

Upper Dearne Valley Environmental Trust

Additional Comments and Observations Relating to the Dearne Valley Area: Document SC008: Kirklees Council and Highways England Joint Position Statement.

The comments below have been submitted following a request issued by the Inspector currently conducting the Examination of the Kirklees Published Local Plan.

1. Chain Bar, Junction 26 of the M62/M606 is a currently highly dangerous area of the M62. Accidents, incidents and delays occur almost daily now. Serious injury and fatalities also occur on a regular basis. According to Crashmap.co.uk based on police accident data, 198 incidents involving injury (21 serious) were recorded in the BD19 area including North Cleckheaton/Chain Bar/M606/M62 area in 2017.
2. We find it quite astonishing that Site H69 has gone from being described as having ‘the potential for a ‘severe adverse impact on the operation of the Strategic Road network’ (ADMM32) to ‘generating a ‘less than significant impact on the Strategic Road network until 2027’ in SC008. We note that only a 2 year delay has been planned, giving a potential, substantial 6 year build out period prior to 2027 during which time traffic from the development would likely be accessing Junction 26.
3. We would expect Highways England and the Council to provide detailed evidence of the modelling used to support this dramatic and highly questionable change.
4. What evidence/support has been sought from West Yorkshire Police Traffic Unit?
5. What account has been taken of the impact of planned developments near to Junction 26 and nearby stretches of the M62 by Calderdale and Bradford Councils?
6. We ask similar questions of the revised status of E1831. ADMM4 notes that ‘development of this site has the potential to a significant impact on the Strategic Road Network’. Now SC008 is trying to claim ‘a less than significant impact’. This site likely to be delivering yet more slow moving HGVs onto the M62 at Junction 26.
7. Again we would expect Highways England and the Council to provide detailed evidence of the modelling used to support this dramatic turnaround and explain how highway safety will be improved prior to E1831 being implemented.
8. With reference to Site E1831, Point 4, we have grave concerns as far as Kirklees Rural is concerned that we will, yet again, be in a ‘robbing Peter to pay Paul’ situation. The implication in this section is that to finance both this site and the potential M62 Chain Bar Interim Solution, 106/CIL monies will be diverted from applications upon allocations in Kirklees Rural to these ‘strategic traffic schemes’ leaving the area once again starved of

funds to make desperately needed local road improvements, without which many of the proposed allocations, particularly in the Dearne Valley are in our view unsustainable.

9. This situation is again an example of the fragile nature of infra-structure provision within the Yorkshire area as a whole – huge over-emphasis on Leeds City Region and swamped by multiple layers of undemocratic bureaucracy. Nothing is committed – nothing is funded. In such an environment, the very real transport needs across Kirklees Rural are ignored and the community and its representatives seemingly powerless to do anything about.

10 February, 2018