

Southern Corridors

Engagement analysis report

Consultation and Engagement Team
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Overview

Engagement exercise

From 8 July – 2 August 2019 and 30 September – 25 October 2019 public engagement exercises on proposed plans for road improvements to the Huddersfield Southern Corridors, were open to the public. During this time residents, road users, businesses and community members were invited to comment on proposed road improvement plans, visit exhibitions of the plans, or attend drop-in events to meet and discuss the plans with Kirklees Council officers. The Huddersfield Southern Corridors are four key locations to the South of Huddersfield Town Centre:

- Lockwood Bar
- Longroyd Lane
- Folly Hall
- Queensgate

The engagement period in July and August focused on two road areas: Cross Church Street, and Queensgate (one of the Huddersfield Southern Corridor locations). The engagement period in September and October concluded the remaining three corridor locations: Lockwood Bar, Longroyd Lane, and Folly Hall.

Background

Huddersfield Southern Gateways

In March 2018, early engagement on plans to improve four key locations to the South of Huddersfield Town Centre presented the early development stage and asked for individuals, businesses and road users to provide their views. This engagement presented the reasons why improvements were needed, where they were suggested, what they might achieve, and how individuals could influence the plan development. Responses to this engagement were collected and analysed by officers at Kirklees Council. The information received was used to inform the development of plans for further engagement under its new reference as the Huddersfield Southern *Corridors*.

Huddersfield Southern Corridors

This scheme is funded by the West Yorkshire Plus Transport Fund and the Leeds City Region Growth Deal – a £1 billion package of Government investment through the Leeds City Region Enterprise Partnership (LEP), delivered by the West Yorkshire Combined Authority to accelerate growth and create jobs across Leeds City Region.

The proposed changes to the southern corridors have been developed to improve busy routes to the south of Huddersfield town centre, where there are delays, queuing traffic, and limited facilities for pedestrians and cyclists. These routes are often severely congested at peak times, which makes travel difficult, and travel times unreliable and slow. The aim is to:

- Reduce congestion
- Reduce journey times
- Improve air quality
- Enhance the public realm
- Reduce the potential for accidents
- Improve conditions for cyclists and pedestrians
- Improve bus reliability
- Enable access to land for new housing and economic development

The routes are:

- **Lockwood Bar** – A616 Lockwood Road / Bridge Street / ‘Lockwood Bar’ / Albert Street / Crowther Street
- **Longroyd Lane** – A62 Manchester Road junction with Longroyd Lane and B6432 St Thomas’ Road
- **Folly Hall** – A616 Lockwood Road / Chapel Hill junction with B6432 Colne Road and St Thomas’ Road
- **Queensgate** – Huddersfield Ring Road, linking to Cross Church Street and Shorehead Roundabout

Huddersfield Town Centre Engagement: 8 July – 2 August 2019

Huddersfield Blueprint

On 26 June 2019, Kirklees Council launched the Huddersfield Blueprint – a 10 year vision to create a thriving modern-day town centre. The ambitious plan aims to deliver five key objectives for Huddersfield town centre: a vibrant culture, art, leisure and nightlife offer; thriving businesses; a great place to live; improved access; and enhanced public spaces. It focuses on regenerating six key areas of the town centre: Station Gateway; St Peter’s; Kingsgate and King Street; New Street; the Civic Quarter; and a new Cultural Heart in the Queensgate and Piazza area.

Road improvements proposed for Cross Church Street and Queensgate will support the Huddersfield Blueprint by improving access to the new Cultural Heart, Kingsgate Shopping Centre and surrounding areas, through a focus on pedestrians and cyclists. For that reason a public engagement on these improvement plans followed the launch of the Blueprint.

Cross Church Street

Plans for improvements to Cross Church Street and Queen Street were developed to enhance the town centre’s public space, by enhancing the experience of people who travel on foot or by bicycle, and making it easier to move around the town in a more attractive, clean environment.

This scheme is funded by the West Yorkshire Combined Authority’s CityConnect programme which is delivering improvements to cycling and walking infrastructure and routes across the region. Working in partnership with councils across West Yorkshire and York, CityConnect are aiming to improve and encourage more people to make more everyday journeys by bike or on foot. The CityConnect programme is seeking funding through the West Yorkshire Plus Transport Fund to deliver a wider range of transport infrastructure projects across West Yorkshire.

Queensgate

Plans to improve Queensgate, although one of the southern corridors, links directly to Cross Church Street, and supports the Huddersfield Blueprint. For this reason, this one location was included in the town centre public engagement, but the results have been collated within this report alongside the other corridor locations.

Engagement activities

For the purpose of the engagement exercises websites were created and populated with the scheme plans for each road improvement area and information necessary for public participation. Surveys were linked to the websites that asked questions about the plans, and invited comments; the surveys had separate sections for each road improvement area to give participants the opportunity to only answer questions of relevance and importance to them. The websites were designed, built and hosted by the West Yorkshire Combined Authority on their ‘Your Voice’ engagement website (www.yourvoice.westyorks-ca.gov.uk/CrossChurch and www.yourvoice.westyorks-ca.gov.uk/HuddersfieldSC). These websites were linked to and from the Kirklees Council major transport schemes website (www.kirklees.gov.uk/majorschemes).

In addition to the online surveys, paper copies were printed and made available at the plans exhibitions and drop-in locations; they were also available on request by contacting either Kirklees or the Combined Authority by contact methods publicised widely online and in the printed materials. The paper copy surveys were accompanied by instructions to return via Freepost for free of charge participation.

As a part of the Huddersfield Blueprint promotion and public consultation, a website, 'pop-up shop' and social media activity, were used to host and promote the public engagement on the Cross Church Street and Queensgate public engagement. The road improvement plans were displayed in the 'pop-up shop', alongside the printed engagement materials, and paper surveys, with 'Freepost' envelopes. Social media activity, and a drop-in exhibition of the plans for the corridors, alongside the printed engagement materials and paper surveys was available at Huddersfield Library during the September and October public engagement.

Engagement materials

To complement the public engagement exercises booklets were produced for each public engagement period with background information, the aims for the schemes, copies of the plan areas and to signpost readers to the websites, exhibitions and drop-in events, alongside contact information, should information be required in alternate formats.

For the Huddersfield town centre engagement on Cross Church Street and Queensgate, on-street distribution of the public engagement booklet was procured to raise awareness of the scheme with visitors, shoppers and people travelling through the town centre. Hand-to-hand distribution and stocking local shops/markets was done one week prior to the first drop-in event on Friday 12 and Saturday 13 July during peak times in high foot-traffic locations.

For the website pages, exhibitions and drop-in sessions, large copy versions of all the plans were designed and printed for display. These clearly showed the potential areas and proposed ideas for the interventions.

Posters advertising the drop-in events and exhibitions, alongside signposting to online information, were produced and displayed in strategic locations in Huddersfield and surrounding areas. This included Huddersfield bus station where travel centre staff were briefed on the scheme and provided with copies of the booklets for the visiting public to pick up.

Engagement events

An exhibition display was available for the public to visit for the duration of both engagement periods (8 July – 2 August 2019 and 30 September – 25 October 2019).

The first engagement period had three drop-in events. These were:

- Wednesday 17 July – 10am – 2pm – The Packhorse Centre
- Saturday 20 July – 10am – 2pm – The Packhorse Centre
- Friday 26 July – 3pm – 7pm – Huddersfield Town Hall

The second engagement period had two drop-in events. These were:

- Wednesday 9 October – 9am – 4pm – Cathedral House
- Friday 11 October – 10am – 7pm – Lockwood Baptist Church

These events were attended by Kirklees Council project leads, and CityConnect (for the town centre engagement events), to give the public the opportunity to discuss the plans in more detail and ask questions.

Analysis

The results for all of the responses to the public engagements regarding the Huddersfield Southern Corridors have been presented in this report. Quantitative and qualitative response data are presented together to provide overall sentiment, and a contextual narrative to the responses. It should be noted however that a higher proportion of the qualitative data has been provided by respondents who are negative about the scheme/specific elements of the scheme. It is therefore probable that the overall qualitative insight is not reflective of the quantitative data.

In this report the qualitative data that has been collected is presented anonymously for full consideration by officers involved in developing the scheme. The comments have been considered and coded to themes. These themes have been contextualised to provide a narrative to the feedback received.

Please note: All comments, including those used as illustrative quotes within this report, have been copied verbatim from their source. No changes were made to the information received so as not to inadvertently misinterpret or misidentify the intension of the respondent.

Responses to the Cross Church Street questions of the summer public engagement period have been analysed and reported separately.

Headline information

In total over the duration of both engagement exercises approximately 162 respondents participated. 114 took part in the Cross Church Street and Queensgate public engagement, 96 online surveys and 12 paper surveys, and 2 letters and 4 emails: 79 of which responded to questions on Queensgate. 48 took part in the three other corridors public engagement; 35 online surveys and 13 paper. A total of 1285 unique visits were made to the engagement websites: 624 to www.yourvoice.westyorks-ca.gov.uk/crosschurch and 661 to www.yourvoice.westyorks-ca.gov.uk/huddersfieldsc, and engagement via social media and communication channels meant that close to 129,000 individuals were potentially reached about the activity. More information about website visits is on page 46 of this report.

Surveys

127 survey responses were received during the engagement periods that responded to questions on the Southern Corridors. Individuals were able to specify which corridors they intended to provide a response to. How participants chose to respond is split as follows:

- Lockwood Bar 43
- Longroyd Lane 27
- Folly Hall 27
- Queensgate 79

Letters and emails

Throughout the engagement period, residents, visitors, businesses and road users were offered the opportunity to feedback by email or in writing to a provided freepost address. This was made available to complement the survey, and as an option for groups or representatives to submit consolidated comments or feedback.

2 letters and 4 emails were received during the Cross Church Street and Queensgate public engagement, via the email and freepost addresses widely publicised. These letters and emails were received from town centre business owners and campaign groups, and were primarily concerned with the Cross Church Street scheme, and the Huddersfield Blueprint. 1 letter and 1 email made reference to the Queensgate proposals; these were from transport campaign groups. The full list of these stakeholder responses can be found on pages 59-61 of this report.

Future engagement

Visitors to the dedicated engagement webpage were offered the opportunity to sign-up to be contacted with updates about the scheme. As standard, visitors to the main engagement website (www.yourvoice.westyorks-ca.gov.uk) can register to be kept informed about all engagement activities, and specific topics and districts of interest.

Executive summary

Headline results

The response provided to the public engagement on the Southern Corridors suggests that respondents carefully considered what they perceived to be important to them as road users, visitors and residents in the areas surrounding the planned improvements.

No question received an overall majority of respondents (above 50%) who chose to collectively agree, or disagree, that the proposed plans met the aims. Responses were varied by aim, and as could be expected, focus on modal transport (i.e. there was higher responses of 'no opinion' or 'neutral' where the question was posed on an aim specific to pedestrians, cyclists or bus users).

Comments were provided for each of the corridors and were specific to their aims and proposed impact on the area. Collective themes included concern about the potential impact of the implementation of the plans on congestion and capacity in the short term. This was specifically linked to cross town centre journeys, health/emergency need, and displacement of traffic causing issues in other areas. Some respondents suggest that there is a sentiment that the local authority is anti-car user, reflected in comments about parking, access to the town centre, and debating the necessity of cycle provision when vehicle use was increasing.

Comments provided give focus to journeys regularly taken by respondents, and context to how they approached their response. Some are specific journey routes or witness to specific congestion related to direction of travel. However, taken as a whole it could be seen that there is favour and positive sentiment toward the aspirations of the scheme as a whole, and that creating more provision for all road users is welcome.

Lockwood Bar

Across the aims there was a moderate level of disagreement the proposed plans could achieve the aims:

- The highest level of disagreement was around half (51.2% NET disagree) to the following two aims:
 - Traffic queues will be reduced (27.9% *n* = 12 strongly disagree)
 - There will be travel capacity from new and existing homes to employment opportunities (27.9% *n* = 12 strongly disagree)
- The highest single response option was positive, where respondents choose 'agree' to the aim:
 - Traffic queues will be reduced (34.9% *n* = 15)
- Overall, most questions received responses that were neutral:
 - The highest example of this was for the aim 'it will be easier to travel on foot and access bus facilities' (30.2% *n* = 13)

It could be suggested, in the context of the written responses received, that the tendency to provide neutral and negative responses was in part due to concerns around the design of scheme in relation to parking restrictions. Several respondents were concerned that the plans presented were not clear in how they would work alongside current on-street parking that was felt to restrict traffic flow. Also, some people attending worship at the local church were concerned with accessibility requirements if the proposed plans altered where vehicles could park or load close to the church.

Longroyd Lane

There was a high level of neutrality across the questions as to whether the plans would meet the aims:

- Agreement was highest that the plans would manage traffic better, reducing queues and delays (48.1% NET agree $n = 13$)
- Neutrality of response was highest for:
 - It being easier and safer to travel on foot or by bike (40.7% $n = 11$)
 - And, air quality improving (33.3% $n = 9$)
- Overall, disagreement was relatively low for the Longroyd Lane questions

Reflecting on the context of the responses provided in the comments, it can be suggested that there was agreement with aims to widen the road, create capacity and better manage traffic flow. Neutrality could come from queries as to the extent of change in the road layout and its design to filter and align traffic better to their travel direction, and sync lights to promote flow. Cycling provision was a point raised by some as an opportunity for improvement, and inclusion/link with other route directions.

Folly Hall

The three aims presented received different prevalence of opinion:

- A majority agreed that the plans would reduce queues caused by turning traffic (44% NET agree)
 - A third gave the 'agree' response (33.3% $n = 9$)
- A majority were neutral in response to the plans providing travel capacity (37% $n = 10$)
- Finally, a major proportion disagreed air quality would improve (29.6% NET disagree)
 - This was an even split between 'disagree' (14.8% $n = 4$) and 'strongly disagree' (14.8% $n = 4$)

Comments about Folly Hall plans were generally positive and optimistic about the potential to aid traffic flow by reducing light phasing and creating turning space. There was debate about the potential for banning turns from Colne Road onto the junction.

Queensgate

Overall the views for Queensgate aims were more positive than those for the other Southern Corridors:

- The highest agreement was that the plan would make crossing the road easier (48.1% NET agree)
 - Almost a third gave the 'agree' response (30.4% $n = 24$)
- This was followed by it being easier for people to move around and across the town more easily by bike/foot (44.3% NET agree)
 - Again, almost a third gave the 'agree' response (31.6% $n = 25$)
- Roughly a third, or slightly more, negative responses were provided to each question:
 - The highest disagreement was to the creation of a clean and attractive environment (40.5% NET disagree $n = 32$, 21.5% 'strongly disagree') and that ring road traffic will be managed better (40.5% NET disagree $n = 32$, 19.0% 'strongly disagree')

Overall, comments regarding Queensgate suggest that the proposals are missing information or misaligned with the intentions of road users. It is suggested that the number of crossings proposed, and the design of the carriageway would make traffic worse by not allowing it to flow more smoothly. It is also suggested that removal of the central reservation may increase risky behaviour making the road less safe. Suggestions include segregating other road users from vehicles, including by bridges, and increasing the options available for non-vehicle road users to access and cross the town.

Results

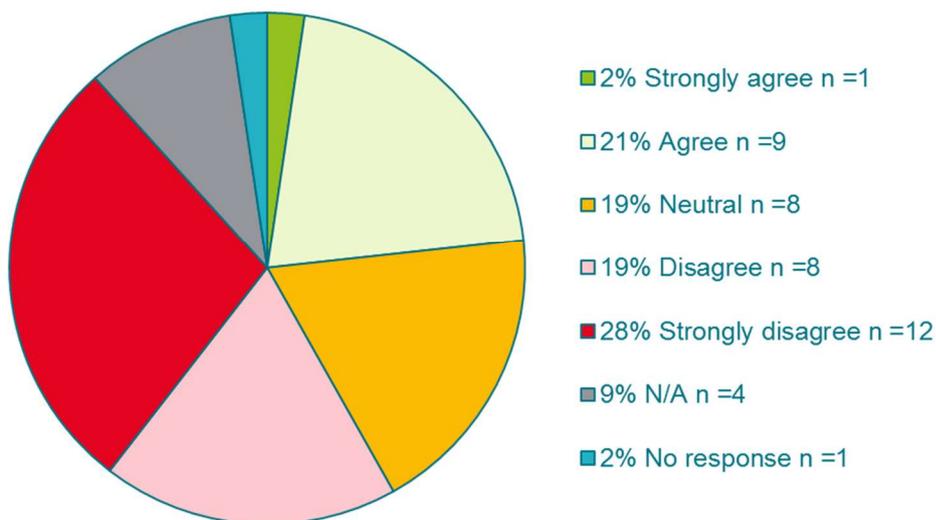
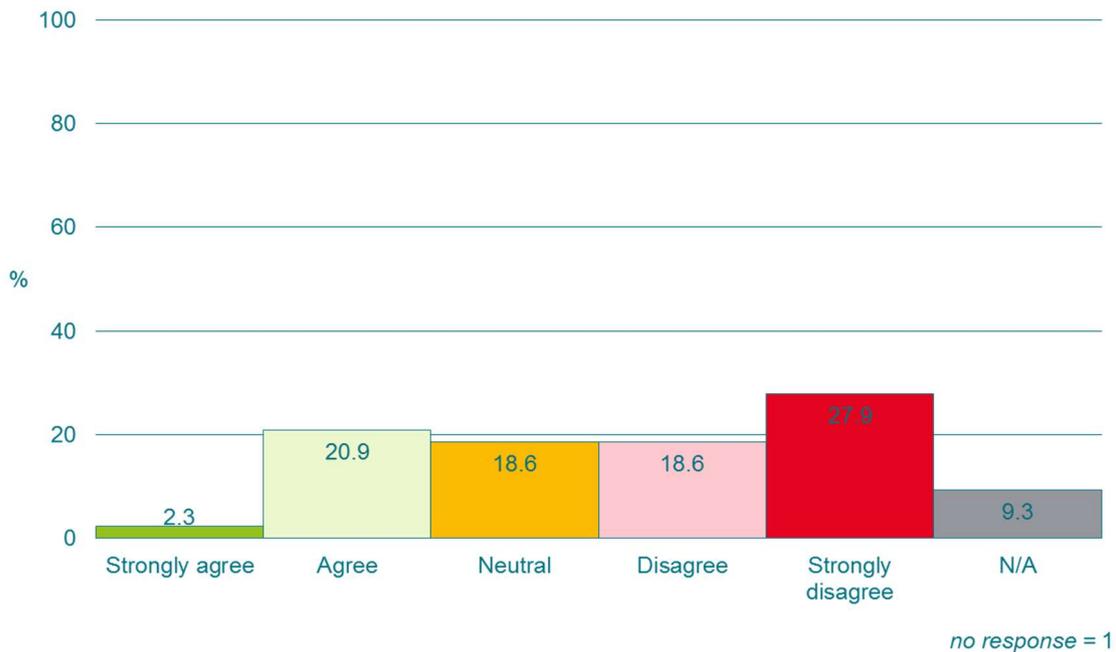
Lockwood Bar scheme aims

Question: We asked “How far do you agree or disagree that the proposed plans for Lockwood Bar will help to achieve each of these aims...”

‘The plan will enhance the Lockwood Bar environment and feeling of being a community area’

Overall, just under half of respondents to the question did not agree the plans would meet these aims. There was a moderate level of neutrality or ambiguity, with over a quarter of respondents being neutral, or of no opinion.

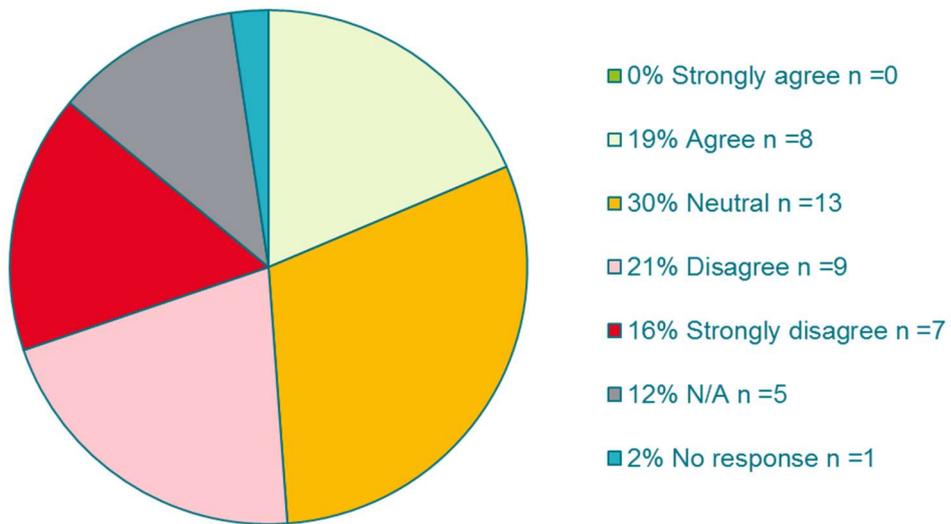
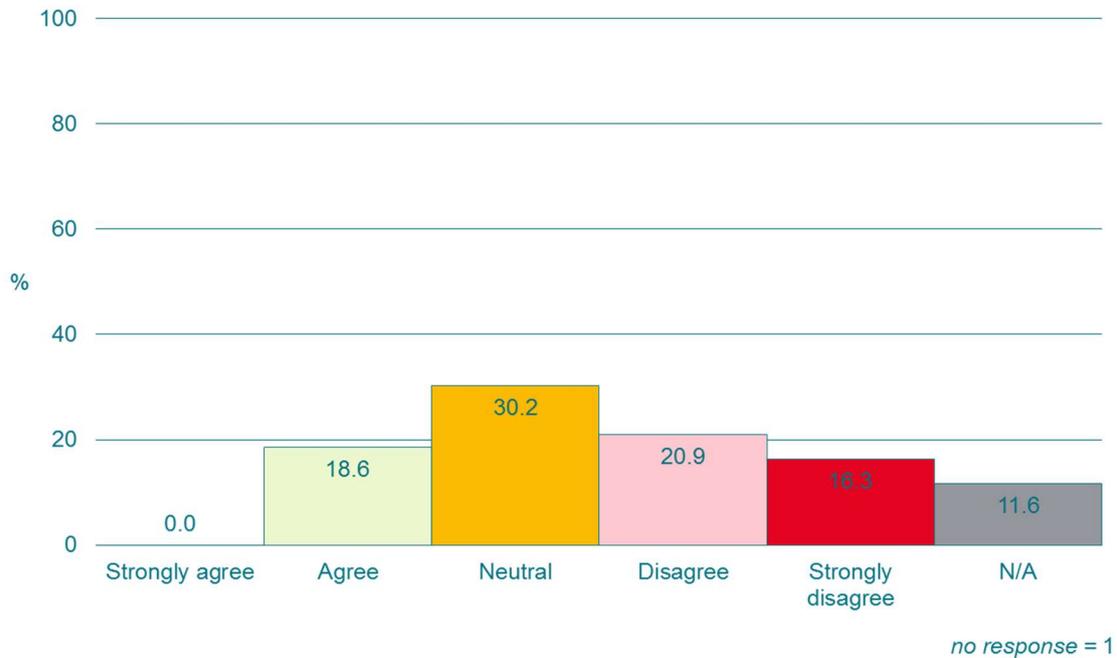
- Just under half (46.5% NET disagree) either disagreed or strongly disagreed
 - Over a fifth (20.9%) gave the ‘agree’ response category
 - Just under a fifth (18.6%) provided the neutral response option
 - Over a quarter (27.9%) gave the ‘strongly disagree’ response category



'It will be easier to travel on foot and access bus facilities'

Again, this aim had a high level of neutrality and ambiguity. There was a lower strength of feeling with no respondents being strongly in agreement, and a comparatively lower response strongly in disagreement.

