Kirklees Local Cycling and Walking Infrastructure Plan – Phase 1

Summary Document

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Introduction

In 2017 the Government published its first Cycling and Walking Investment Strategy, which sets out an ambition to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) form part of the Strategy and set out a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing cycling and walking networks so that the Government's objectives can be achieved.

The document provides a summary of the draft Kirklees LCWIP, which for its initial phase has been produced to cover certain geographic areas of focus (east Huddersfield for cycling; Dewsbury town centre for walking). The plan has been developed through a process of stakeholder consultation (workshops and street audits), data analysis, and high level engineering assessment of potential improvements. The document provides a summary of the following key outputs contained within the draft LCWIP

- **Network maps** for cycling and walking, which identifies preferred routes and core zones for further development;
- A **programme of infrastructure improvements** for future investment

A more detailed report is available on the Combined Authority's website, that sets out the underlying analysis carried out and a narrative to support the identified improvements.

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Proposed Cycling Network for east Huddersfield

These network proposals include:
A Network Map, showing the main desire lines to provide connections across east Huddersfield– with two routes prioritised for further assessment in detail

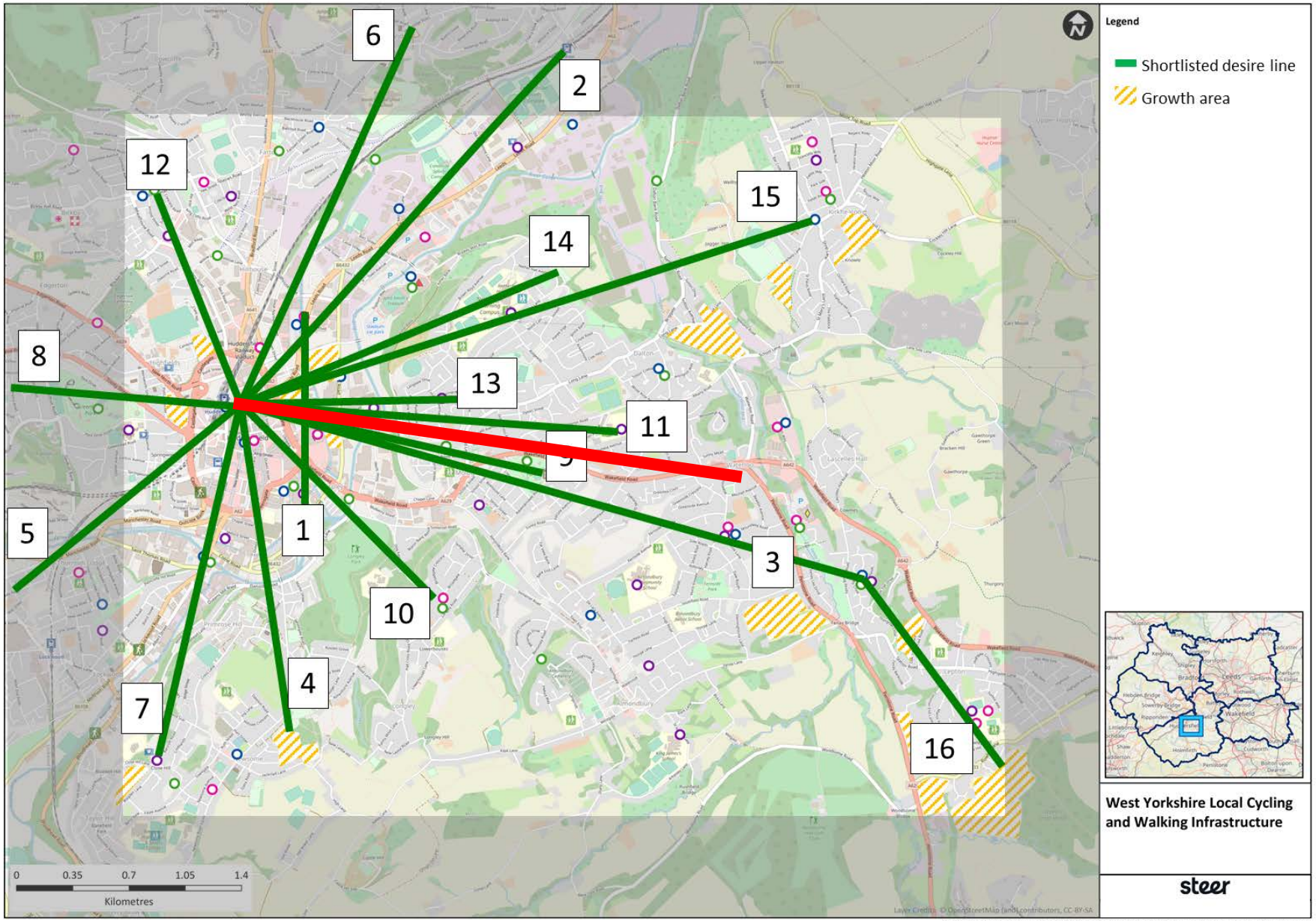
A route alignment for the prioritised desire line.

