

PLANNING APPLICATION FOR HIGHWAY IMPROVEMENT WORKS

STATEMENT OF COMMUNITY INVOLVEMENT

LOCKWOOD BAR – A616 LOCKWOOD ROAD / BRIDGE STREET / 'LOCKWOOD BAR' / ALBERT STREET / CROWTHER STREET

ON BEHALF OF KIRKLEES COUNCIL

TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED) PLANNING AND COMPULSORY PURCHASE ACT 2004



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 **DESIGN**  **ENVIRONMENT**  **PLANNING**  **ECONOMICS**  **HERITAGE**

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1.0 INTRODUCTION

- 1.1 The importance of effective community involvement in planning has been emphasised through the Government's localism agenda and by the publication of the National Planning Policy Framework (NPPF).

"Applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot." (NPPF, para 128).

- 1.2 As part of the Local Development Framework (LDF) process introduced by the Planning and Compulsory Purchase Act 2004, local authorities are required to produce a Statement of Community Involvement (SCI) to 'front load' the planning system so that the concerns of the community are addressed earlier in the plan making process, with the intention that they are committed to the adopted policies of the LDF. The content and form of the SCI has implications for any public consultation undertaken by a prospective applicant or developer as the SCI should explain the process and appropriate methods for effective community involvement in the determination of planning applications.

- 1.3 Taking into consideration the revised NPPF and the Localism Act 2011, the applicant has undertaken a programme of pre-application consultation followed by the application; this has provided a summary of community comment/views and demonstrated how they have been taken into account in finalising the submitted scheme.

2.0 BACKGROUND – HUDDERSFIELD SOUTHERN CORRIDORS

2.1 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 the Leeds City Region.

2.2 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; and
- Enable Access to Land for New Housing and Economic Development.

2.3 The proposals at Lockwood Bar comprise the following junctions: A616 Lockwood Road / Bridge Street / 'Lockwood Bar' / Albert Street / Crowther Street.

2.4 The proposed development consists of the following measures:

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- The major A616 flow from Bridge Street to Lockwood Road will be abstracted from the Lockwood Bar junction via an improved Albert Street, to reappear at a new, simpler signalised junction.
 - The exiting Lockwood Bar junction will occupy a smaller footprint, with improved pedestrian crossing facilities, public realm enhancements, a new bus gate and relocated / enhanced bus stop facilities.
 - A new traffic signal-controlled junction with new link road section at Crowther Street will abstract Holme Valley-bound traffic from Lockwood Bar onto Albert Street.
 - New pedestrian crossing facilities.
 - Some removal of on-street parking and enhancements to cycle infrastructure.

3.0 COMMUNITY CONSULTATION METHODOLOGY

3.1 The importance of relevant pre-application consultation with the local community at an appropriate scale is recognised by the applicant. In this case the local community comprises both people within the vicinity of the site and local stakeholders.

3.2 Following consideration of national and local guidance on appropriate community involvement methods, and given the scale of the proposed development, it was felt that the consultation should involve multiple, concurrent methods for those interested in the project to engage in the consultation. These are as follows:

Public Consultation Events

3.3 A public exhibition was used to engage the community in dialogue and request views and feedback. The advantages of this method of consultation are that it:

- Provides the opportunity for the public to interact with the development team face-to-face, creating two-way information exchange
- Provides an open forum for discussions at a time and location that is as convenient as possible for local people
- Provides information in an accessible, easy-to-read format; and
- Provides the opportunity for the submission for comments.

3.4 The public exhibitions were held at the following dates and times:

- Wednesday 9th October 2019 – 9:00am – 16:00pm at Cathedral House; and
- Friday 11th October 2019 – 10:00am – 19:00pm at Lockwood Baptist Church.

3.5 This exhibition included details on proposals at Lockwood Bar, Longroyd Lane and Folly Hall.

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- 3.6 The exhibitions were run as drop-in sessions, open to all local residents and other interested parties over a period of time to allow for the community to attend.
- 3.7 To publicise the exhibition, the following methods were used:
- Posting of 400 letters to local residents and 260 letters to local businesses
 - On-Street distribution of a public engagement booklet
 - Hand to hand distribution and stocking local shops/markets one-week prior to the event
 - Posters advertising drop in events and exhibitions at strategic locations
 - Signposting to online information in strategic locations; and
 - Briefing of Travel Centre staff and booklets for visiting public to pick up.
- 3.8 At the exhibitions, plans of the draft scheme were provided. Members of the project development team (Kirklees Council) and representatives from CityConnect attended the exhibition and were on-hand to answer questions and discuss the proposals. The Public Exhibition Display information used is available to view at the request of the applicant.
- 3.9 Attendees were invited to provide feedback on the proposals using a comments form that was also distributed with the letters. A copy of the form used during the consultation can be made available upon request from the applicant.