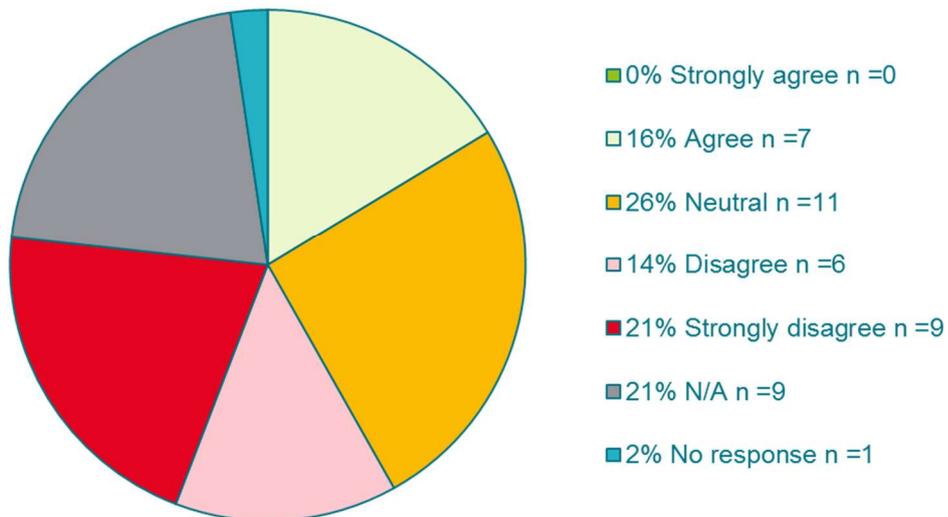
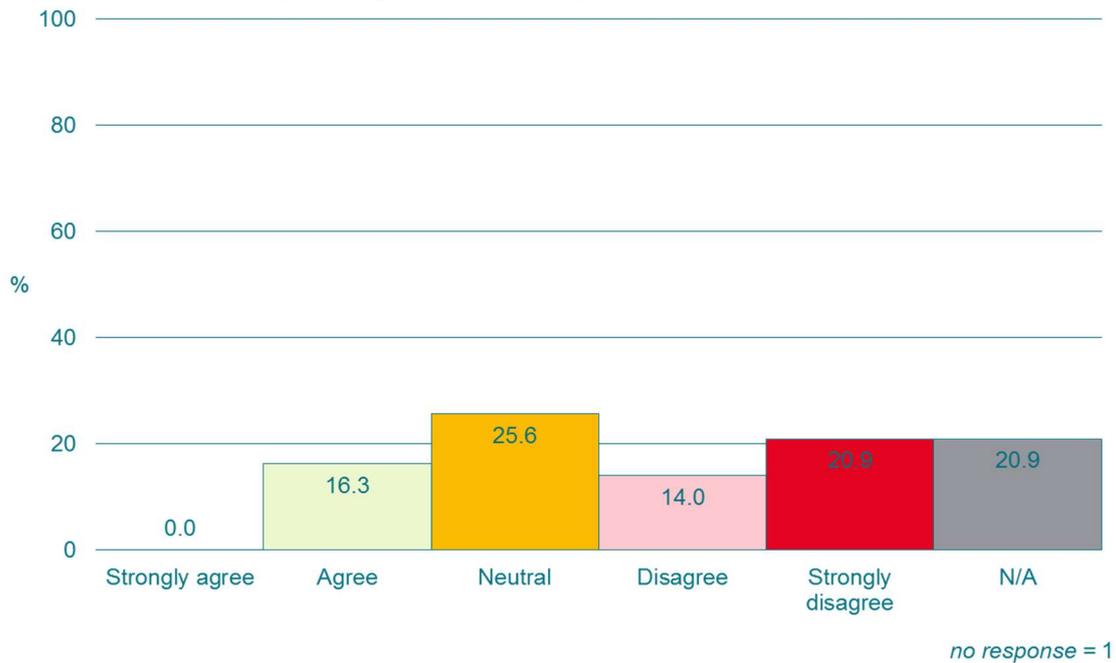
- Over a third (37.2% NET disagree) either disagreed or strongly disagreed
 - Less than a fifth (18.6%) agreed
 - Around a third (30.2%) were neutral



'It will be clearer and easier to travel by bicycle'

Almost half of respondents to this question were neutral or ambiguous. As before there was not strong sense of agreement, and around a third disagreed.

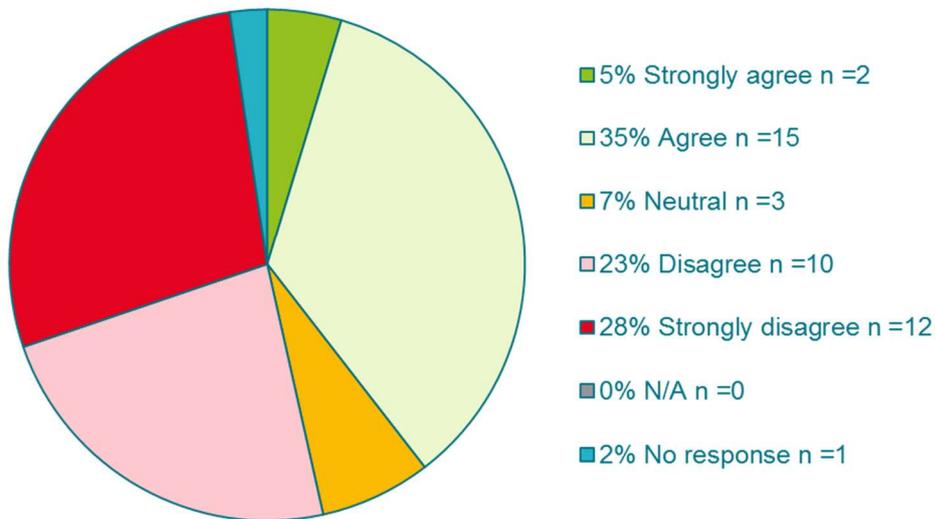
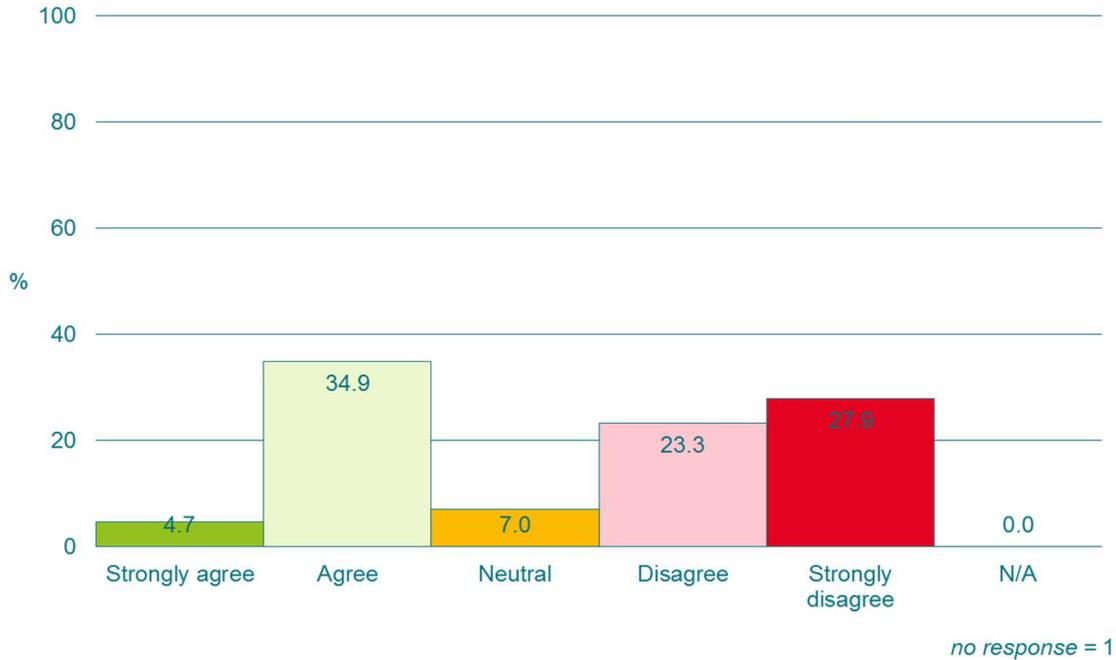
- Almost half (46.5%) were either neutral, or had no opinion
 - A fifth (20.9%) gave the 'strongly disagree' response category
 - Just over a third (34.9% NET disagree) either disagreed or strongly disagreed
 - Less than a fifth agreed (16.3% NET agree)



'Traffic queues will be reduced'

This aim received the highest single response option, which was in agreement with the aim. However, the half of respondents disagreed. This aim received a less neutral and ambiguous response.

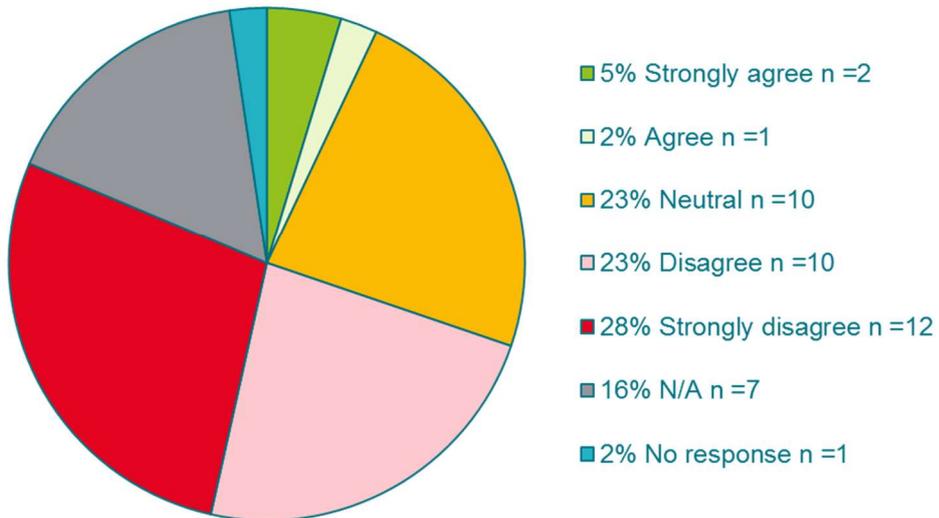
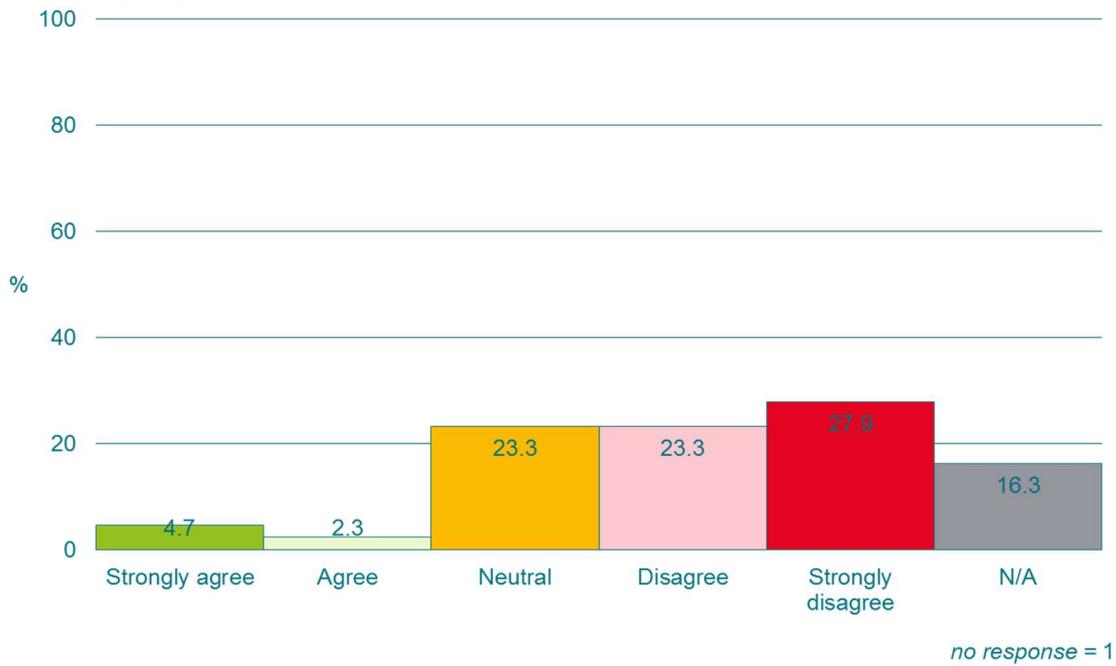
- Over half (51.2% NET disagree) either disagreed or strongly disagreed
 - Over a third (34.9%) gave the 'agree' response category
 - 'Agree' for this question received the highest response to any single response category of this section of the survey
 - Only 7% were neutral in response



'There will be travel capacity for new and existing homes to employment opportunities'

This aim received a majority disagreement, with over half of respondents responding negatively. This aim received the lowest level of agreement.

- Over half (51.2% NET disagree) either disagreed or strongly disagreed
 - Over a third (39.6%) gave a neutral or 'no opinion' response option
 - Less than a tenth of respondents gave an 'agree' or 'strongly agree' response (7.0% NET agree)



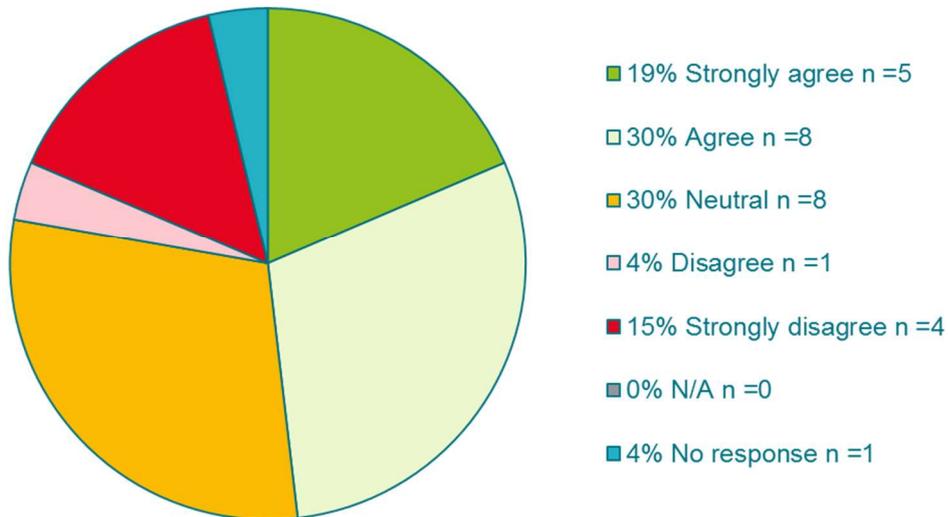
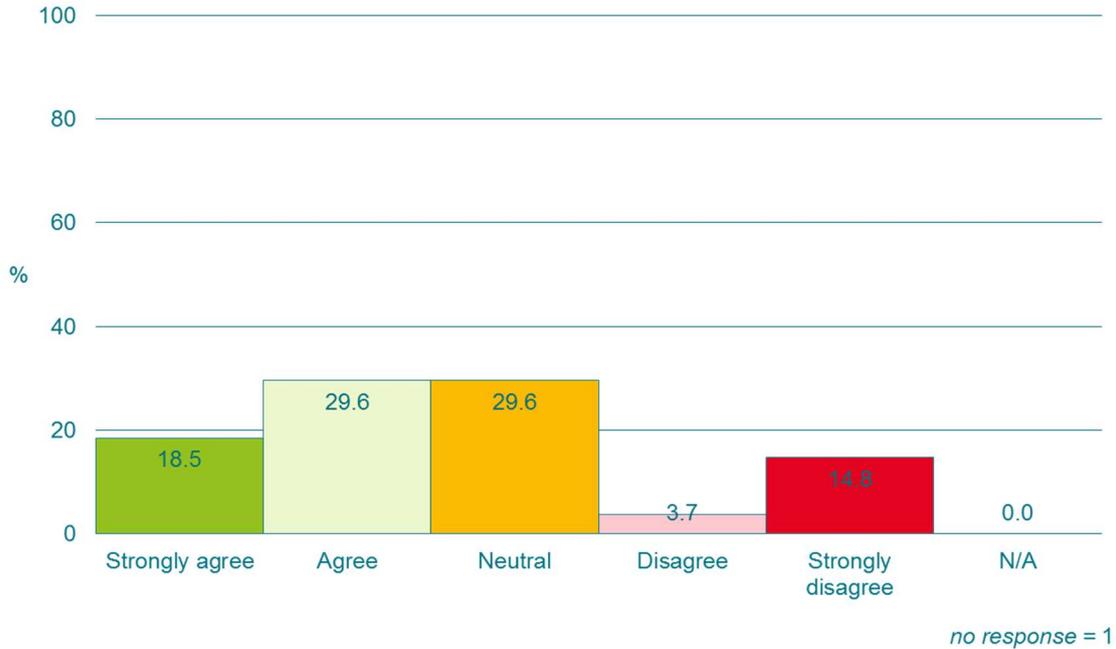
Longroyd Lane scheme aims

Question: We asked “How far do you agree or disagree that the proposed plans for Longroyd Lane will help to achieve each of these aims...”

‘Traffic will be managed better, reducing queuing and delays’

Almost half agreed to this aim, the highest agreement across all the aims for this proposed plan.

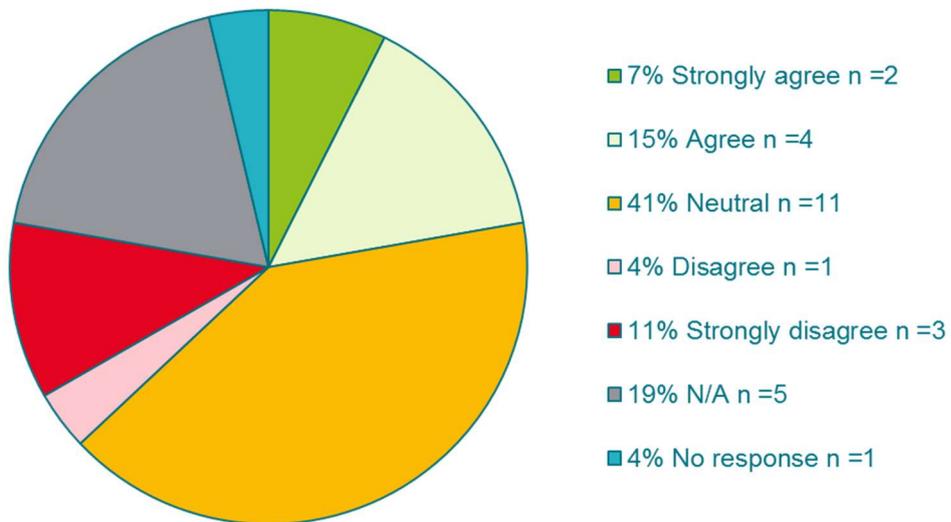
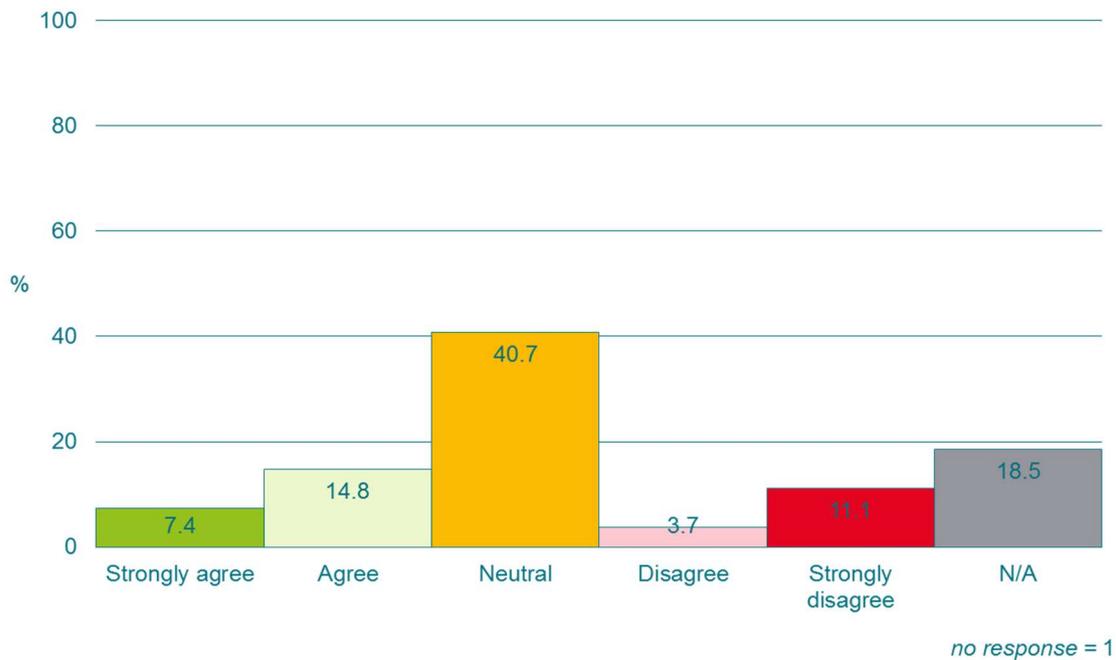
- Just under half (48.1% NET agree) either agreed or strongly agreed
 - Almost a fifth (18.5%) gave the ‘strongly agree’ response category
 - Over a third (29.6%) were neutral
 - Less than a fifth (18.5% NET disagree) responded negatively



'It will be easier and safer to travel on foot or by bike'

This aim received the highest level of neutral and responses of no opinion, and the lowest level of disagreement.

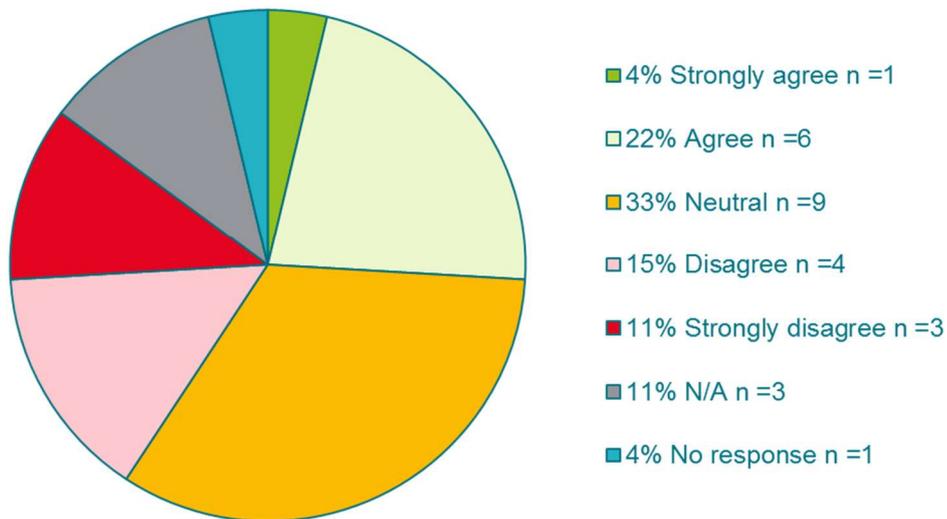
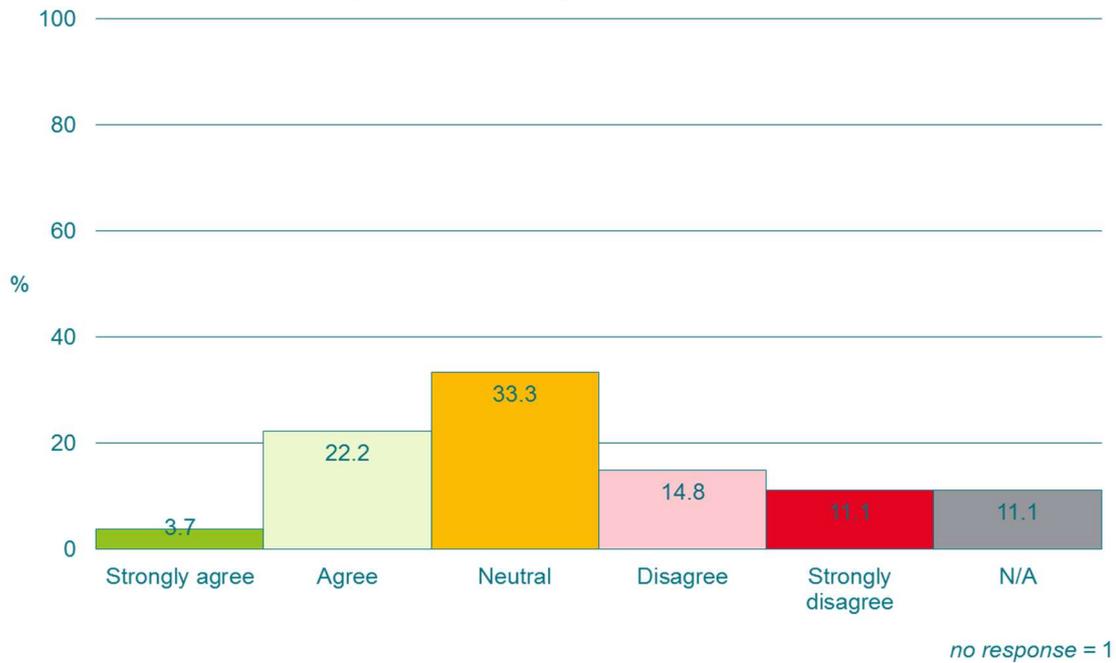
- Just over two fifths (40.7%) were neutral in response to the aim. An additional fifth (18.5%) were of no opinion.
 - Just over a fifth (22.2% NET agree) either agreed or strongly agreed
 - The lowest response (14.8% NET disagree) either disagreed or strongly disagreed



'Air quality will be improved'

This aim received equal agreement and disagreement responses of a quarter each. A slightly higher overall proportion were neutral in response.