Programmes of improvements for cycling on the detailed route alignment
These improvements have been identified through high level assessment and further feasibility work is required to be carried out. The types of cycling provision proposed are based on route types identified in government guidance, and approximate costs based on typical costs for this type of provision provided in government guidance.

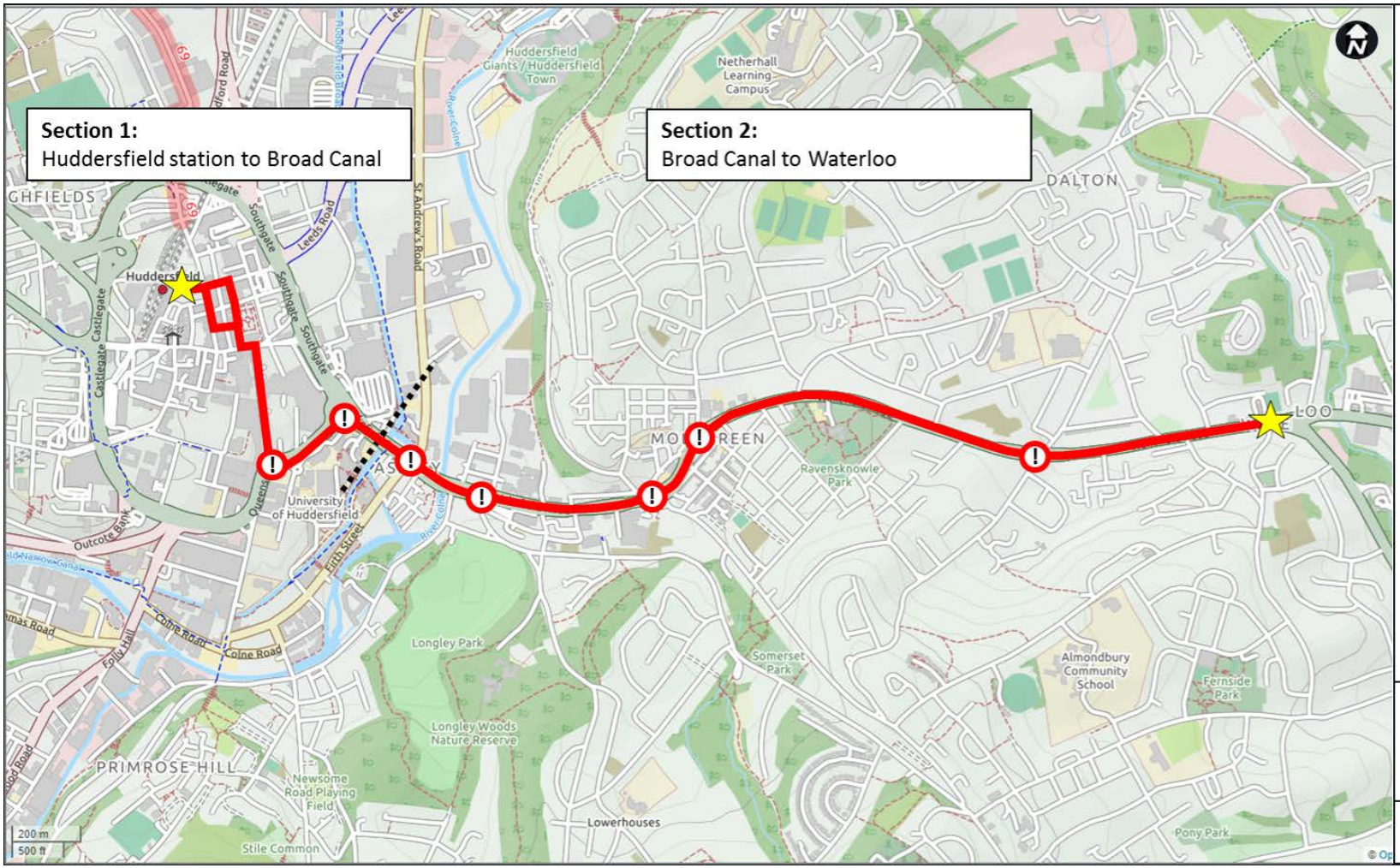
The proposed cycling infrastructure could also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development.