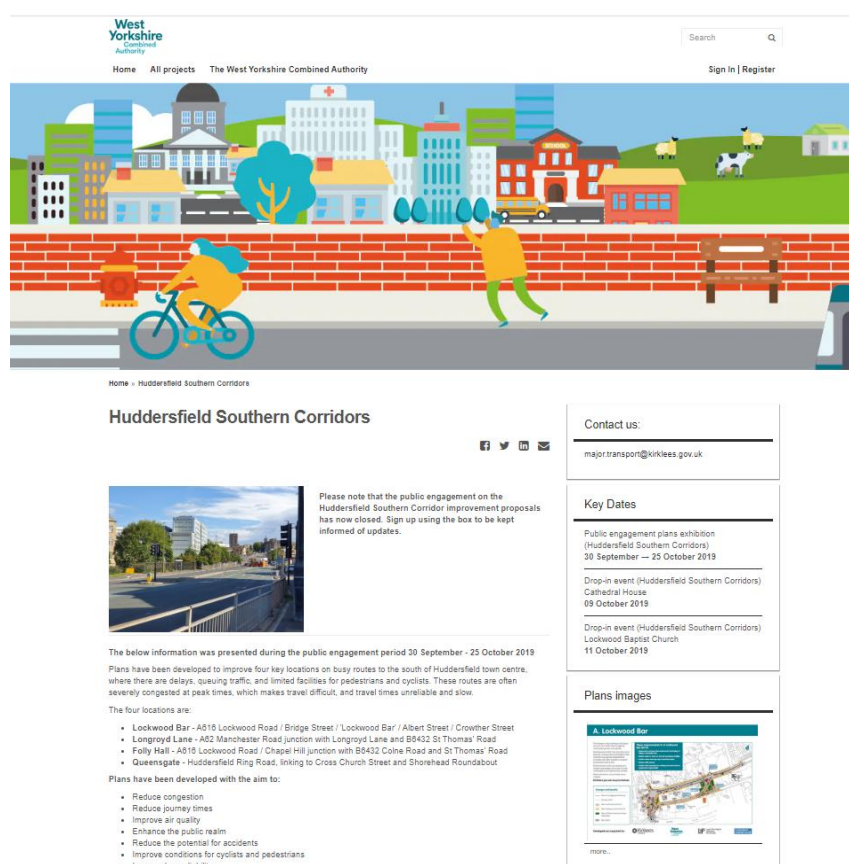
Website

- 3.10 A project website (www.yourvoice.westyorks-ca.gov.uk/huddersfieldsc) was launched on 30 September 2019. The webpage provided the same information as displayed at the exhibition and included a comments facility for people to submit their feedback (see figures below). The online comments facility was open until 25 October 2019).
- 3.11 The advantages of using a website for engaging people in pre-application consultation are:

- It is an accessible and convenient means of communication because people can access information and engage at a time and location that suits them.
- It can communicate detailed information which can be viewed and downloaded.
- It can be easily updated and amended to provide up-to-date information.

3.12 Whilst use of the internet is widespread – in 2019, 87% of adults in Great Britain accessed the internet every day or almost every day¹ - it is acknowledged that not everyone has access to the internet therefore other direct methods of engagement were utilised (i.e public exhibition).

Figure 1: Consultation website extract – welcome page



¹ ONS, Statistical Bulletin 2019 – Internet Access – Households and Individuals

4.0 COMMUNITY CONSULTATION ASSESSMENT

- 4.1 The following chapters of the statement consider the comments and feedback received from the community consultation undertaken by the applicant.

Monitoring of Responses

- 4.2 48 participants took part in consultation on the three schemes presented as part of this wider exhibition.
- 4.3 A total 127 responses were received for all schemes being discussed of which 43 specific surveys were received on the Lockwood Bar scheme.
- 4.4 A total 661 visits were made to the public engagement website. There was a total of 569 unique visits (meaning one person/computer registering and accessing the site) to the engagement website. The visitor summary is identified at Figure 2 below.

