

### **Bradford CIL Draft Charging Schedule Comments – 7/1/16**

Capacity improvement schemes on the strategic road network (SRN) are necessary to address the impact of increasing traffic levels caused by growth in long distance travel and by traffic generated by or attracted to developments proposed in the Local Plans of planning authorities in West Yorkshire and neighbouring areas.

The overall scale of development indicated in the Core Strategy will have a significant adverse traffic impact on the operation of the SRN in West Yorkshire and its junctions with the local primary road network. The overall impact is greater when the land use development proposals for Bradford are assessed in combination with those of neighbouring local planning authorities.

Highways England has a number of planned improvements to the strategic road network serving Bradford funded as part of the government's Road Investment Strategy (RIS). The schemes are intended to provide additional capacity at congested locations. These schemes should be included in the Infrastructure Delivery Schedule in the Bradford Local Infrastructure Plan (LIP). The RIS schemes of particular relevance to Bradford are as follows:

- M62/M606 Chain Bar: Provision of a direct link from the M62 westbound to the M606 northbound and removing significant congestion from the main part of the existing junction.
- M62 junctions 20-25: Upgrading the M62 to smart motorway between junction 20 (Rochdale) and junction 25 (Brighouse) across the Pennines. Together with other smart motorways already under construction in Greater Manchester and existing smart motorways in Yorkshire, this will provide a full four lane smart motorway link between Leeds, Bradford and Manchester.
- M621 junctions 1-7 improvements: Scheme intended to start in the current roads period 2015/16-2019/20.

The results of modelling undertaken as part of the Highways England West Yorkshire Infrastructure Study (WYIS) indicate that capacity improvement measures additional to the schemes included in the RIS will be needed to cater for demand generated by development in Bradford and neighbouring districts during the period to 2030. The draft version of the WYIS was completed in November 2015 and is now under consideration by Highways England. It will be shared with the Council in the near future.

Additional schemes identified in the WYIS that are relevant to Bradford will need to be included in the LIP. Further modelling work will be needed to determine the traffic thresholds or triggers for the additional improvement schemes.

The additional schemes that are relevant to Bradford and that should be included in the LIP are listed below:

***Needed by 2022:***

- M62 new junction 24a: The WYIS tests the addition of a new junction at 24a to the network. Initial modeling results indicate that this would provide strategic and local road network benefits through increased connectivity and network resilience. More detailed feasibility work is required to better understand the benefits of the best performing option.
- M62 junction 25: Signalisation (in conjunction with the Kirklees Council Cooper Bridge scheme) to maintain the level of circulatory operation in the context of increased traffic flows.
- M62 junction 27: Widening of slip roads on west side of junction on approach to the junction to give benefits through improved stacking capacity.
- M62 junction 27: Scheme of capacity improvements to the northern dumbbell roundabout.

***Needed by 2030:***

- M62 junction 26: Opening up of the HOV lane to all traffic and signalisation of the approach to Chain Bar roundabout. Upgrade of the M62 westbound diverge to type D1 ghost island (or D2 parallel diverge) to give enhanced junction operating capacity.
- M62 junction 27: 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.
- M62 junction 29 (Lofthouse): Increase current two lanes eastbound and westbound on M62 through Lofthouse Interchange to three lanes in each direction. This is intended to provide capacity additional to the M1/M62 Lofthouse Interchange RIS scheme.

It is possible that the WYIS may underestimate the overall impact of Local Plan development in Bradford and, depending on the eventual exact mix of sites and land uses, the list of additional schemes to be included in the LIP may well change if any further capacity enhancement schemes are found to be necessary. This will only become clear when the final list of sites proposed for development is published in the draft Site Allocations Development Plan Document.

Where sites have a severe impact on the SRN measures will be required to reduce and mitigate that impact. Sites which have severe individual impacts will need to demonstrate that any committed RIS schemes are sufficient to deal with the additional demand generated by that site.

Where committed schemes will not provide sufficient capacity or where Highways England does not have committed investment, sites may need to deliver or contribute to additional schemes identified by the Highways England WYIS and included in the Infrastructure Delivery Plan (IDP) or other appropriate schemes.