

Name of meeting: Cabinet Committee - Local Issues
Date: 18 Aug 2020

Title of report: Objections to Traffic Regulation Orders for Cross Church Street, King Street, Queen Street and Zetland Street, Huddersfield

Purpose of report: To consider objections received to -
 Kirklees TRO No 10 Order 2020 - Proposed Prohibition of Driving and one way for Cross Church Street, King Street, Queen Street and Zetland Street Huddersfield.
 Kirklees TRO No 11 Order 2020 - Proposed No Waiting at Any Time, No Loading at Any Time, Loading Bay and Disabled Bay restrictions for Cross Church Street, King Street, Queen Street and Zetland Street, Huddersfield

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by Strategic Director & name	Karl Battersby, Economy and Infrastructure Yes 30/07/2020
Is it also signed off by the Service Director Finance?	Eamonn Croston – yes 27/07/2020
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – yes 30/07/2020
Cabinet member portfolio	Councillor Rob Walker, Cllr Peter McBride

Electoral wards affected: Newsome

Ward councillors consulted: No

Public or private: Public

Has GDPR been considered: Yes

1. Summary

A scheme has been developed for Cross Church St / Queen St, Huddersfield aimed at improving the streetscape for pedestrians and cyclists making this area of our Town Centre safer, create a more pleasant environment to shop, eat and socialise in, and enhance the Public Realm by:

- Increasing the available footway widths for pedestrians, and subsequently reduce the available carriageway width. This will naturally reduce the speed of any vehicles authorised to use the road.
- Reducing motorised vehicle usage to reduce potential conflicts for cyclists.
- Using high quality materials in both the footways and on the carriageway to improve the appearance of the whole area,
- Repositioning and renewing street lighting and street furniture.
- Provide protection, using PAS68/69 compliant street furniture, from the potential of a Hostile vehicle attack.

It will also provide a strategic cycling link as part of the wider cycling network for the Town Centre, and it is a key component to delivering the aspirations of the Huddersfield Blueprint.

The scheme has secured funding via West Yorkshire Combine Authority.

Two Traffic Regulation Orders (TROs) have recently been advertised, to facilitate the changes in traffic flows, and achieve the aims of this scheme, one for moving traffic - Kirklees Council Traffic Regulation (No 10) Order 2020 (Appendix 1) and one for standing traffic Kirklees Council Traffic Regulation (no 11) Order 2020 (Appendix 2) Both TROs were advertised from 29th June – 20th July 2020)

Four objections were received, although one was received after the advertisement closed, to the TRO to implement moving traffic restrictions: Time restricted Prohibition of Driving and One way for Cross Church Street, King Street, Queen Street and Zetland Street, Huddersfield. (Appendix 3) One of the objections references an objection to the standing traffic restrictions in its title but does not go into any further details of its objection.

A further letter was received in Highways Service on 29th July (Appendix 4), objecting to the implementation of the Cross Church St scheme, signed by 22 of the 25 businesses that operate along Cross Church St. The signatures include Huddersfield Taxis, who have formally objected, independently to the TRO, via their Solicitors. Whilst outside of the formal advertising period, and although the letter does not state it is a formal objection to the TRO that is being considered by CCLI through this report, this letter has been included, and been given consideration, to ensure Cabinet Committee Local Issues members are fully aware of the facts.

This report is to consider the objections received to TRO No 10 Order 2020, and to TRO No 11 Order 2020, and to decide on the way forward.

2. Information required to take a decision

- The Traffic Regulation Orders, as proposed (Appendix 1, 1a, 2 & 2a) have been developed to support the Public Realm enhancement scheme for Cross Church

Street, King Street and Queen Street Huddersfield. The order aims to support the proposed streetscape improvements, as well as controlling and limiting the amount of movement by cars, taxis and goods vehicles to improve cyclist and pedestrian connectivity and safety by:

- Increasing the available footway widths for pedestrians, and subsequently reduce the available carriageway width. This will naturally reduce the speed of any vehicles authorised to use the road.
- Reducing motorised vehicle usage to reduce potential conflicts for cyclists.
- Using high quality materials in both the footways and on the carriageway to improve the appearance of the whole area.
- Repositioning and renewing street lighting and street furniture.
- Provide protection, using PAS68/69 compliant street furniture - from the potential of a Hostile vehicle attack.