Figure 2: Website Visitor Summary

Visitors Summary

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



- 4.5 An exercise was also undertaken to identify how much informed activity had been undertaken on the webpage. An 'informed' visitor is defined as those who have 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. This usage can be broken down into the table as identified at Figure 3.

Figure 3: Breakdown of Informed Activity

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

- 4.6 Finally, the method in which engagement was made with the website was quantified. 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 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. This is summarised at Figure 4 below.

Figure 4: Breakdown of Traffic Channel

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

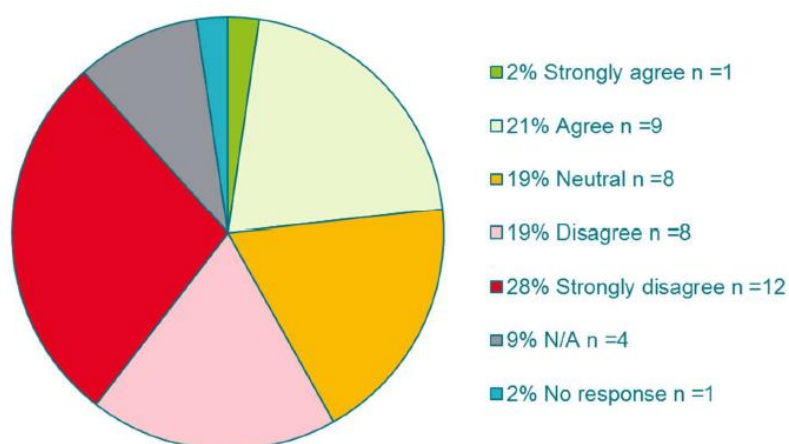
5.0 QUANTITATIVE ASSESSMENT

5.1 The comments form gave the opportunity to comment on the aims of the project in a quantitative manner with the ability to score from strongly agree to strongly disagree. The questions and outcomes relating to the proposals at Lockwood bar are summarised graphically below.

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

5.2 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 (Figure 5).

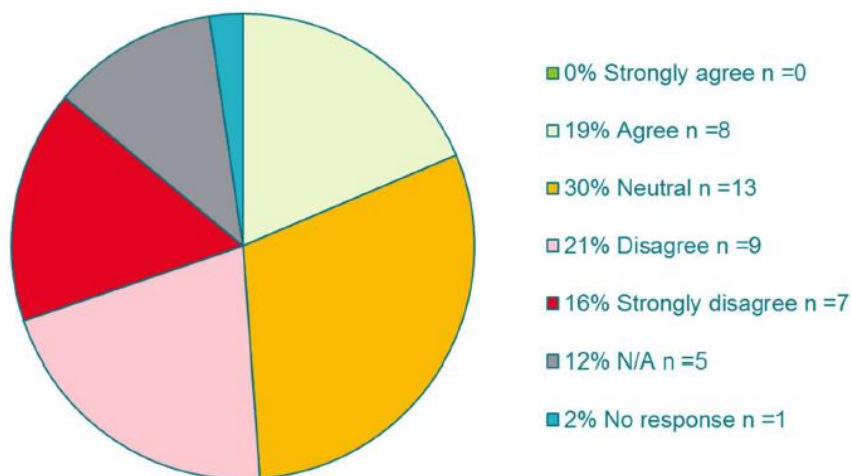
Figure 5: Aim One - Graphical Representation of Responses



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

5.3 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 (Figure 6).

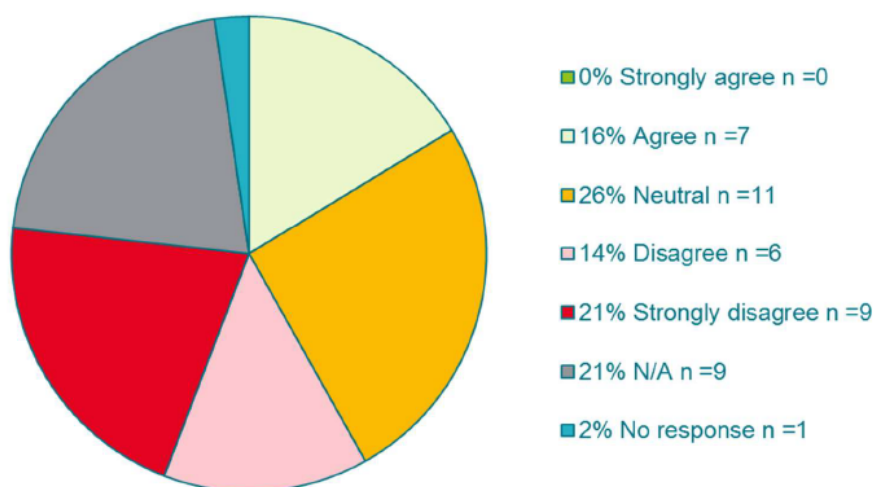
Figure 6: Aim Two - Graphical Representation of Responses



