

Appendix 1

West Yorkshire LCWIP - Summary of areas of focus identified for initial phase of work

Initial Core Walking Zones and potential areas of focus for initial cycling network development were identified through review of points of interest density, cycling propensity and potential analysis and discussion of local policies, priorities and programmes. The following areas of focus were identified for this initial phase of LCWIP development.

Bradford

Core Walking Zone: Keighley town centre

Keighley town centre offers a busy town centre environment with concentrations of key points of interest at an appropriate size for the first application of the LCWIP approach in Bradford. Analysis of points of interest/trip generators shows the town centre to have one of highest concentrations of trip generators in Bradford district.

It is proposed that particular focus is given to walking routes linking to Keighley College and Keighley railway station, two of the largest trip generators in the town centre.

Area of focus for initial cycling network development: south Bradford

To the south of Bradford city centre, there is potential to better link Bradford with the existing Spenn Valley Greenway, providing a link into neighbouring Kirklees, Calderdale and the new railway station at Low Moor.

There is also a future opportunity to connect any routes that are developed through this initial LCWIP work with the masterplan for the area south of Bradford interchange.

Calderdale

Core Walking Zone: Halifax town centre

There has been investment in the pedestrian environment of Halifax town centre through partial pedestrianisation in recent years. There remains issues of severance of the town centre, in particular from local communities in Park Ward, which is caused in part by transport infrastructure. In particular, the A58 (Burdock Way / Aachen Way) dual carriageway acts as an east to west bypass of the town centre and forms a physical barrier between communities experiencing deprivation to the west and north west, in particular Park ward and the town centre.

The focus of initial LCWIP work will be on key walking routes into Halifax town centre from Park ward, seeking to overcome severance by the A58.

Area of focus for initial cycling network development: Brighouse

The Calderdale Local Plan includes significant development plans for Brighouse including housing and employment developments to the east and south east of the town.

Brighouse is located centrally between Halifax, Bradford and Huddersfield with significant travel to those areas and to Leeds slightly further to the east. There is a potential to use the LCWIP process to identify infrastructure improvements which ensure good provision for existing residents and future residents and employees at the new development sites. There may also be a future funding source for identified improvements through the planning process.

Kirklees

Core Walking Zone: Dewsbury town centre

The first Core Walking Zone in Kirklees will be Dewsbury town centre, with a focus on addressing severance issues caused by highways which act as a ring road around the town centre (A638 and A644) and on access to Kirklees College and the enlarged police station.

Area of focus for initial cycling network development: east Huddersfield

East Huddersfield shows good cycling potential and propensity to cycle. The Wakefield Road A642 corridor from Fenay Bridge to Huddersfield was chosen as the area of focus. There are committed plans to improve cycling infrastructure on the other key corridor to the east of Huddersfield - the A62 Smart Corridor.

5. Identifying initial areas of focus (2)

Leeds

Core Walking Zone: Harehills Corner

The LCWIP process in Leeds presents an opportunity to develop a 'template' approach in this initial phase of LCWIP development, which can be applied to other locations across Leeds in future phases. The Council is also keen to incorporate lessons learnt from recent initiatives aimed at improving the walking environment on Harehills Road.

Harehills Corner is a busy local shopping area located at the junction of the A58 and Harehills Lane, approximately 2 miles to the north east of Leeds city centre. It is a high density residential area with surrounding streets built on a grid pattern. The area has low car ownership and ranks high on the index of multiple deprivation. The local shops and facilities include a range of independent shops and a supermarket. Other destinations include community centres and a one stop centre. St James's Hospital is a significant generator of trips that lies within the walking catchment of Harehills corner.

Area of focus for cycling network development: north east Leeds

North East of Leeds lacks a core cycling route and does not have any rail stations, making public transport options much more limited than other parts of the city.

Improvements to cycling infrastructure could therefore enhance travel opportunities. The Council has ambitions to improve cycling routes to link Leeds city centre to areas of north east Leeds on the A58/A61 corridors including Potternewton, Chapel Allerton, Moortown, Roundhay and Harehills.

Wakefield

Core Walking Zone: Wakefield city centre

The proposed first Core Walking Zone will be Wakefield city centre, with a focus on journeys into the walking zone from the East Moor community to the east and Pinderfields Hospital. A particular issue that improvements to the walking environment could address is severance of communities to the north east of Wakefield by the A61 which acts as a ring road/bypass around the city centre.