This will, in turn support:

- a return to a thriving night time economy,
- a newly proposed leisure activity in the Kingsgate Cinema development,
- and an important shopping zone in Huddersfield Town Centre.

In order to do this -

The moving traffic order:

- Prohibits Driving (including Hackney Carriages) on Cross Church St but exempts cyclists, authorised vehicles, emergency vehicles, local authority maintenance vehicles, statutory undertaker vehicles, specialist security vehicles. It allows for loading between 6am – 10 am and 4pm - 8pm on all days including Bank Holidays.
- Prohibits driving on Queens St and King St but exempts cyclists, hackney carriages, authorised vehicles, emergency vehicles, local authority maintenance vehicles, statutory undertaker vehicles, specialist security vehicles. It allows loading between 6am – 10 am and 4pm - 8pm on all days including Bank Holidays.
- Introduces an exemption for cyclists to existing one-way traffic flows on Cross Church St, King St, part of Queens St, and Zetland St.

The Standing Traffic Order:

- Prohibits the waiting of motor vehicles on Cross Church St, parts of Kirkgate, and Queen St.
- Prohibits both waiting of motor vehicles and loading on parts of Queens St.
- Introduces disabled parking bays on parts of Queen Street.

The scheme has been developed over a period of months and has taken into consideration information gained from direct consultation with affected businesses, on how the shops and businesses in this area operate.

Traffic will be managed throughout the day using rising bollards, with Automatic Number Plate Recognition camera detection to identify and admit “authorised users” into the restricted area. These bollards will be PAS68/69 compliant, which protects the public from hostile vehicle attacks. There will be a turning facility, at the point of the bollards, for any vehicles which does not have authority to enter. There will be CCTV coverage, and manual override, for emergency situations.

A policy setting out the application process for authorised user status, and thus access, to all restricted areas of Town Centres across Kirklees, during their hours of operation, is to be developed. This policy will allow for the consideration of any unique

needs of individual businesses and it will, for example, potentially give consideration to the business operational needs, opportunity for alternative delivery times and locations and then balance those requirements against the needs of the overall street users and the environment the Council is trying to create, when considering any application. A proposed protocol for these applications and the decision making process will also be developed and submitted for Cabinet approval and will be available with sufficient time to allow applications to be considered for Cross Church St, prior to the completion of the construction period for this scheme.

Three objections were received to these orders during the formal advertising period, which ended on 20th July, Objection 4 was received after the advertising period ended on 21st July, but has been included, and redacted copies are, as noted previously, enclosed in Appendix 3.

Further letter of objection was received 29th July (noted previously as Appendix 4), signed by 22 of the 25 businesses that operate along Cross Church St, including Huddersfield Taxis, who have also objected independently.

This letter of objection was sent on 27th July, arriving in Highways on 29th July, it was also emailed directly to:

local.development@kirklees.gov.uk

Shabir.Pandor@kirklees.gov.uk

sheermanb@parliament.uk.

It does not state an objection to the specific TRO's as advertised, it was not received by "The Solicitor to the Council" as required by the legal process which is highlighted on all advertising and correspondence.

However, Officers have made the decision to include this letter, in this objection report, for completion and so that members of the Cabinet Committee Local Issues are fully aware of the issues, which have also been addressed as formal objections, within this report.

Objection 1 - Kirklees Council Traffic Regulation (No 10) Order 2020 (Moving traffic)

An objection has been received from The Courtyard Dental Practice which has 5 parking spaces accessed from Queen St. Their objection is that, by prohibiting traffic from driving on Queen St, their staff can no longer access their private car park.

The practice is open between 7.30am and 8.30pm with two different shifts 7.30 to 2.30 and 1.30 to 8.30 and they require access for 5 cars per shift. (10 cars per day in total)

In response:

- The aim of this project is to improve the streetscape for pedestrians and cyclists by creating a safer, more pleasant environment, as identified in Section 2 of this report, for people to visit. To achieve this requires the removal of as much traffic from Queen St and Cross Church St as possible and is the reason this order is being promoted.
- Once the scheme is completed, the access to and egress from this private car park will be within the restricted zone, and drivers, on leaving would have to drive through an area that is being enhanced for greater pedestrian and cycle usage.
- Access to this car park is required to facilitate commuter parking. As Kirklees Council is committed to promoting a clean and green environment particularly within its Town Centres, encouraging and prioritising sustainable forms of

transport, such as walking cycling and bus use, over private car usage, officers would encourage, and assist in implementing, a green travel plan for employees of the Dental Practice.