"Aim – It will be clearer and easier to travel by bicycle"

5.4 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 (Figure 7).

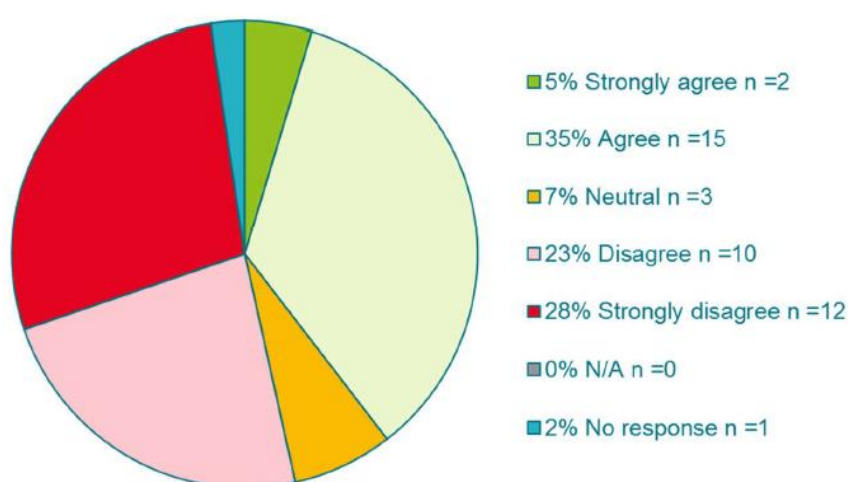
Figure 7: Aim Three - Graphical Representation of Responses



"Aim - Traffic queues will be reduced"

- 5.5 This aim received the highest single response option, which was in agreement with the aim. However, half of respondents disagreed. This aim received a less neutral and ambiguous response (Figure 8).

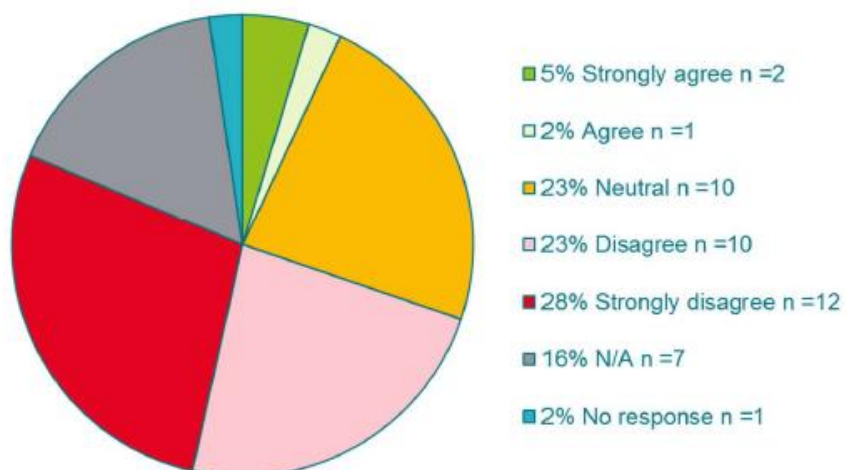
Figure 8: Aim Four - Graphical Representation of Responses



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

- 5.6 This aim received a majority disagreement, with over half of respondents responding negatively. This aim received the lowest level of agreement (Figure 9).

Figure 9: Aim Five - Graphical Representation of Responses



6.0 QUALITATIVE ASSESSMENT

- 6.1 The following section of the report identifies the comments received from the public consultation and explains how they have been taken into account in the evolution of the scheme design.
- 6.2 Comments form are available in full from the applicant upon request. Wherever possible community comments suggestions have been fed into the final proposed scheme subject to this planning application. It is important to note that some community concerns will not always be overcome through the consultation exercise and that sometimes people have contradictory views to each other.

