wakefield districts and the City of York Council area. The West Yorkshire Combined Authority brings together key decision-making powers into a single body. You can find out more about them on their website [www.westyorks-ca.gov.uk/](http://www.westyorks-ca.gov.uk/).

## **2.4 What is the decision making process?**

An Expression of Interest for funding to develop highway improvements was approved in March 2017. This provided around £300,000 of funding to develop the project to the next stage (this is called the Outline Business Case, OBC). The OBC sets out preferred options for delivery along with costs, time, risk etc.

The OBC was submitted in January 2018 and was approved by the West Yorkshire Combined Authority (WYCA) on 10th May. The project is now being developed to Full Business Case stage (FBC) which includes such things as public engagement, detailed design and land negotiations. The FBC is expected to be submitted to the WYCA in May 2019 where a final decision to build the scheme will be made. All of the key dates for this process can be found on our Major Transport webpage.

A flow chart of the approvals process can be found here (insert link)

# **3. The reasons for the plans**

## **3.1 Why do we need to do something?**

As the council, we have a statutory duty under the Traffic Management Act to consider options that improve traffic flow. The road is already unable to cope with the current volume at peak times, which means people are experiencing significant delays and congestion. In a survey with local residents in 2017, reducing congestion was identified as the top priority for improving the A629, along with widening the roads. On top of this we expect the number of cars on the road will rise in the future, both because of the population rise and the impact of new housing and business developments in the Local Plan.

Taking all this into account, it becomes clear that something needs to be done to help traffic flow better and allow for regeneration, housing development and employment zones.

Public transport will also be improved by the changes; shorter journey times and less congestion will make it more reliable and better used. This in turn will mean people have more options in terms of where they work and spend their money, helping the local economy. And finally, air quality will be better as emissions from standing traffic will be reduced.

### **3.2 Why was the extra M62 junction, originally intended for Bradley, stopped?**

At the moment the scheme is not in any forward funding plan for Highways England. However Kirklees Council and Highways England are working together on understanding the potential benefits of junction 24a. When this study is finalised, Highways England, Kirklees Council and the West Yorkshire Combined Authority will review the outcomes and decide whether there is benefit in progressing the scheme to a point where it could be considered for funding.

## **4. The impact on those living nearby**

### **4.1 How are you engaging with landowners and the public?**

So that we understand the possibilities of the scheme, the Council needs to understand the impact that any proposals may have on landowners; whether any land needed can be acquired by agreement; the levels of any compensation; and the extent of any mitigation works. All of this has to be agreed with landowners individually and it can be a very long process.

A letter was sent out to potentially affected landowners in January 2018.

Engaging with landowners is a different process to engaging with the wider public. We let landowners know before anyone else about proposals that could directly affect their land rather than them finding out through plans that were published through the local press, social media or on our website.

The general public, local residents and businesses are now being given an opportunity to comment on the proposals through a separate engagement exercise. All of the proposals is being made public and everyone will have an opportunity to comment.

### **4.2 Will there be any changes to on-street parking arrangements?**

There are no proposals to change any existing formal on street parking arrangements. There are however proposals to prohibit informal parking around the junctions of Blacker Road and Cavalry Arms junctions and between the Cavalry Arms junction and Birchencliffe Hall Road.

We will engage with local residents to understand how this will impact them and seek to find a solution to mitigate any issues.

**4.3 Will any roadworks be carried out at night and what will you do to minimise any impact on residents.**

The phasing of roadworks still need to be planned. Nearer the time of construction local residents will be provided with more detail about what will happen and when. If night work is needed, we will talk to residents to see what can be done to minimise the impact.

**4.4 Will I be compensated if the road or improvements disturb my property?**

In certain circumstances compensation can be paid for loss of amenity and value of property through Part 1 of the Land Compensation Act 1973. Claims through Part 1 of this Act are valid after 12 months of the opening of the road.

**4.5 Will I be compensated if the road improvements increase noise levels in my property?**

If noise levels are likely to increase above certain thresholds within 15 years of the completion of the road improvements then the Highway Authority is obliged to provide noise insulation or provide a grant equal to the value of the noise insulation works.

Baseline noise levels were recorded in 2017; these will be used to make an assessment of any noise level changes and whether noise insulation will be needed for any properties.

Where noise insulation is needed we will write to property owners to make an offer of noise insulation works or a grant. A map showing all eligible properties will be published within six months of scheme completion.

If you feel that you may be eligible for noise insulation and your property is not shown on the published map of eligible properties then a claim for noise insulation can be made within 12 months of scheme completion.

**4.6 Will I be compensated if the road improvements decrease the value of my property?**

Compensation is payable if it can be demonstrated that the road improvements have negatively affected the value of land and buildings.

Land and property owners would need to submit a 'Blight Claim' to the Council if they consider that the improvements have negatively impacted on the value of land and buildings.

For more information on Blight please refer to Government website <https://www.gov.uk/compensation-road-property-value>

## **5. Air quality**

**5.1 Has any air quality monitoring been done?**

Air quality monitoring has been carried out by Kirklees Council for several years; reports on air quality can be found at <http://www.kirklees.gov.uk/beta/crime-and-safety/air-pollution.aspx>

Air quality measurements were also done during 2017, at various locations along the corridor, between Huddersfield and Halifax, to provide a baseline record of air quality conditions before any changes are made.

#### **5.2 Will air quality be measured after the alterations?**

With regard to Kirklees Council obligations, air quality will continue to be measured on an ongoing basis until a point is reached where the Air Quality Management Area (AQMA) declaration can be lifted.

