



Comments on the Local Infrastructure Plan (LIP) – 7/1/16

In September 2015 we commented on the summer 2015 update of the Local Infrastructure Plan (LIP) that forms part of the evidence base supporting the Local Plan and the Community Infrastructure Levy (CIL) Charging Schedule. The December 2015 Update of the LIP issued to support consultation on the CIL Draft Charging Schedule does not appear to fully reflect our comments. We have therefore updated our comments and submit them for inclusion in the LIP and the Infrastructure Schedule.

During past consultations on the Core Strategy for Bradford we have indicated that the scale of development proposed for the district will have a widespread traffic impact on the strategic road network (SRN) across West Yorkshire and into neighbouring areas. Capacity enhancement schemes on the SRN relevant to development proposals in Bradford extend to other parts of West Yorkshire.

In our comments on the summer 2015 update of the LIP we referred to the schemes relevant to Bradford that were included in the government's Road Investment Strategy (RIS). These schemes are intended to provide additional capacity at congested locations. The RIS schemes of particular relevance to Bradford are listed below:

- M1/M62 Lofthouse Interchange: Scheme to enhance the capacity of the interchange to be developed in the current roads period with the objective of commencing construction in the period 2020/21-2024/25.
- M62 junctions 20-25: Smart motorway scheme intended to start in the current roads period (2015/16-2019/20).
- M62/M606 Chain Bar: Scheme to provide an M62 westbound to M606 northbound link intended to start in the current roads period (2015/16-2019/20).
- M621 junctions 1-7 improvements: Scheme intended to start in the current roads period (2015/16-2019/20).

During summer and autumn 2015 Highways England has been undertaking additional modelling work as part of a West Yorkshire Infrastructure Study (WYIS) to determine whether or not the schemes in the RIS will provide sufficient capacity to cater for the additional traffic generated by proposed Local Plan development in West Yorkshire. The output of this modelling work shows that capacity improvement measures additional to the schemes included in the RIS will be needed on the SRN 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 and the schemes identified will need to be included in the LIP at the next update. Further modelling work will be needed to determine the traffic thresholds or triggers for the additional improvement schemes.



The additional schemes identified in the WYIS that are relevant to Bradford 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's Cooper Bridge scheme) to maintain the level of circulatory operation in the context of increased traffic flows.
- M62 junction 27: Widen 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 the 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 RIS M1/M62 Lofthouse Interchange scheme.

M62 new junction 24a is identified as a Core Project by Kirklees Council to be funded by the West Yorkshire Plus Transport Fund (WY+TF). None of the other schemes identified in the WYIS are funded.

In general, the committed RIS schemes where construction is to be commenced in the period 2015/16-2019/20 should provide sufficient capacity on the SRN in and around Bradford to accommodate traffic generated by Local Plan development in West Yorkshire up to 2020. Between 2020 and the end of the Local Plan period there will be a need to implement the capacity enhancement schemes identified in the WYIS.

The phasing of development of larger housing sites will need to take account of the timing of the RIS capacity enhancement schemes.

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.

We have prepared an expanded section of the Infrastructure Schedule in the LIP including the RIS and WYIS schemes. That will be sent separately.