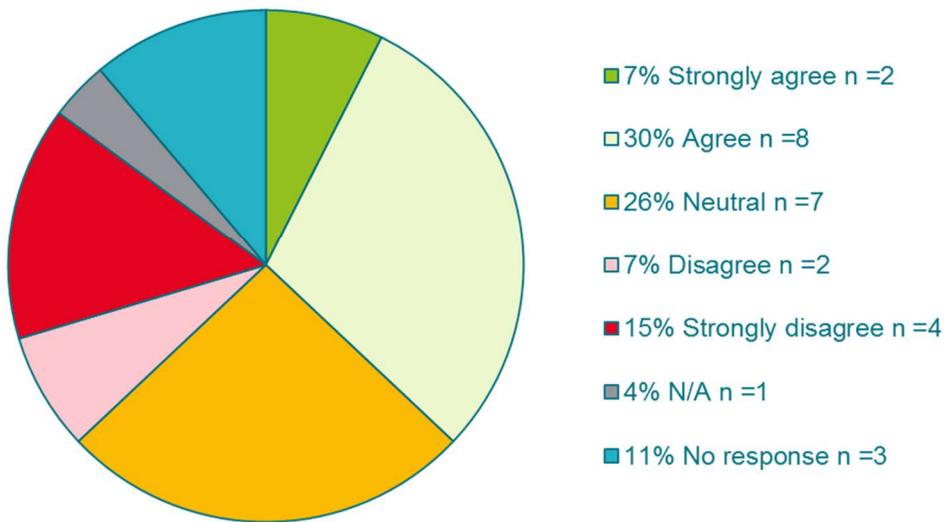
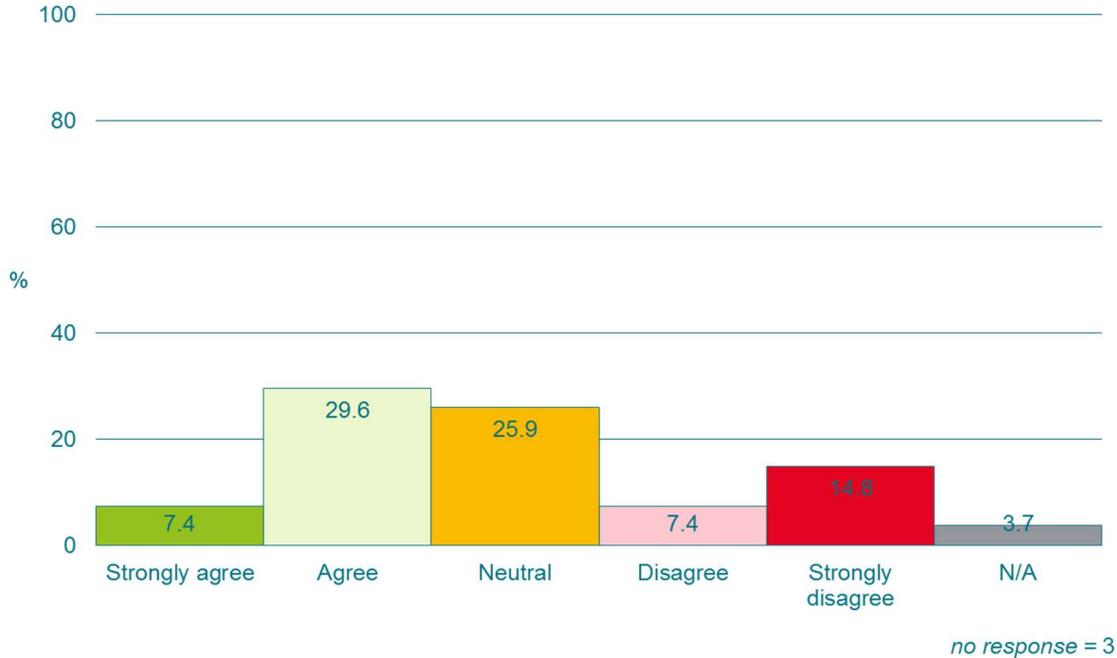
- A quarter (25.9%) gave a collectively positive (25.9% NET agree), and collectively negative (25.9% NET disagree) response.
 - A slight majority of these proportions gave the 'strongly disagree' (11.1%) response, compared to 'strongly agree' (3.7%)
 - Over a third (33.3%) were neutral in responses to the plan meeting the aim, and in addition a tenth (11.1%) were of 'no opinion'



'There will be travel capacity'

A higher proportion of respondents to this question agreed the plan would meet this aim. Around a quarter were neutral, and fewer disagreed.

- Over a third (37.0% NET agree) either agreed or strongly agreed
 - Most of these (29.6%) gave the 'strongly agree' response category
 - Just over a quarter were neutral (25.9%)
 - Compared with every other aim question for each plan, this received the highest 'no response' (11%)



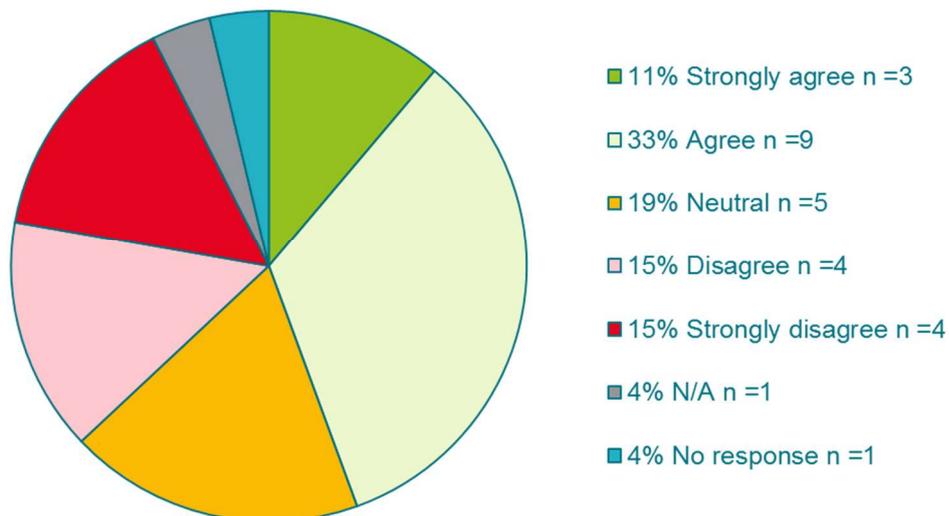
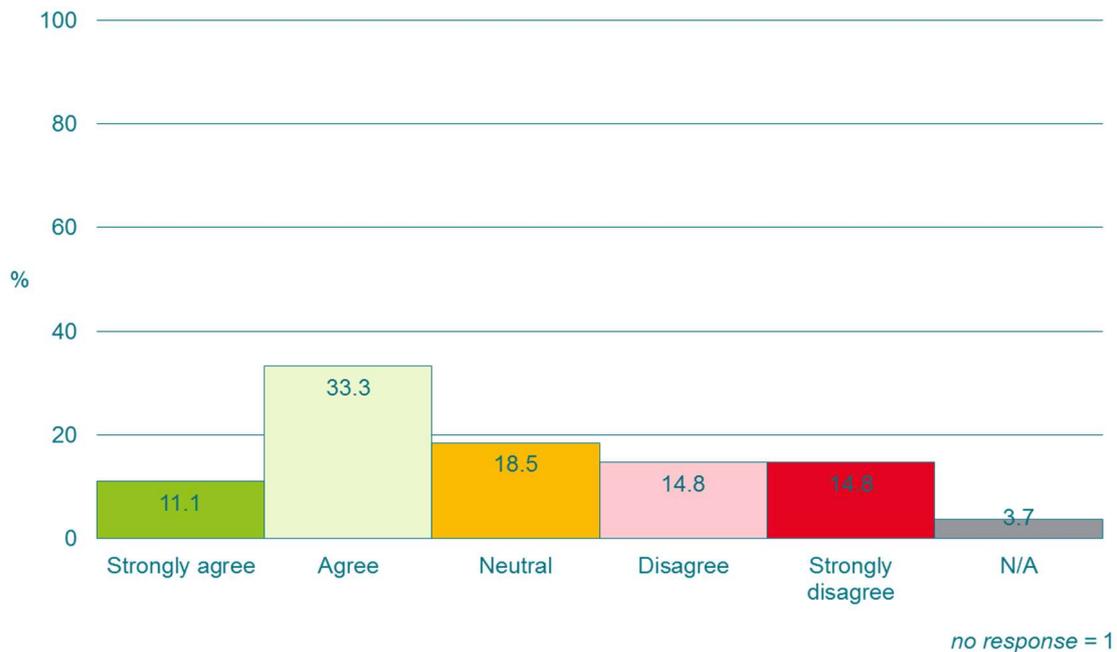
Folly Hall scheme aims

Question: We asked “How far do you agree or disagree that the proposed plans for Folly Hall will help to achieve each of these aims...”

‘Queues caused by turning traffic will be reduced because traffic will be managed better’

Overall, this aim received a slight majority agreement, and the highest agreement against any of the three aims.

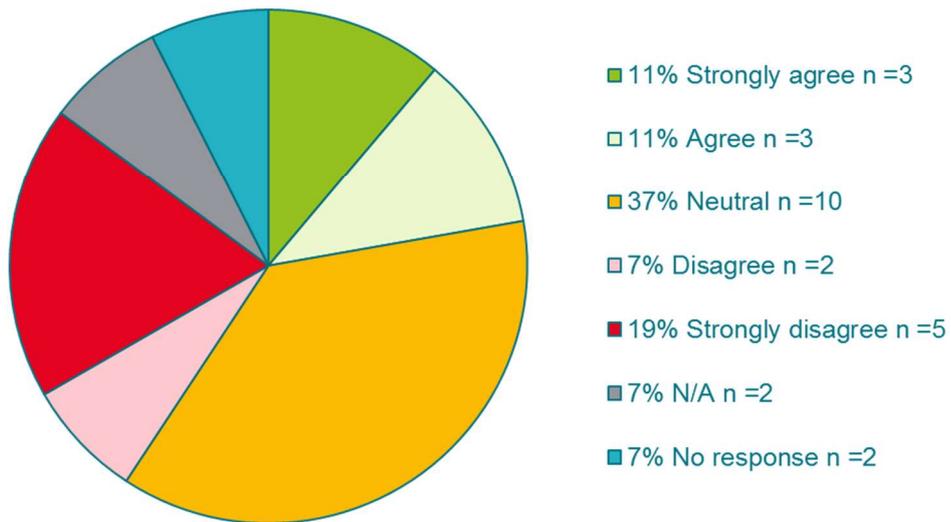
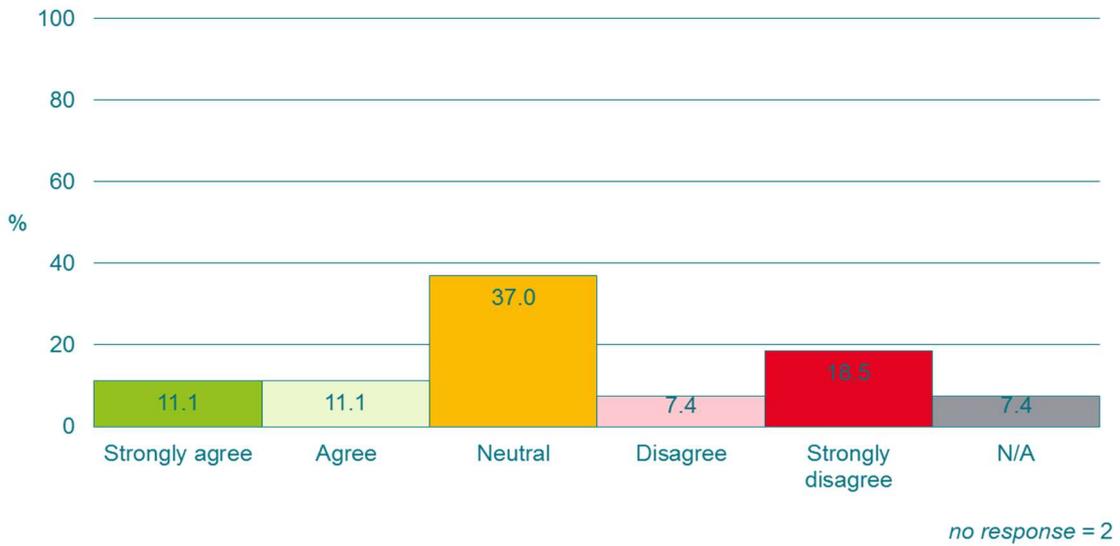
- Just under half (44.4% NET agree) either agreed or strongly agreed
 - A third (33.3%) gave the ‘agree’ response category
 - An equal split gave the ‘disagree’ (14.8%) and ‘strongly disagree’ (14.8%) response options
 - Under a fifth (18.5%) were neutral



'There will be travel capacity'

The overall majority response to this question was neutral. A slight majority were more negative than positive.

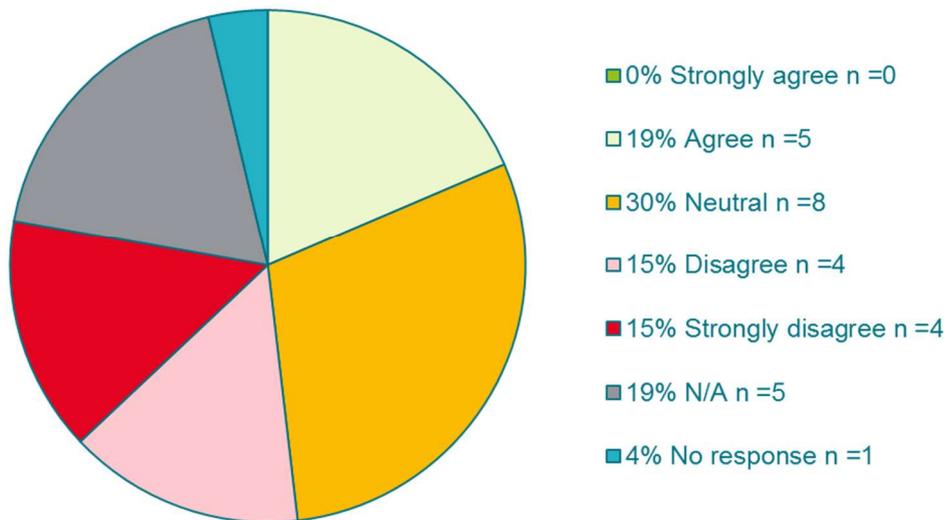
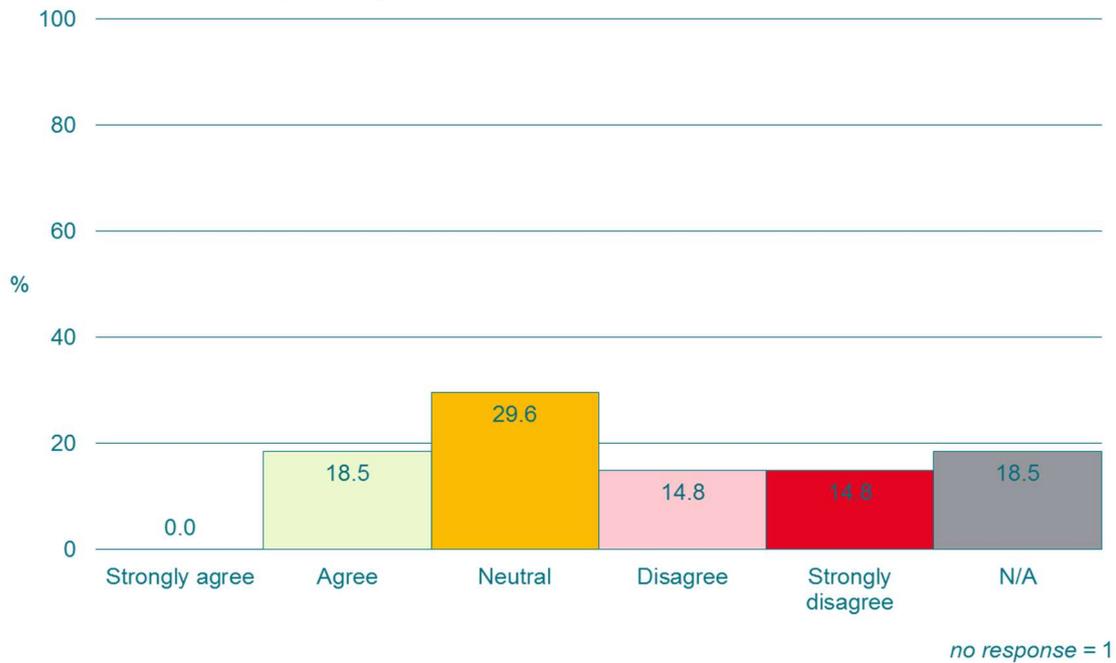
- Just over two thirds (37.0%) were neutral in response
 - The second highest response option was 'strongly disagree' (18.5%)
 - Overall, a slight majority chose a disagree response option (25.9% NET disagree), over an agree response option (22.2% NET agree)



'Air quality will be improved'

This aim received a split between neutral and negative responses. The lowest level of response was positive and was matched by those who gave 'no opinion'.

- Just under a third (29.6% NET disagree) either disagreed or strongly disagreed
 - The same proportion (29.6%) were neutral in response
 - No respondents provided the 'strongly agree' response option
 - Less than a fifth agreed (18.5%)



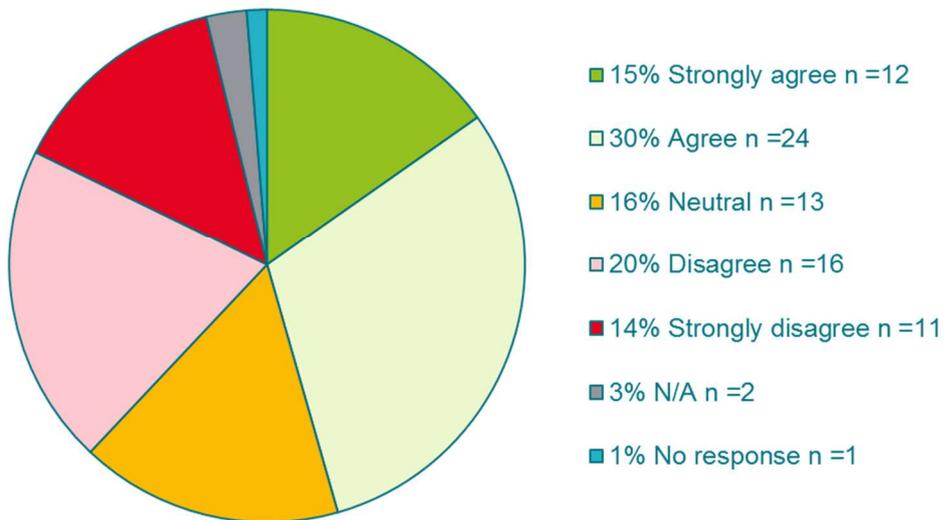
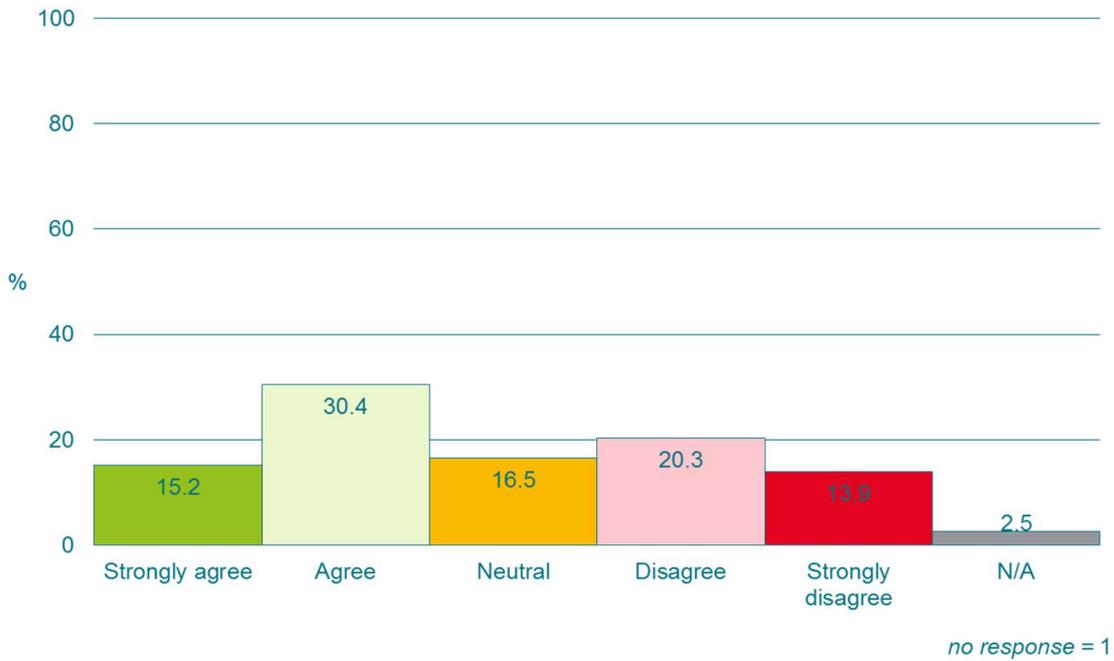
Queensgate scheme aims

Question: We asked “How far do you agree or disagree that the proposed plans for Queensgate will help to achieve each of the following aims...”

‘The plans will help to link the university to the town’

Overall, this aim received a majority of positive responses.

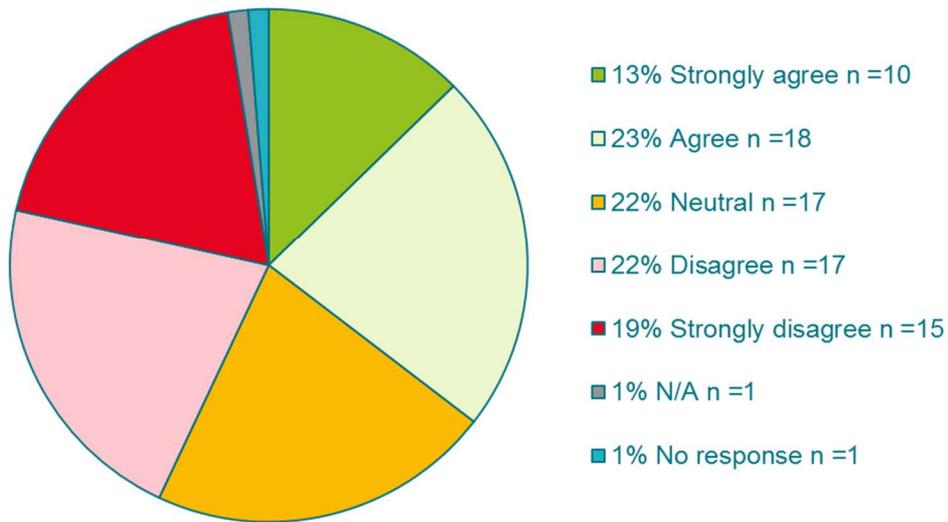
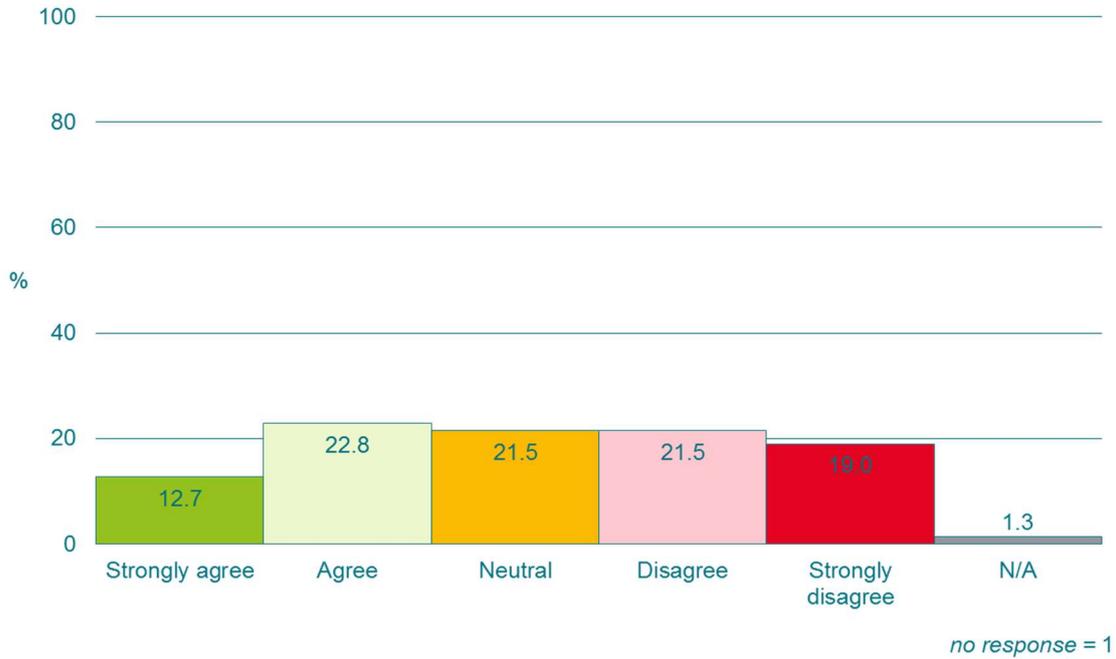
- Just under half (45.6% NET agree) either agreed or strongly agreed
 - Almost a third (30.4%) gave the ‘agree’ response category
 - A third disagreed (34.2% NET disagree)



'Ring road traffic will be managed better'

For the Queensgate plan, this received the lowest level of agreement.

