

## **Summary of how the Huddersfield town centre proposals were developed, consultations undertaken (statutory and non-statutory) and how the responses received were considered.**

**21<sup>ST</sup> June 2011** -- Report to Kirklees Council Cabinet meeting  
Report on the WY Local Transport Plan and Highways Capital Plan 2011/12 to 2015/16.  
Funding for Huddersfield Town Centre scheme identified in 5 year Highways plan.

**July 2011** -- Highways Disability Liaison Group.  
Highways representative attended the meeting to brief the group on proposals for the town centre, including enforcement. Group asked to be kept informed as the scheme progressed.

**9<sup>th</sup> May 2013** -- Pre consultation meeting with Huddersfield Town Centre Partnership Ltd (membership organisation for businesses/retailers in the town centre , who at that time were the main active representative group for business activity in Huddersfield town centre. They had approx. 150 business members , including large and small businesses).  
The council presented the scheme proposals to the meeting, with the main concerns raised by the group being – potential car parking space reduction and asking for a review of Traffic Regulation Orders across the town centre to simplify matters.

**21<sup>st</sup> and 24<sup>th</sup> January 2014** – Councillor pre-consultation briefings .  
All councillors from 7 local wards invited to a meeting prior to consultation materials being published – wards were Almondbury, Ashbrow, Crosland Moor and Netherton, Dalton, Greenhead, Lindley and Newsome.  
All 21 councillors were also sent a copy of the consultation booklet.

**3<sup>rd</sup> to 15<sup>th</sup> February 2014** -- Public consultation on the scheme .

- 1) Information booklet circulated to every business and residential premise within the curtilage of the town centre (circa 3000 addresses).
- 2) Covering letter with booklet setting out dates for exhibitions.
- 3) Exhibitions held in Packhorse Centre between 11am and 2pm on Monday 10<sup>th</sup>, Tuesday 11<sup>th</sup>, Thursday 13<sup>th</sup> and Saturday 15<sup>th</sup> February 2014
- 4) Email address set up to receive consultation comments.
- 5) Booklet and scheme plans put on Council website including on the main advertising banner, Involve and Facebook.

Feedback could be made via email, online comments, in writing and via forms at the exhibition events.

**4<sup>th</sup> February 2014** -- Letter and Consultation booklet sent to all members of the Disability and Older persons group informing them of the consultations, exhibition dates and asking for comments.

**13<sup>th</sup> March 2014** -- Consultation meeting and e-mails to taxi representatives with regard to scheme proposals -- no comments raised.

**6<sup>th</sup> June 2014** -- **Report to Kirklees Council Cabinet meeting.**

This was the report requesting Cabinet to consider the proposals for pedestrian and public transport accessibility and connectivity improvements and traffic restrictions in Huddersfield Town Centre, including the bus gate proposals.

The report explained the format and process of the public consultation process.

It summarised that the majority of the enquiries received during the consultation centred on the public's understanding of how businesses, shoppers and visitors to the town centre could continue to get to the areas that they wished to access.

The key issues and concerns that came from the consultation were around – access to St Peters Church , disabled parking , loading facilities in St Georges square , further pedestrianisation requests and cycle connectivity.

The report also highlighted that the consultation included direct mailing to 3000 addresses within the ring road, internet information, the exhibitions and the council's facebook page. Around 100 consultees visited the exhibitions with 10 comment forms returned and 70+ comments received electronically.

### **Comments received through the consultation channels -- their consideration/ alteration**

As mentioned above, the majority of the 180 enquiries received during the consultation centred on the public asking how businesses, shoppers and visitors to the town centre could continue to get to the areas that they wished to access. Various telephone conversations/ e-mail exchanges occurred with these respondents, but when it was explained and demonstrated to them that they would still be able to get to the location they wanted to in the future – albeit they may have to go a different way to get there, most respondents appeared satisfied with the proposals.

