

Name of meeting: **Economy and Neighborhoods Scrutiny**
Date: 8th December 2020
Title of report: Active Travel – Update on current/planned initiatives/funding streams

Purpose of report:

- Present the current influences on Kirklees Council’s vision for an Active Travel Strategy
- Present some next steps to developing an Active Travel Strategy.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)?</u>	N/A
The Decision - Is it eligible for call in by Scrutiny?	N/A
Date signed off by <u>Strategic Director</u> & name	David Shepherd SD for Growth and Regeneration 27/11/20
Is it also signed off by the Service Director for Finance?	N/A
Is it also signed off by the Service Director for Legal Governance and Commissioning?	N/A
Cabinet member portfolio	Give name of Portfolio Holder/s Cllr Peter McBride Cllr Naheed Mather Cllr Paul Davies

Electoral wards affected: All

Ward councillors consulted:

Public or private: Public

Has GDPR been considered? Yes. There are no GDPR concerns.

1. Summary

1.1 Increasing the levels of and better enabling walking and cycling has the potential to influence all the shared outcomes for Kirklees. Active Travel is known to have significant positive impact on physical and mental health, air quality and environmental health, community cohesion and road safety. There are also strong benefits to major developments and 'place making' projects across Kirklees such as the Huddersfield and Dewsbury Blueprints and major housing/employment developments. Walking and Cycling offer economic benefits too, both as a low-cost choice of transport for individuals, and in income generation on a local and regional economic scale.



1.2 This report builds on similar previous ones by providing an update of steps taken within Kirklees Council to work towards a more refined approach to Active Travel, within the context of the rapidly changing walking and cycling landscape in the UK.

1.3 The global Covid-19 pandemic has created an immediate need for action around the provision of additional space for walking and cycling and as we look towards the end of the pandemic there is the opportunity to think differently about how we do things to achieve a goal of improving the health and economic wellbeing of Kirklees residents.

2. Information required to take a decision

The following sections detail the policies, scheme, considerations, and internal teams involved in the pursuance and provision of Active Travel

2.1 Kirklees Walking and Cycling Strategic Framework

Public Health, in conjunction with walking and cycling partners and wider stakeholders, agreed some key objectives and outcomes set out in the [Kirklees Walking and Cycling Strategic Framework](#). The vision of the Framework is that:

“Kirklees is recognised as a great place to cycle and walk, inspiring more people to cycle and walk more often as a mode for transport, work and leisure or for sport.”

The Framework contains 5 outcomes:

1. Individuals and communities will be supported and encouraged to cycle and walk more
2. Appropriate places and environments for people to walk and cycle
3. People will be supported to gain skills and confidence to walk and cycle

4. People will have opportunities to walk and cycle
5. People will have the knowledge and awareness of cycling and the benefits they can bring

2.2 Previous Cycle Strategy

2.2.1 The Council has had a general cycling strategy for approximately 20 years. A core network of proposed routes was established in 2000 and currently continues to inform the Council's overall decision making for cycle route investment. This network mainly focuses on segregated off-highway (Greenway) facilities.

2.3 Form Project Prioritisation Approach

2.3.1 In 2010, the routes were re-evaluated and prioritised in line with a focus on targeting known areas of poor health in Kirklees and on locations that topographically suited cycling best. Availability of land or funds to build this planned network has often been difficult to secure. Historically, it has not therefore been possible to follow the prioritised build programme.

2.3.2 With resources limited, the Council has adopted a flexible approach which uses planning gain and funding opportunities to maximise route construction in the district. This flexible approach has achieved a lot of key cycling links being constructed with some routes appearing temporarily incomplete until adjacent phases are built; however, where sections of routes are built, their ability to stand alone is a key consideration.

2.4 Current Major Projects, Serve Area Activity Provision and Additional work

2.4.1 The Major Project Team programmes and projects that are underway, and that incorporate walking and cycling provision, are numerous (see Appendix 1 for details).

2.4.2 In addition, the council has several service areas or teams where cycling as an activity is promoted:

- Development of a school transport strategy
- Road safety team
- Place Partnership Profiles– active travel
- Behaviour Change Work
- E-bike and E-scooter- council fleet of 4 e-bikes and national e-scooter trial (alongside EV and charging points)

2.4.3 Finally there are several additional projects in various stages of investigation or development. These have arisen because of planning applications being progressed and funding being secured, from work carried out by partners, e.g. Sustrans or from work the Council is involved in to improve Public Rights of Way or urban paths. Selected examples include:

- Meltham Greenway
- Calder Valley Greenway- Mirfield extension
- Dalton to Deighton Greenway-Phase 1
- Spen Valley College - Links to Spen Valley Greenway
- Brookroyd Gardens - links to existing cycle route
- Wilton Park Cycle Route
- Spen Valley Greenway - East Extension
- Meltham Greenway - Phase 2
- Town Investment Plan (Dewsbury Town Plan 2021)

2.4.4 The above list is not exhaustive. It is included to demonstrate that the Council is not just involved in cycle route provision, but works across a number initiatives, not just as an implementer, but also as a facilitator for the community and a reactor to concerns, issues and opportunities raised.