Area of focus for cycling network development: Wakefield north and south corridors

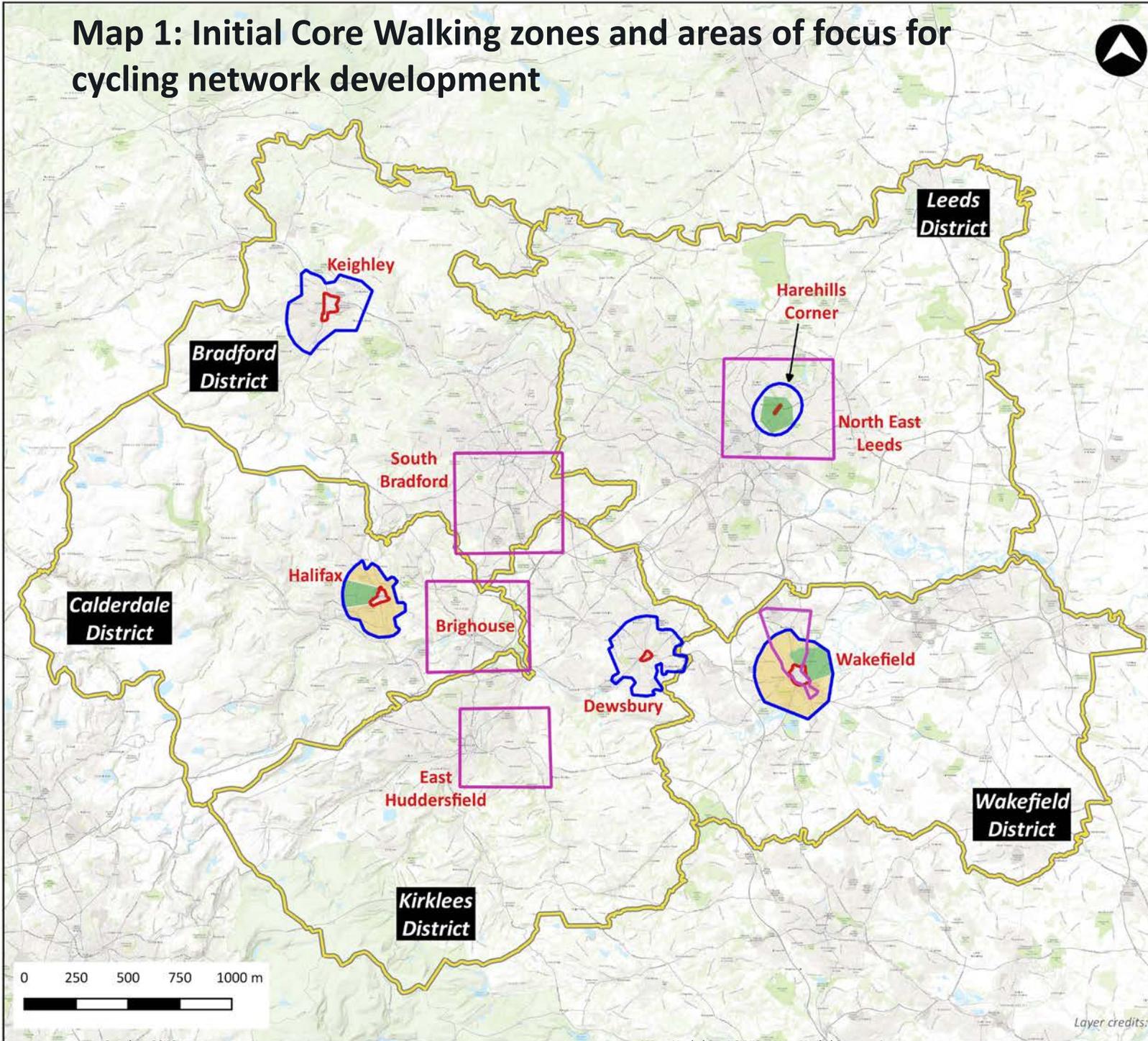
The nature of Wakefield's urban and natural form effectively creates funnels into the city centre from the north and the south. In particular, the A61 bridge over the river Calder is the access point to Wakefield city centre for traffic from the south of Wakefield and the five towns to the east and acts as a traffic "pinch point". There is also a parallel traffic free bridge which offers potential for cycle route improvements.

To the north of Wakefield, there are proposals for a housing development at Snow Hill which could provide an opportunity to provide high quality cycling infrastructure to connect a new community, as well as a potential funding source for improvements identified by the LCWIP.

Areas of focus: summary

Partner Council	Core Walking Zone	Initial cycling network development
City of Bradford Metropolitan District Council	Keighley town centre	South Bradford
Calderdale Council	Halifax town centre, focus on access from the west	Brighouse
Kirklees Council	Dewsbury town centre	East Huddersfield
Leeds City Council	Harehills Corner	North east Leeds
Wakefield Council	Wakefield city centre, focus on access from the east and north east	Wakefield north and south corridors

Map 1: Initial Core Walking zones and areas of focus for cycling network development



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- Cycling**
- Areas of Focus
- Walking**
- Core Walking Zone
 - Walking Catchment
 - Initial Areas of Focus
 - Areas of Potential Future Work

West Yorkshire Local Cycling, Walking and Infrastructure Plan
 West Yorkshire Areas of Focus - Cycling and Walking



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