Complementary measures could include: new waiting/loading restrictions; Improved enforcement of existing waiting/loading restrictions; Behaviour change programmes to raise awareness of infrastructure improvements and encourage walking and cycling; Restrictions to general traffic; Improved landscaping and lighting; New and improved cycle parking

Proposed Cycling Network Map



Proposed Cycling Network: Detailed Route Alignment



Legend

- Priority route
- Route start / end
- Critical junction

West Yorkshire Local Cycling and Walking Infrastructure

steer

Proposed Cycling Network: Programme of improvements

Route section	Proposed provision	Indicative Cost
1 Huddersfield station to Broad Canal	Mixed cycle route – 700m from Huddersfield station to Queensgate, via Queen Street	£0.4m
	Upgraded crossing of Queensgate	£0.2m
	Segregated cycle route, on highway – 370m on Queensgate / Wakefield Road	£0.5m
	Reconfiguration of Shorehead roundabout	£1.6m*
2 Broad Canal to Waterloo	Segregated cycle route, on highway – 2.75km on Wakefield Rd to Waterloo	£4m

Indicative Costs are based on government guidance, which uses an average of implementation costs across a range of cities.
More information on types of provision is provided on page 15
* costs may be higher, subject to feasibility design work

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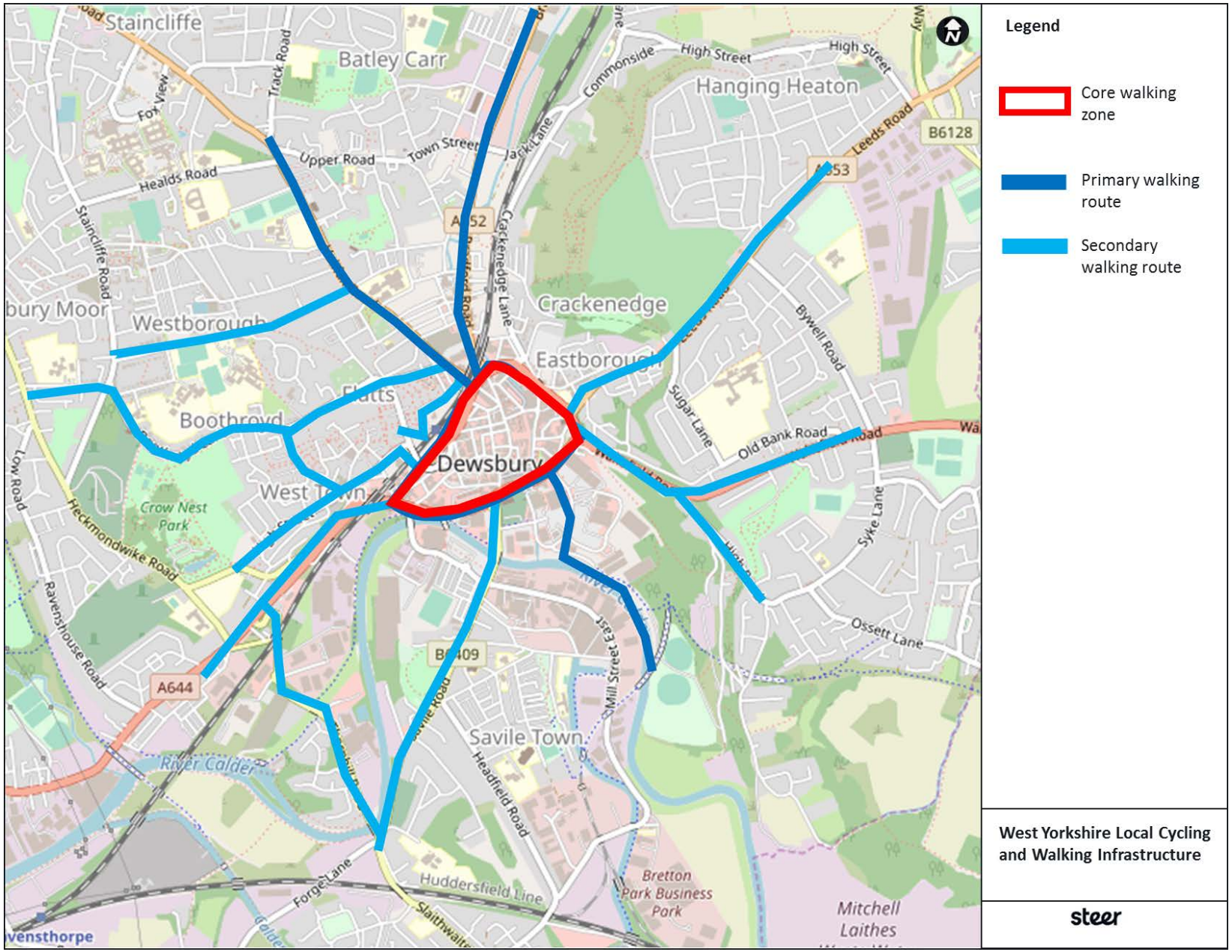
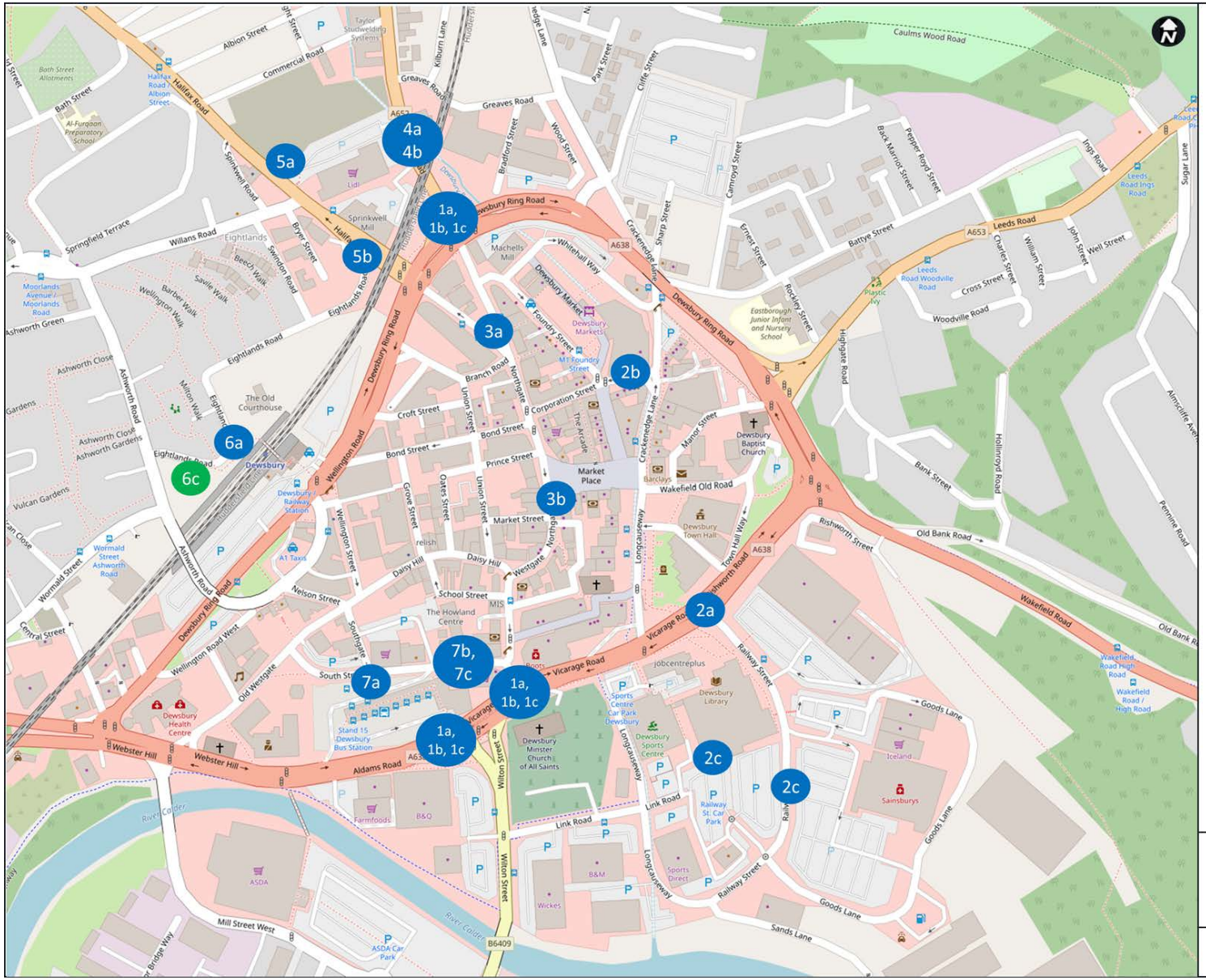
Proposed Walking Network: Dewsbury town centre

