

## 6.5 Kirklees

### 6.5.1 *Proposals affecting Kirklees routes*

#### Economic regeneration and growth

The key focus for regeneration affecting one of the two identified Congestion Corridors in Kirklees is the Kirklees Strategic Economic Zone (KSEZ) focusing around the A62 Leeds Road Corridor between Huddersfield Ring Road and the River Calder at Cooper Bridge. The KSEZ is identified as one of the key areas that can help achieve economic regeneration within Kirklees, in line with the Regional Economic Strategy.

As part of Round 2 of the Regional Funding Allocation (RFA) process, a Regional Transport Board funding submission to the Yorkshire and Humber Regional Assembly was produced in October 2008 for a transport scheme supporting the KSEZ initiative. The proposal has been identified as one of a reserve list of schemes to take up any funding available in the future.

The KSEZ forms a significant portion of the estimated 180 hectares of land within the urban area, with expectations that half of this amount will be developed over the next ten years, either by new businesses moving into the area or existing businesses in search of new premises relocating to the area to improve their operations and competitiveness, potentially creating around 4,000 jobs. The various sites are mainly existing industrial sites which can be redeveloped, for employment uses, or sites allocated in the Unitary Development Plan (UDP). The profile of the land is in the main flat and is suitable for the development of large foot print buildings, suitable for 21st century industry and business, thus alleviating the need to develop less preferable Greenfield sites.

Kirklees Council's aim is to work with partners to create one of the most significant and sustainable concentrations of employment-related activity within West Yorkshire.

The KSEZ is situated within a Regional Priority Area (as designated by the Regional Spatial Strategy), while the whole A62 Corridor has also been identified by the Leeds City Region as an area where transport infrastructure improvements are needed in order to meet the anticipated travel needs of the city region and improve links between the key regional city (Leeds) and a designated sub regional town (Huddersfield).

The KSEZ Scheme would include a combination of the following transport infrastructure improvements:

- Bus Lanes
- High Occupancy Vehicle (HOV) Lanes
- Junction Improvements
- Demand Management Measures
- Urban Traffic Control
- Non-Motorised User (NMU) Improvements

The KSEZ is identified within Part 3 of the West Yorkshire LTP2 as one of seven major transport schemes to be progressed during the LTP2 plan period (2006 – 2011).

#### Employment

The bulk of the employment growth associated with the Huddersfield area is located around the A62 corridor.

In addition to the development sites identified in the KSEZ, a number of other development opportunities have been identified close to or within Huddersfield town centre. These include retail opportunities as well as office, residential and leisure proposals. These will have

implications for the attractiveness of the town centre as a whole and the way the highway network operates locally.

Within and close to Huddersfield town centre, there are a large number of committed developments with the potential to provide 760 new homes and in excess of 1000 jobs. The effect of the current economic downturn means that these committed developments may not now be fulfilled within their original timeframes although this remains to be seen.

### Housing

In 2007, forecast increases in town centre living in Huddersfield were for some 760 residents within the following five years. However, the uncertainty for developers, estate agents, mortgage lenders and potential house buyers created by the current economic downturn may have an impact on this.

### Bus

Mode share information shows that the number of bus passengers travelling into Huddersfield town centre on the key radials has increased since 1998. In particular, between 2004 and 2008, there has been a 3.8% increase in mode share.

Significant steps have been taken to upgrade facilities for bus passengers along core corridors within the Kirklees District,, such as the provision of easy access kerbs, new shelters and real time information displays at bus stops.

A 5 year programme is being pursued to further improve facilities at bus stops and bus priority measures which would have the potential to further increase the mode share of bus travel by 2010/11.

As part of the KSEZ, bus lanes are in development at a number of locations:

1. Outbound between Deighton Road and Oak Road. Construction on this scheme is due to start in March 2010
2. Inbound and outbound between Old Fieldhouse Lane and Whitacre Street

Comprehensive implementation of SCOOT Urban Traffic Control is also proposed to improve the flow of general traffic on the A62 and A629 and reduce delay. SCOOT also offers the potential to implement intelligent bus priority, via the triggering of signalling equipment located at junctions to offer greater priority to buses.

On the A629, three bus lanes are in development. However there remain a number of issues to overcome before implementation, not least those surrounding highway safety and public and political acceptance.

### Smarter Choices/ Softer Measures

Significant progress has been made in this area. Comprehensive marketing and promotion of Huddersfield Car Share has been undertaken and the Huddersfield Car Club has been extended to include an extra car, taking the number available from 7 to 8.