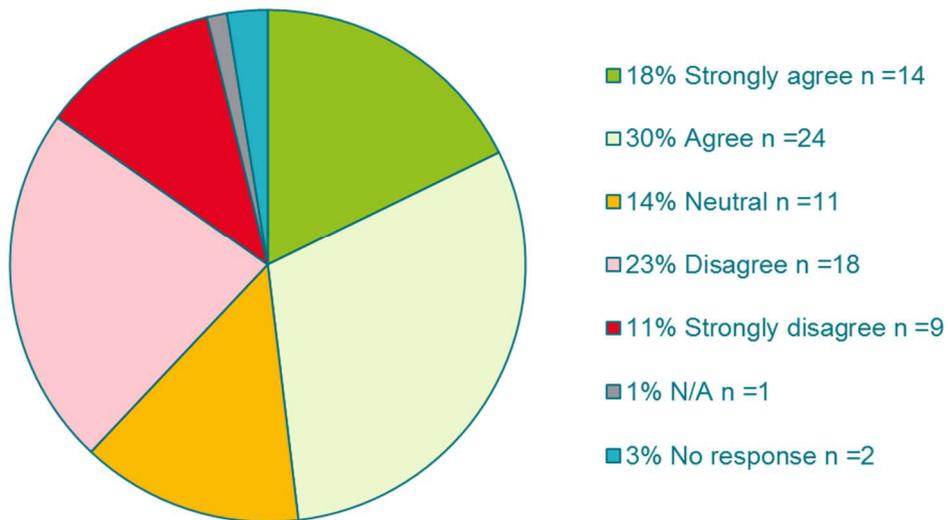
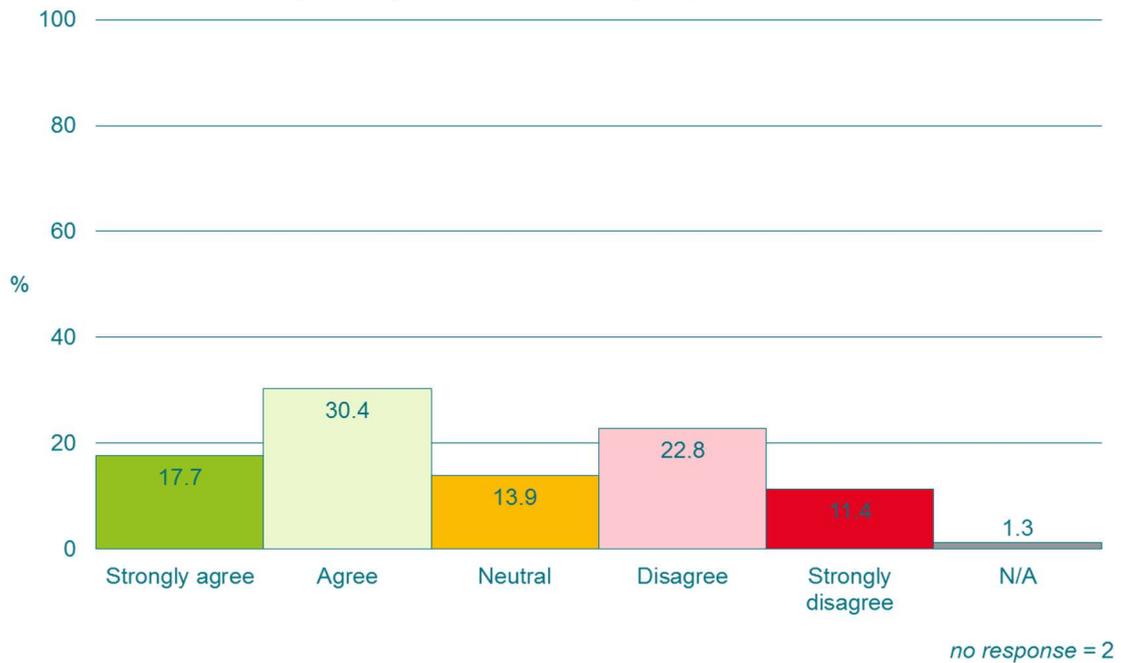
- A high proportion were in disagreement with the plans meeting this aim (40.5% NET disagree)
 - This is slightly higher than the third (35.5% NET agree) who either agreed or strongly agreed
 - The highest response option was 'agree' selected by just less than a quarter (22.8%)



'Crossing the road will be easier'

This aim received the highest positive response.

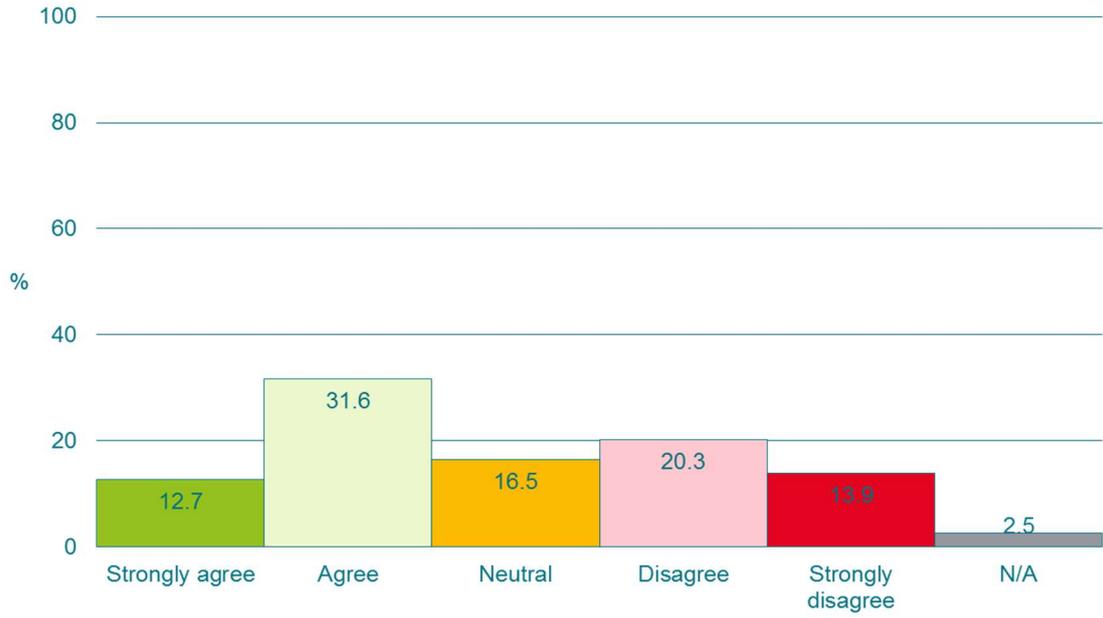
- Almost half (48.1% NET agree) either agreed or strongly agreed
 - Almost a third (30.4%) gave the 'agree' response category
 - Around a third disagreed (34.2% NET disagree)



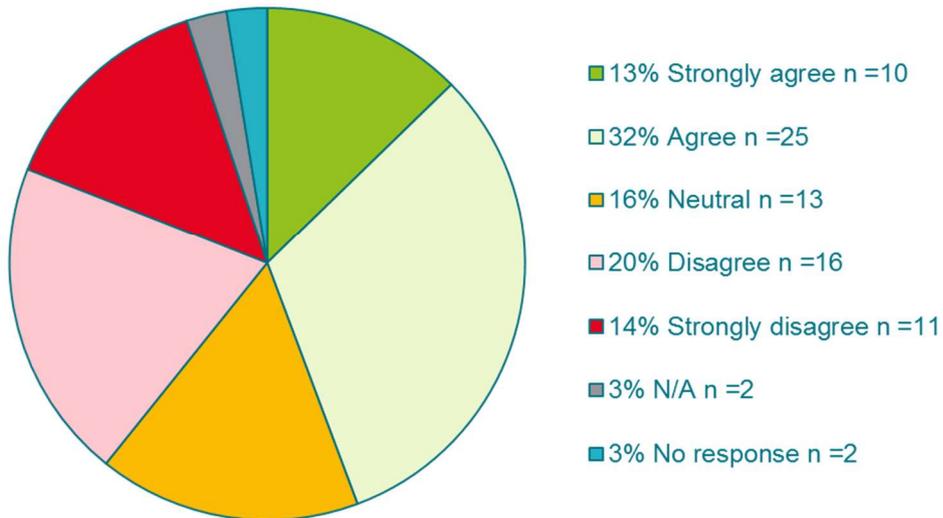
'People will be able to move around and across the town more easily by bike or on foot, and link local cycle routes'

Slightly more respondents were positive about the plan and this aim, when compared with those responded negatively.

- Just over two fifths (44.3% NET agree) either agreed or strongly agreed
 - This was just slightly more than those (34.2%) who chose a disagreement response category



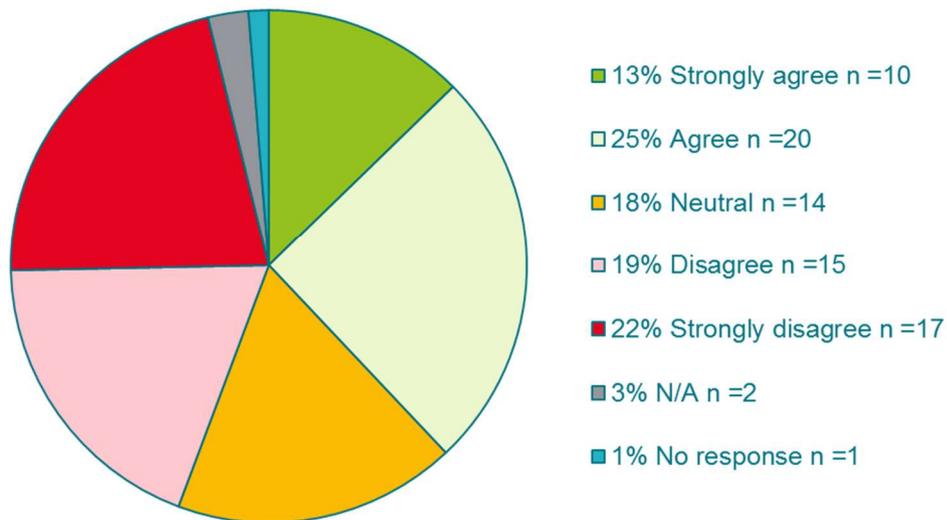
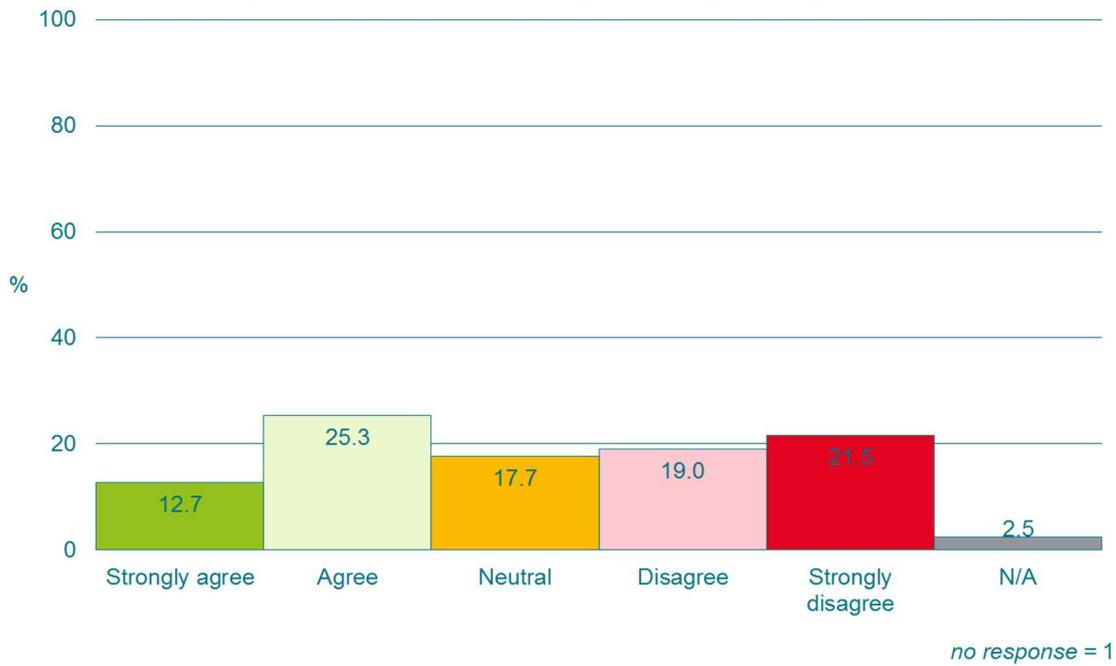
no response = 2



'It will create a clean, attractive environment which encourages people to spend time in the town centre'

This aim received a slight majority in disagreement, but this highest overall single response option was in agreement.

- Just under two fifths (40.5% NET disagree) either disagreed or strongly disagreed
 - This was slightly higher than the those (38.0% NET agreed) who were in agreement
 - 'Agree' for this question received the highest response (25.3%)



Comments

The following narratives were found within the comments and are shown alongside direct quotes received. The narratives are ordered in reflection of their prevalence or sentiment. The following information provides content that helps to better explain where there are issues with the plans and the aims of the scheme, and what could be considered to make improvements.

Lockwood Bar Comments on the proposed plans

Question: We asked ‘Please use the space below to provide your comments on our proposed plans:’

26 written comments were received, that is a comment from over half of all respondents to the Lockwood Bar questions (60%). This plan elicited the highest level of written response to all the southern corridors.

Parking restrictions

There is a concern that without imposing parking restrictions in the areas on and around Albert Road, the alterations to traffic flow will encounter congestion due to business traffic and parking that will not allow the aims of the plan to be met. It is suggested by some that parking will need to be managed to avoid this problem.

If you are going to force cars onto albert street, this will cause major delays due to all the parked cars on this road. Which unless you are going to double yellow line the whole road, will be a major problem to everyone.

Counter to the above, some respondents suggest that the plan creates alterations to parking that will negatively impact accessibility to the area, in particular for those who worship at the local church. Some go as far as to suggest that the plan is anti-car.

I strongly disagree the Lockwood Bar environment will be enhanced, primary cause would include the removal of parking provision to both Lockwood Road & Albert Street. I additionally feel the reduced provision for parking will negatively impact the feeling of a community area by limiting the accessibility to local businesses, church facilities & medical facilities/provision.

Manage traffic flow

A few respondents give examples of how traffic flow is heaviest from certain directions, including the Holme Valley. There are suggestions that filter lanes and restrictions to traffic flow (e.g. one-way on Albert Street), would be better to alleviate congestion, especially if this was managed by better synced lights to allow for more fluid movement.

The congestion will transfer to Albert Street where businesses and car parking restrict car movement particularly at peak times. Perhaps part of Albert street could be made one way to help but the Taxi business drivers can be a source of irritation. The lights onto Bridge Street will have to be open to Albert Street traffic for much longer than at present. [...]

Bus lanes and road markings

Some comments suggest that there is confusion and misuse of the bus areas due to unclear signage, and aggressive drivers. This is an issue, alongside the box junction/road markings, that are felt to make congestion worse, by drivers being unclear where they can and can't position themselves, causing blocks for buses and other road users, making congestion worse.

Moving junctions is only moving the problem. Adding another junction will still mean most traffic using the existing Lockwood bar. The traffic coming from Huddersfield to Lockwood queues because most people don't use the bus lane when it should be used. Improve the signage of the bus lane, ban and enforce no parking outside the shops between Crowther Street.

It won't make a difference

There is general scepticism that the plans will meet the aims described, in particular for community and cycle use. It is felt that non-car road users are not segmented enough from the pollution of queuing traffic, and therefore the attractiveness of the area cannot be met. General disagreement about cycle provision included comments that felt the plans wouldn't improve cycle access, or that cycle provision was not necessary. Overall there was concern that the impact felt during any implementation of the plans, would not be worth it for the outcome.

These alterations will increase travel time and delays to town. You already caused the public to stop coming to town with bus gates which caused shops to close, and there is not that huge amount of busses in Huddersfield, how are people supposed to get to the otherside of town from Crossland More, Meltham, Honley, Brockholes, Holmfirth and other areas [...]

Longroyd Lane Comments on the proposed plans

Question: We asked 'Please use the space below to provide your comments on our proposed plans:'

14 written comments were received, that is a comment from over half of all respondents to the Longroyd Lane questions (52%).

Widen the road

The majority of comments mentioned something about capacity on the carriageway, footpath and by removal of the buildings proposed for demolition, would be enough to create a widened road space. It was generally agreed that greater capacity would help alleviate congestion.

Its time Kirklees Council demolished the ruins on Longroyd Lane and created a filter lane onto Manchester Rd. [...]

Filter lanes

A couple of comments suggest ensuring that traffic travelling in certain directions are provided filter lanes so as not to obstruct or congestion flowing traffic.

This work is much needed. By reducing the congestion and the amount of idling engines on Longroyd lane, back through the triange at paddock, journey times and air quality should improve.

Provision for cyclists

There is no consensus for what provision is necessary for cyclists. Some perceive it as unnecessary, others as a missed opportunity, and another requested for additional improvements for travel in another direction.

The difficulty for cyclists travelling TOWARD Paddock is more difficult than accessing the traffic lights when going towards Huddersfield Town Centre. This has not been addressed in these plans. [...]

General comments

A few general comments were given, that were non-specific on which element of the plan they referred to. The majority of these commented in general agreement with the plans presented.

The roads are filthy and the air quality is terrible.

Folly Hall Comments on the proposed plans

Question: We asked 'Please use the space below to provide your comments on our proposed plans:'

12 written comments were received, that is a comment from just less than half of all respondents to the Folly Hall questions (44%).

Changes to turning from Colne Road

There was no consensus as to the impact of any proposed changes to allowed turning from Colne Road, either negative or positive. An individual agreed to the banned right turn out of Colne Road onto Chapel Hill. A couple disagreed with a banned left turn from Colne Road. Another asked for more information/consultation on this restriction were it to be further investigated.

I would agree that right turn from Colne Road to Chapel Hill should be banned, but banning left turn would result in the congestion on surrounding network being caused by current gas works on Firth Street

Light synchronising

A couple of comments suggest that by better syncing the lights for vehicles turning and queuing would reduce congestion. It is agreed that the phased lights on this section of roads junctions can cause delays and should be reduced.

The two-phase frustrating Toucan crossing of Chapel Hill could have been upgraded into a one-phase crossing

Queensgate Comments on the proposed plans

Question: We asked ‘Please use the space below to provide your comments on our proposed plans:’

26 written comments were received, that is a comment from just under a third of respondents who chose to respond to the Queensgate questions (33%). Some of the comments received in this section had contextual information and referred to Cross Church Street and the Huddersfield Blueprint.

Pedestrian provision

There was concern about the safety of pedestrians on and around Queensgate. It is felt that at the moment the crossing points are not ideal, and different routes are taken dependent on destination. However, it is suggested by some that the staggered crossing points, and central reservations are a barrier and safer option for pedestrians, segregating them from fast moving traffic. A respondent suggested that by removing the central reservation and increasing the on road capacity will create safety concerns when hurried pedestrians chance crossing in traffic. Other comments request other pedestrian routes in and around the town centre to be considered for improvement.

The University is already across a main road it will make no difference to students coming into town, a lot already walk down kings Street towards uni anyway with no issues. If anything traffic will be worse at the proposed times the road is open to cars,. Also with cyclist's still being ably to cycle pedestrians will still have to check and wait to cross the road if needs be. People wont be able to move around anymore easily because they will still have to check for bikes to cross the road anyway. [...]

Traffic management

It is suggested that the number of crossings and lights create congestion issues for traffic on Queensgate, with a high number of stopping and starting. There is some ambiguity as to how traffic will be better managed to reduce this from the plans. Some suggest they disagree that the plans will help with experiences of congestion.

Vehicles already have to stop-start multiple times on Queensgate, causing high levels of pollution, noise and unnecessary congestion - this will not remove that problem. [...]

Cyclist provision

There is some concern linked to pedestrian provision that cyclists and other road users will not be safe with the suggested plans, with the removal of the central reservation. This is in part due to perceptions of unsafe cyclists behaviour, that it is suggested should be managed by segregation of cyclists and walkers from traffic – by bridges.

I'd like to suggest that the footway improvements on Queensgate up to the crossing outside Ramsden Building have a cycle way included as has been done outside the Market Hall. Basically means creating a shared use path from the entrance to the University

The Blueprint

A couple of comments refer to the wider aspirations of the Huddersfield Blueprint, with the demolition of the piazza centre, and the publicised CGI visuals. There is a comment that the Blueprint visual for Queensgate does not match the Queensgate plans proposal in how the crossing and road space is represented. It is also suggested that with a projected increase in road users, pollution will increase,

and a open area for shoppers and pedestrians will not be protected from fumes if the area is opened out. It is suggested that more planting is necessary.

If this is the best plan for our town I give up

Change will not increase town centre visits

Again, linked to the Blueprint, and Cross Church Street plan, some comments infer that even if the plans meet their aims to reduce congestion, the damage of delays during construction, and without concessions being made to vehicle users (e.g. free parking), the town centre will not be attractive to visitors, and therefore will continue to decline.

As with cross church street, high quality shops and free parking are more likely to bring people in. There is currently little reason to visit so why would this change it.

General comments

Question: We asked 'Please use the space below to provide your comments on our proposed plans:'

10 written comments were received. These comments tended to reiterate areas of specific concern to individuals, without an overall majority or collective sentiment. Therefore, the following are some illustrative quotes from the comments received:

Accessibility

People with disabilities - we are never considered when these plans are proposed.

Context information

Have you done a survey on the amount of traffic using Albert Street to travel on the A616 and the amount of traffic turning left from Lockwood Bar onto the A616?

Cycling

The plans don't aid or encourage cycling. The new in road to Lockwood bar from Scar will be greatly improved. The Pedestrian crossings need to work every time. The Road link to Man road from Folly Hall needs a slip road before it even reaches Foll Hall from Lockwood bar as at peak times this can be awfully slow.

Impact of road works

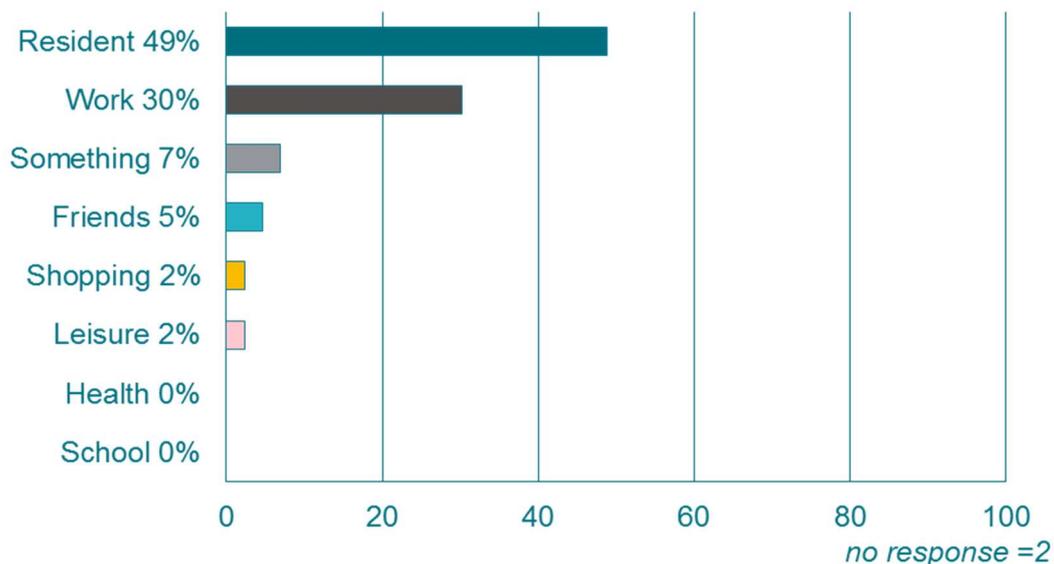
Do not agree with all these 3 proposals as people living in this section will be struggling to get to work on time caused by monumental delays taking years to complete. Job losses will occur, businesses will be affected and close down. Elderley people and families will be affected when hospital appointments or emergencies (e.g. pregnant females etc) cannot get to hospital in time. Access to the motorways from the south will be affected major incidents on the M62 will cause problems when motorists divert through Huddersfield seeking alternative routes. Congestion on Queensgate starts well down Southgate Road / Leeds Road. One lane for commuters to go down Lockwood Road. Traffic blocks the intersection causing major problems traffic lights not synchronised properly. (Fines should be introduced for motorists who block intersections). Cyclists should have a road worthy liscence and should have road rules as drivers do. Cycle in the middle of the road. Go through traffic lights, stop streets. Don't give way to pedestrians, they think they are gods gift to glory.