- If the Practice requires access to their car park for Disabled drivers, these individuals can be accommodated as an identified authorised user.

Objection 2 - Kirklees Council Traffic Regulation (No 10) Order 2020 (Moving traffic)

An objection has been received from New River REIT (UK) Ltd, who are owners of the Pack Horse Shopping, who are concerned that the restrictions placed on Cross Church St and Queen St will have an impact on access to the Packhorse service yard due to the proposed vehicle access restrictions on Cross Church Street, and therefore impact on how the Centre and shops within can operate and trade.

In response:

- An aim of this project is to improve the streetscape for pedestrians and cyclists to make it a safer and more pleasant place to go shopping, eating and socialising etc. to deliver the aspirations of the Huddersfield Blueprint and provide a strategic cycling link as part of the wider cycling network. To do this needs the removal of as much traffic from Queen St and Cross Church St as possible. In doing this we then limit vehicular movements to specific more appropriate times of the day when pedestrian and cyclist conflict with these vehicles will be at a minimum.
- The prohibition of driving traffic regulation order allows for loading from 6-10am and 4-8pm daily (8hrs per day). This is to keep traffic to a minimum, during the busiest times of the day for pedestrian activity. As deliveries are generally undertaken by large vehicles, it is particularly important to restrict them on these routes during peak pedestrian and cyclist times.
- This is a common practice in pedestrianised areas and operates effectively across Huddersfield, as well as Town and City centres nationally, where access is still required for deliveries. Businesses have successfully adapted to such changes and it is hoped that the Pack Horse Centre management would work to these types of restrictions.
- A policy setting out the application process for authorised user status, and thus access, to all restricted areas of Town Centres across Kirklees, during their hours of operation, is to be developed. This policy will allow for the consideration of any unique needs of individual businesses and it will, for example, potentially give consideration to the business operational needs, opportunity for alternative delivery times and locations and then balance those requirements against the needs of the overall street users and the environment the Council is trying to create, when considering any application. A proposed protocol for these applications and the decision making process will also be developed and submitted for Cabinet approval, and will be available with sufficient time to allow applications to be considered for Queen St and Cross Church St, prior to the completion of the construction period for this scheme.

Objection 3 - to Kirklees Council (No 10) Order 2020 (Moving traffic) and Kirklees Council Traffic Regulation (No 11) Order 2020 (standing traffic)

An objection has been received to each of the advertised orders, from Blacks Solicitors representing Huddersfield Taxis Limited, who are a private hire business, operating out of premises on Cross Church St, Huddersfield. They are concerned that the restrictions placed on Cross Church St and Queen St will have a severe impact on how they conduct their business.

Their objections state:

- that they rely heavily on their vehicles accessing Cross Church St, to pick up people from their business premises which are based on Cross Church St so they are specifically referring to the prohibition of driving included in Kirklees TRO No 10 Order 2020.
- That they are ideally placed outside bars and the Kingsgate Shopping centre for customers to walk in and order a taxi.
- That the Council should exercise its powers under the Road Traffic Regulation Act (RTRA) in accordance with Section 122 RTRA. This is the general duty upon the Council to exercise its powers in such a way as to "secure the expeditious, convenient and safe movement of traffic (vehicles and pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". However, in carrying out this duty regard must be had, so far as practicable, to a number of matters set out in Section 122(2). Such matters include:
 - the desirability of securing and maintaining reasonable access to premises;
 - and the effect on the amenities of any locality affected.