### Demand management

In January 2008, the Council resolved unanimously to embrace all aspects of demand management, which underpins a whole variety of transportation initiatives for Kirklees including the KSEZ proposal.

As a result of this, a Travel Plan Co-ordinator for the KSEZ Area and other major projects (e.g. Mirfield 25, Galpharm) has been appointed. Parallel to this has been the development of Travel Plan Guidance. Collectively, these have permitted better liaison with the Highways Agency on a number of demand management issues.

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Long-stay parking charges at public car parks in the town centre have largely remained static for the last two years of LTP1. In line with current policy these were increased by 42% to £4.00 per day in February 2007.

Investigation of park and ride facilities, car sharing and other such initiatives is now underway. These will feed into the Corridor action Plan process identified below. To complement this, and to help support negotiation with developers and other key partners the Council is now developing and rolling out its own program of sustainable travel initiatives in a bid to adjust staff travel behaviours. This is underpinned by the Corporate Travel Plan initiative. This will be a significant contribution to travel patterns into the main centres as the Council currently employs 17,000 staff.

Understanding Congestion and Delay

Greater use of available journey time data through CJAMS is being used to build up a better picture of congestion on a wide variety of routes within Kirklees.

To complement this, Kirklees are rolling out Corridor Action Plans (CAP), which seek to identify future network issues, using models, and develop solutions. The first 4 CAPs will be completed by March 2010 and will include the A62 Leeds Road and the A629 Wakefield Road.

Updated Trajectories and Plans

The graphs showing trajectories for both passenger throughput and passenger journey time have been split so the top graph shows factors that influence person miles along the corridor. As far as the A62 is concerned, the impact milestones relating to development traffic remain. With respect to the A629 and using this approach, the trajectory is now incorrectly labelled, insofar as the impact milestones are scheme, not development related (as per the A62).

Thus the original milestones on the A629 throughput trajectory have been removed and replaced with more appropriate milestones. Unlike the A62 and KSEZ, there is, in this case no specific development traffic programmed. Thus the milestones are generic and they seek to explain the general upward trend in the estimated throughput trajectory:

1. Development pressures associated with Huddersfield town centre; and
2. The rise in commuting to Leeds (reflecting its growing importance as a regional and national city) from the South Kirklees area and the subsequent use of Huddersfield Station as a rail head for onward commuting.

The measures put in place or proposed to mitigate the afore-(re)defined impact milestones for both corridors are detailed in the Person Journey Time trajectory graphs. These measures include both specific proposals from the Urban Congestion Delivery Fund and from Kirklees Council's own Highways Capital Plan.

With respect to the A62, the impact-related development-milestones have been removed because they are mirrored in the throughput trajectory graph. As a result of an increase in the resources committed to looking at the A62 (primarily due to LTP 2 uplift monies from the RFA under spend, but also as part of further work undertaken through the Council's Highways Capital Plan, a significantly more detailed programme of schemes along this corridor has been developed. This is reflected both on the graphs and in the intervention tables below.

As far as the A629 is concerned, an increase in resources from the Council's Highways Capital Plan has led to a more detailed programme of schemes developed along this corridor. In one instance one scheme has already been delivered; a signal upgrade to include the introduction of MOVA at Dalton Green junction. Similarly to the A62, this programme is reflected both on the graphs and in the intervention tables on the following pages.

Both the A62 and the A629 now have dedicated route managers who oversee not only the implementation of the programme of works, but also use the available congestion data to test

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and assess each potential scheme's impact on the Person Journey Time Indicator. This will also involve an element of after scheme monitoring. This route-led approach will allow a more comprehensive implementation of a range of measures, both scheme and smarter-choice to achieve the best possible impact on the person journey time indicator.

6.5.2 Kirklees routes

Table 6.8 A629 Wakefield Road, Huddersfield

WY06		A629 Wakefield Road Huddersfield	
Context	Recognised issues		
<p>The A629 connects the Barnsley and Sheffield areas with Huddersfield Town Centre. The measured part concentrates itself on the urban section through Waterloo to the Ring Road in Huddersfield and also collects traffic from the Wakefield area via the A642.</p> <p>The route contains a mix of land uses with residential, commercial and retail uses having direct access onto the route.</p>	<b>Public transport</b>		
	<ul style="list-style-type: none"> <li>• Link between Huddersfield, South Kirklees and Wakefield area.</li> <li>• Bus priority is already in place on some links</li> </ul>		
	<b>General</b>		
	<ul style="list-style-type: none"> <li>• Queuing traffic is experienced at all the key junctions along its length in both peaks.</li> <li>• Many junctions at capacity</li> <li>• Typical weekday 2 way AM Peak Hour (08:00 – 09:00) Flow on A629 east of Somerset Road (2007): 3970 vehicles</li> <li>• Typical weekday 2 way PM Peak Hour (17:00 – 18:00) Flow on A629 east of Somerset Road (2007): 3770 vehicles</li> </ul>		
<b>Development Potential</b>			
<p>Although there are some outlying residential developments to take into account the development potential for most of this corridor is limited. However an important consideration is the fact that this is a key route into the town centre. Consequently the significant development pressures associated with Huddersfield town centre itself will impact on the volume of traffic using this route.</p>			