#### **5.3 Will the alterations result in a reduction in pollutant levels?**

The improvements will contribute towards reducing pollution levels but it is unlikely to bring the areas that have an AQMA below legal thresholds. The alterations, together with improvements to vehicle emissions will, over time, result in lower levels of pollution.

#### **5.4 If trees are to be removed, where are the replacements going to be planted?**

Trees will be replanted in the gardens or on land where trees have been removed but this will be subject to agreement with the landowners and there being sufficient space.

Trees are proposed to be planted at Ainley Top and we are aiming to plant trees elsewhere in the neighbourhood; we welcome any suggestions where we can do this.

## **6. Planning permission and Tree Preservation Orders**

### **6.1 Is Planning permission required for the scheme?**

Most of the proposed works are classed as Permitted Development granted to the Highway Authority by the Town and Country Planning Act.

The areas of work that do not fall under permitted development and which will require planning permission are:

- I. Listed Building Consent for the reconstruction of the boundary wall to No 6a Edgerton Road. This is because the wall forms part of the part of the curtilage to No 6a Edgerton Road, which is a Grade II listed building and that the wall is also physically attached to gate piers which are also Grade II listed in their own right.
- II. Creation of off-road parking to the rear of 131 to 141 Halifax Road

### **6.2 Where can I view the planning applications and planning approvals for the scheme?**

Planning applications will be submitted after the engagement process in June 2018 has been completed. The submission dates will be provided on the Major Schemes web page [www.kirklees.gov.uk/majorschemes](http://www.kirklees.gov.uk/majorschemes) along with a link to the Council's Planning Portal, where you can view the full applications.

### **6.3 Does the Council need to make an application to remove trees covered by Tree Preservation Orders?**

Yes – an application to remove any trees covered by Tree Preservation Orders will need to be submitted to the Planning department to seek approval to remove the trees.

#### **6.4 Does the Council need to obtain a tree felling licence before any trees are removed**

The felling of trees, other than those covered by Tree Preservation Orders, falls under permitted development granted to the highway authority under the Town and Country Planning Act and does not require a tree felling licence to be obtained.

#### **6.5 Why does the Council not need to submit a planning application for taking down and rebuilding or altering walls and other structures or carrying out works within a Conservation Area?**

Highway works within a conservation area does not require planning permission; however the scheme will be developed sympathetically taking conservation status into consideration.

### **7. Bus stops, pedestrians and cyclists**

#### **7.1 How will people who don't own vehicles benefit?**

Journey times and reliability should improve for all types of transport; we also plan to add in a dedicated cycle lane in some parts. For those on foot, air quality should improve and there will be improved and additional crossing facilities.

#### **7.2 Will existing bus stops be improved?**

A separate phase of this work (Phase 4) will look at existing bus stops along the route between Halifax and Huddersfield to identify any improvements that could be made.

#### **7.3 Will there be a new bus stop outside my house?**

At this point in time there are no plans to move any bus stops. However, we would be happy to receive any comments which we can discuss with bus operators during the development process. Any changes to stop locations will be subject to separate communications and engagement with affected home and business owners.

#### **7.4 Will any bus stops be taken away?**

No

### **8. Have your say – public engagement June 2018**

#### **8.1 Will my comments be considered, or have decisions already been made?**

From 4 to 29 June 2018 we are running a public engagement and inviting comments and questions from the public. Your comments will help inform the current proposals and provide an opportunity to identify any issues that we are not aware of.

**8.2 Who can take part?**

We welcome opinions and feedback from anyone. Whether you travel by public transport, walk, drive, cycle, are a business owner or just travel through the area, your views and insight is valuable to us to shape our scheme.

**8.3 How can I take part?**

You will be able to fill in an online survey or visit us at a drop in session. More information about this can be found on our website <http://www.kirklees.gov.uk/majorschemes>.

**8.4 I work for a group/organisation and transport is important to the staff/business, can I take part in the consultation with shared views?**

Yes. We would welcome the views this. Please make sure that you have permission to comment on behalf of your group/organisation.

**8.5 Can I tell other people to take part?**

Yes. Please share the link [www.kirklees.gov.uk/beta/transport-roads-and-parking/major-transport-schemes.aspx](http://www.kirklees.gov.uk/beta/transport-roads-and-parking/major-transport-schemes.aspx) with anyone you think would be interested in taking part. If you intend to submit a joint response on behalf of a group/organisation, please share the link so people have the opportunity to provide an individual response, should they wish to do so.

**8.6 Are there other ways to take part or have a say?**

We encourage people to take part online either individually or with a group response. All responses to questionnaires will be collected and the data analysed. Other feedback and comments received during the engagement period will also be consolidated and considered alongside the questionnaires. You can submit additional information, comments or feedback via emailing [major.transport@kirklees.gov.uk](mailto:major.transport@kirklees.gov.uk) or by writing to the Council.

**8.7 What if I only want to comment on a specific area impacted by the proposed scheme?**

If you want to comment on one specific part or area affected you are welcome to do so. None of the questions in the questionnaire are compulsory, so you can pick and choose where you provide a response. There also is opportunity to provide free text comments in the questionnaire. Alternatively you can submit comments and feedback via emailing [major.transport@kirklees.gov.uk](mailto:major.transport@kirklees.gov.uk) or by writing to the Council.

**8.8 What difference will it make?**

By having your say and sharing your views we will try to ensure that the priorities and thoughts you have on your area are reflected in the proposals.

## 9. Future updates

### 9.1 Will you keep me updated on progress?

At this stage we are not planning to keep individual contact details on file in order to provide updates on progress. Instead we will keep our web pages <http://www.kirklees.gov.uk/majorschemes> updated and share updates elsewhere online and in the media.