2.5 Local Cycling and Walking Infrastructure Plans “LCWIP” (2017-2040)

- 2.5.1 LCWIPs are being developed for the region, to help the Combined Authority and its partner councils prioritise future investment in walking and cycling infrastructure in West Yorkshire, enabling more people to walk and cycle for everyday journeys.
- 2.5.2 LCWIPs will help inform future investment in provision for **cycling and walking**, and form part of a future connectivity pipeline across all modes of transport serving the Leeds City Region, as well as potentially helping to influence local planning processes. Future investment in walking and cycling, informed by these LCWIPs, will help to deliver the policies and targets of the West Yorkshire Transport Strategy 2040 - in particular:
- Its policies to provide strategic and local networks of high-quality walking and cycling routes, including on and off-road infrastructure to provide safer and better journeys for cyclists building on recent delivery
 - its targets to increase the number of trips made on foot by 10% and by bike by 300%, by 2027
- 2.5.3 The Transport Strategy recognises that walking and cycling are ideal ways of making shorter journeys and offer significant potential to reduce carbon. For example, the Leeds City Region Energy Strategy notes that the current CityConnect scheme could save approximately 1 ktCO₂ per year, given the current number of cyclists, average cycling distances and vehicle emission data.
- 2.5.4 Future investment and delivery will be guided by the LCWIPs to support more walking and cycling will build on the Combined Authority and its partner councils’ delivery to date of infrastructure provision and supporting behaviour change, through the CityConnect programme and wider transport investment programmes in the region.
- 2.5.5 West Yorkshire Combined Authority Transport Committee endorsed a phased approach to development of LCWIPs in January 2019, and progress on development of LCWIPs for the region was reported to Transport Committee in July 2019, including details of planned stakeholder engagement on work carried out in the first phase. This engagement has now concluded and the draft phase one LCWIPs have been updated. The Kirklees LCWIP’s for the A629 Corridor and Dewsbury can be found under the following link:
- <https://www.westyorks-ca.gov.uk/improving-transport/walking-and-cycling-strategy/>
- 2.5.6 Within LCWIP and through support from our partners at WYCA, and with the help of Sustrans, a “West Yorkshire Future Strategic Cycle Network” mapping exercise is already well under way. Appendix 2 shows an indicative map, though new iteration is imminent as well as information about how and where this will appear.

2.6 Integration of Active Travel into Design

2.6.1 The Council seeks to deliver transport improvements with the following set of general principles

- Ensure that new infrastructure is resilient and safe to use, especially for non-car users.
- Improve quality of life and the local Environment.
- Encourage active travel and promote good health.
- Promote the economy and assist local growth by development of a travel infrastructure and environment that ensures people and goods can move safely from place to place.
- Accessibility for all – Improve accessibility, efficiency, and attractiveness of transport district wide.

2.6.2 Design Considerations

- Develop ideas collaboratively and in partnership with communities.
- Design places that provide enjoyment, comfort, and protection.
- Ensure access for all and equality of opportunity in public space.
- Ensure all proposals are developed in a way that is context-specific and evidence-led.
- Seek to develop schemes that separate people walking and cycling from private motor vehicles

2.6.3 Design Principles

- Separation of pedestrians from cyclists and motor traffic through provision of segregated off-carriageway infrastructure; if necessary, through reallocation of road space.
- Separation of pedestrians and cyclists from motor traffic through the provision of shared-use off-carriageway infrastructure.
- Improve on-road conditions to encourage an increase in cycle use within existing highway.

2.7 Review of Existing Infrastructure

2.7.1 Over the years Kirklees has introduced a significant amount of cycling and walking infrastructure. Some of this is built to older standards and may no longer meet current aspirations. Examples would be advisory cycle lanes; shared footways; and staggered crossings. In order to build a successful cycle and walking network it will be necessary to ensure that all of the existing facilities are 'fit for purpose' and meet today's more demanding standards particularly the recent Government guidance note LTN 1/20 (see below)

2.8 Local Transport Note (LTN) 1/20 - Cycle Infrastructure Design Guidance (27 July 2020)

2.8.1 Local Transport Note (LTN) 1/20 provides guidance and good practice for the design of cycle infrastructure and was released in support of the Cycling and Walking Investment Strategy. Local Authorities received a letter from the Minister of State for Transport outlining the Government's commitment to ensuring that LTN1/20 is implemented and its link to funding. Given the possible financial implications of schemes not being developed/delivered in accordance with the new guidance it is important that Kirklees considers very carefully the design guidance contained within this document at an appropriate point in the cycle of scheme design and appraisal.