The more complex issues and concerns that came out of the consultation and through which subsequently involved changes to the councils initial proposals, are set out in the Table below:-

Issue	Concern	Proposed Change(s)
<b>Access to St Peter's Church</b>	The alternative route for funeral corteges was considered to be undignified	The existing traffic direction on Byram Street was retained and vehicles forming part of a cortege would be classed as authorised vehicles. Authorised Vehicle status will also extend to other official cars that attend for church services e.g. wedding cars.
<b>Disabled Parking</b>	It was felt that there	Permit Holder' parking on Corporation Street

	was a lack of disabled parking within the town centre and concerns were raised about the conversion of the disabled only parking on Corporation Street to Pay and Display spaces along with the loss of two disabled only parking spaces on Peel Street.	was converted to 'Disabled Only' instead of to Pay and Display . The two disabled only spaces on Peel Street were to be retained.
<b>Loading Facilities in St Georges Square</b>	Concerns were raised about a lack of loading facilities in St Georges Square.	The 'Rail Replacement Service Only' bus stop on Railway Street will be converted to a loading bay.
<b>Pedestrianisation</b>	Requests were made to pedestrianise Cloth Hall Street, part of John William Street and the remaining part of New Street.	A feasibility study to investigate options for pedestrianising these areas is proposed.
<b>Cycling Connectivity</b>	Concerns were raised regarding poor cycling connectivity across the ring road and through the town centre.	Three pilot projects are proposed to be introduced to the town centre proposals and were described in more detail in another part of the report.

Verbal and written opinions received from ward councillors are shown in Appendix 1

### **Statutory Consultations on Traffic Regulation Order. (TRO)**

**19<sup>th</sup> January 2015** – Legal Traffic Regulation Order Advertised (TRO) .

This is the statutory process that has to be undertaken to allow alteration of parking and waiting restrictions in the town centre as well as moving traffic restrictions and new bus gate access restrictions. It involves public notices being published on street and in the press and allows anyone 21 days for anyone to object to the proposed TRO.

One objection was received regarding access to a premise impacted by the proposals. After officer discussions with the objector they were not prepared to withdraw their objection and therefore the matter was referred to Cabinet Committee Local Issues for a decision.

**15<sup>th</sup> April 2015** -- Cabinet Committee Local Issues Meeting.

Report presented to the Committee detailing the objectors objection and their reasons , allowing local ward Councillors to comment on the objection and offering the committee options as to the way forward . In this instance the objection was over-ruled.

## **Construction Works Consultation**

### **May 2015 to Dec 2015 Onwards**

Rolling programme of “Start of works letters” issued to the properties in the areas of work affected as the works in advance of works commencing throughout the town centre.

**January / February 2016** -- In advance of Bus Gate enforcement camera switch on , map based leaflet made available on council website to advise drivers of new bus gates and routes to avoid them .

**1<sup>st</sup> February 2016** -- Bus Gate cameras switched on and warning notices sent out to non-compliant drivers for several weeks before legal enforcement commenced. Variable Message Sign trailers also located at four different locations on Ring Road to warn drivers of new Bus Gates installations.

**21<sup>st</sup> March 2016** -- Bus Gates went live and enforcement commenced. This is when the council actually started issuing PCN notices to drivers who contravened the restrictions.

## **Appendix 1**

### **Written and verbal comments received from Councillors**

#### **Written comments received:**

- I hope that proposals will help the Mayor to maintain the high standards we expect, and to promote the right public image both at the town hall and at the Parish Church.
  - I hope you are able to find ways to ensure people using the church for significant events can be accommodated.
  - I'm glad to see consideration given to how we can reduce the amount of vehicles who ignore the no left turn leaving Market Street opposite the Civic Centres
  - In addition to the proposals, I'd like consideration given to pedestrianising the area at the junction of Cloth Hall Street and New Street, as I think the mix of pedestrians and vehicles here puts people at risk.
  - While removing parking in the Cloth Hall Street and Market Place part of town, it would be helpful to increase parking in the Media Centre part of town.
  - Lastly, I think it's important to find alternatives to accessing the car park at the back of the George Hotel, which probably means some agreement with the land owners so access can be made across the long stay car park off Fitzwilliam Street
- 

#### **Verbal comments received:**

- Proposals supported but would like to see Cloth Hall Street pedestrianised
- Proposals supported but would also like to see Cloth Hall Street pedestrianised and advanced information for drivers of parking space availability placed along peripheries of Ring Road so that drivers can make a more informed decision before they join the ring road.