Respondents: travel habits

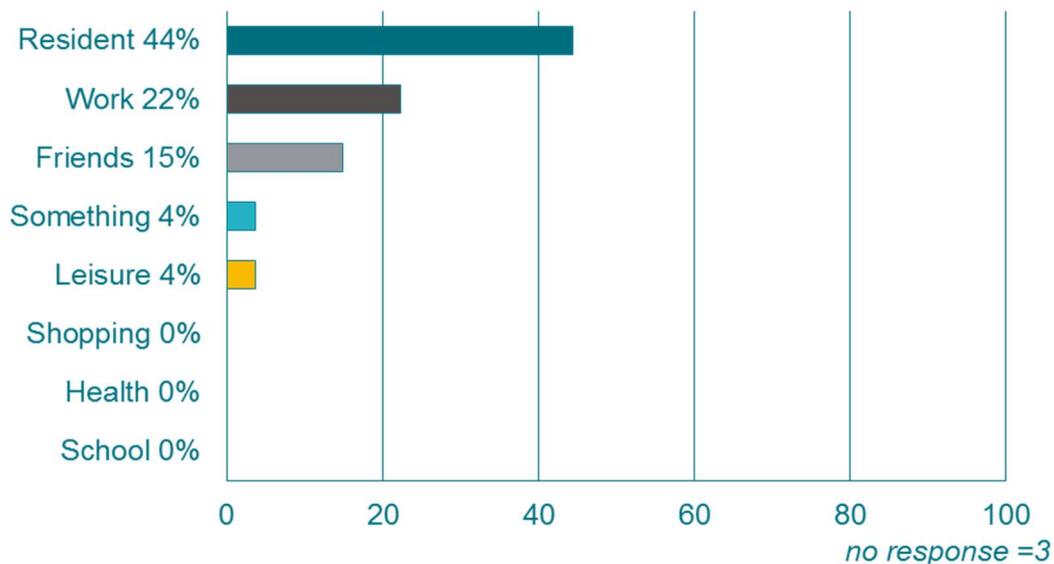
Question: We asked 'which is your main reason for travelling on ...?'

Most respondents were residents to the areas around the Southern Corridors. Unsurprising use of Queensgate on the town centre ring road was mostly for 'shopping' purposes.

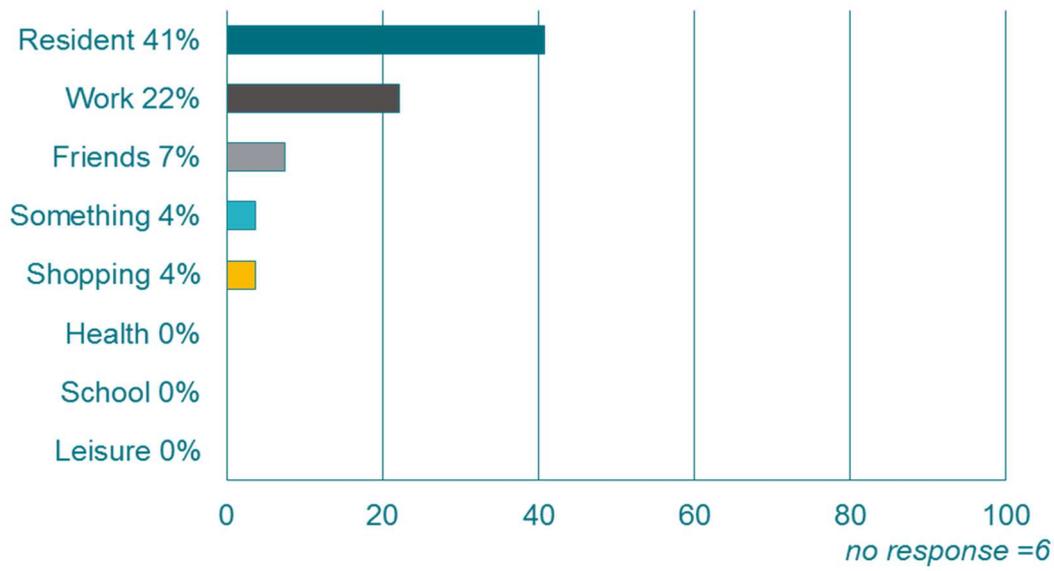
Lockwood Bar



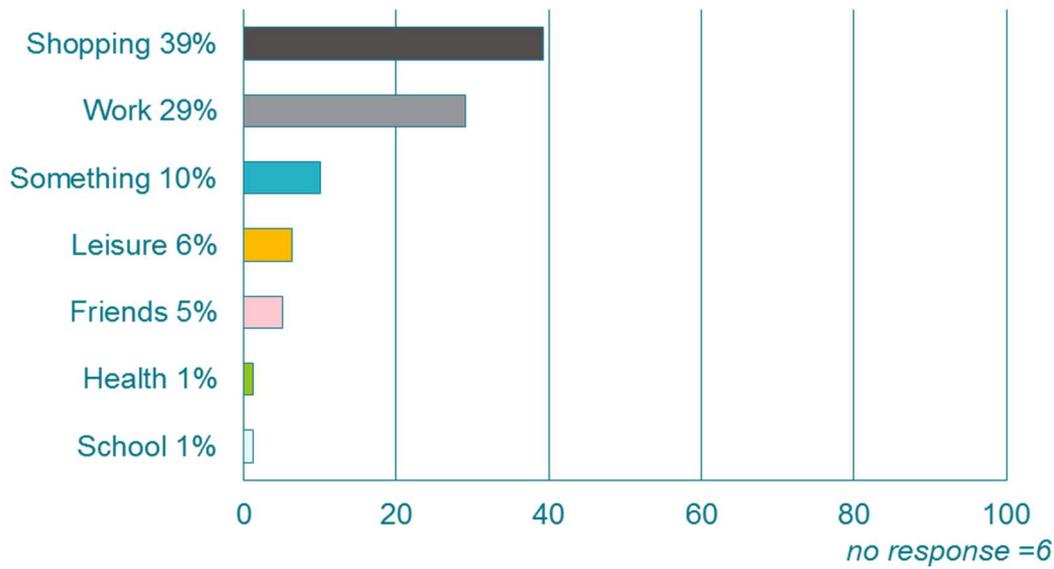
Longroyd Lane



Folly Hall



Queensgate

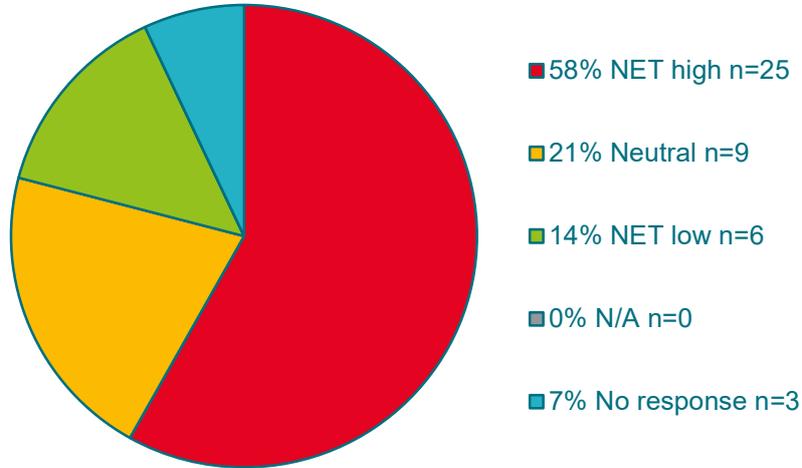


Respondents: experience of congestion

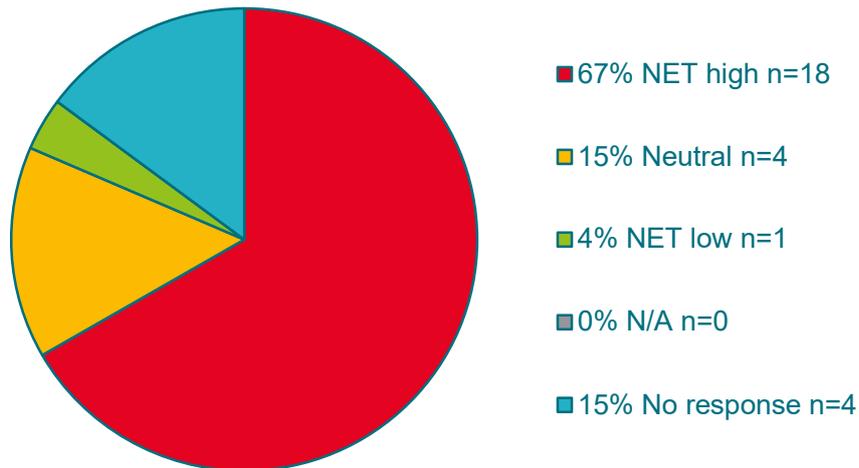
Question: We asked 'please rate your experience of congestion in the [location name] area:'

The highest number of respondents who experience congestion was in the Longroyd Lane area, and the lowest at Folly Hall. Queensgate respondents were asked about experiences by mode page 37 - 42

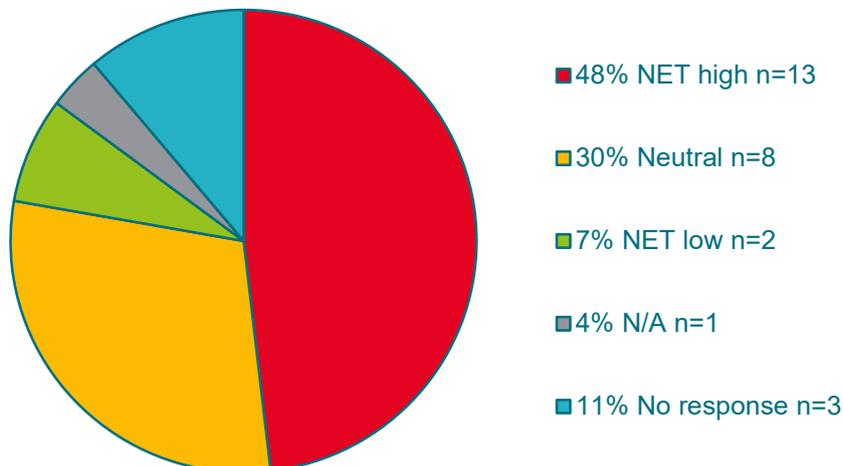
Lockwood Bar



Longroyd Lane



Folly Hall

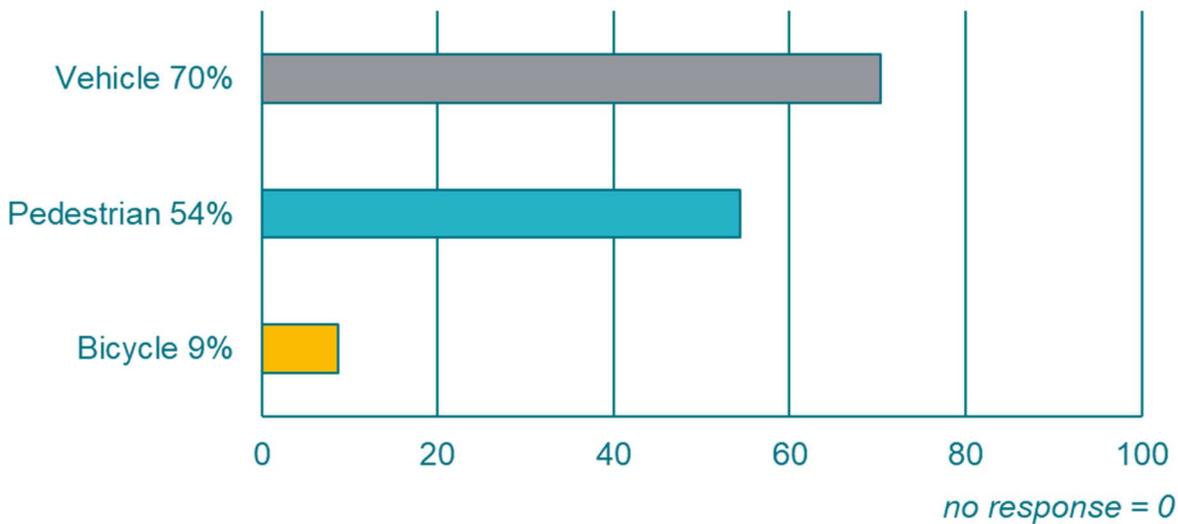


Queensgate transport mode: user experience

Question: We asked 'please select which modes of transport you currently use to travel on Queensgate:'

This question was multiple choice, and respondents could select between 1 and 3 transport modes. This question was designed to align to one provided for the Cross Church Street scheme, which was necessary to the cycling and free town bus provision elements of the scheme.

No respondent did not provide a transport mode. 'Vehicle' was selected most frequently by almost three quarters (70.4% $n = 57$) of respondents, this was followed by just over half (54.3%) who chose 'pedestrian', and less than a tenth (8.6%) who chose 'bicycle'.



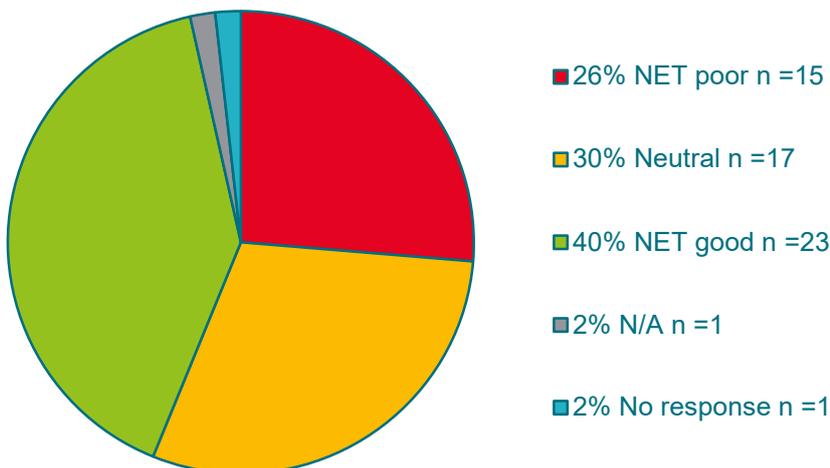
To better understand their current user experience in the areas that the proposed plans seek to improve, respondents were asked to rate different elements appropriate to the transport mode on a scale of 1 to 5 (1 = very poor and 5 = very good). Respondents were only asked to rate the areas relevant to the mode of transport(s) selected in the previous question.

Question: We asked 'As a [transport mode] user, please rate your experience of the following on the scale of 1-5: (1=very poor and 5=very good)

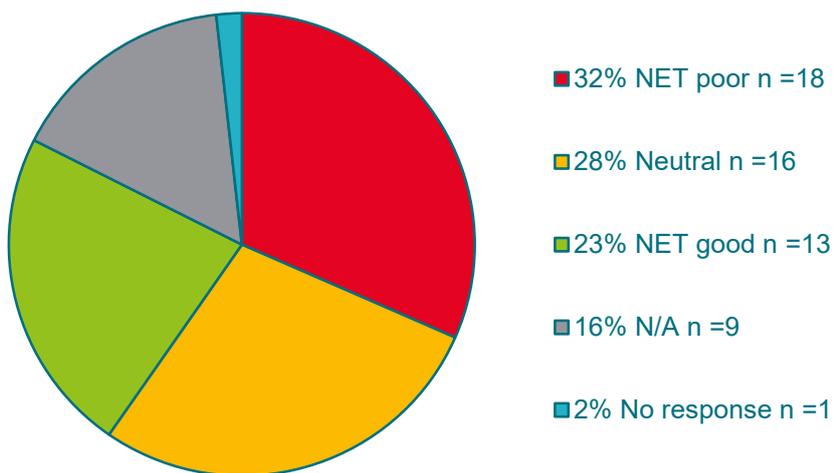
Transport mode: Vehicle

Dissatisfaction for vehicle users was highest in parking/loading/unloading, but generally respondents were neutral.

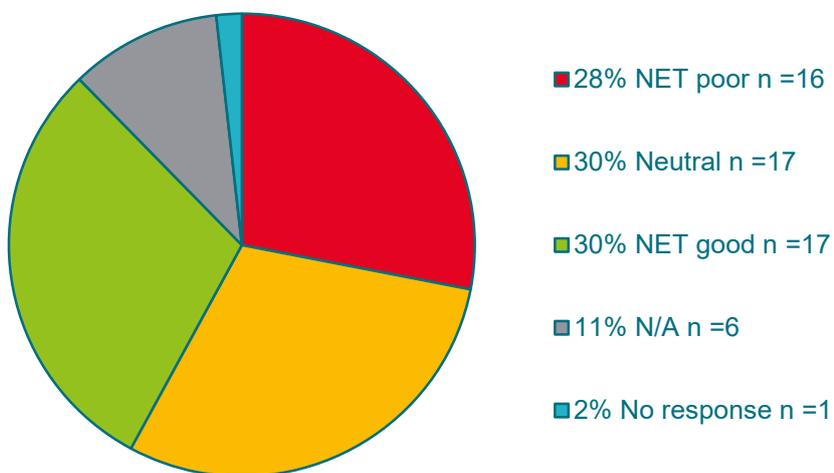
Travelling on/along this road



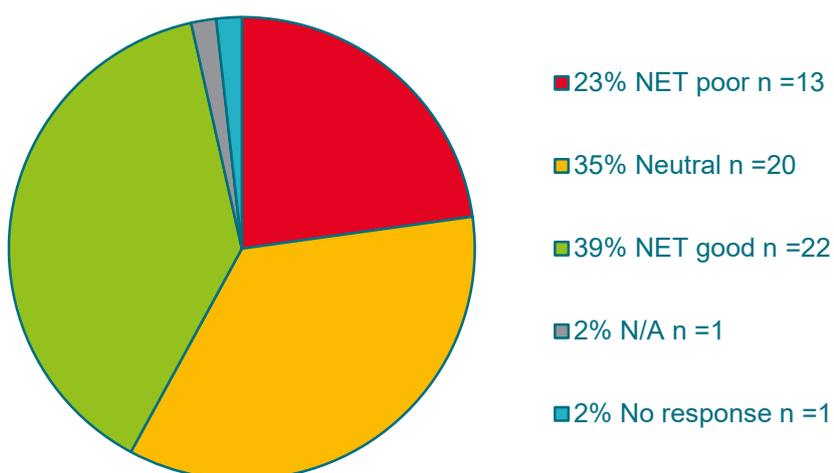
Parking / Loading / Unloading



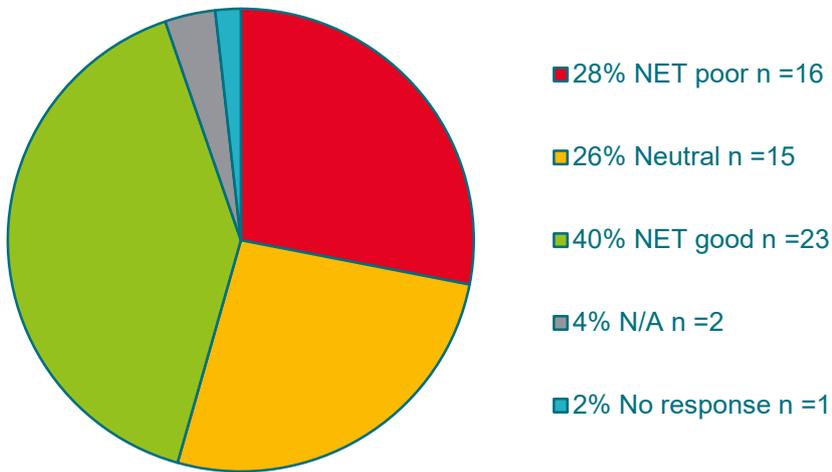
Space available to move around other road and pavement users



Condition of the roads and kerbs



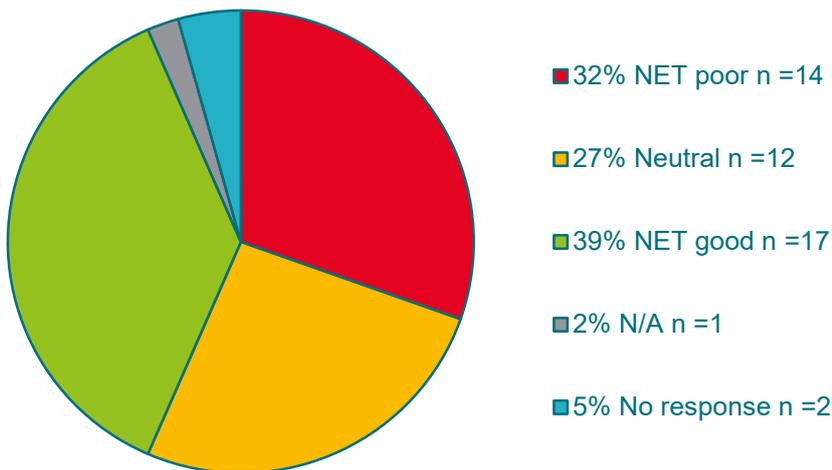
Appearance and cleanliness of street



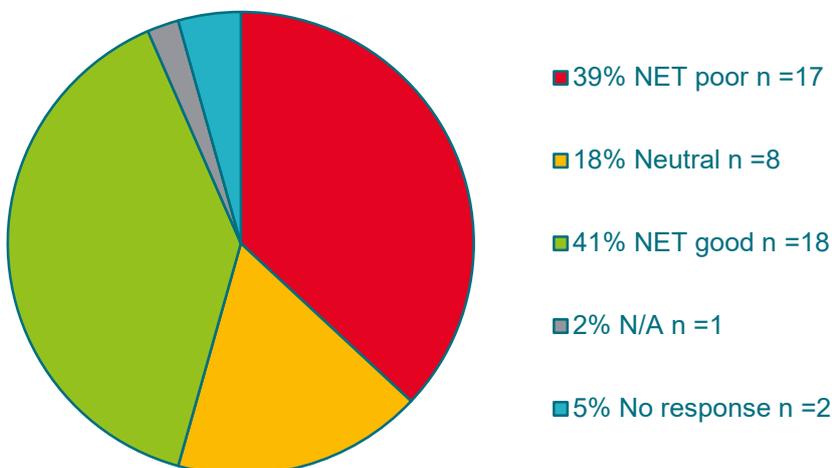
Transport mode: Pedestrian

Dissatisfaction for pedestrians was highest in the condition of pavements/footpaths and appearance and cleanliness of the street. There was also a high level of pedestrians finding crossing the road poor. Overall, like vehicle users the responses were roughly split by a third between 'poor', 'neutral' and 'good'.

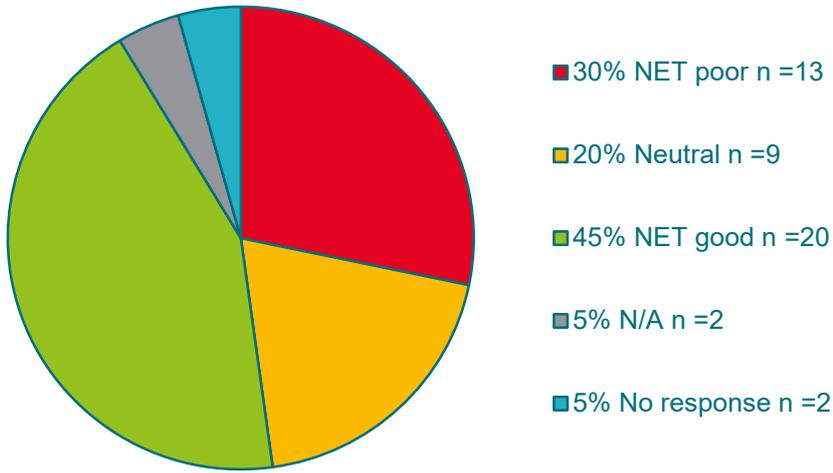
Travelling on/along this road



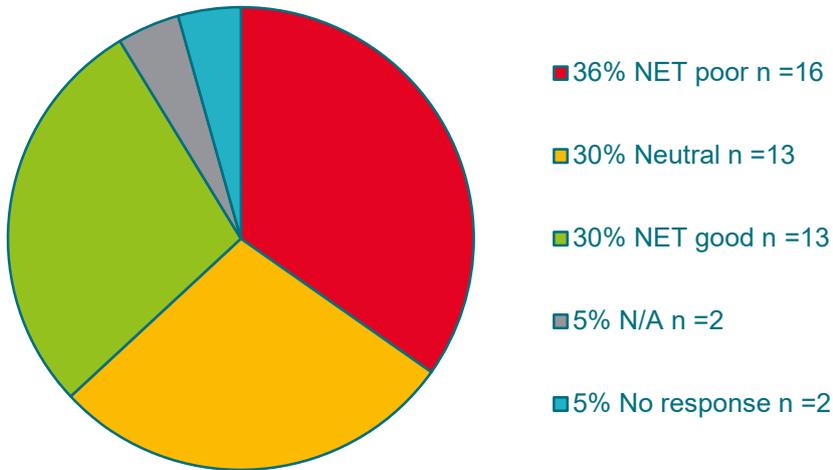
Crossing the road



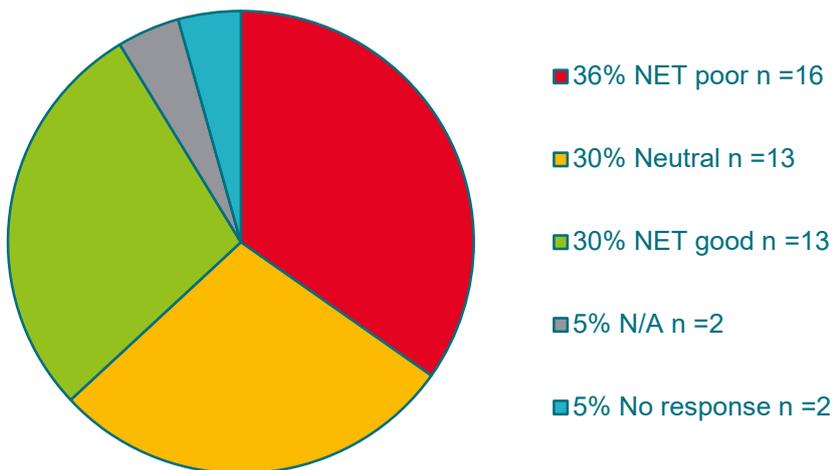
Space available to move around other road and pavement users



Condition of the pavements/footpaths



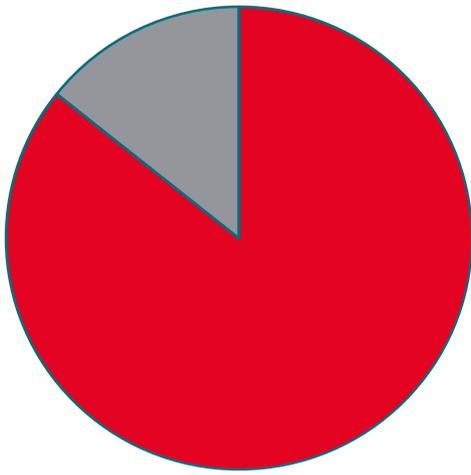
Appearance and cleanliness of street



Transport mode: Bicycle

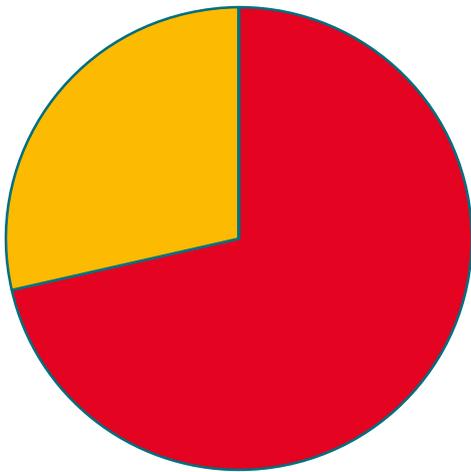
Bicycle users were the least satisfied with their user experience, mostly rating the elements as poor.