2.9 Transport Strategy and Policy Team

2.9.1 The Major Projects team has recently (June 2020) created a new substantive team with the specific remit of Transport Strategy and Policy. The purpose of this team is to move from a reactive approach (traditionally in response to funding opportunities that arise), to a more strategic long-term approach. Additionally, the team will pull together the various council disciplines to form a more coherent approach to walking and cycling strategy across the council and with partners.

2.10 Multi Discipline Approach at Kirklees

2.10.1 In parallel to significant efforts by the Major Projects team in creating new cycling and walking infrastructure, there has been substantial recent consideration given to active travel by other services, including Public Health, Road Safety, Schools Transport, and Democracy Service colleagues. It is important to consider walking and cycling (WAC) within a 'whole system' across the council and its partners. To support behaviour change and enable a modal shift, there needs to be a combined approach across the council, which includes but is not exclusive to:

- Public Health
- Sport and Physical Activity (including health referral pathways)
- Major Projects
- Environmental Health

- Highways and road safety
- Learning and early support
- Greenspaces
- Public Rights of Way
- The Democracy Service

2.11 Covid-19

2.11.1 In response Covid-19, through the Department for Transport Emergency Active Travel Fund (Tranche 2), funding was made available specifically for the provision of 'on-highway' schemes. Areas earmarked for improvements include the A62 Leeds Road in Huddersfield, improved access to the Spenn Valley Greenway in and around Cleckheaton, and improved connections to Dewsbury Railway Station. In addition, the council is looking into the possibility of creating an active travel neighbourhood in an area of Huddersfield to help improve links to the wider walking and cycling network in the town.

3. Implications for the Council

3.1 Working with People

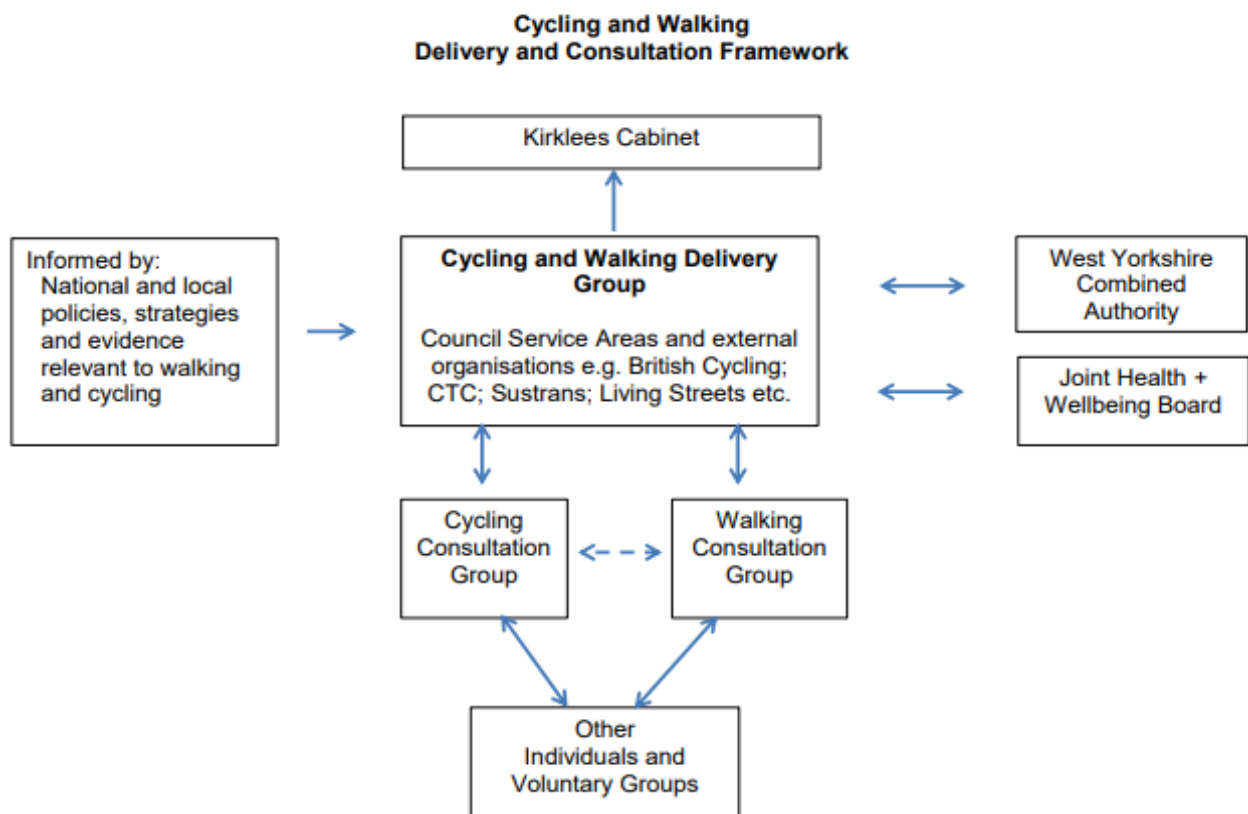
3.1.1 Consultation and engagement mechanisms have been in place for some time and in recent years have been expanded upon. For transport schemes in particular the consultation has traditionally been focussed on gathering feedback around scheme designs for pre-determined routes, established by the above-mentioned internal prioritisation and careful selection mechanisms.