While they have included Kirklees TRO No 11 Order 2020 in their objection, there is no specific objection stated to any changes to the parking restrictions which already significantly limit parking outside their premises

In response:

- An aim of this project is to improve the streetscape for pedestrians and cyclists, to make it a safer and more pleasant place to go shopping, eating and socialising etc, to deliver the aspirations of the Huddersfield Blueprint and provide a strategic cycling link as part of the wider cycling network. To do this there is a need to remove as much traffic from Queen St and Cross Church St as possible. In doing this vehicular movements are limited to only essential movements at specific, more appropriate times of the day, and when pedestrian and cyclist conflict with these vehicles will be at a minimum.
- It is acknowledged that the Council has a general duty to secure the expeditious, convenient and safe movement of traffic, and does so by the provision and maintenance of our highway network, and management of that usage, by permanent or temporary traffic orders, to balance the needs of all its users. This includes the needs of those that are most vulnerable i.e. Pedestrians and cyclists
- This scheme aims to prioritise Huddersfield town centre as safer and more accessible for pedestrian and cyclists i.e. "cycle friendly".
- In terms of parking, the provision of suitable and adequate parking facilities on and off the highway is catered for by the range of parking provision available across the town centre.
- Access has been maintained to all premises on Cross Church St, but it will be limited to certain vehicles and certain times. Huddersfield Taxis is a private hire business and their clients can still access the booking office and pre-book a taxi as is required. They can then be collected from a designated location away from Cross Church St. The booking office is not therefore essential as a pick up location.
- With regards to the amenities affected, these changes, as a result of the prohibition of driving traffic regulation order and by the changes to the streetscape, will enhance amenities in this area by removing vehicle / pedestrian conflicts, traffic queuing as vehicles double park, blocking the road, reducing, at night, the opportunity for vehicles to cruise the area and engage in Anti-Social driving. There

will be a reduced risk of hostile vehicle attack, at peak hours of the day and night, when the proposed restrictions are in operation, and it will also provide wider footway provision, better road surface, street furniture, thus improving the overall environment. A reduction in traffic flows will also help towards a reduction in noise and air pollution.

Objection 4 to Kirklees Council (No 10) Order 2020 (Moving traffic) and Kirklees Council Traffic Regulation (No 11) Order 2020 (standing traffic)

An objection has been received to each of the advertised orders from MAIL BOXES ETC, who are a business operating out of Queen St, at a point beyond the proposed location of the bollards that will restrict access between the hours of 10am – 4pm, and 8pm – 6am, daily. They are concerned that the proposed restrictions will have a severe impact on their ability to operate their business, which is worldwide express shipping service.

Their objection state that they require access, for their delivery vehicles, within the daytime restrictions, to ensure their business can operate effectively, and maintain the “next day” delivery service that they provide. They request that the restrictions are in place, except for those requiring access or deliveries.

In response

- A policy setting out the application process for authorised user status, and thus access, to all restricted areas of Town Centres across Kirklees, during their hours of operation, is to be developed. This policy will allow for the consideration of any unique needs of individual businesses and it will, for example, potentially give consideration to the business operational needs, opportunity for alternative delivery times and locations and then balance those requirements against the needs of the overall street users and the environment the Council is trying to create, when considering any application. A proposed protocol for these applications and the decision making process will also be developed and submitted for Cabinet approval, and will be available with sufficient time to allow applications to be considered for Queen St and Cross Church St, prior to the completion of the construction period for this scheme.

Letter of Objection to the overall scheme, and, the proposal to pedestrianise Cross Church St for a number of reasons -

- Customers are already having a hard time trying to park in Huddersfield... and to stop vehicles coming through will only have a detrimental effect
- This proposal will result in congestion in other parts of the town centre. It suggests that the Council should make it easier for people to get into and to navigate around the Town because then people can just “pop in” which helps businesses to boom – pedestrianisation will only result in a reduction in footfall
- Restricting loading to 6am - 10 am and 4pm – 8pm only is far from practicable and unrealistic.
- Lack of consultation, resulting in confusion over extent of proposals, years of delays and stress, and Overall, communication and management of this project has been poor.

In response:

- Parking: Parking is, in the current climate, primarily un-restricted, and free, in Huddersfield Town Centre, and as a result there has been an increase of long term parking occurring on the majority of the streets within the Town Centre. Once

parking restriction return to “normal” availability of short term parking in the vicinity of Cross Church St will improve.

On a longer term basis, Southgate Car park will open early August, which will replace some of the parking that has been lost with the closure of the Market Hall car park, improving again, the availability short term on street parking.