Proposed Walking Network Map



Proposed Walking Network: Programme of improvements



Legend

Location-specific interventions

- Highway / footway
- Walking environment

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steer

Proposed Walking Network: Programme of improvements

	Intervention	Infrastructure improvement	Indicative Costs	Time scale
1	Improving ring road crossings for pedestrians –all crossings	a. Upgrade ring road crossings to single stage b. Narrow vehicle lanes to allow for footway widening c. Widening the refuges as far as possible at multi-stage crossings	£50k-£62k per crossing Further study required Further study required	M M M
2	Improve link from town centre to Railway St Retail Parks and through to NCN66 Calder Valley Greenway	a. Improve subway from Railway Street to Longcauseway b. Upgrade to zebra crossing outside Matalan on Railway Street between retail parks c. Install continuous footway with raised side road crossings through retail park car parks	Further study required £20k-£33k £200 per metre and £10k-£20k per side road	S S S
3	Pedestrian access to/through the emerging Pioneer Square	a. Remove traffic from Northgate Road and inner section of Halifax Road to create pedestrianised space around Pioneer Square and improve access to markets b. Remove traffic from southern section of Northgate to create traffic-free route north-south through town centre	Further study required Further study required	M – L M – L
4	Narrow Lidl access road from Bradford Rd	a. Reduce width of junction mouth b. Install continuous footway with footway-level crossings along other side roads	Further study required £200 per metre and £10k-£20k per side road	S M
5	Crossing points at Kirklees College on Halifax Rd	a. Install puffin crossing outside the entrance to the college b. Install zebra crossing at the site of the current informal crossing on Halifax Road towards the town centre	£50k-£62k £20k-£33k	M M
6	Improve rear entrance to railway station on Eightlands Road	a. Ensure footway is continuous and of reasonable quality along Eightlands Road b. Install LED lighting across whole area c. Activating and cleaning the park	£200 per metre £2.6k-£3.2k per column Further study required	M M S

Proposed Walking Network: Programme of improvements

	Intervention	**Infrastructure improvement**	**Indicative Costs**	**Time scale**
7	Realign pedestrian access to bus station	a. Relocate taxi rank away from pedestrian desire line to bus station entrance b. Realign the courtesy crossing so it connects directly from Southgate to the entrance to the bus station c. Upgrade courtesy crossing to zebra	Further study required Further study required £20k-£33k	M M S
8	Install comprehensive wayfinding	Finger posts at every significant decision point with walking times	£1k per finger post	S
9	Rationalise clutter	Carry out further audit of entire CWZ and key routes to identify footway obstructions, missing dropped kerbs, signage that could be rationalised	Further study required	S
10	Improve lighting	Install brighter LED lighting across CWZ and linking routes	£2.6k-£3.2k per column	M

