

Name of meeting: Cabinet
 Date: 22nd September 2015

Title of report: Huddersfield Connectivity Project - Integration of a Contra-flow Cycle Lane Proposal

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
Is it in the Council's Forward Plan ?	NO
Is it eligible for "call in" by Scrutiny ?	YES
Date signed off by <u>Director</u> & name	Jacqui Gedman – 11/09/15
Is it signed off by the Director of Resources?	David Smith – 11/09/15 <i>Debbie Hogg on behalf of</i>
Is it signed off by the Assistant Director – Legal, Governance & Monitoring?	Julie Muscroft – 14/09/15
Cabinet member portfolio	Cllr Peter McBride Place – Investment and Regen

Electoral [wards](#) affected: Newsome

Ward councillors consulted: yes

Public or private: Public

1. Purpose of report

- 1.1 To discuss options to incorporate a contra-flow cycle lane into the Huddersfield Connectivity Project on High Street and Ramsden Street.

2. Key Points

- 2.1 The £1.2m Huddersfield Town Centre Connectivity Project is currently under construction and started on site in May 2015. To minimise disruption the works have been split into small areas and have been programmed to

follow on consecutively throughout the year. Completion and implementation of the bus gates and ANPR enforcement cameras are programmed and on target to be completed by September 2015 with additional works around the Town Hall to complement the scheme and improve existing bus stop facilities programmed to be completed by January 2016 (works will cease from Nov 15 – Jan 16 due to Christmas Restrictions).

- 2.2 As a result of the recently awarded City Connect Cycling grant for Huddersfield, the Kirklees Cycling Public Consultation Group has requested a contra-flow cycle facility on Ramsden St and High St, running from Corporation Street to Albion Street which crosses New Street (Appendix A).
- 2.3 This new cycle facility would provide a missing key link for cyclists to access the town centre in an east to west direction at the southern end of town.
- 2.4 To avoid abortive works there is an opportunity to install the contra-flow cycle lane within the on-going town centre work that's due to be completed this financial year, although to date officers are aware that no public consultation has been undertaken on the potential contra flow cycle lane.
- 2.5 The following timeline demonstrates why, because of timings, it has not been possible to undertake consultation on this proposal prior to this cabinet meeting:-
 - Public consultation on the main town centre works was undertaken from **19th January** till the **16th of February** and went for decision at cabinet on the **15th April 2015**.
 - Award of City Cycle Ambition grant confirmed **February 2015**
 - Development work on phase 1 of the CCAG projects commenced **May 2015**
 - Construction of Huddersfield Connectivity project commences on site **11th May 2015**
 - Request for a contra-flow cycle way was presented by Cycle Consultation group and feasibility studies were carried out in early **June/July 2015**
 - The practical implications, costs and deliverability of the contra-flow facility were assessed **August 2015** and considered that it would be beneficial to incorporate this proposal into the on-going town centre connectivity project.
 - A report to cabinet for consideration of the contra-flow has been written and submitted **September 2015**
- 2.6 Since there is currently ongoing work within the town centre, consideration has been given to (i) what implications that additional work may have on the connectivity project; and (ii) alternatively if the contra-flow is ultimately

omitted what abortive work could have been done, and three options developed namely:

Option 1 - Incorporate the contra-flow proposals into the Huddersfield Connectivity Project with a contingency plan in place if the cycle infrastructure needs to be removed at a future date.

Option 2 - Construct the Huddersfield Connectivity project as approved at Cabinet and do not include contra-flow proposals

Option 3 - Trial a temporary contra-flow facility prior to implementation or removal using temporary signing and guarding.