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Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
<b>Use of existing highway infrastructure</b>								
1	<p>Kirklees Council has an aspiration to create a showcase congestion tackling route on Wakefield Road between Waterloo and Shorehead roundabout.</p> <p>Capital allocations are already committed to this project using a mixture of LTP funds, developer contributions and Congestion Delivery Plan funding. This offers the opportunity to build on these commitments and to add positive bus priority value to the showcase route. The rows below describe the showcase route elements:</p>	£445k (initial estimate)	This is the overall programme, the elements of which are detailed below	N/A	More efficient junction operation potentially decreasing journey time on sections of the link.	✓	Ongoing	Yes
a	<p><b>A629 Wakefield Road Bus Lanes – Congestion Initiative</b></p> <p>Development Fees for Wakefield Road</p> <p>Three bus lanes between Southfield Road and Huddersfield Ring Road.</p>	£20k	Simulation shows schemes will provide significant benefits to public transport but there are issues to resolve around highway safety and public acceptance.	Project Manager and Engineer allocated to this scheme	Promotes modal shift to bus and other non car modes with potential benefits to journey times	✓	<p>New intervention Ongoing</p> <p>Designs Complete by March 2010</p> <p>Schemes on site-subject to detailed design, public consultation and political approval, by March 2011</p>	Yes
b	<p><b>A629 Wakefield Road ITS</b></p> <p>Renewal of the junction at Dalton Green Lane and inclusion of SCOOT and MOVA infrastructure</p>	£80k	COMPLETED		Promotes modal shift to bus and other non car modes with potential benefits to journey times	✓	Implemented August 2009	COMPLETED

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c	<b>A629 Wakefield Road SCOOT including ACIS traffic signal priority on all junctions</b>	£20k	Programmed for delivery 2010		Promotes modal shift to bus and other non car modes with potential benefits to journey times	✓	SCOOT implemented by December. 2010  ACIS implemented by March 2011- programme dependant on West Yorkshire Traffic Signal Priority	Yes
d	<b>Huddersfield Public Transport Journey Time Initiative</b>  Package of measures to reduce bus journey time between Wakefield & Huddersfield Bus Station  <b>Study details all Council (Capital) Funded schemes- not just UCDF schemes.</b>	£60k study  Total scheme costs £2.6 million see note adjacent	Staff resources and political acceptance	Allocated project manager for the route	Promotes modal shift to bus and other non car modes with potential benefits to journey times	✓✓	Ongoing  Study Finished by March 2010.  Schemes implemented by March 2012	Yes although there are a number of issues that could quite easily bring this to an early standstill such as funding and political approval
<b>Demand Management</b>								
2	<b>Increase Parking Charges</b>  Increase parking charges in Huddersfield Town Centre to stimulate modal shift. Long stay charges already increased from £2.80 to £4.00 in first year of LTP2	£15k including staff time and signage changes	COMPLETED	Early increase is a positive start to policy. Further increases will require better publicity to secure public support.  Use of maximum car parking standards for future new development and investigation of better charging/management regimes to be secured through the planning process	Promotes modal shift to bus and other non car modes with potential benefits to journey times	✓✓	Implemented by March 2008.	COMPLETED