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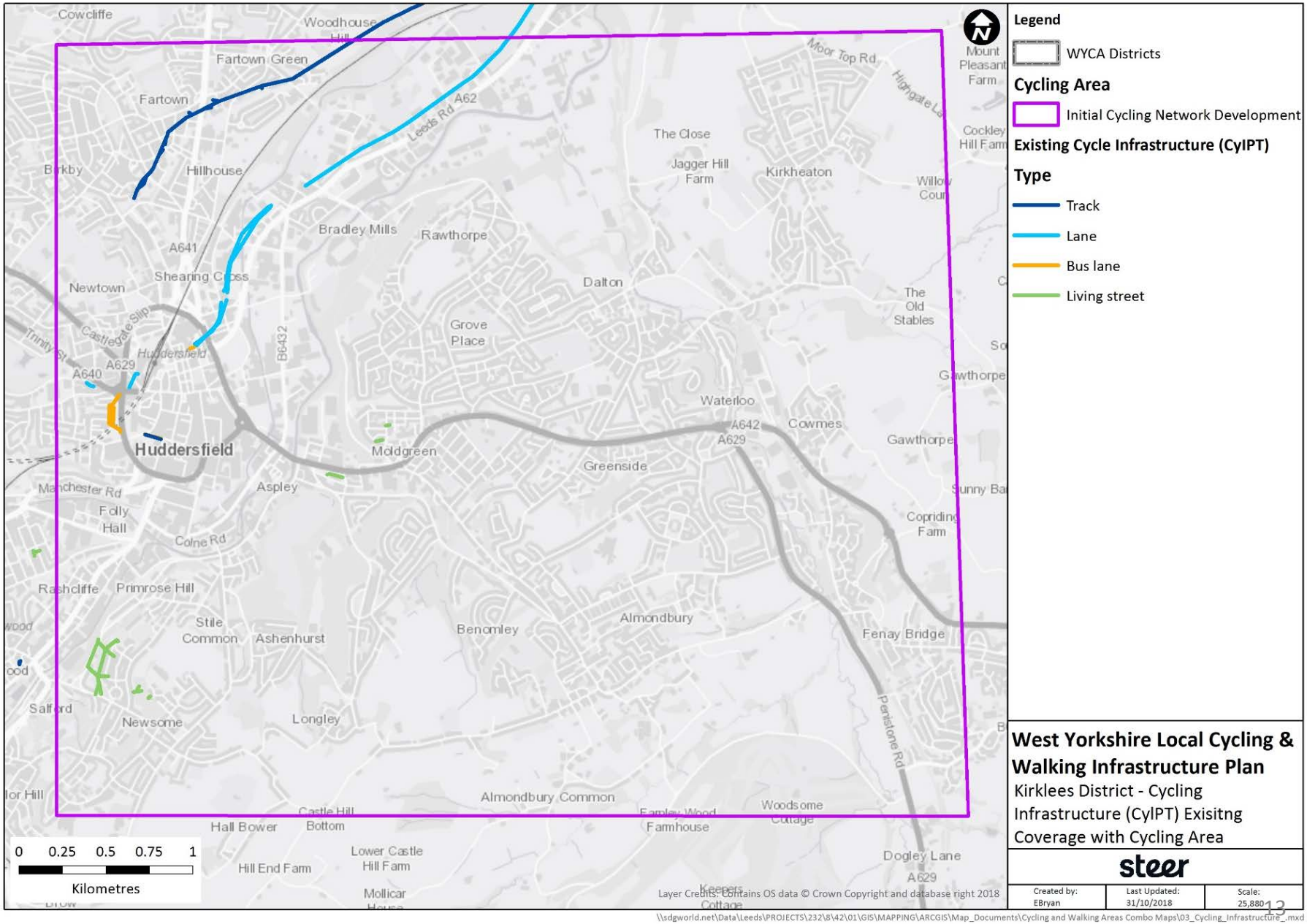
Supporting information

Existing Cycle Network



Cycling – principles of design

Core Design Outcomes are well established principles for cycling infrastructure set out in Government's LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling. These Core Design Principles have been used to shape the development the proposals in this summary document.