2.7 The pros and cons of each option were considered and are summarised in the table below:

<p>Option 1 - Incorporate the contra-flow proposals into the Huddersfield Connectivity Project with a contingency plan in place if the cycle infrastructure needs to be removed at a future date.</p>	
<p>Pro's:</p> <ul style="list-style-type: none"> - Delivers a piece of key cycling infrastructure within the town centre to link a series of existing networks and provide links for future cycle networks. E.g. Access to the new Leisure Centre. - Reduces the risk of any abortive works - Provides fulfilment of HTC connectivity project (from a project management aspect) - Provides the most cost effective option to implement the works - Reduces disruption to the public/ transport network if all the work is carried out under existing road closures. 	<p>Con's:</p> <ul style="list-style-type: none"> - An amendment to an existing project would be implemented without normal consultation practices. - If the contra-flow is not supported ultimately, small amounts of abortive work will be required to remove the facility.
<p>Option 2- Construct the Huddersfield Connectivity project as approved at Cabinet and do not include contra-flow proposals</p>	
<p>Pro's:</p> <ul style="list-style-type: none"> - Continuity of an approved scheme in Huddersfield Town Centre as consulted and advertised. 	<p>Con's:</p> <ul style="list-style-type: none"> - Risk of abortive works on the HTC connectivity project. The council may need to revisit the site at a later date to implement a permanent facility as part of the proposed CC2 project.

	<ul style="list-style-type: none"> - If the contra-flow is not constructed as part of the Connectivity Project it may be omitted from the CC2 proposals as abortive work would deter any future addition.
<p>Option 3 - Trial a temporary contra-flow facility prior to implementation or removal using temporary signing and guarding.</p>	
<p>Pro's:</p> <ul style="list-style-type: none"> - Provides time period for comments for/against the scheme to be collated and provide justification for permanent implementation or subsequent removal of the contra-flow - Would allow CC2 project to develop further which could assist in providing consultation materials, funding etc. 	<p>Con's:</p> <ul style="list-style-type: none"> - Risk of abortive works on the HTC connectivity project. The council will not be able to trial the proposal without carrying out temporary accommodation works and then also need to revisit the site at a later date to either (a) install the facility permanently or (b) remove the facility and complete the part constructed main town centre connectivity project. - Carrying out a trial with accommodation works that would reduce the risk of abortive works would look untidy and could sway the public against a permanent facility if they cannot picture the 'finished product'. - Further disruption for public within the town centre when additional road closures are required to implement facility or finish original proposals

2.8 Cabinet are also asked to note that implementing the contra-flow facility as part of the Connectivity Project would not require any further alteration to parking facilities, taxi ranks than those previously approved. Also, that the existing footways on High Street and Ramsden Street would still be widened as approved in the Connectivity Project and the existing one-way carriageway narrowed to incorporate the contra-flow

3 Implications for the Council

Financial

3.1 The cost of the contra-flow cycle lane is approx. £45k, but this amount will be covered from the CCAG grant awarded to Huddersfield Town centre and so no extra costs will be incurred by the council.

Resources

3.2 The design and implementation of the scheme can be undertaken within existing staff resource. The Ramsden Street/High Street works for the Connectivity Project are programmed to commence on the 12th October 2015 and if approval is granted the additional work will be incorporated into the programmed work.

4. Consultees and their opinions

4.1 As explained in paragraph 2.5, No consultation has been carried out on the proposals to date.

Local Councillors Cllr Julie Stewart-Turner and Cllr Karen Alison have been on the proposals and had no concerns about the implementation of the Contra-flow facility being implemented as part of the on-going works.

5. Next steps

5.1 Option 1

Details of this report will be sent to owners/tenants directly affected by the work in advance of Cabinet on the 22nd September 2015. Works will then be implemented into the connectivity project and commence on site 12th October 2015.

Option 2

No further consultation would be required

Option 3

As described in Option 1 above.

6. Officer recommendations and reasons

6.1 To implement (Option 1) a Contra-flow cycle lane as part of the on-going Huddersfield Connectivity Project.

Reasons:

- Delivers a piece of key cycling infrastructure within the town centre
- Reduces the risk of any abortive works
- Provides fulfilment of HTC connectivity project
- Provides the most cost effective option to implement the works
- Reduces disruption to the public/ transport network