- Congestion: It is unclear where the business on Cross Church St feel that congestion will be created, by the implementation of this scheme, however, making it easier for people to drive directly into the Town Centre, and navigate around it, is in direct conflict with the overall vision and Blue Print that has been consulted on, and approved by Cabinet.
- The proposals for Cross Church St are not unique, as there are a number of streets both in Huddersfield and Dewsbury Town Centres, as well as in Towns and City Centres across the country, where these restrictions exist. Businesses successfully operate their businesses with similar restrictions and arrange their deliveries to fall within the allocated times for loading and unloading.
- Lack of consultation:
 - Consultation with the businesses along Cross Church St began in Jan 2019. A letter was sent to all businesses, followed by a personal visit, by officers, to some of the business premises, and email exchanges with others, those were with stakeholders who chose to engage. There was reluctance to engage with the Council by some of the businesses.
 - There were 3 drop in sessions for consultation over the Summer 2019.
 - The current detail designs were influenced by the responses received during this consultation, but it is acknowledged that some of the concerns raised, could not be accommodated, without compromising the overall aims of the scheme, as highlighted in Section 1 of this report.

3. Implications for the Council

3.1 Working with people - The proposed works are considered necessary to enhance this central area of the Town Centre, which is, whilst still currently in the recovery phase from Covid 19, a thriving economy throughout the day and, even more so at night. The improvements will benefit cyclists and pedestrians and increase connectivity and safety within this area of the town centre - specifically along Cross Church Street and Queen Street.

3.2 Working with Partners – West Yorkshire Police have been supportive, for a number of years, of restricting traffic movements in this area of the Town Centre, particularly overnight.

3.3 Place based Working – These TROs are to support a scheme as part of the Huddersfield Blueprint, a 10-year vision to create a thriving, modern-day town centre - by improving access to the new Cultural Heart, Kingsgate Shopping Centre and surrounding areas. The aim is to improve the cyclist and pedestrian connectivity and safety within the town centre and specifically along Cross Church St, King St and Queen St.

3.4 Climate Change and Air Quality – These proposals will not have a detrimental impact on Air Quality or Climate Change but may provide localised improvements.

3.5 Improving outcomes for children- These proposals are aimed at controlling vehicle movements and parking in order to make the roads a safer place to cycle and walk for all users, which includes children.

3.6 **Other** - If the TRO is not implemented the scheme cannot be completed as designed and consulted on, and it will revert to a public realm scheme that will replace the footway and carriageway in its current alignments. On this basis there will be no wider footways, or restrictions on traffic and the likely benefits of accessibility and safety for cyclists and pedestrians will not be realised. The resulting enhancement to this part of our Town Centre as highlighted in Section 1 of this report, will also be lost.

3.7 The WYCA funding for this scheme may also be withdrawn if the overall aims and objectives of this scheme cannot be realised.

4. Consultees and their opinions

Statutory consultees have been consulted on these proposals.

The Newsome Ward Councillors have been consulted on the proposals.

All known businesses within the roads concerned were consulted during the design stages of this scheme and their operational needs catered for, as much as possible, without compromising the overall aims of the scheme. All businesses have been written to again and on street notices posted, during the advertising period of these orders, as per regulations, custom and practice.

5. Next steps and timelines

Cabinet Committee Local Issues to consider three objections raised during the formal advertising period for the Prohibition of Driving, One-way and Proposed No Waiting at Any Time restrictions, and be mindful of the letter received as an objection to the overall scheme, all be it not specifically referencing an objection to the TRO's being given consideration in this report.

CCLI will then reach a decision on whether the traffic regulation orders are to be implemented as advertised.

If Cabinet Committee Local Issues chooses to overrule the objections received, the scheme, which started on site on 3rd August, with public realm improvements to footways and the carriageway will continue, as designed and advertised, and the TRO proposals implemented upon completion of these works, in Summer 2021.

If Cabinet Committee choose to uphold the objections, those elements of the scheme aimed at controlling the traffic flows, will not be completed, however the public realm improvement works will continue. This will result in the current road layout being maintained as the footways and carriageway undergo essential replacement of the current surfacing materials. Although high quality materials will still be used, and street furniture and lighting replaced, in line with the Huddersfield Design Guide, the footways will not be widened to enhance pedestrian movements, and restrictions on vehicle usage will not be implemented, allowing traffic flows, pedestrian and cyclist conflicts to continue to occur, at current levels. Neither will it be possible / practical to install that street furniture which is intended to protect vulnerable pedestrians from hostile vehicle attacks.