A set of principles for walking and cycling design is being developed locally by West Yorkshire partners which will inform the basis of further development of the schemes identified through this LCWIP.

Coherent	The network must be coherent: it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users
Direct	Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles. And indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.
Safe	Cycle networks must not only improve cyclists' safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The needs for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.
Comfortable	Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with others users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.
Attractive	Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

Source: LCWIP Technical Guidance, Department for Transport, 2017

Cycling provision - Definitions

The definitions provided below for different types of cycle route provision identified in the Programme of Improvements are taken from Government's LCWIP guidance and research commissioned by the Department for Transport.

Segregated cycle route, on highway	Referred to as Cycle-Superhighway in guidance. An extended cycle route that enables direct, rapid, safe cycle trips largely segregated from traffic along an arterial route e.g. a 10km route following an A-road from outer suburbs to a city centre. Typical features: • Physically protected segregation from traffic and pedestrians for much of the route, using kerbs, paving level differences or other physical means. • Sufficient width to accommodate large flows of cyclists. • Cyclist priority at side roads with speed tables to slow cars. • Clearway orders to prevent parking in the cycle lane. • Cyclist 'bypasses' to the rear of bus stops forming passenger waiting 'islands'. • Dedicated cycle crossing facilities across major roads, signalised where necessary. • A feeling of safety so that unconfident cyclists feel comfortable using the route
Mixed cycle route	Referred to as "Mixed Strategic cycle route" in guidance. An extended cycle route to facilitate cycling along a strategic corridor, comprising a mixture of: signed route without dedicated lanes along quieter roads; on-road lanes without physical segregation; physically segregated cycle lanes along busier roads; marked cycle routes away from roads where such alignments are available. Typical features: • Continuous clear signage from one end to the other. • Routing and provision of segregation and crossings so the whole route can be cycled without encountering major obstacles or having to battle with fast traffic on a busy road. • Deviations from the fastest most direct route to follow parallel quieter roads or paths through parks and green corridors. • Speed restrictions such as 20mph zones and traffic calming.
Toucan Crossing	A Toucan crossing is a shared signal-controlled crossing for pedestrians and cyclists, linking cycle track and pedestrian routes on opposite sides of a carriageway

Sources: LCWIP Technical Guidance, Department for Transport, 2017
Typical Costs of Cycling Interventions, Transport for Quality of Life (for DfT), 2016
Local Transport Note 2/95 "The Design of Pedestrian Crossings", Department for Transport 1995

Walking principles of design

The **Core Design Outcomes** are well established principles for cycling infrastructure set out in Government's LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling.

Comfort	Footways level and in good condition, with no trip hazards.
	Footway widths generally in excess of 2m effective width
	Width on staggered crossings/pedestrian islands/refuges able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.
	No instances of vehicles parking on footways.
	Clearance widths generally in excess of 2m between permanent obstructions.
Directness	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).
	Crossings follow desire lines.
	Crossing of road easy, direct, and comfortable and without delay (< 5s average).
	Crossings are single phase pelican/puffin or zebra crossings.
	Diagonal crossing (pedestrian and all-green phase) available at intersections
	Green man time is of sufficient length to cross comfortably (presume 0.8m/s)
Coherence	Walking network developed to link key trip generators, public transport and residential areas
	Adequate dropped kerb and appropriate tactile paving provision.
	Comprehensive wayfinding with walking times installed throughout core walking zone and along key routes
	Footway and crossing materials consistent throughout core walking zone and along key walking routes
Safety	Appropriate formal crossing points installed at all major road crossings
	Continuous network of footway available throughout core walking zone and along key walking routes
	Appropriate street lighting installed along all key routes
	Footway network maintained to avoid trip hazards
	Traffic calming measures in place in areas of higher pedestrian vulnerability e.g. schools, residential care homes, hospitals etc
Attractiveness	Footway and street furniture maintained to a good standard (clean, safe and accessible)
	Regular litter and waste collection to ensure clean street
	Planting and greenery installed where possible, also to provide shade

Source: adapted from Walking Route Audit tool (WRAT), developed by Local Transport Projects as part of the Welsh Active Travel Guidance