Travelling on/along this road



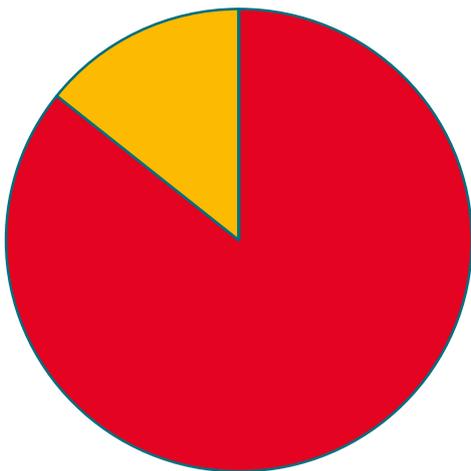
- 86% NET poor n =6
- 0% Neutral n =0
- 0% NET good n =0
- 14% N/A n =1
- 0% No response n =0

Crossing the road



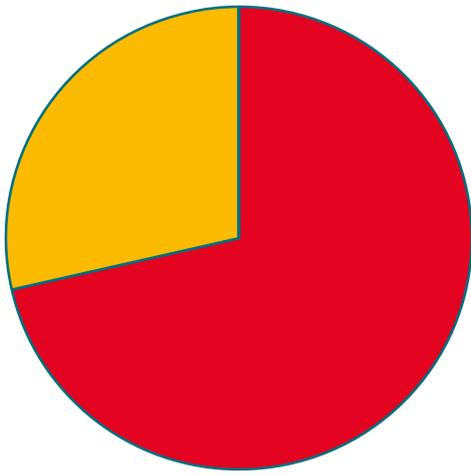
- 71% NET poor n =5
- 29% Neutral n =2
- 0% NET good n =0
- 0% N/A n =0
- 0% No response n =0

Space available to move around other road and pavement users



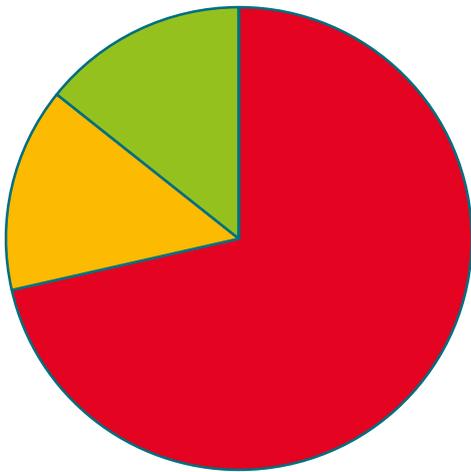
- 86% NET poor n =6
- 14% Neutral n =1
- 0% NET good n =0
- 0% N/A n =0
- 0% No response n =0

Condition of the roads and kerbs



- 71% NET poor n =5
- 29% Neutral n =2
- 0% NET good n =0
- 0% N/A n =0
- 0% No response n =0

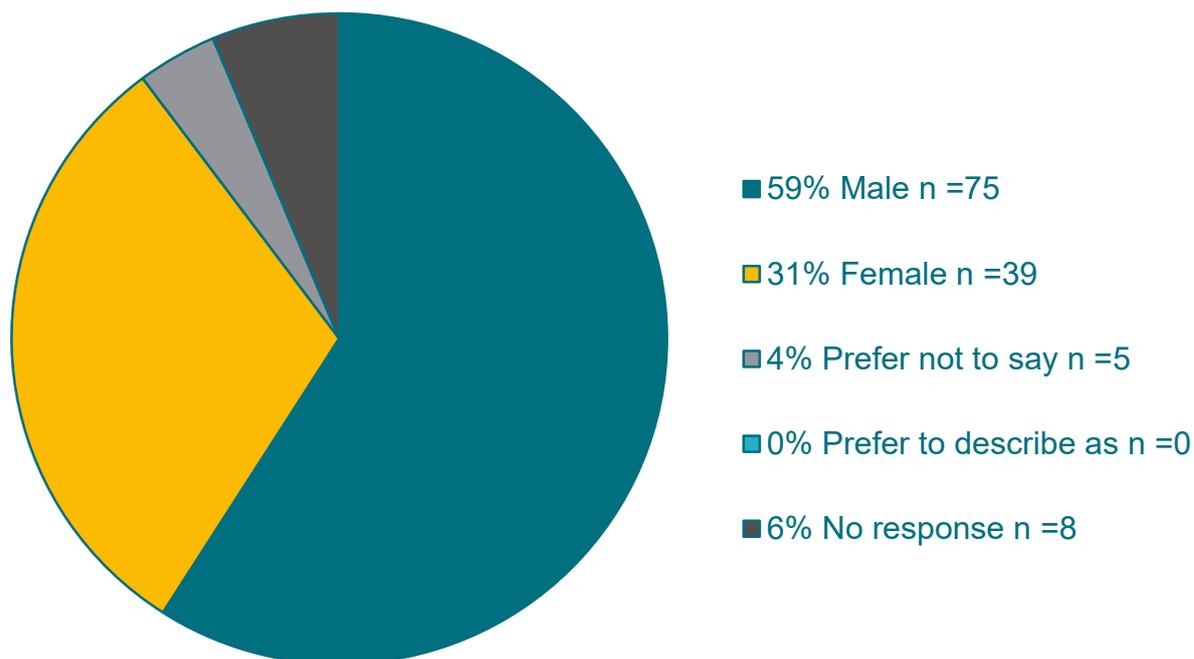
Appearance and cleanliness of street



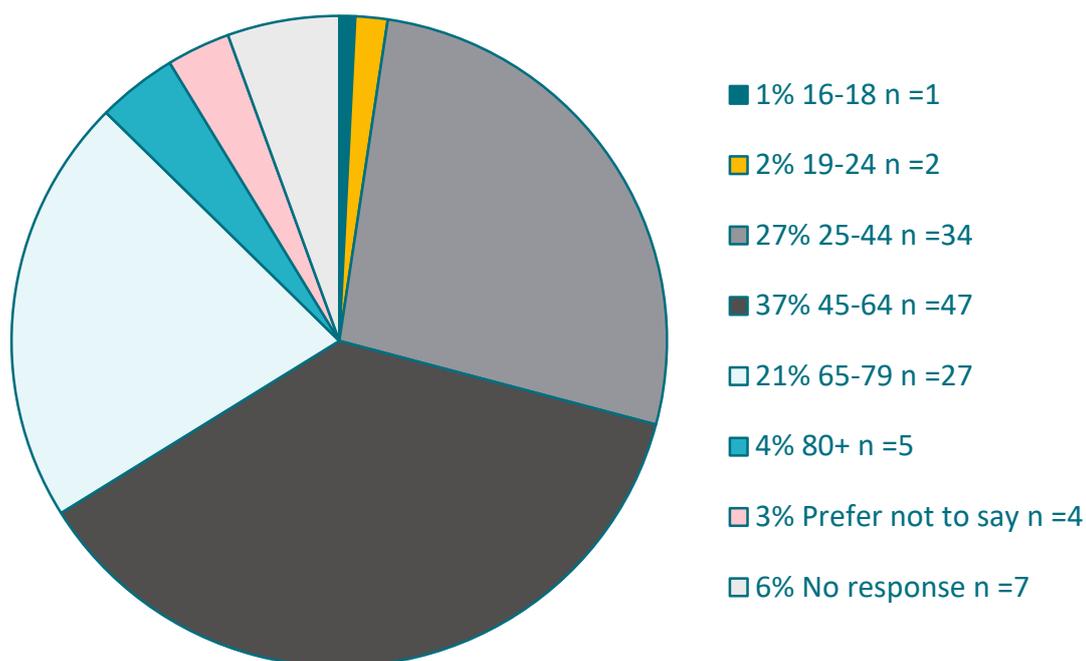
- 71% NET poor n =5
- 14% Neutral n =1
- 14% NET good n =1
- 0% N/A n =0
- 0% No response n =0

Respondents: demographics

Gender



Ages



Postcodes

108 respondents provided a postcode (19 no response). Of these 11 were partial e.g. first half, or incomplete. The majority of respondents (66.1% $n = 84$) are from the Kirklees district. 3 individuals provided a Calderdale postcode.

First half postcode (Kirklees only)	% of n	$n = 84$
HD1	19.0	16
HD4	16.7	14
HD9	13.1	11

Additional feedback

During both the engagement periods, additional methods by which respondents (individuals or stakeholders) could get involved were available. These included: letter and email.

Emails

An email address was publicised during the engagement period as an additional mechanism by which members of the public, groups or businesses, could feedback or contact the project team. Three email addresses were included: major.transport@kirklees.gov.uk, cityconnect@westyorks-ca.gov.uk and yourvoice@westyorks-ca.gov.uk. Feedback comments were collected for analysis, but scheme specific questions received a response from the project team.

4 emails were received during the engagement, to major.transport@kirklees.gov.uk and cityconnect@westyorks-ca.gov.uk. Of these, one email mentioned the Queensgate scheme and was received from a transport campaign group

Email from transport campaign group

The email welcomed the proposals to give greater thought to its use by pedestrians and cyclists in an area (the ring-road) that is dominated by vehicle use. They suggest that more work needs to be done to encourage behaviour change toward increasing the number of people walking and cycling in the area. They also suggest that the congestion experienced impacts on bus use as a viable mode option, inferring that the congestion leads to a cycle that creates more private vehicle road users and therefore more congestion.

Letters

A freepost address was publicised during the engagement period as a way in which paper surveys and additional comments could be submitted at no cost to the participant; 2 letters were received during the engagement period. These were received as attachments via the provided email to: major.transport@kirklees.gov.uk. One letter mentioned the Queensgate scheme.

Letter from cycle user group

A cyclist campaign group provided supporting information on suggested safe cycle segregation from vehicles and pedestrians. This information included the dangers of bike lane/vehicle overtaking clearance. In addition, they responded in agreement to the schemes investment in pedestrian and cycling infrastructure, requested additional detail on cycle parking, and an alteration to the free town bus route to remain within the vicinity, suggesting travelling along King Street and Zetland Street before returning to the ring-road.

Drop-in events

An exhibition display was available for the public to visit for the duration of both engagement periods (8 July – 2 August 2019 and 30 September – 25 October 2019).

The first engagement period had three drop-in events. These were:

- Wednesday 17 July – 10am – 2pm – The Packhorse Centre
- Saturday 20 July – 10am – 2pm – The Packhorse Centre
- Friday 26 July – 3pm – 7pm – Huddersfield Town Hall

The second engagement period had two drop-in events. These were:

- Wednesday 9 October – 9am – 4pm – Cathedral House
- Friday 11 October – 10am – 7pm – Lockwood Baptist Church

These events were attended by Kirklees Council project leads, and CityConnect (for the town centre engagement events), to give the public the opportunity to discuss the plans in more detail and ask questions.

Events at the Packhorse Centre were well attended.

On-street distribution of materials (town centre engagement 8 July – 2 August 2019)

A company was procured to distribute printed materials (the scheme booklet) on street in Huddersfield town centre to promote the engagement in advance of the drop-in events:

- Friday 12 July
- Saturday 13 July

Team members were asked to reflect on the success of the distribution, receptivity and location choices.

Overall distribution rates were high, but there were instances of hostility and confusion from the public toward the council, the variety of schemes being communicated, and dissatisfaction with the current town centre environment.

Note

Some of the responses received included comment that referred to the wider Blueprint aspirations. These have collated and fed into the appropriate consultation analyses led by Kirklees Council.

Engagement levels

Engagement period: 8 July – 2 August 2019

Around 624 visits were made to the engagement website: www.yourvoice.westyorks-ca.gov.uk/crosschurch during the engagement period: 8 July – 2 August 2019. 506 of these visits were considered 'unique', meaning one person/computer was registered as accessing the site. This suggests that around 108 site visits were repeat/return visits, by one or more of the 506 persons, or could be attributed to a shared computer source. The highest number of visitors on one day was 56, with 216 page views. Visitor numbers were quite consistent during the engagement period, with an average 22 visitors per day.

Visitors Summary

Your Voice from 08 Jul'19 to 02 Aug'19



Visitors to Your Voice are split into three categories: 'engaged', 'informed' and 'aware'.

An 'aware' visitor is one who has made at least one visit to the website page, but has not accessed any additional information or participated in an exercise/activity. We can suggest that the 506 'unique' site visitors were 'aware' of the public engagement.

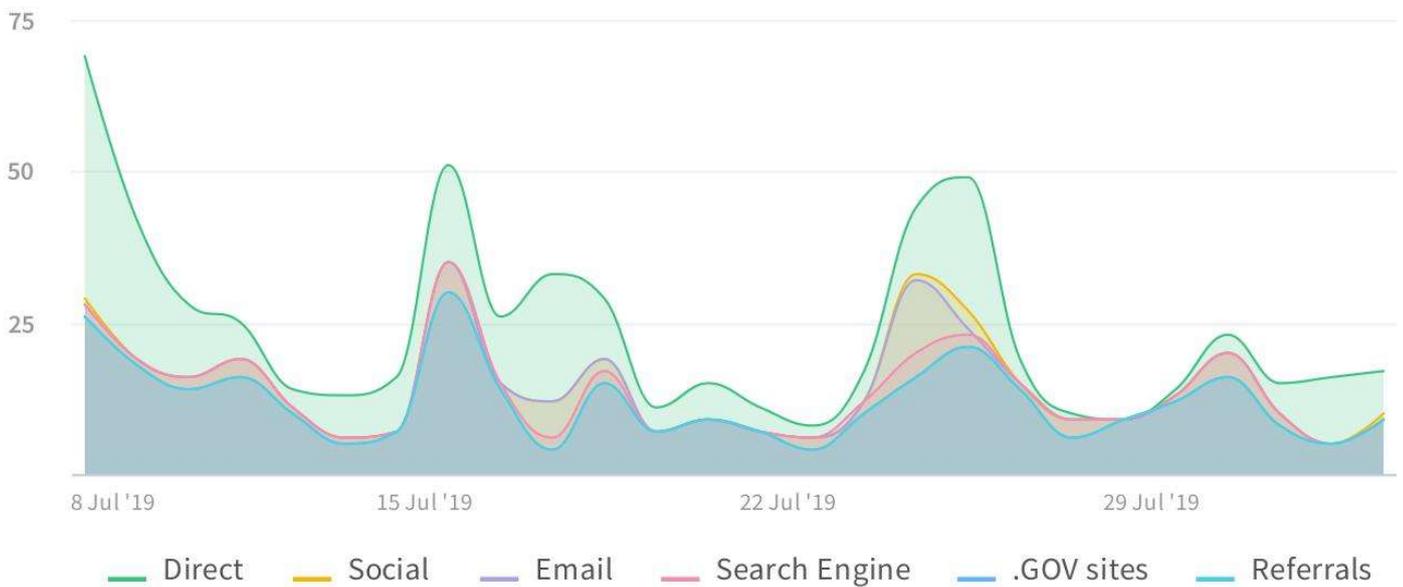
An 'informed' visitor has clicked on something, accessed a document or image, which suggested they were interested in the project. Almost half of all site visitors (43.5%) were 'informed'. 220 individuals performed at least one of multiple actions. The majority (216) visited multiple project pages, followed by 133 who viewed a photo.

Informed activity	Number of visitors
Visited multiple project pages	216
Viewed a photo	133
Downloaded a document	88
Visited the key dates page	29
Visited the FAQ list page	19

An 'engaged' visitor is one who has contributed to an activity. In this case this is a respondent to the online survey. We can estimate that a fifth (21%) of site visitors were 'engaged' as we received 104 completed survey responses. This is an estimate because the survey was hosted on snaps survey software, not Your Voice, and in addition we received 12 paper responses.

Visits by Channel

Your Voice from 08 Jul'19 to 02 Aug'19



Traffic to the engagement site came from a number of different sources. The highest proportion of visitors came to the site via referrals (312), followed by direct (244), then search engine (41). A referral is one where a hyperlink has been used to redirect to access the site, and a direct site visit is one where the web address has been input to access the site.

Traffic channel	Number of visitors
Referrals	213
Direct	244
Search engine	41
Email	21
Social media	6

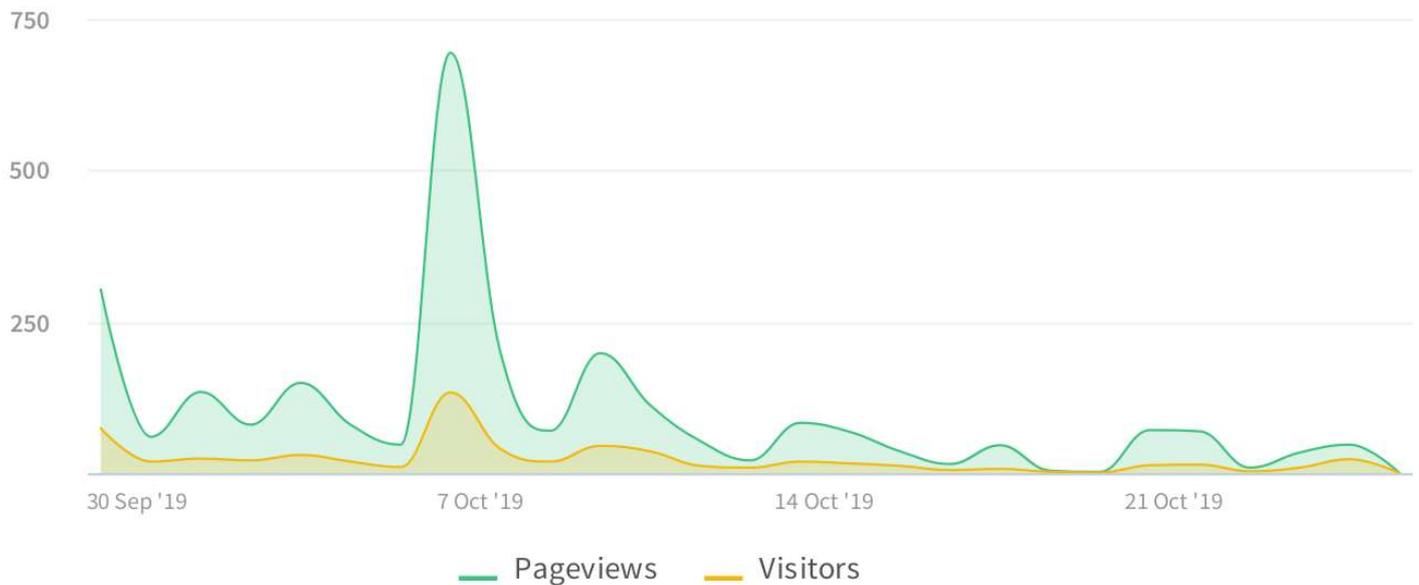
Officers from Kirklees communications team publicised the engagement activity through a number of channels: social media (Twitter and Facebook), Kirklees Together article and press releases via the Huddersfield Examiner. Communications were linked to the wider Blueprint consultation promotion. There were a total of 6 posts, which received 77 clicks (30 on Facebook, and 47 on Twitter).

Engagement period: 30 September – 25 October 2019

Around 661 visits were made to the engagement website: www.yourvoice.westyorks-ca.gov.uk/HuddersfieldSC during the engagement period: 30 September – 25 October 2019. 569 of these visits were considered 'unique', meaning one person/computer was registered as accessing the site. This suggests that around 92 site visits were repeat/return visits, by one or more of the 569 persons, or could be attributed to a shared computer source. The highest number of visitors on one day was 133, with 694 page views. Visitor numbers were generally higher during the start of the engagement period. Overall there were an average 23 site visitors per day.

Visitors Summary

Your Voice from 30 Sep '19 to 25 Oct '19



Visitors to Your Voice are split into three categories: 'engaged', 'informed' and 'aware'.

An 'aware' visitor is one who has made at least one visit to the website page, but has not accessed any additional information or participated in an exercise/activity. We can suggest that the 569 'unique' site visitors were 'aware' of the public engagement.

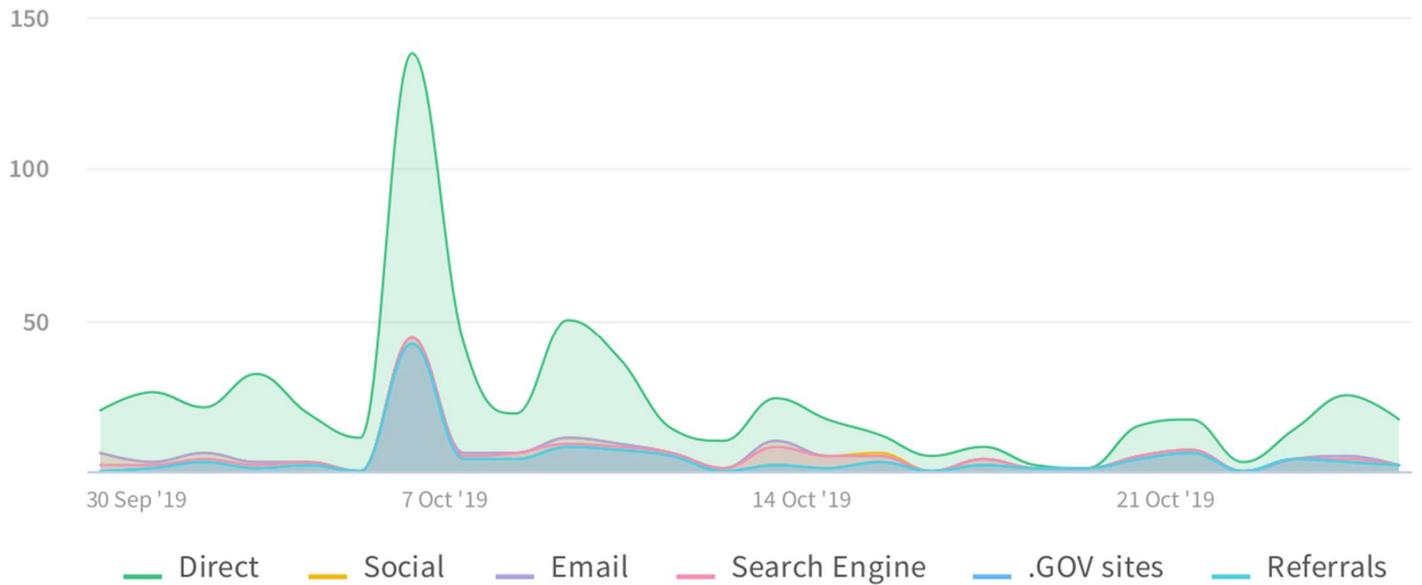
An 'informed' visitor has clicked on something, accessed a document or image, which suggested they were interested in the project. Three fifths of all site visitors (60.9%) were 'informed'. 347 individuals performed at least one of multiple actions. The majority (337) visited multiple project pages, followed by 246 who viewed a photo.