7. Cabinet portfolio holder recommendation

Cllr Peter McBride supports the implementation of Option 1

8. Contact officers and relevant papers

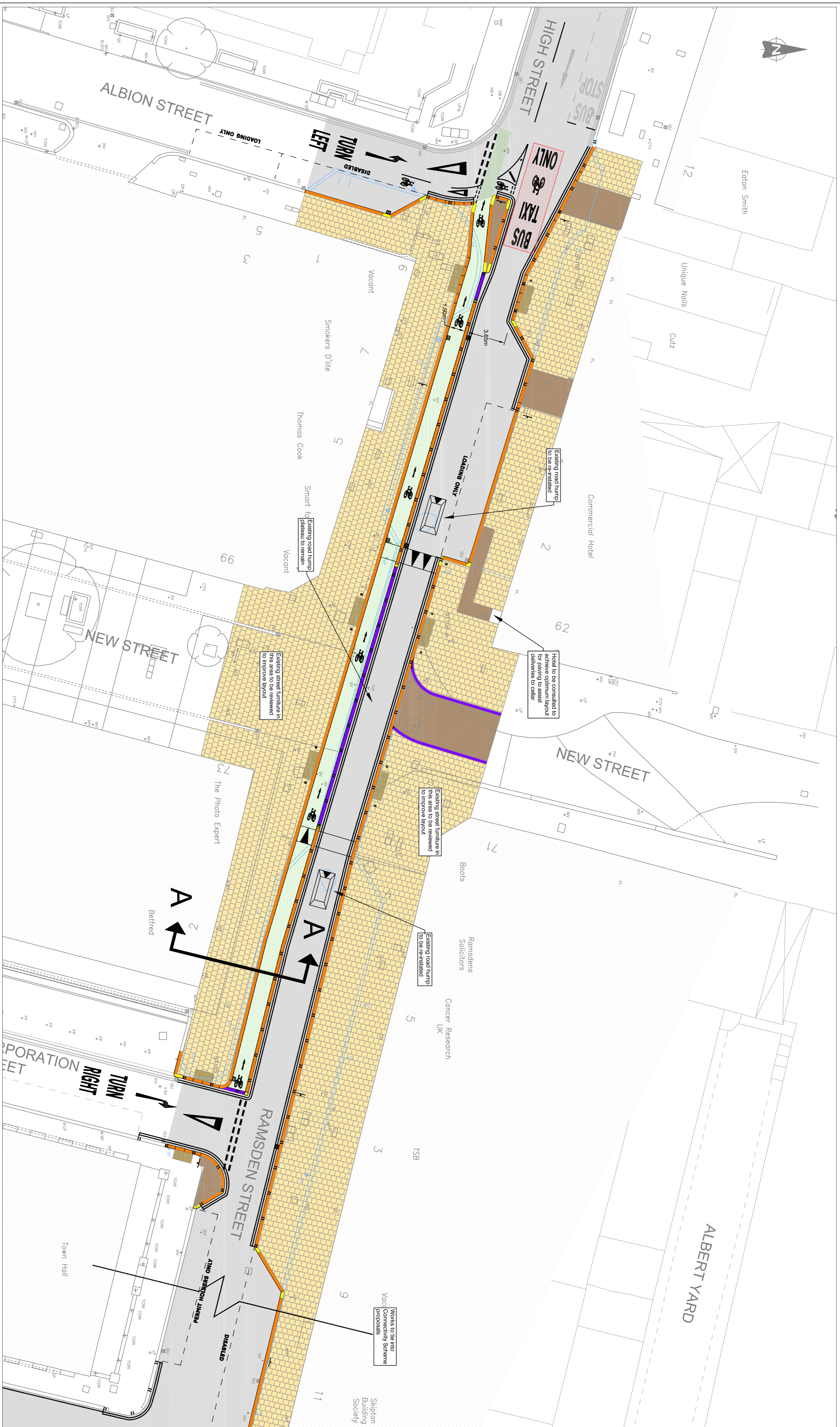
Chris Dunn
Principal Engineer – Highway Design
Investment & Regeneration
Tel: 01484 221000
Email: chris.dunn@kirklees.gov.uk

Relevant Papers:

