

Submission to Your Voice WYCA  
by Kirklees Cycling Campaign (@CycleKirklees)

A629 Halifax Road Phase 4 Quietways Walking & Cycling  
Improvements (TCF) - Lindley Marsh Route



1. Kirklees Cycling Campaign is a membership organisation that promotes everyday cycling. See [www.cyclekirklees.org.uk](http://www.cyclekirklees.org.uk) for more information.

### **Introductory Overview**

2. These quiet routes have the potential to encourage more active local trips either between Huddersfield town centre and the communities served, or between homes and local amenities.
3. Cyclists travelling between Halifax and Huddersfield in either direction would often opt to use the A629 as it is both direct and has the most comfortable gradients. For a quiet route to be an attractive choice for cyclists, and to be an effective mode-shift intervention, motor traffic movements must be kept to an absolute minimum and speeds kept low enough for those riding bicycles to feel comfortable.
4. To achieve this there should be no incentive for a person to choose to drive along one of these quiet roads, except for access. This can be achieved by either restricting through routes with modal filters, or by making the route unattractively long and slow. In these quietway proposals there appears to be no evidence of an attempt to do this. On the Birkby quiet route there are some roads, such as Blacker Road, which would benefit from this treatment. On the Lindley marsh route this approach is recommended for Syringa Street.
5. In short, to encourage wider adoption of active travel we think it is important to establish a framework for motor vehicles using any part of this route that gives cyclists and pedestrians priority. Furthermore, as an aid to this, all parts of this route (with the exception of Thornhill Road where there are segregated cycle lanes proposed) should be subject to speed restrictions of 20mph.
6. We commend the way the planned routes give access to Brambles Academy, and Birkby Infant and Nursery School. However, there are missed opportunities with no planned routes to St Patrick's Primary, The Mount, or Birkby Junior School. The lack of plans for cycling to and from Greenhead College and New College/Salendine Nook secondary school, is also a missed opportunity.
7. We think the routes need to link effectively to commercial shopping/centres which have become increasingly important since the "lockdown". Commercial and retail activities in Lindley and Marsh and Birkby need to be able to provide secure cycle parking. Areas such as Blacker Road remains a hostile environment for active travel.

### **Lindley/Marsh Route**

#### **Fitzwilliam Street/Trinity Street Junction**

8. This route links to the Huddersfield Connections TCF proposals which includes plans to signalise this junction. It is important that the crossing of Trinity Street for cyclists and pedestrians is simple and straightforward to link with the TCF route plan.

9. The current crossing proposal is not good. Cyclists and pedestrians need to be able to cross directly without having to wait on a road island. The TCF proposals could be designed to allow this.
10. An improvement to the shared-use proposal on Trinity Street would be a designated 2-way cycling track, or individual tracks, to link the crossing with Park Drive. (There is already one track on the carriageway that could be segregated).

#### **Park Drive**

11. A number of cyclists currently regularly ride *through* Greenhead Park. It is expected that they will continue to do so rather than use Park Drive. It is hoped that Greenhead Park byelaws can soon be changed to regularise this and allow 'considerate cycling' through the park.
12. The Park Drive route is essential (e.g. in hours of darkness). It is a very quiet one-way carriageway towards Greenhead but we contend that cyclists need a route in *both* directions. The proposal to allow cyclists to use a widened footway on a long downhill has real potential for conflict with pedestrians, even though it *is* very quiet when dark.
13. We propose two options for the route towards the town centre:
  - a designated contraflow cycle track (or)
  - a permissive contraflow for cyclists to ride on the existing carriageway.

#### **Park Drive to Glebe Street**

14. The cycling route linking these two points is difficult as it would cross two busy roads.
15. The current proposals have limitations as follows:
  - there is insufficient footway width near The Junction public house to have shared space.
  - the use of the existing controlled crossing makes the route very circuitous, and some individuals will be tempted to take short cuts.Alternatives should be explored to mitigate these limitations.

#### **Glebe Street**

16. Some road markings would be helpful at its junction with Mitre Street.

#### **Syringa Street**

17. This narrow, heavily parked street frequently serves as a 'rat-run' for traffic avoiding Westbourne Road. In a previous proposal, this street was designated 'access only'. Such a proposal, if implemented and enforced, would improve the street for residents, pedestrians and cyclists. We favour alternative physical barriers that maintained the route for cyclists but limit its use by through traffic.

#### **Syringa Street/Thornhill Road junction**

18. This junction can be difficult for cyclists turning right from Syringa Street. Traffic (with a right of way) is often waiting in Thornhill Avenue (opposite) to cross or turn into Thornhill Road. Cycle infrastructure is required to help cyclists to safely make the right turn.

### **Thornhill Road**

19. The introduction of segregated cycle lanes is welcome.

### **Thornhill Road/Occupation Road junction**

20. The improvements to this junction are welcome, although the nature and details of the 'uncontrolled crossings' are unspecified. Cycle infrastructure is required to assist a safe right turn for cyclists travelling towards the town centre on exiting Occupation Road.