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Travel choices and behaviour								
3	<p><b>Travel Plan Co-ordinator</b></p> <p>Assistance for employers undertaking new or refreshing existing Employee/Site Travel plans at sites on corridor.</p> <p>A Travel Plan Co-ordinator for major projects has been appointed. Parallel to this has been the development of Travel Plan Guidance. Collectively, these have permitted better liaison on a number of demand management issues.</p>	£60,000	<p>Slow take up by existing traffic generating sites.</p> <p>Poor implementation of travel plan initiatives and resistance to enforcement and adequate buy from businesses.</p> <p>Ongoing funding of position an issue.</p>	<p>Kirklees Council now has a specific resource allocated to this.</p> <p>Additional resources through West Yorkshire Travel for Work Partnership to market and promote benefits of travel planning as well as targeting new sites.</p> <p>Use of planning enforcement process to ensure proper implementation.</p>	<p>Promotes modal shift to bus and other non car modes with potential benefits to journey times.</p>	✓	<p>Ongoing</p> <p>Resource allocation started June 2008 extended to April 2010</p> <p>Looking for other funding sources to extend the resourcing.</p>	Yes
4	<p><b>A629 Wakefield Road Smarter Choices</b></p> <p>Promotion of a number of smarter choice alternatives through marketing and possible Personalised Journey Planning</p>	£35k	<p>Take up by the public</p>	<p>Allocated project manager for the route.</p> <p>Initiative resources allocated.</p>	<p>Promotes modal shift to bus and other non car modes with potential benefits to journey times.</p>	✓	<p>Ongoing</p> <p>Concepts finalised by March 2010.</p> <p>Initiatives rolled out by March 2011.</p>	Yes
Goals								
Relieve queuing traffic and improve journey times.								

Table 6.9 A62 Leeds Road, Huddersfield

WY07 A62 Leeds Road Huddersfield	
Context	Recognised issues
<p>This route connects Cooper Bridge with the centre of Huddersfield along the main A62. This is the key route between central Huddersfield, North Kirklees and the M62 junction 25.</p> <p>The route is characterised by a mix of commercial and residential uses including large sites dedicated to heavy industry many of which are in decline and ready for redevelopment.</p> <p>Residential properties front directly onto the A62 along many sections.</p>	<p><b>Public transport</b></p> <ul style="list-style-type: none"> <li>• Key link between North Kirklees and Huddersfield.</li> <li>• Six bus routes operate along the full length of the A62 Leeds Road on weekdays providing frequent peak services between Huddersfield, the Heavy Woollen Area and the Leeds District</li> <li>• Potential for bus priority in some locations (e.g. HOV Lanes between Cooper Bridge and Bradley Road (towards Huddersfield) and between Trident Bus Park and Bradley Road (towards Cooper Bridge))</li> </ul>
	<p><b>General</b></p> <ul style="list-style-type: none"> <li>• There are no alternative local routes between North Kirklees and Huddersfield.</li> <li>• Queuing traffic is experienced at all the key junctions along its length in both peaks</li> <li>• Typical weekday 2 way AM Peak Hour (08:00 – 09:00) Flow on A62 near St. Andrews Road (2007): 1630 vehicles</li> <li>• Typical weekday 2 way PM Peak Hour (17:00 – 18:00) Flow on A62 near St. Andrews Road (2007): 1670 vehicles</li> <li>• 7% of traffic is HGVs with 84% of cars being single occupancy</li> <li>• Air Quality is constantly monitored along the length of the corridor, with an AQMA designated in December 2008 situated between Bradley Road and Cooper Bridge (northern section of corridor)</li> <li>• Air Quality Action Plan in development</li> </ul>

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		Development Potential						
		The development potential along this route is the greatest in Kirklees. To date approximately 90 hectares of land has been identified on the corridor itself with further development potential outside the corridor and other land coming forward within it particularly at the southern end closest to Huddersfield. It is likely that general development in Huddersfield Town Centre will have an impact over the next 10 years.						
Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Responsibility	Approval
Use of existing highway infrastructure								
1	<b>A62 Leeds Road Bus Lanes – Congestion Initiative</b> Major scheme business case preparation, includes elements set out below: 1a- Major Scheme funding 1b and 1c- LTP Uplift funding	£1.1m	Subject to DfT programme entry.	Secure developer contributions from planned development. Supplementary Planning Document allowing collection of developer contributions approved. Council contributions to capital cost. Explore other funding avenues including Yorkshire Forward and Major scheme route Supplementary Planning Document within LDF process. Use of CPO powers.	Measures combine to improve journey times along route corridor and mitigate effects of additional traffic brought about by new development. Inclusion of extensive bus lanes improves journey times and encourages use of public transport. HOV lanes encourage car sharing and would also improve journey times.	✓✓✓	Kirklees Programme Manager	Needs DfT programme entry. MSBC Complete Dec 2011.
1a	Enlarged gyratory at Cooper Bridge / Three Nuns including bus / HOV lanes, a major railway bridge widening and improvements to Bradley Road Junction	£40m	Acceptance for RFA2 Funding	Consultant appointed and dedicated MSBC project manager	As above	✓✓✓	Ultimately the DfT	Assuming DfT programme entry Construction Complete June 2014