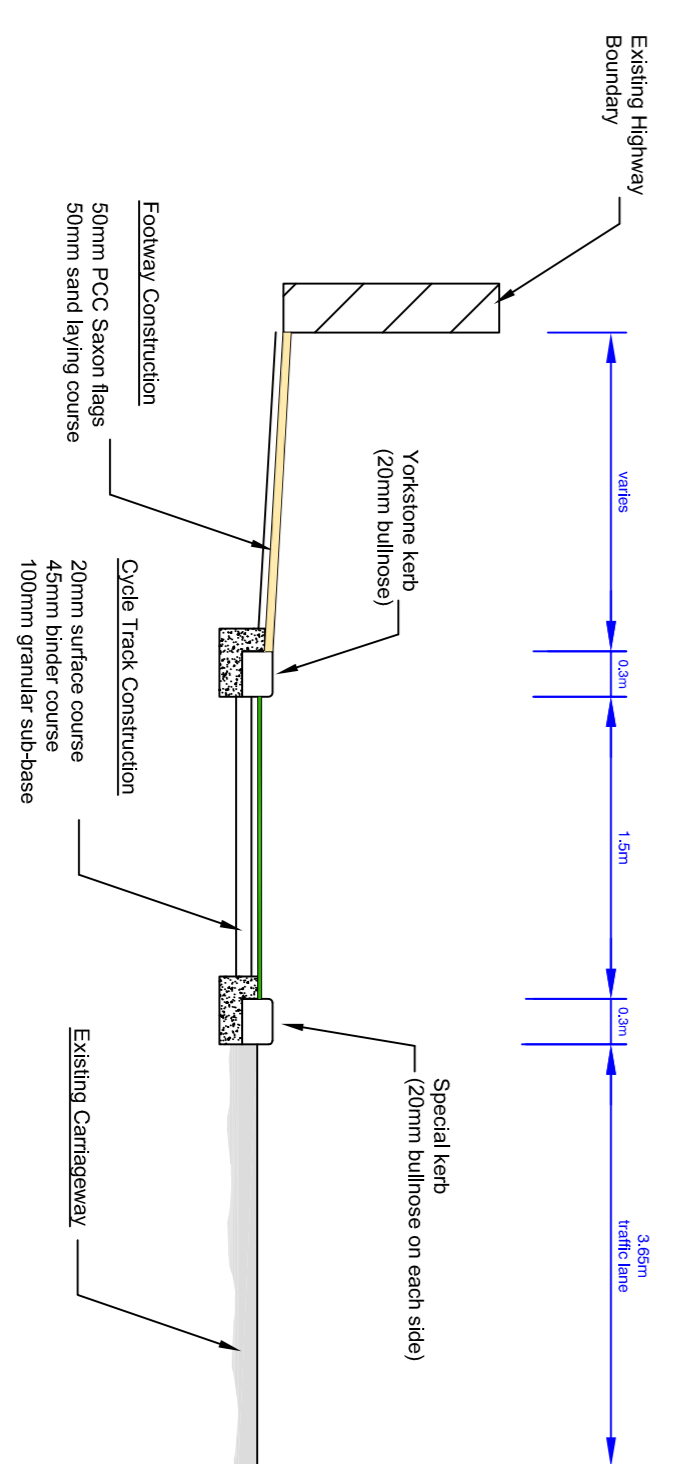
APPENDIX A: Cycle contra flow proposal plan

9. Assistant director responsible

Paul Kemp
Assistant Director – Place
Tel: 01484 221000
Email: paul.kemp@kirklees.gov.uk



TYPICAL SECTION A-A
Scale 1:1000



- KEY:**
- Proposed Yorkstone kerbing
 - Proposed Yorkstone special kerb
 - Proposed Yorkstone channels
 - Proposed Footway Type FP102: Yorkstone tumbled sets
 - Proposed Footway Type FP103: Yorkstone tactile paving flags
 - Proposed Footway Type FP104: Precast Concrete saxon paving flags
 - Proposed carriageway resurfacing
 - Proposed cycle track in green surfacing
 - Proposed traffic sign (details on separate plan)
 - Proposed bollard
 - Proposed road gully

Copyright © 2012, Kirklees Council.

© Crown Copyright and Database right 2012. Ordnance Survey, 100019241.

SECTION		HIGHWAY DEVELOPMENT	
DRAWN	BV	CHECKED	CD
SCALE	1:200	PROJECT NO.	25/84208
		DATE	06/08/15
PROJECT	HUDDERSFIELD TOWN CENTRE ACCESSIBILITY PROJECT		
TITLE	High Street / Ramsden Street Proposed Footway Improvements Contraflow Cycle Track Concept		
DRAWING No.	HD/1317/Area 10/01A		
CAD No.			

Directorate of Place
Civic Centre 3, Market Street
Huddersfield, HD1 2TG

REF.	DATE	REVISIONS