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**Subject:** Network Rail TWA Order Huddersfield to Westtown: Kirklees Cycling Campaign  
**Date:** 17 May 2021 12:41:20

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**For the attention of the Rt Hon. Grant Shapps MP**

17th May 2021

Dear Secretary of State,

Re: Network Rail TWA Order Huddersfield to Westtown

Kirklees Cycling Campaign is a membership organisation promoting improvement to local cycling facilities to facilitate an expansion of cycling activities. We are an organisation of “utility” cyclists living and/or working in Kirklees. We work closely with Kirklees Council, West Yorkshire Combined Authority, CyclingUK and Sustrans. As Chair of Kirklees Cycling Campaign, I wish to raise concerns about the following aspects of the TWA Order:

**1. Plans for Huddersfield station and the ‘Station Gateway’**

We note that the proposals for Huddersfield station include blocking up a current unused passageway under the station, the lengthening of the current pedestrian subway and the construction of a new pedestrian overbridge.

We ask that, in order to facilitate increased rail usage at Huddersfield station, the plans should be revised to incorporate a facilities for cyclists to access convenient cycle parking on either side of the station. A key concern is a lack of passage across the tracks at Huddersfield station.

We ask that new direct access from the north side of Huddersfield station (the side where a new platforms are being constructed) should be included in the plans for Huddersfield station. This would significantly encourage and facilitate additional rail usage by cyclists to the north of the station.

We believe that the Huddersfield Station re-development presents the opportunity for modern cycle parking provision (hub) placed outside the station entrances on both sides of the track, and although we recognise this is to some degree the responsibility of the Train Operating Company, the design of the redevelopment needs to take the accessibility requirements into account.

We ask that all cycle parking should be conveniently located, ideally near the pedestrian entrances, and should be open access, with CCTV and good natural surveillance. Ideally users should be able to ride up to the redeveloped facilities directly, without having to push their bikes.

We ask that space and facilities are provided for hire, cargo, adapted and electric bikes (including charging points).

**2. John William Street under bridge**

We ask that improvements, including good underbridge lighting, are included in the planned bridge works, taking as example the improvements made to the ‘Dark Arches’ under Leeds station some years ago.

The proposed works, to widen the rail bridge over John William Street, would result in an unsafe, dark underbridge for cyclist and pedestrians.

**3. At Deighton station: facilitate access from the Birkby-Bradley Greenway to the Leeds platform.**

In view of the proposed construction of a new bridge across the rail tracks to a new Leeds-bound platform, we ask that the plans include access to the bridge and platform directly from the Birkby-Bradley\_Greenway in order to encourage rail-users to reach the station on foot or by bicycle directly from this popular route.

#### 4. Leeds Road bridge design

We ask for physical separation of the cycle lanes on the Leeds Road bridge replacement rather than white lines in compliance with LTN 1/20 (*Gear Change*, DfT 2020).

#### 5. Ravensthorpe station: linkage to Dewsbury Riverside development

The new Ravensthorpe station sits on the edge of the Dewsbury Riverside development site and acts as a gateway between the housing developments and the retail centre of Ravensthorpe.

The proposed residential development at Dewsbury Riverside will consist of approximately 4,000 new dwellings, sited immediately to the south of the proposed Ravensthorpe station.

It is therefore essential that the new station has sufficient capacity to accommodate users from a development of this scale, and in particular includes secure and easily accessible, cycle storage, preferably outside the station.

Yours sincerely,

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