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1b	<b>A62 Leeds Road Bus Lanes – Congestion Initiative</b> Road widening to accommodate an outbound bus lane between Deighton Road and Oak Road on the A62.	£1.2m	Construction due to commence March 2010 and be complete by December 2010	Dedicated KSEZ Delivery Manager	Promotes modal shift to bus and other non car modes with potential benefits to journey times.	✓✓	Project and Design Engineer	Yes
1c	<b>A62 Leeds Road Bus Lanes- Congestion Initiative</b> Road widening to accommodate inbound and outbound bus lanes (on alternative stretches) between Whitacre Street and Red Doles Lane.	£2.4m	Political and Public Acceptance	Clr and public Involvement at an early stage	Promotes modal shift to bus and other non car modes with potential benefits to journey times.	✓✓	Cabinet Approval to consult June 2009. Cabinet approval to construct Jan 2009. Construction due for completion June 2011	Yes
2	<b>A62 Leeds Road Sustainable Modes Improvements</b> Improved crossings and links into residential areas for pedestrians and cyclists. Cycle facilities exist for the entire length of the corridor with links to Mirfield, Huddersfield and Bradley.	£150k	COMPLETED	Better promotion and marketing of opportunities particularly with new businesses. This should link to travel plan initiatives shown below.	Shift to non car modes benefiting overall journey times.	✓	Implemented March 2009	COMPLETED
3	<b>A62 Leeds Road SCOOT including ACIS traffic signal priority on all junctions</b>	£20k	Programmed for delivery 2010		Promotes modal shift to bus and other non car modes with potential benefits to journey times	✓	SCOOT implemented by December. 2010 ACIS implemented by March 2011- programme dependant on West Yorkshire Traffic Signal Priority	Yes
<b>Demand management</b>								
4	An innovative Air Quality Management Strategy.	£250k, inc. staff time for policy development)	AQMA designation means that this now has higher priority		Shift to non car modes benefiting overall journey times.	✓✓	Policy Development March 2010 Implementation March 2015	Yes

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5	Increase parking charges in Huddersfield Town Centre to stimulate modal shift. Long stay charges already increased from £2.80 to £4.00 in first year of LTP2	(15k) see point 2 from A629	COMPLETED	<p>Early increase is a positive start to policy. Further increases will require better publicity to secure public support.</p> <p>Use of maximum car parking standards for future new development and investigation of better charging/management regimes to be secured through the planning process</p>	Promotes modal shift to bus and other non car modes with potential benefits to journey times	✓✓	Implemented by March 2008	COMPLETED
<b>Travel choices and behaviour</b>								
6	<p><b>Travel Planning Support</b></p> <p>Assistance for employers undertaking new or refreshing existing Employee/Site Travel plans at sites on corridor.</p> <p>A Travel Plan Co-ordinator for major projects has been appointed. Parallel to this has been the development of Travel Plan Guidance. Collectively, these have permitted better liaison on a number of demand management issues.</p>	£60,000	<p>Slow take up by existing traffic generating sites.</p> <p>Poor implementation of travel plan initiatives and resistance to enforcement and adequate buy from businesses</p> <p>Ongoing funding of position an issue</p>	<p>Kirklees Council now has a specific resource allocated to this</p> <p>Additional resources through West Yorkshire Travel for Work Partnership to market and promote benefits of travel planning as well as targeting new sites.</p> <p>Use of planning enforcement process to ensure proper implementation.</p>	Promotes modal shift to bus and other non car modes with potential benefits to journey times.	✓	<p>Ongoing</p> <p>Resource allocation started June 2008 extended to April 2010</p> <p>Looking for other funding sources to extend the resourcing.</p>	<p><b>Travel Planning Support</b></p> <p>Assistance for employers undertaking new or refreshing existing Employee/Site Travel plans at sites on corridor.</p> <p>A Travel Plan Co-ordinator for major projects has been appointed. Parallel to this has been the development of Travel Plan Guidance.</p>

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								Collectively, these have permitted better liaison on a number of demand management issues.
7	<b>Huddersfield Car Club</b> Extend Town Centre Car club to non Council employees	£27k	Slow Take up		Promotes sustainable travel and reduces the number of cars on the highway and thus congestion	✓	Car Club implemented May 2009. Initiative ongoing. Proposal to monitor use/take up every 6 months	Yes
8	<b>Car Share</b> Marketing & promotion	£10k	Slow Take up		Promotes sustainable travel and reduces the number of cars on the highway and thus congestion	✓	Marketing implemented April 2008. Initiative ongoing. Proposal to monitor use/take up every 6 months	Yes
<b>Goals</b>								
Manage additional traffic brought about by development pressures								

**A62 Manchester Road, Huddersfield** This corridor was originally intended to be included in the target but it was decided not to progress with it, partially because data was not available in time for setting the target.