### **Occupation Road – a critique**

21. The current proposals would appear to have a negative, rather than a positive effect on active travel and road safety for the following reasons:
- the proposal of continuous footways is welcome
  - designating a one-way route in the direction of Lindley would probably encourage individuals to drive at even faster speeds than is the case at present
  - a shared-use contraflow would be a negative for pedestrians and restrict an already narrow footway
  - a shared use contraflow for cyclists *downhill* in the direction of Marsh would risk conflict with pedestrians and frustrate cyclists.
  - there is no obvious infrastructure for cyclists to facilitate a right turn into Thornhill Road
  - introduction of a shared-use footway opposite Sainsburys is liable to cause conflict between cyclists and pedestrians. In this situation, pedestrians and cyclists need their discrete spaces.

### **Occupation Road – alternative proposal 1**

22. Restrict to '**Access only**' for motor vehicles using Occupation Road by introducing **sinking bollards** near Acre House Avenue. This together with a 20mph speed restriction and continuous footways, would make a real difference to encourage cycling and walking, whilst making minimal inconvenience for drivers who have a genuine need to use this road.
23. The result would be
- cyclists could continue to use the carriageway.
  - there would be no need to construct contraflows for cyclists.
  - pedestrians would have the footway to themselves and would be less intimidated when crossing sideroads and when stepping into the carriageway to avoid a group already using the footway.

### **Occupation Road – alternative proposal 2**

24. Restrict motor traffic to one-way as proposed and introduce a two-way cycle track next to the continuous footway along the length of Occupation Road. It would then be possible to allow parking where there is a sufficient width (3.7m) for fire service vehicles and buses.

### **Lidget Street**

25. The introduction of 20mph speed restrictions and speed humps is welcome. We would request the 20mph zone be continued to the clock tower, where Lidget Street meets Occupation Road and to install an additional road hump here.
26. To provide an alternative, and more direct cycling route, to the Lindley shopping centre and beyond, we propose a conversion of the pedestrian crossing at Sainsburys to a 'toucan crossing'.
27. In the longer term, we would like to see the benefits of designating Lidget Street as "access only" to motor vehicles. We think it should be tested, for example by operating some 'car free' days or weekends. In addition, a safe cycling route from Lindley to Salendine Nook for the school/New College campus needs to be included in the plan if it is to attract wider community use.

### **Daisy Lea Recreation Ground:**

28. This route would be particularly useful as a route to Lindley Junior School. A direct and safe cycling route to the school would be an asset if included in the plan.
29. However, to work effectively, the route across the green space would require wider shared space if conflict between cyclists and pedestrians is to be avoided. This may be served by introducing a designated cycle track, but we recognise that there is also a case for a more direct route on Lidget Street, should the opposition from pedestrians rule out the recreation ground route.

### **Holly Bank Road/Lidget Street:**

30. To assist cyclists to safely make the right turn out of Holly Bank Road would require appropriate cycling infrastructure.

### **Link from Blackthorn Drive to Weatherhill Road**

31. The design of the crossing of West Street/Cowcrakes Road could be made more direct. This would be an advantage, particularly if it served to reduce traffic speeds.

### **Weatherhill Road and beyond:**

32. We welcome the proposed link (through a quiet way) in the new housing developments (near Tennyson Avenue) to access neighbourhood shops, services and schools. This would provide local residents with an option to reduce their reliance on short car journeys.
33. The path HUD/408/20 is very narrow and, at present, not suitable for shared use. The proposals need to confirm that it can be significantly widened so that it can be linked to the existing shared route (HUD/408/10).

## **Birkby to Huddersfield Route**

### **Gradients**

34. Due to the topography of the area, there is naturally going to be significant elevation change over the course of the route but there are some small sections where elevation changes are either unnecessary or uncomfortably steep. We will address the issue of gradient at the town centre end of this route later in this submission.

35. On paths, HUD/343/40 is very steep and may benefit from hairpins or using the lesser gradient of HUD/344/10.
36. Where HUD/392/10 meets HUD/397/10, forming two sides of a triangle, it dips down steeply to the bridge at the stream crossing but there is a path used that runs along the top, along the triangles third side, and does not require much elevation change.
37. HUD/396/30 dips at the stream crossing adjacent to Stableford Gardens. This bridge should be lifted to avoid the dip.
38. Near to where HUD/396/40 joins the farm track there is a significant gradient and even when surface improvements are installed, it will act as a deterrent for many people and is likely to suffer from increased surface erosion if use increases. Ideally work should be done here to reduce the gradient to reasonable levels.

#### **Halifax Road Crossing (Birchcliffe)**

39. There is no provision for linking communities on both sides of Halifax Road. Recent and ongoing developments at Lindley Moor and Yew Tree Lane have increased the need for controlled crossings of Halifax Road, particularly at Burn Road/Birchcliffe Hill Road, to facilitate walking and cycling to and from Lindley centre, schools and the HRI campus.