Informed activity	Number of visitors
Visited multiple project pages	337
Viewed a photo	246
Downloaded a document	144
Visited the FAQ list page	17
Visited the key dates page	8

An 'engaged' visitor is one who has contributed to an activity. In this case this is a respondent to the online survey. We can estimate that less than a tenth (8%) of site visitors were 'engaged' as we received 48 completed survey responses. This is an estimate because the survey was hosted on snaps survey software, not Your Voice, and therefore 'engagement' levels are not tracked in the same way as 'aware' or 'informed'.

Visits by Channel

Your Voice from 30 Sep '19 to 25 Oct '19



Traffic to the engagement site came from a number of different sources. The highest proportion of visitors came to the site directly (445), followed by via referrals (63), then search engine (32). A direct site visit is one where the web address has been input to access the site, and a referral is one where a hyperlink has been used to redirect to access the site.

Traffic channel	Number of visitors
Direct	445
Referrals	106
Search engine	32
Email	15
Social media	1

Comments

Redacted: Any information that could potentially identify an individual, or could be problematic in repeating in this official capacity, has been redacted in this report for best practice handling in line with our privacy statement.

Please note that these comments have been copied verbatim from their source and have not been altered, updated or amended.

Comments on our proposed plans

Lockwood Bar

If you are going to force cars onto albert street, this will cause major delays due to all the parked cars on this road. Which unless you are going to double yellow line the whole road, will be a major problem to everyone. Just another anit car kirlees scheme

Traffic from Meltham should improve as Holmfirth traffic currently has two lines and many go through red light that then blocks Lockwood road - as long as the lights from Meltham through the new junction are synchronised. Equally the traffic from Holmfirth will back up further and block exit from bottom of Newsome Scar. Traffic from Huddersfield through the junction will just back up further and cause issues with bus lane. Many people move across into the bus lane blocking the bus from reaching the stop so it has to wait several traffic light cycles to get to the stop then wait again. How will buses to Meltham get across into the right hand lane at new junction. - this will cause uncertainty and slow down traffic flow. Decide where there is to be bus stops - either before the new junction or after, not both. Else buses will be queuing to stop behind cars moved over into bus lane twice over. also enforce parking restrictions as there is always cars parked outside supermarket blocking the bus lane

How about disabled commuters?

Parking Bay on Lockwood Road outside GARAGE is not required as the garage has an open forecourt and would be obstructed by vehicles. Albert Street should be no waiting and loading for full length on both sides to ease congestion. Meltham Road/Swan Lane junction should be no waiting and loading for scheme extents. Can right turn be included for traffic from Albert Street to new link to Lockwood Road.

Make better use of Albert Street, it is too narrow for 2 way traffic with the parked vehicles, make it one-way outbound, restrict what traffic uses the outbound carriageway on Lockwood Road to PSVs & cycles

The congestion will transfer to Albert Street where businesses and car parking restrict car movement particularly at peak times. Perhaps part of Albert street could be made one way to help but the Taxi business drivers can be a source of irritation. The lights onto Bridge Street will have to be open to Albert Street traffic for much longer than at present. Is Crowther Street wide enough to have traffic waiting for lights, there will be commercial vehicles on a street not suited.

I am responding as I cannot find any "Crowther Street between Albert Street and Lockwood Road so cannot understand exactly where the proposed new section of road will actually run

Instead of wasting all this money creating these plans a much more simple solution would be to remove the lights at the albert street / bridge street junction. This would mean traffic to Holmfirth would all use albert street and be unrestricted by the lights, it should be restricted by normal junction rules only. The pedestrian crossing should be moved further back down albert street to avoid the corner. By removing all holmfirth traffic exiting huddersfield the main lights could be re-staged to allow better traffic flow.

Moving junctions is only moving the problem. Adding another junction will still mean most traffic using the existing Lockwood bar. The traffic coming from Huddersfield to Lockwood queues because most people don't use the bus lane when it should be used. Improve the signage of the bus lane, ban and enforce no parking outside the shops between Crowther Street and the traffic lights. This will reduce the queue for the lights at zero cost. The worst queue is from Meltham towards the lights with the journey from the back of the queue towards the lights

regularly taking over 20 minutes (at 9.00am which is after rush hour). This NOT caused by the lights but by the ludicrous box junction at the bottom of Hanson Lane. This by default gives priority to the minor road thus causing a tail back on the main road. Halve the size of the box junction so traffic can get up Hanson lane but would have to wait to get out of it..like every other road junction. This will not only speed the main road traffic up, it will stop people from using Hanson lane as a short cut / rat run, thus improving the lives of those living on that road again at zero cost. I have suggested this a number of times to Kirklees without response. When Hanson Lane was closed for a number of months due to the bridge works, there was rarely a queue to get to the lights which surely proves the point that the size of the box junction is the issue. These expensive plans will do little to enhance the area, but yes may help to future proof it against increased traffic. My above suggestions should do a lot to resolve the traffic problem immediately and at virtually no cost.....but is that really what the plan is aimed to do? I suspect not

1. The change of access to Albert Street is not advantageous to cyclists. 2. When coming from Meltham a cyclist is now unable to turn right into Bridge Street and access the riverside cycle path.

Lockwood bar is major major artery for traffic to south Huddersfield , it is not a place to sit and chat - those days have gone because of the sheer volume of motorised vehicles going through it. The needs of the many outweigh the needs of the few surely. The no left turn from Meltham rd into swan lane is an unnessecary impediment to traffic flow - especially to parents on the school run (dryclough schools).The Crowther street closure will force traffic onto bath street and that is a hard junction to get out of now so it has the potential to snarl traffic flow around there.I am not sure all this effort will improve traffic flow that much - I.e does it justify the disruption and expense.

How will adding an extra signalised junction improve capacity? Whilst queuing can occur Woodhead Road when heading north east to Huddersfield, this is generally only at the height of the peak hours 8-9 or 4.30 -5.30, and Woodhead Road provides a good place to allow for queuing traffic which does not conflict with other junctions. Furthermore when traveling south west to the Holme Valley, a good proportion of traffic from Huddersfield queue's on Albert Street taking it away from Lockwood Road and for those travelling to Meltham etc, the proposal would remove this option and in my opinion lead to additional queuing along Lockwood Road all the way up Chapel Hill and back to the ring road. As a daily commuter through this junction it seems to flow reasonably well. I also don't see how this will make it easier for cyclist, It would be better to remove on street parking and reduce the width of the footway along Lockwood Road and provide a dedicated lane for cyclist.

Walking and cycling in the area is not what we do or are likely to in the future. There will be same or more traffic so capacity for travel just changes area.

These alterations will increase travel time and delays to town. You already caused the public to stop coming to town with bus gates which caused shops to close, and there is not that huge amount of busses in Huddersfield, how are people supposed to get to the otherside of town from Crossland More, Meltham, Honley, Brockholes, Holmfirth and other areas. Already just putting fibre cables in the pavement causes backups in traffic as it takes them weeks to do a small area. Along with the gas digging up roads. This plan will take you years as you work like snails. This wil lcause more job losses in Huddersfield and Businesses to close. Longer to get to hospitals. Chaos for emergency services.

It is already easy to travel on foot and by bicycle. The pavements along albert street and lockwood road are wide enough for pedestrians. Traffic queues will not be reduced as you are just moving traffic from lockwood road to albert street so congestion on albert street will be worse. Businesses on albert street and lockwood road will be greatly affected by these proposals. How can we run a business if there will be no on street parking, where will ourselves, staff and customers park.

As the landlord of the land 182-187 Lockwood Road. See no reason to stop the regeneration of the road.

Moving pedestrian crossing nearer to the junction at Lockwood Bar would be a significantly better and safer place to cross than where it is at present. Many people, especially elderly, cross at the junction anyway, risking their lives. The best remedy to alleviate traffic congestion

would be to keep bus lane clear of parked cars and make the whole road restricted parking during the daytime. Both bus stops, either side of the road should be upgraded. If cars are allowed to park on road-side it is not safe to have bicycle lanes, and it is dangerous to pedestrians if they are allowed on foot path. Traffic lanes - coming from Meltham, at the traffic lights need more room to turn right, so that bus and heavy vehicles can get through instead of blocking the road.

At Lockwood Baptist Church we have elderly & disabled people using our premises regularly five times a week. We object to the crossing being removed outside our church, after campaigning for it, following an RTA of one of our elderly folk. The crossing is needed to enable people to get to the car park ie Albert Street the shortest & safest route. To cross at the traffic lights is unsafe, because confused elderly & others have to be aware of four roads converging. Being a frequent visitor/user of these lights I can say motorists jump the lights at red to save waiting. The crossing outside the church needs callibrating to come on quicker and to go to green quicker. It is an island crossing so should not be red too long. The no right turn from Newsome/Bridge St is impractical for our severely disabled, who are ususally dropped off just beyond the church, without having to cross Lockwood Road. With the new arrangement this will not be possible. The transport bringing them or their own disability vehicle needs to park near the church, they will have to go round the Albert St giratory, turn left into Lockwood Road, then cut across oncoming traffic to park near the church, then reverse that manoevere, causing problems on the A class road and for themselves. The reduced parking at peak times will impact on parking when visiting the church, causing alternative parking in residential, side streets to the detriment of residents. The proposed new traffic lights outside M P School wil lcause congestion. A new car park in the mil lcar park (parking spaces to the right) on Albert St. Riught hand turn to Holmfirth should be earlier, the proposed on is too close to Lockwood Bar lights and there will be icncrease traffic james, waiting to filter off into Albert St.

I use this locality 5 days a week, morning, afternoon and evening to attend and lead activities at Lockwood Baptist Church (no252 Lwd Rd). The safety of others attending these activities, as well as of other pedestrians, is of paramount importance to me, which is why I'm surprise their safety isn't mentioned above. It is very unsafe at the moment because vehicles go through red lights at the junction to save time, and at speed from Bridge St into Lockwood Road, to get in front of traffic in the outside lane. Vehicles park on the pavements and in the bus stop area to pick up food and groceries from the nearby shops near the traffic lights, ignoring double yellow lines, blocking (on occassions) all the pavement to the bus stop, forcing pedestrians to walk out into fast moving traffic lane from Bridge St. To cross at the traffic lights is too far for disabled people to access the church - which is why the pedestrian crossing was put there after a pedestrian was knocked down. It would be safer to remove the fast food shops from the bus stop and move the feeder lane to Albert Street nearer to town and make the whole of Albert St, Bridge St and Lcokwood Road in to a light controlled gyratory as many other towns have done. Perhaps more expensive but what is more important - money or safety?

This scheme appears to create new junctions of over-complex design likely to create new traffic gridlock and conflict without providing maximum relief to the existing problems. One new problem would potentially be morning peak traffic (originating from Meltham Road or Swan Lane) heading towards Huddersfield along Lockwood Road, stopping at the new junction for the Albert Street link road and queueing back to block the Lockwood Bar junction. The other would be that all of the huge amount of traffic between the Holme Valley and Huddersfield, except buses and cycles but including lorries, would be in two-way conflict in narrow Albert Street. There would only be slight relief from this substantial conflict during the peak hour parking restrictions. I would anticipate the scheme would increase rather than reduce congestion with the knock-on effect of the largely residential Newsome Road being increasingly used as a rat-run between Huddersfield and the Holme Valley. Would it not be far better to make the new Albert Street link and the section of Albert Street leading to Bridge Street, one-way towards the Holme Valley, including more cycling space, and to retain the right turn from Bridge Street into Lockwood Road for all traffic from the Holme Valley towards Huddersfield.

I strongly disagree the Lockwood Bar environment will be enhanced, primary cause would include the removal of parking provision to both Lockwood Road & Albert Street. I additionally feel the reduced provision for parking will negatively impact the feeling of a community area by

limiting the accessibility to local businesses, church facilities & medical facilities/provision.

Introduction of green space

By adding the new road you are increasing the number of junctions travelling into town, limiting access to the shops on Lockwood Road if you have to turn right onto Albert Street. The proposed new road joins Lockwood Road near the school and the school car park. This will add an extra junction for people travelling from Meltham Road and Swan Lane. Traffic wishing to travel to go on A616 to Holmfirth, Honley etc will have to travel down Lockwood Road and take the new junction onto Albert Street, this will cause more congestion on Lockwood Road at peak times due to the bus lane. The majority of people travelling on the A616 to the Holmfirth area already use Albert Street which runs parallel to Lockwood Road to avoid the congestion at Lockwood Bar. I think it would be better to improve the junction at the top of Albert Street, near the garage, for traffic going out of town, create cycle lanes by reducing the width of the pavements as it this is road is well used by cyclists and is much safer than travelling on Lockwood Road. The left turn from Lockwood bar could be limited to certain vehicles and all other traffic encouraged to use an improved Albert Street when leaving town.

We (in 80s) like to park near the church, often on Lockwood Road on Sundays. I need to stop near the church to enable my disabled passenger to alight!

1. How do motorists get from Meltham Road into Swan Lane? 2. Signalised Mount Pleasant School access will seriously restrict efficient use of this junction, and work against the aim of improving traffic flows. Access must be relocated. 3. Access to the Land Rover Centre / Gym on Bridge St from Town Centre direction appears to have been removed. 4. It would seem the bus lane from Town on Lockwood Rd would be discontinued. Parking restrictions will need to be extensive to maintain flows. 5. Signal arrangements will need to be finely tuned to ensure any degree of success. 6. The only improvement to air quality would result from less traffic. As one aim is to provide extra capacity for new homes etc the aim seems to be contradictory. 7. Of the 5 listed aims there is only one relevant aim i.e. reduce traffic queues the rest appears to be 'management speak'! 8. There is no reference to exit from Lockwood Scar onto Bridge St towards Lockwood Bar. This, already gets congested as traffic queues, in future will extend further back on A616 from Holmfirth in the Town Centre direction. 9. Loading and waiting of vehicles prohibited during peak times (e.g. plan) on incoming lane to Town Centre on Albert St. This will completely make new scheme unworkable. Only acceptable aim is no parking at all at any time on this new section otherside useless.

Parking near the church is important for disabled people who come to our Lunch Club, also funerals, weddings etc.

Please don't ban the left turn from Meltham Road into Swan Lane. We live on North Street and my partner works on Meltham Road. If she can't turn left into Swan Lane she would have to use either Neale Road (single track, narrow, no pavements) or Bentley Street (impossible to get into due to double parked cars and traffic queuing to get into Meltham Road).

Longroyd Lane

The roads are filthy and the air quality is terrible

How about disabled commuters?

Create filter lane from the viaduct arch to Longroyd Bridge traffic lights, to segregate left and right turn traffic onto Manchester Road improving the flow

Although the buildings due for demolition at the junction are listed they have been an eyesore for a couple of decades now. It's about time they were pulled down. It is long overdue.

1. The difficulty for cyclists travelling TOWARD Paddock is more difficult than accessing the traffic lights when going towards Huddersfield Town Centre. This has not been addressed in these plans. 2. Most important it that is a missed opportunity to create a good cycling link here between the canal towpath at Longroyd Bridge and the Underpass at the leisure centre. 3. These plans have nothing substantial to encourage cycling, and if it really was an objective they should be reconsidered.

Please use your powers of compulsory purchase to demolish the bridge street taxis building and make Longroyd lane wider all the way - it's crying out for it and has been for years.

We travel by car therefore anything improving air quality and travel capacity will be a big improvement. With increased traffic the traffic light sequences will need improving.

An additional lane will not affect the number of vehicles using the road. May increase it, so no improvement in air quality.

You lot have stupid ideas and just cause more chaos. There is too much traffic as some people have more than 1 car. It takes you years to complete a job. Some roads eg St Andrews Road has road works on it for over a year with holes in the road and left with barriers around it and no workmen in sight for months. How do you expect people to walk from Linthwaite/Slaithwaite/Marsden etc. How do you expect people to get to the HRI or Calderdale Hospital - BMI hospital (walk or cycle) wait hours for a bus. People travel one end of town to get onto the M62 to get to work in Leeds/Bradford or the M1? Walk

The problem can be solved simply and cheaply by removing the bollard on the pavement which was inserted in the 80s and making clear two lanes instead of one. Before that bollard was put on the pavement in cars formed into two lanes and there was no congestion. The proposed development will mean demolition of the Grade 1 listed building (it does need renovating so this will be the opportunity) which has important historical links to the Luddites in Huddersfield being most likely the croppers shop, where the Luddite activity was planned; including the attack on the mills and their machinery, those of William Horsfall who was sadly killed/murdered in Blackmoorfoot Rd, Crosland Moor, returning from the Piece Hall. NB. There is room on the pavement for the road to be widened.

While the road space at this junction appears to offer limited scope for improvement it is noted that the widening of Longroyd Lane is being achieved through the demolition of listed buildings, albeit ones that have been allowed in recent years to fall into a very dilapidated state. The alterations do not appear to offer any improvement in protecting traffic waiting or approaching to turn right from Manchester Road to Longroyd Lane from the oncoming vehicles from Manchester Road.

I have over 60 years experience travelling through this junction due to my past place of employment and also family commitments. Despite road and traffic light improvements over the years, increases in traffic mean there is much congestion at times in both directions along Manchester Road and approaching the whole junction along Longroyde Lane and St. Thomas Road. I appreciate the difficulties in modifying the whole junction due to the bridges over the river and canal but creating the extra capacity in Longroyde Lane will definitely improve the situation for traffic travelling toward town and through the junction toward Lockwood and Crosland Moor. These improvements will require serious changes to all the traffic lights to take advantage of the road changes. I am very much aware of the derelict and neglected buildings remaining on Longroyde Lane and that some of these are 'Listed Buildings' but are a disgrace to the area. The appropriate authorities must be contacted and if necessary be pressured into allowing all to be demolished. No doubt certain people will protest about this but 'common sense' must be applied and these 'useless eyesores' removed

This work is much needed. By reducing the congestion and the amount of idling engines on Longroyd lane, back through the triangle at paddock, journey times and air quality should improve.

Its time Kirklees Council demolished the ruins on Longroyd Lane and created a filter lane onto Manchester Rd. How historic can dream of rebuilding these ruins is beyond me. These ruins have gradually become a blot on the roadside. Looking in a very dangerous state. Should they fall down what would Historic do, rebuild them?

Folly Hall

How about disabled commuters?

I would agree that right turn from Colne Road to Chapel Hill should be banned, but banning left turn would result in the congestion on surrounding network being caused by current gas works on Firth Street

Colne Road wants 2 lanes at the Folly Hall exit, too much traffic, including the local bus services, are held back by one vehicle waiting for the filter light to turn right onto Chapel Hill

The two-phase frustrating Toucan crossing of Chapel Hill could have been upgraded into a one-phase crossing

We usually have lower congestion as we try to travel at off-peak times - not always possible. School starting and finishing times also make a big difference.

Just another stupid waste of money time and disrupting peoples lives for months, years causing more stress and aggravation in trying to get to town for work and travelling to other areas. Everything the council does is a stuff up and waste of money, and you lot are so slow and unorganised.

Air quality will only be reduced if traffic is kept on the move. Traffic lights at the end of Colne Rd need to be better. Road is not wide enough for 2 lanes, one turning right and one turning left so traffic builds up unnecessarily.

Sounds like a good idea

I believe this is a good and sensible scheme.

Regarding the note re. "investigating making changes to the regulation of vehicles turning out of Colne Road onto Chapel Hill / Folly Hall". This significant addition needs proper public consultation once investigated, hence neutral comments. The right turn from Colne Road to Chapel Hill is seen as essential as a main route for residents and buses between the large district of Newsome and Huddersfield town centre. The temporary closure of that right turn during recent gas road works resulted in major gridlock in the Folly Hall area as traffic was diverted around in circles.

Restricting traffic movements out of Colne Road would just force folk to use the ring road or Kings Mill Lane / Damside Road / Queens Mill Road instead, both of which are Bedlam at peak times. If traffic is turning from Folly Hall into Colne Road then what's the harm in letting traffic turn left from Colne Road into Folly Hall at the same time?

No traffic lights on Colne Road/Folly Hall will increase the traffic on Chapel Hill/Folly Hall resulting in queues on these roads. Blocking cars from turning into Colne Road or out onto Chapel Hill/Folly Hall will result in more traffic on Queens Mill Rd, Damside, Kingsmill Lane, Queen St South, Milford St, Chapel St and Queensgate.

Queensgate

Closer pedestrian links with the University and Town centre are welcome but there are no plans to improve the pedestrian route way between town and the stadium. There should be a direct walkway from the bottom of Northumberland Street to the stadium. Having Gas Works Street as the gateway to the stadium is embarrassing.

Not sure how the traffic will be better managed? Will hopefully encourage more students into the town if they find it easier to access but not sure how it will encourage them (or others) to spend time in the town.

The University is already across a main road it will make no difference to students coming into town, a lot already walk down Kings Street towards uni anyway with no issues. If anything traffic will be worse at the proposed times the road is open to cars. Also with cyclist's still being ably to cycle pedestrians will still have to check and wait to cross the road if needs be. People wont be able to move around anymore easily because they will still have to check for bikes to cross the road anyway. It probably would look better however I don't think you go shopping for a nice street, Huddersfield needs more shops to open that's why the footfall is on the decline because rent and rates are high and there are too many empty units. If the street changes more people still wont flock to Huddersfield if there are no shops to entice them.

stop people riding their cycles and cars on footpaths

Crossings are currently good enough, but extra crossing from shorehead would be appreciated. A shared use (pedestrian/cycle) path from Wakefield road would perhaps encourage more people to cycle into the town centre.

More money wasting bollocks.

Vehicles already have to stop-start multiple times on Queensgate, causing high levels of pollution, noise and unnecessary congestion - this will not remove that problem. Cycle and pedestrian friendly bridges should be built so that vehicle traffic can continue along Queensgate

will fewer places that cause it to stop. It will also properly segregate cycles and pedestrians away from the vehicles.

Diverting the Town bus onto the ring road will cause serious disruption to traffic flow and increased accident risk with the introduction of a bus stop.

Although there are one or two beneficial features, I am strongly opposed to the plans for Queensgate as designed: While I am usually happy to see space for cyclists in locations where needed, the motive to make space in Queensgate appears to be achieved with utter disregard of increased danger and potential accidents to pedestrians and vehicle users through the removal of central reservation and the barriers thereon. A high density of students cross the road between the University and town centre here and it is likely that some would choose to dash across both carriageways at random points rather than using the crossings provided if the barriers were removed. Removal of the central reservation would be also be confusing to drivers on what is otherwise an entirely dual carriageway ring road with up to four lanes in places. It seems likely that without the central reservation some impatient drivers would carry out highly dangerous overtaking manoeuvres on the opposite carriageway. The need for cycle space here is also arguable as in most directions better alternative routes will exist, particularly if making Cross Church Street more cycle-friendly. Cycle access to the University might also be better achieved by making the crossing near St Paul's Hall the Toucan crossing and working with the University to achieve a cycle path at the side of St Paul's Hall into the University. There is a highly-disturbing deceit in the scheme designed here being the exact opposite of what the public is being show in the Huddersfield Blueprint scheme which quite clearly illustrates a wider tree-lined central reservation at this point in Queensgate. In my view, the scheme as prepared here could be improved as follows: * Design a scheme around a need to keep the central reservation and its barrier. * Make the crossing (A) near St Paul's Hall a Toucan and work with the University to improve cycle access into the University. * Given the Queen Street/Cross Church Street proposals and consequent likelihood of much reduced traffic in Queen Street, installing pedestrian signals (D2) at the end of Queen Street would be a likely waste of public money as traffic would be so low that cyclists and pedestrians would ignore using the signals in any case. Other observations: * Pedestrian crossing provision (E) at Wakefield Road is welcome, but it is not clear whether the footway extension will impede on bus flows from the bus stops at Southgate. While I comment on this scheme as designed, it is disappointing that as part of the Huddersfield Blueprint a more ambitious scheme has not been prepared which might have included a long-mooted 'Town and Gown' bridge between the University and Town Centre or even cut-and-cover semi-tunneling of this short section of ring road.

If this is the best plan for our town I give up

Hi, I'd like to suggest that the footway improvements on Queensgate up to the crossing outside Ramsden Building have a cycle way included as has been done outside the Market Hall. Basically means creating a shared use path from the entrance to the University on Wakefield Road past St Pauls to the crossing on Queensgate outside Ramsden Building to connect to the existing cycle route off Queen St South. This would allow cyclists approaching town on Wakefield road to avoid Shorehead roundabout which is currently very dangerous for two wheelers trying to get round the corner between traffic and the barriers. They would then be able to continue past St Pauls to the crossing at Ramsden or drop into the University at the main entrance without issue or go right around and down Queen St South without encountering traffic. I hope this can be considered as it's an easy solution and builds on the existing provision. Fully segregated cycle ways should be considered the way forward however and priority needs to be given to pedestrians and two wheelers over moter vehicles in town centre situations. Adopt the Dutch approach of Auto te gast, cars are guests in town centres at all times and must give way.