Figure 10: Table of Responses

Comment	Ref.	Applicant's Response
Principle of Development		
Support this proposal	16	Noted, Thank you for your comments.
Do not agree with this proposal	21	
General Comments	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 19, 20, 22, 23, 24, 25, 26	
Highways Design and Implications		
Remodelling of junction will cause increase of congestion on local highways network / increase in travel time/ increase in trips using the road.	1, 2, 6, 9, 11, 12, 13, 15, 20, 22, 23, 24	The Transport Note submitted as part of the application considers the transport implications of the Lockwood Bar scheme. The note sets out that delivery of the Huddersfield Southern Corridors schemes is a key element of the strategy to provide the Huddersfield area with

		the infrastructure it needs to support growth. It will enable to local road network to operate more efficiently by reducing congestion, improving journey times, providing infrastructure to support modal shift towards more sustainable modes, and providing infrastructure to support modal shift towards more sustainable modes, and providing capacity for growth.
Works will mean bus lane block/ congestion with bus traffic	2,	The Transport Note submitted as part of the application sets out a number of changes and improvements to bus services, stops and lanes which will subsequently reduce congestion.
Issues with one street parking and additional congestion	5, 6, 17	Kerbside parking restrictions are to be implemented in certain areas as set out in the submitted Transport Note.
Cycle Lanes should be included/ restriction of outbound carriageway to cycles	5, 12 22	The submitted Transport Note sets out additional dedicated cycle facilities.
Parking		
Double yellow lines should be implemented to whole of Albert Street / Albert Street should be no waiting/parking	1, 4	Double yellow lines on the southern side of Albert Street within the scheme extents are proposed. Some peak hour restriction on the norther side will be provided for peak hour

		flows and to enable on-street parking outside of the busier periods
Parking bay outside 'GARAGE' not required	4	The proposed design has been carefully considered by the design team. Comment noted.
Albert Street to be made one-way	4, 6, 20	The submitted Transport Note identifies that Albert Street / realigned Crowther Street junction will be configured so that Albert Street has a short section of one-way restrictions for westbound traffic movements and becomes the minor arm of a new priority controlled junction with the realigned Crowther Street.
Would be better to remove on street parking and reduce the width of the footway along Lockwood Road and provided dedicated cycle lane	12	The proposed design has been carefully considered by the design team. Comment noted.
Loading and waiting of vehicles prohibited during peak times on incoming lane to Town Centre on Albert St - unworkable	24	Parking Enforcement will ensure that vehicles parked in contravention of the restrictions will be penalised.
Social Implications		
What about disabled commuters?	3	Tactile paving is provided at all the controlled crossing points in accordance with Equality Act requirements.
Pedestrian crossing should be moved further back down Albert Street.	8	Comments noted.
Moving pedestrian crossing	17	

nearer to Lockwood Bar would be significantly better and safer.		
Implications on crossing near Lockwood Baptist Church – should not be moved/ Parking should be maintain for Church	18, 19, 23, 25	
Design of proposals is not advantageous to cyclists	10, 12	The submitted Transport Note has considered options for public and private transport as well as cycling.
Walking and cycling in the area is not what we do or are likely to do in the future / its already easy foot and by bicycle	13, 15	Comment noted.
Pavements long Albert Street are no wide enough for pedestrians	15	Pavements are at the required width.
Other Comments		
Will cause job losses in Huddersfield and businesses to close / Businesses on Lockwood Road will be greatly affected	14, 15	Comments noted.
Implications on Emergency Services	14	This is not a planning matter.
Negative impact on community area by limiting accessibility to local businesses, church facilities and medical facilities.	21, 24	The design proposals have sought to be as accessible as possible through a variety of public and private transport.

7.0 CONCLUSION

- 7.1 The comments and feedback received during the consultation have been reviewed by Kirklees Council. This Consultation Statement seeks to provide a summary of all responses received and how the scheme has positively accommodated the comments raised. Where possible and feasible, changes have been made to the scheme design to address comments and suggestions provided.
- 7.2 This Statement has set out the extent of publicity undertaken in advance of the consultation process and results following a suite of public consultation exercises. The Statement demonstrates that Kirklees Council have considered all responses and sought positively to make changes to the scheme where possible and to provide further clarification where required.