

From:
To: TRANSPORTINFRASTRUCTURE
Subject: Huddersfield to Westtown (Dewsbury) – TWAO
Date: 16 May 2021 23:01:25

Hello I would like to submit some comments on the Huddersfield to Westtown (Dewsbury) – TWAO. They are regarding the highway changes associated with the works.

Firstly I am an enthusiast supporter of the scheme having commuted for many years on this route and experienced the problems the lack of capacity the current 2 line working and lack of electrification causes on a very busy route.

My first comment is regarding the replacement A62 Leeds Road overbridge proposed highway layout as shown in the document "NR13 Planning Drawing - A62 Leeds Road (MVL3-102) - Proposed Highways GA.pdf". I am glad to see that the cycle lane has been widened to 2 meters in each direction.

However I believe that this should be redesigned with a segregated cycle lane, with stepped separation.

Figure 4.1 in Local Transport Note (LTN) 1/20 (published last year) shows that for a road with the volume of motor vehicles that Leeds Road has (28172 according to a Manual count performed in 2019 [https://urldefense.com/v3/_https://protect-eu.mimecast.com/s/ZWjhCBLBQT85QNYHWXoPw?domain=roadtraffic.dft.gov.uk_!!OepYZ6Q!ul4o_jykI9zdCXFg3uGfSIhBcOgdPgmvP2QfRuPWLjdcJoruTjWSl0GHDzEDX66N8xqVpzFD\\$](https://urldefense.com/v3/_https://protect-eu.mimecast.com/s/ZWjhCBLBQT85QNYHWXoPw?domain=roadtraffic.dft.gov.uk_!!OepYZ6Q!ul4o_jykI9zdCXFg3uGfSIhBcOgdPgmvP2QfRuPWLjdcJoruTjWSl0GHDzEDX66N8xqVpzFD$)

) at 30 mph unprotected cycle lane provision will exclude most potential users and / or have safety concerns. It looks like provision of a stepped curb while retaining the improved 2m width would fit on the proposed structure. Although this is quite a short section of highway it is on a bend where cyclists would be at greater risk from vehicles cutting across painted cycle lanes so stepped segregation would reduce this.

My second comment is regarding the proposed highway under the John Williams Street underbridge as shown in "NR13 Planning Drawing - W3 - 30 - John Williams St - Proposed Highways GA.pdf".

Given the scale of this project I am disappointed to see that there is no proposed improvement to provision for cycling in the highway. In fact it looks like the existing cycle lane on Viaduct Street is cut back to end before the Tesco gate rather than after as now.

John Williams Street at this point is the only real way cyclists can access Huddersfield Town Centre from the North, particularly Birkby as well as being technically part of National Cycle Network route 69. This is the suggested route for cyclists to get between the Town Centre and the Birkby Bradley Greenway. This Greenway allows for a mostly off road cycle route to Mirfield and on to the Spen Valley Greenway, North Kirklees and Wakefield.

Upgrading this bit of highway to be safe for cyclists of all abilities would go part of the way to fixing a missing link to the start of the Greenway and would allow Kirklees Council to complete the rest. Two of the cycle routes proposed in the planned A629 Phase 4 project come in to Huddersfield Centre along this bit of road.

I believe that offering a 2 way physically separated cycleway for the length of road within scope for this TWAO would be of huge value to the developing cycling infrastructure in Huddersfield. Also from the point of view of the railway this will make it easier for more people to access the station and to do so in a low carbon way.

Thanks for considering my suggestions,
Andrew Dunlop

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