6. **Officer recommendations and reasons**

In order to make the changes to our streetscapes effective, which will enhance the Town Centre, and improve the cyclist and pedestrian connectivity and safety within the town centre, access to Cross Church St, Queen St and King Street, Huddersfield needs to be controlled.

For these reasons, Officers recommendations are that:

That Objection 1 – Courtyard Dental Practise, be overruled.

The objection is based on the restrictions this order will place on access for off street parking associated with the Dental Practise. Kirklees Council aims to promote sustainable travel to work and encouraging or supporting commuting by car does not fit the Council's environmental aims and objectives.

In a Town Centre location access is readily available to alternative forms of sustainable transport.

If there are staff with disabilities, meaning other forms of transport are not appropriate, then these disabled drivers who would be designated as authorised users, and allowed access to park on site.

That Objection 2 - Owners of the Pack Horse Yard Centre be over ruled.

Their objection is based on access times for loading/unloading / delivery times, as advertised.

Deliveries can be carried out during the periods of 6am to 10am and 4pm and 8pm, as occurs in Huddersfield Town, and across other Town and City Centre locations nationally. It is general practice to limit access times in pedestrianised areas and businesses and delivery companies are able to work with these restrictions.

The Council will however, undertake to have further discussions with NewRiver REIT (UK) Ltd and their tenants to understand their specific concerns and consider exemptions under the Pedestrianised Areas - Authorised User policy.

This policy is in development and will, when completed, be adopted by Kirklees Cabinet and will set out the types of user that may be granted an exemption to any of Kirklees Councils pedestrianised areas.

This policy will be completed and approved with sufficient time to undertake meaningful discussions with NewRiver REIT (UK) Ltd and their tenants, prior to the restrictions being implemented on completion of the scheme in Summer 2021.

That Objection 3 – Blacks Solicitors on behalf of Huddersfield Taxi be over-ruled.

The objection is based on the adverse impact the TRO's, as advertised, will have on their business.

To meet the aims and objectives of this scheme traffic has to be restricted to essential vehicles only. As Huddersfield Taxi clients can still gain access to their offices, they will still be able to pre-book their taxis, as they are required to do, and arrange to be collected at a location a short walk away from Cross Church St / Queen St.

That Objection 4 – MAIL BOXES ETC, be over-ruled

The objection is based on the access times for loading /unloading and delivery times, as advertised.

It is general practice to limit access times in pedestrianised areas and businesses and delivery companies are able to work with these restrictions.

The Council will however, undertake to have further discussions with MAIL BOXES ETC to understand their specific concerns and consider exemptions under the Pedestrianised Areas - Authorised User policy.

This policy is in development and will, when completed, be adopted by Kirklees Cabinet and will set out the types of user that may be granted an exemption to any of Kirklees Councils pedestrianised areas.

This policy will be completed and approved with sufficient time to undertake meaningful discussions with MAIL BOXES ETC, prior to the restrictions being implemented on completion of the scheme in Summer 2021.

That the letter of objection, received by Highways Service on July 29th, signed by 23 of the 25 businesses on Cross Church St, objecting to the overall scheme, be noted.

This letter has been considered, in the context of this report, as an objection to the advertised TRO's, however, it is "an eleventh hour bid to stop the upgrade " - <https://www.examinerlive.co.uk/news/west-yorkshire-news/25-huddersfield-shops-bars-restaurants-18682804>.

As the letter makes no reference to an objection to the Traffic Regulation Orders, there is no requirement for CCLI to make a decision in this regard, however, for the overall context of the scheme proposals, Officers felt it important that Members are made aware of its content.

7. **Cabinet portfolio holder's recommendations**

Cllr McBride and Cllr Walker support Officer recommendations, based on the content of, and commitments made, in this report

8. **Contact officer**

Liz Twitchett -
Operational Manager
(01484) 221000
Elizabeth.Twitchett@kirklees.gov.uk

9. **Service Director responsible**

Sue Procter -
Service Director - Environment
(01484) 221000
sue.procter@kirklees.gov.uk