As with cross church street, high quality shops and free parking are more likely to bring people in. There is currently little reason to visit so why would this change it.

better use could be made of council funds

People who CANT walk far are going to find it very difficult - what about them?

If there was more activity in town (apart from the evening riots) then maybe but again nothing to come to town for

It looks like an inviting space rather than the deal, dark area it is now. We need these changes in Huddersfield.

This scheme is all about the University, that's the majority of footfall, non students have little or no reason to cross Queensgate

Your artist's impression shows what, two vehicles on Queensgate? How often is that the case? More anti-car measures from Kirklees, are they EVER going to learn?

This section of road will benefit from pedestrianisation but vehicular access should be limited to before 9.00am and after 7pm/ This access should strictly be for loading and taxis (from 8pm). The pedestrian area could be greener, with more planting. The access bus should have access at any time to link the top of our town to this area.

It's already good and safe

PLEASE STOP NOW. STOP ALL BUILDING. STOP. ALL PLANNING. STOP. ALL DEVELOPMENT. STOP. STOP. STOP. EXCESS COUNCIL EMPLOYMENT & BUILDING. STOP. GO HOME. STOP OVEREATING. STOP BRING TOO MANY FOREIGN PEOPLE OVER. STOP BUILDING HOUSES. STOP MAKING THE PLANET INTO A HUMAN RAT INFESTED OVERPOPULATED OVERWEIGHT BREEDING SESS PIT. STOP. STOP. STOP. WE CANNOT BEAR OR STAND WHAT YOU ARE DOING

I appreciate the idea of the new Cultural Heart for Hudds but am concerned about its proximity to the very busy Queensgate. At present, the shops on the Piazza shield people from the nose and petrol fumes of Queensgate., but on the new plan families will be at the mercy of traffic fumes and noise from Queensgate. ALSO - as well as seating steps, will there be proper benches - with backrests - for the elderly to sit on?

I have studied the brochure. It looks as if the traffic lights at the pedestrian crossings on the ring road are no longer there? How is anyone to get across the ring, road and, there magically seems to be no traffic! The only way to join the University Campus to the town is to take that part of the ring road underground!

Good idea to link University to town centre. Market Hall car park - needs significant improving. Do not get rid of this car park. The town centre needs more car parking with periods of free parking. This will bring people into town. Not bikes!

I think the speed limit on this section of road should be reduced to 20mph (enforced). I think pedestrians and cyclists using crossings should have parity or priority with motor vehicles. I think any spare space should be planted with trees and/or flowers and plats that are beneficial to insect and bird life. Trees can also be used to reduce road noise impact on pedestrians. The crossings should be monitored by cameras - stationary vehicles on pedestrian crossings should be fined.

Traffic along Queensgate (part of a large town's ring road) is relatively good. Improve road and pavement surfaces, modernise crossings and smarten up area ensuring owners of buildings complete planned renovation projects.

General comments

People with disabilities - we are never considered when these plans are proposed.

see previous box

I see that in your plans if travelling from Meltham you are unable to turn left up Swan Lane at Lockwood Bar. I think you should reconsider this option because it will probably make drivers use an alternative route to access Swan Lane from Meltham Road, by travelling along Bentley Street and Devonshire Street. This junction is near the busy Doctors surgery and zebra crossing and is difficult to access due to parked cars and will cause some congestion on Meltham Road at this point.

The plans don't aid or encourage cycling. The new in road to Lockwood bar from Scar will be greatly improved. The Pedestrian crossings need to work every time. The Road link to Man road from Folly Hall needs a slip road before it even reaches Foll Hall from Lockwood bar as at peak times this can be awfully slow.

These plans are very disappointing in that they do practically nothing to encourage more people to cycle. The government has set a climate change target of a 50% reduction in our car use by 2050. This takes into account full electrification and an incremental drop in car use year by year

until then. Kirklees Council should be looking for ways to reduce car use rather than encouraging it.

Do not agree with all these 3 proposals as people living in this section will be struggling to get to work on time caused by monumental delays taking years to complete. Job losses will occur, businesses will be affected and close down. Elderly people and families will be affected when hospital appointments or emergencies (e.g. pregnant females etc) cannot get to hospital in time. Access to the motorways from the south will be affected major incidents on the M62 will cause problems when motorists divert through Huddersfield seeking alternative routes. Congestion on Queensgate starts well down Southgate Road / Leeds Road. One lane for commuters to go down Lockwood Road. Traffic blocks the intersection causing major problems traffic lights not synchronised properly. (Fines should be introduced for motorists who block intersections). Cyclists should have a road worthy licence and should have road rules as drivers do. Cycle in the middle of the road. Go through traffic lights, stop streets. Don't give way to pedestrians, they think they are gods gift to glory.

I am happy to be phoned or emailed to discuss the impact of the Lockwood Bar changes on the disabled & elderly people regularly visiting Lockwood Baptist Church. My main concern is that this proposed plan will affect considerably their access to our premises. [redacted]

A scheme for the Queensgate Ring Road was also presented as part of this package of plans. I have commented during an earlier consultation on these and as there is no further input here hope the several comments will be regarded, especially the appalling removal of the central barrier of this busy dual carriageway ring road next to the Huddersfield University campus. No amount of crossing alterations will stop gung-ho students dashing across the road to the potential detriment to themselves and ring road motorists if there are no central barriers.

Suitable provision for parking to the Lockwood bar area in order for residents, businesses & visitors to be able to access housing, properties & local services. Any amendments & improvements should only be carried out if it can be confirmed traffic will definitely be eased & local residents, businesses and services are not cast aside in order to reduce journey times for limited times of the day.

Have you done a survey on the amount of traffic using Albert Street to travel on the A616 and the amount of traffic turning left from Lockwood Bar onto the A616?

Letters and emails

Letters

1 stakeholder letters were received during the engagement period from a campaign/user group with a direct reference to the Queensgate southern corridor.

Campaign/user group (stakeholder response) – Kirklees Cycling Campaign

This letter included an appendix of the Kirklees Cycling Campaign's Newsletter (August 2019)

Kirklees Cycling Campaign Open Response to Cross Church Street and Queensgate proposals

In general Kirklees Council is to be commended for the proposals. They are a positive step toward developing safe and practical cycling routes through Huddersfield Town Centre.

It marks the start of the process of creating an environment where cycling is seen to be encouraged. If the process continues, it will result in a rise in the numbers of people using bikes in the town centre. When more people experience the advantages of using a bike there will be a comparable reduction in the numbers of motor vehicles.

This will invigorate the town centre and have benefits for us all.

Notwithstanding the above, we list below a number of examples where believe the plans could be improved, and/or require further consideration.

These are as follows:

Town Free Bus Route:

Although the re-designing of Cross Church Street makes it difficult for the bus route to continue as it does now, there is the possibility of routing it via King Street and Zetland Street. It could then continue on the new route via Shorehead before reaching Lord Street .

This would make it much more convenient ,for people of limited mobility, to access the main entrance of the Kingsgate Centre, the proposed cinema in King Street and the many places to eat and socialise in this part of the town.

Queen Street/Queensgate Junction:

A solution needs to be found, for a safe and efficient exit, for cyclists wishing to turn right out of Queen Street to access the shared space and cycle track along Queensgate.

The present plans contain ambiguity. Limited sight time prevents the cyclist from always knowing whether a motor vehicle is about to enter Queen Street from Queensgate at the same time as the cyclist is crossing motor vehicle's path.

Zetland Street/Queensgate Junction:

Cyclists emerging from Zetland Street need to be able to, safely and efficiently, access the University Main Entrance.

Conversly, cyclists exiting the University main entrance, on the proposed Queensgate toucan crossing, need to be able to make a direct entrance into Zetland Street, without being held up, at the same time, by pedestrians and cyclists crossing the Zetland Street toucan.

Existing Toucan Crossing of Queensgate near Page Street:

This crossing is a very frustrating one for cyclists and pedestrians and it is not fit for purpose in a climate that purports to encourage more cycling and walking.

It is two-staged that result two long waits for people and it has a very restricted waiting island that cannot comfortably accommodate both cyclists and pedestrians.

The proposed one-stage crossings of Queensgate at Queen Street and Zetland Street give the council the opportunity to improve this existing toucan crossing. If its phases were synchronised with

these other two it would be possible to have a one-stage crossing here at Page Street and would make a much more comfortable crossing experience for all users.

Cycle Parking:

There is a very limited amount of cycle parking in Huddersfield Town Centre. Some time ago Kirklees Highways made plan of sites where cycle stands would be installed and this plan needs to be looked at to see if it is still relevant. With regard to the Cross Church Street and Queensgate improvements, cycle parking needs to be distributed around this specific area with particular attention being made to parking that is convenient to the Kingsgate Shopping Centre.

Emails

1 emails were received during the engagement period from a transport user group that mentioned the Queensgate southern corridor.

Campaign group (stakeholder response)

Huddersfield Town Centre – Public Engagement

The following comments are from the Campaign for Better Transport, West & North Yorkshire Branch.

The Cross Church Street proposals: We welcome the proposals to make Cross Church Street more amenable to pedestrians and cyclists. Provision for cyclists needs to be distinct to that for pedestrians lest the two collide, and we do not gain the impression this is proposed to be achieved. We advocate that a more ambitious proposal is needed that ensures cars are removed totally in daytime from this road but such that the Huddersfield Town Bus can continue to serve this road. The proposal to redirect the Huddersfield Town Bus to operate more along the Ring Road should be re-thought so that it continues to provide many connections possibilities within the built-up area enclosed by Huddersfield's Ring Road, serves the entrance to the Kingsgate shopping complex, and does not add further to the traffic on the Ring Road.

The Queensgate proposals: While we welcome the proposals to give greater priority and attention to pedestrians and cyclists in this vehicle dominated part of Huddersfield, and to facilitate pedestrian and cycling movements to and from the University premises outside the Ring Road from locations within the Ring Road, we think Kirklees Council ought to be doing much more to reduce the need to travel and to effect behavioural change in terms of transport modes. Moneys spent on behavioural change are much more likely to help pedestrians and cyclists than this proposed tinkering with the sidewalks and crossings of Queensgate. Further, we find it difficult to discern how bus use is being promoted by the Queensgate proposals.

Bus schedules are getting longer to accommodate congestion delays, leading to higher costs and longer journeys for passengers. This trend is discouraging passengers from using buses and encouraging people to travel by car, which then leads to added congestion. Much more needs to be done to end this vicious circle.

Marked up questionnaire

Queensgate

The below is a copy of the Queensgate applicable questions from the public engagement with counts and percentages of response.

Queensgate – marked up questionnaire

Respondents were asked to identify the sections of the survey they wished to answer:

75 (69.4%) – Both (full survey)

29 (26.9%) – Cross Church Street questions only

4 (3.7%) – Queensgate questions only

This marked up questionnaire consolidates the responses to the Queensgate questions only: **79 responses** (73.1% of all surveys received)

Please note – percentages have been worked out from the total eligible to respond to each question i.e. the question on pedestrian experience was only eligible for response from the 44 individuals who identified with 'pedestrian' as a mode of transport, and therefore percentages are total from 44 individuals, not 79 total respondents. Where known, 'no response' figures are included under each table, and therefore percentages for each question may not total 100%.

Which is your main reason for travelling on Cross Church Street?

Please tick one

23 (29.1%)	Work / work related (includes commuting)	1 (1.3%)	Visiting health facilities
31 (39.2%)	Going shopping	4 (5.1%)	Visiting friends / family
5 (6.3%)	Visiting leisure facilities / activities	8 (10.1%)	Something else, please state below:
1 (1.3%)	School / training / education related		8 written responses

Please select which modes of transport you currently use to travel on Cross Church Street:

Select all that apply

44 (55.7%)	Pedestrian	7 (8.9%)	Bicycle
57 (72.3%)	Vehicle (inc. car, van, taxi or motorcycle)		

As a pedestrian, please rate your current experience of the following on the scale from 1 to 5: (1 - Very poor, 5 - very good)

	Very poor 1	2	3	4	Very good 5	N/A
Travelling on/along this road	4 (9.1%)	10 (22.7%)	12 (27.3%)	9 (20.5%)	8 (18.2%)	1 (2.3%)
						No response: 0
Crossing the road	6 (13.6%)	11 (25.0%)	8 (18.2%)	10 (22.7%)	8 (18.2%)	1 (2.3%)
						No response: 0
Space available to move around other road and pavement users	3 (6.8%)	10 (22.7%)	9 (20.5%)	10 (22.7%)	10 (22.7%)	2 (4.5%)
						No response: 0

Condition of the pavements/footpaths	6 (13.6%)	10 (22.7%)	13 (29.5%)	10 (22.7%)	3 (6.8%)	2 (4.5%)	<i>No response: 0</i>
Appearance and cleanliness of street	7 (15.9%)	9 (20.5%)	13 (29.5%)	11 (25.0%)	2 (4.5%)	2 (4.5%)	<i>No response: 0</i>

As a vehicle user (this includes car, van, taxi or motorcycle) please rate your current experience of the following on the scale from 1 to 5: (1 - Very poor, 5 - very good)

	Very poor ←				→ Very good	N/A	
	1	2	3	4	5		
Travelling on/along this road	5 (8.8%)	10 (17.5%)	17 (29.8%)	14 (24.6%)	9 (15.8%)	1 (1.8%)	<i>No response: 1</i>
Parking / loading / unloading	11 (19.3%)	7 (12.3%)	16 (28.1%)	9 (15.8%)	4 (7.0%)	9 (15.8%)	<i>No response: 1</i>
Space available to move around other road users	4 (7.0%)	12 (21.1%)	17 (29.8%)	12 (21.1%)	5 (8.8%)	6 (10.5%)	<i>No response: 1</i>
Condition of the roads and kerbs	6 (10.5%)	7 (12.3%)	20 (35.1%)	17 (29.8%)	5 (8.8%)	1 (1.8%)	<i>No response: 1</i>
Appearance and cleanliness of street	7 (12.3%)	9 (15.8%)	15 (26.3%)	21 (36.8%)	2 (3.5%)	2 (3.5%)	<i>No response: 1</i>

As a person on a bike, please rate your current experience of the following on the scale from 1 to 5: (1 - Very poor, 5 - very good)

	Very poor ←				→ Very good	N/A	
	1	2	3	4	5		
Travelling on/along this road	6 (85.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (14.3%)	<i>No response: 0</i>
Crossing the road	4 (57.1%)	1 (14.3%)	2 (28.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	<i>No response: 0</i>
Space available to move around other road and pavement users	6 (85.7%)	0 (0.0%)	1 (14.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	<i>No response: 0</i>
Condition of the roads and kerbs	5 (71.4%)	0 (0.0%)	2 (28.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	<i>No response: 0</i>
Appearance and cleanliness of street	3 (42.9%)	2 (28.6%)	1 (14.3%)	1 (14.3%)	0 (0.0%)	0 (0.0%)	<i>No response: 0</i>

No response: 0

We hope that by making the proposed improvements to Queensgate we can:

- Help to link the university to the town centre
- Better manage ring road traffic
- Make crossing the road easier
- Allow people to move around and across the town more easily by bike or on foot
- Create a clean, attractive environment which encourages people to spend time in the town centre

How far do you agree or disagree that the proposed plans for Queensgate will help to achieve each of the following aims:

The plans will help to link the university to the town

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
12 (15.2%)	24 (30.4%)	13 (16.5%)	16 (20.3%)	11 (13.9%)	2 (2.5%) <i>No response: 1</i>

Ring road traffic will be managed better

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
10 (12.7%)	18 (22.8%)	17 (21.5%)	17 (21.5%)	15 (19.0%)	1 (1.3%) <i>No response: 1</i>

Crossing the road will be easier

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
14 (17.7%)	24 (30.4%)	11 (13.9%)	18 (22.8%)	9 (11.4%)	1 (1.3%) <i>No response: 2</i>

People will be able to move around and across the town more easily by bike or on foot, and link local cycle routes

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
10 (12.7%)	25 (31.6%)	13 (16.5%)	16 (20.3%)	11 (13.9%)	2 (2.5%) <i>No response: 2</i>

It will create a clean, attractive environment which encourages people to spend time in the town centre

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
10 (12.7%)	20 (25.3%)	14 (17.7%)	15 (19.0%)	17 (21.5%)	2 (2.5%) <i>No response: 1</i>

Please use the space below to provide your comments on our proposed plans

26 written comments (32.9%)

1.

About you

Please tick to confirm that you have read and understood our privacy statement:
77 (97.5%)

Do you identify as:

47 (59.5%)	Male	27 (34.2%)	Female	3 (3.8%)	Prefer not to say
Prefer to describe as: 0 (0.0%)					
<i>No response: 2</i>					

Which age category do you fall within?

1 (1.3%)	1 (1.3%)	28 (35.4%)	30 (40.0%)	15 (19.0%)	0 (0.0%)	2 (2.5%)
16 – 18	19 – 24	25 – 44	45 – 64	65 – 79	80+	Prefer not to say
<i>No response: 2</i>						

What is your postcode: (e.g. HD1 2TT)

71 written responses (89.8%)

How did you hear about this engagement exercise? (e.g. website / press release)

69 written responses (87.3%)

Southern Corridors

The below is a copy of the public engagement survey for the remaining Huddersfield Southern Corridors with counts and percentages of response.

Lockwood Bar

We recommend, if you haven't done so already, viewing the detailed plans provided on our website before responding to this survey.

Which is your main reason for travelling in the Lockwood Bar location?

Please tick one

21 (48.8%)	I am a resident of this / a nearby area (I travel in this location for many reasons)	0 (0.0%)	Visiting health facilities
13 (30.2%)	Work / work related (includes commuting)	2 (4.7%)	Visiting friends / family
1 (2.3%)	Going shopping	3 (7.0%)	Something else, please state below:
1 (2.3%)	Visiting leisure facilities / activities	3 written comments	
0 (0.0%)	School / training / education related		

No response: 2

Please rate your experience of traffic congestion in the Lockwood Bar area:

Please tick one

Very high	High	Neutral	Low	Very low	No opinion
9 (20.9%)	16 (37.2%)	9 (20.9%)	5 (11.6%)	1 (2.3%)	0 (0.0%)

No response: 3

We hope that by making the proposed improvements to Lockwood Bar we can:

- Enhance the Lockwood Bar environment and feeling of being a community area
- Make it easier to travel on foot and access bus facilities
- Create a clear and easy way to travel by bicycle
- Reduce traffic queues
- Provide travel capacity from existing and new homes to employment opportunities

How far do you agree or disagree that the proposed plans for Lockwood Bar will help to achieve each of the following aims:

The plan will enhance the Lockwood Bar environment and feeling of being a community area

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
1 (2.3%)	9 (20.9%)	8 (18.6%)	8 (18.6%)	12 (27.9%)	4 (9.3%)
<i>No response: 1</i>					

It will be easier to travel on foot and access bus facilities

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
0 (0.0%)	8 (18.6%)	13 (30.2%)	9 (20.9%)	7 (16.3%)	5 (11.6%)
<i>No response: 1</i>					

It will be clearer and easier to travel by bicycle

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
0 (0.0%)	7 (16.3%)	11 (25.6%)	6 (14.0%)	9 (20.9%)	9 (20.9%)
<i>No response: 1</i>					

Traffic queues will be reduced

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
2 (4.7%)	15 (34.9%)	3 (7.0%)	10 (23.3%)	12 (27.9%)	0 (0.0%)
<i>No response: 1</i>					

There will be travel capacity for new and existing homes to employment opportunities

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
2 (4.7%)	1 (2.3%)	10 (23.3%)	10 (23.3%)	10 (23.3%)	7 (16.3%)
<i>No response: 1</i>					

Thank you, please use the space below to provide a comment, or additional information that will help us understand your response choices:

Please note you can respond online or by email with additional information: major.transport@kirklees.gov.uk

26 written responses

- End of Lockwood Bar questions -

Longroyd Lane

We recommend, if you haven't done so already, viewing the detailed plans provided on our website before responding to this survey.

Which is your main reason for travelling in the Longroyd Lane location?

Please tick one

12 (44.4%)	I am a resident of this / a nearby area (I travel in this location for many reasons)	0 (0.0%)	Visiting health facilities
6 (22.2%)	Work / work related (includes commuting)	4 (14.8%)	Visiting friends / family
0 (0.0%)	Going shopping	1 (3.7%)	Something else, please state below:
1 (3.7%)	Visiting leisure facilities / activities		

0
(0.0%) School / training / education related

1 written response

No response: 3

Please rate your experience of traffic congestion in the Lockwood Bar area:

Please tick one

Very high	High	Neutral	Low	Very low	No opinion
8	10	4	1	0	0
(29.6%)	(37.0%)	(14.8%)	(3.7%)	(0.0%)	(0.0%)

No response: 4

We hope that by making the proposed improvements to Longroyd Lane we can:

- Better manage traffic to reduce queuing and delays
- Make it easier and safer to travel on foot or by bike
- Improve air quality
- Provide travel capacity

How far do you agree or disagree that the proposed plans for Longroyd Lane will help to achieve each of the following aims:

Traffic will be managed better, reducing queuing and delays

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
5	8	8	1	4	0
(18.5%)	(29.6%)	(29.6%)	(3.7%)	(14.8%)	(0.0%)

No response: 1

It will be easier and safer to travel on foot or by bike

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
2	4	11	1	3	5
(7.4%)	(14.8%)	(40.7%)	(3.7%)	(11.1%)	(18.5%)

No response: 1

Air quality will be improved

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
1	6	9	4	3	3
(3.7%)	(22.2%)	(33.3)	(14.8%)	(11.1%)	(11.1%)

No response: 1

There will be travel capacity

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion

2
(7.4%)

8
(29.6%)

7
(25.9%)

2
(7.4%)

4
(14.8%)

1
(3.7%)
No response: 3

Thank you, please use the space below to provide a comment, or additional information that will help us understand your response choices:

Please note you can respond online or by email with additional information: major.transport@kirklees.gov.uk

14 written responses

- End of Longroyd Lane questions -

Folly Hall

We recommend, if you haven't done so already, viewing the detailed plans provided on our website before responding to this survey.

Which is your main reason for travelling in the Folly Hall location?

Please tick one

11
(40.7%) I am a resident of this / a nearby area (I travel in this location for many reasons)

6
(22.2%) Work / work related (includes commuting)

1
(3.7%) Going shopping

0
(0.0%) Visiting leisure facilities / activities

0
(0.0%) School / training / education related

0
(0.0%) Visiting health facilities

2
(7.4%) Visiting friends / family

1
(3.7%) Something else, please state below:

1 written response

No response: 6

Please rate your experience of traffic congestion in the Folly Hall area:

Please tick one

Very high
3
(11.1%)

High
10
(37.0%)

Neutral
8
(29.6%)

Low
2
(7.4%)

Very low
0
(0.0%)

No opinion
1
(3.7%)

No response: 3

We hope that by making the proposed improvements to Folly Hall we can:

- Better manage traffic to reduce queuing delays caused by turning traffic
- Provide travel capacity
- Improve air quality

How far do you agree or disagree that the proposed plans for Folly Hall will help to achieve each of the following aims:

Queues caused by turning traffic will be reduced because traffic will be managed better

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
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3 (11.1%)	9 (33.3%)	5 (18.5%)	4 (14.8%)	4 (14.8%)	1 (3.7%) No response: 1
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There will be travel capacity

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
3 (11.1%)	3 (11.1%)	10 (37.0%)	2 (7.4%)	5 (18.5%)	2 (7.4%) No response: 2

Air quality will be improved

Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
0 (0.0%)	5 (18.5%)	8 (29.6%)	4 (14.8%)	4 (14.8%)	5 (18.5%) No response: 1

Thank you, please use the space below to provide a comment, or additional information that will help us understand your response choices:

Please note you can respond online or by email with additional information: major.transport@kirklees.gov.uk

12 written responses

- End of Folly Hall questions –

General comments

Thank you for taking the time to comment on the plans that are relevant to you

Please use the box below if there is anything else you would like us to consider as we develop our plans:

Please note you can respond online or by email with additional information: major.transport@kirklees.gov.uk

10 written responses

About you

Thank you for taking the time to provide your feedback.

The following questions are optional but will go a long way towards helping us better understand the opinions of different people.

34 (70.8%) Please tick to confirm that you have read and understood our privacy statement
(Printed on page 2 of this survey).

Do you identify as:

28 (50.9%) Male 12 (21.8%) Female 2 (3.6%) Prefer not to say

Prefer to describe as: No response: 13

Which age category do you fall within?

0 (0.0%)	1 (1.8%)	6 (10.9%)	17 (30.9%)	12 (21.8%)	5 (9.1%)	2 (3.6%) Prefer not to say
16 – 18	19 – 24	25 – 44	45 – 64	65 – 79	80+	

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?:

34 (70.8%)	0 (0.0%)	4 (8.3%)	4 (8.3%)
No	Yes, limited a little	Yes, limited a lot	Prefer not to say

No response: 6

What is your postcode: (e.g. HD1 2TT)

37 written responses

How did you hear about this engagement exercise? (e.g. website / press release)

37 written responses

Find out more

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All information correct at time of print (March 20)