#### **Lindley Moor Road & Ainley Top (additional links)**

40. There is no provision for cycling on Lindley Moor Road. It is not a safe road for cycling given that it is narrow and carries much increased traffic arising from the large-scale developments at Lindley Moor, which are far from complete. However, the south side of Lindley Moor Road could accommodate a 2-way segregated cycle lane, part funded by Section 106 contributions from future developments. On the already developed sections there is sufficient space within the wide verge.
41. For cyclists travelling towards Fixby, Rastrick and Brighouse, the Ainley Top roundabout can be bypassed using the pre-M62 part of Lindley Moor Road and New Hey Road. This would require a short connecting ramp from the current Lindley Moor Road.

#### **Burn Road and the new Greenway to Ainley Top Roundabout**

42. The proposed Greenway from Lindley Moor roundabout to Burn Road is new and on paper looks a possible option, but it is not an existing Right of Way and may require land acquisition.
43. However, Burn Road is another longer section of road which approaches a 10% gradient to join the greenway, which then drops down again. This is unlikely to become a popular route as a result.
44. Yew Tree Road offers a better route, apart from the absence of a safe junction at the A629. An investigation of access opportunities along the back of houses near Birchcliffe Sports & Social Club may lead to an alternative to both options discussed above. This would allow the route to pass in close proximity to the crossing at Ainley Top roundabout. Another alternative way of connecting to the proposed greenway at Ainley Top whilst avoiding the gradients of Burn Road would be to use Oakland Crescent.

### **Grimescar Greenway**

45. The proposed greenway from Yew Tree Lane to Reap Hirst Road, Norwood Avenue and Halifax Old Road if adopted could be designated as the 'Grimescar Greenway' and implemented as a freestanding scheme at the earliest opportunity, in advance of highway works. Birkby Health Centre is a significant destination on this route

### **Blacker Road**

46. The new location of the zebra crossing on Blacker Road is a welcome as it puts it on the desire lines between the two paths.
47. The advisory cycle lanes on Blacker Road, at 1m are significantly narrower than the recommended minimum of 2m or the absolute minimum of 1.5m (only to be used where constraints, such as bridges, dictate). Whilst it is appreciated that a full LTN 1/20 level design may not be possible due to the width of the road, 1m advisory cycle lanes are proven to be more dangerous to bicycle riders than no cycle lane at all as they encourage close passes from drivers who are 'just keeping to their lane' and do not consider that they need to leave 1.5m between them and a bicycle rider.
48. There is also, as previously mentioned, no indication of any treatment to keep speeds and traffic levels low. It is not even recommended as a road for a 20mph speed limit. Essentially, to achieve the goal of increased cycling in the area, this section of road needs redesigning.

### **Wheathouse Road**

49. New cycle tracks with buffers on Wheathouse Lane are welcome, though we hope that at least some light protection, such as orcas or bollards, is included to stop the chance of cars parking across the cycle tracks and rendering them useless. We would like to see improvements to the walking environment here, with the inclusion of continuous footways to give clear priority to people crossing side roads on foot.
50. The use of shared paths around the Birkby Hall Road junctions is unacceptable. Shared use paths should not be used in urban areas except for destinations like wide shopping streets with no other vehicular traffic - and even then, a marked cycle road would be recommended. Birkby Hall Road is still a comparatively high traffic route and there is neither priority nor protection for bicycle riders or pedestrians at the mini roundabouts. We propose a complete rethink for this junction as it can be dangerous when vehicular movements are low.
51. The newly proposed cycle lanes on Grimescar Avenue and Wheathouse Road are proposed as an alternative, but the cycle lanes on the new route are not adequate. The loss of parking on Wheathouse Road and Blacker Road is significant and likely to be controversial.
52. We would like re-examination of the alternative route from Birkby Infants School, crossing Blacker Road then through the housing development opposite to Birkby Lodge Road, Birkby Hall Road and Birkby Road to Reap Hirst Road, with segregated lanes on Birkby Lodge Road, Birkby Hall Road and Birkby Road, and a controlled crossing at Reap Hirst Road.

### **Highfields path links**

53. The Highfield paths should be implemented at the earliest opportunity as a freestanding scheme. It should include additional links by improving existing paths to

Cemetery Road; St. Johns Crescent, linking to Willow Lane and the Bradley Greenway; and between Highfields and Cambridge Road.

**Rook Street/Fitzwilliam Street**

54. Rook Street may be preferred over Fitzwilliam Street due to lower traffic flows but its gradient is of no benefit for outward journeys.
55. An alternative is the route proposed in Huddersfield Connections TCF plans, using the improved Brunswick path to New North Parade, with a controlled crossing of Fitzwilliam Street.
56. Besancon Bridge is significant as the only grade separated ring road crossing and if linked to this upgraded path could be an attractive alternative to the St. Johns Road route to Birkby. However, there remain some challenges to creating a safe link from this point onwards.