3.1.2 A cultural shift generally across the authority has been adopted, to consider public opinion at an earlier stage in any proposed work, and to let communities lead in determining which provision they consider to be a priority at a very localised level. This has been visible in the Place Standards tool for example. The tool has gathered significant information relevant to very specific wards around key topics- of which Public Transport, Moving Around, Traffic and Parking, Streets and Spaces, and Feeling Safe are all determinants. In addition, Influence and Sense of Control is also a factor.

3.2 Working with Partners

3.2.1 The 'Kirklees Walking and Cycling Strategic Framework 2018-2030'¹ sets out a clear plan to consulting and engaging with audiences around cycling and walking schemes as set out in the document and illustrated in the diagram below:

¹ https://www.kirklees.gov.uk/beta/food-exercise-and-sport/pdf/walking_and_cycling_framework.pdf



The **Cycling Consultation Group** will recommence from December 2020 and the **Walking Consultation Group** soon after.

- 3.2.2 The **Cycling and Walking Delivery Group** has from the perspective of Kirklees Council been amalgamated into the City Connect Advisory Group, which is comprised largely of the same members and has focussed on consulting on the projects that have arisen through immediate need or funding availability. However, there is still a need for a Kirklees Delivery Group, and this will be addressed in 2021 with a view to restarting this group as well.
- 3.2.3 It is clear there are far greater number of stakeholders than ever before with whom to engage and consult in the area of Active Travel. The Transport Strategy & Policy Team have given additional consideration as to partnership working and the development thereof and are underway with expanding upon existing relationships and networks, with active travel forming part of an holistic approach to more general transport strategy. This proposed approach in suggest Appendix 3.

3.3 WYCA Your Voice.

Through this WYCA engagement portal, we have consulted over a number of schemes since 2018 with the result of almost 30,000 responses, with some consultations still open.

3.4 WYCA Safe streets for walking and cycling - interactive map

- 3.4.1 An interactive map designed to help us understand which areas could be improved to help the public travel more easily by bike on foot, and to provide more space to travel safely and socially distant. This has so far gathered over 700 comments which require reviewing and responding to.
<https://www.yourvoice.westyorks-ca.gov.uk/safestreets>.

3.5 Sustrans Activation Projects

- 3.5.1 Sustrans has drawn up plans for 50 “activation projects” across the UK to be completed by 2023. These have been chosen from a longlist of 150 based on a simple criteria: does the project improve a section that has high usage; does it improve safety; does it support the delivery of a traffic-free network; is there landowner support; and is there funding available.
- 3.5.2 One of these projects is in Mirfield where Sustrans has recently consulted on a project to change a section of route from a busy on-road route to a traffic-free path or a quieter road. This will give local people and visitors a safer and more enjoyable experience of using the Calder Valley Greenway in this part of Kirklees and fill in a missing link along this section
- 3.5.3 Kirklees Council Officers have recently met with Sustrans to discuss their vision for a network and how that might fit into the emerging Active Travel strategy to continue to expand the Greenway Network of traffic-free paths for everyone to connecting cities, towns and countryside for all users for commuting and recreational purposes.

3.6 Place Based Working

- 3.6.1 Whilst there are interventions which can take place at a universal level across Kirklees, a large majority of work in relation to walking and cycling happens at a local place level. This is the case across all council directorates – including public health, environmental health, and major projects. It is vital to recognise the importance of place within this work and to use intelligence from the Place Standard tool. Different places have a range of differing assets, environmental factors, topographies, and infrastructures which influence walking and cycling.

3.7 Streets for people

- 3.7.1 The Kirklees Streets for People project is one of five demonstration projects being developed across West Yorkshire, to deliver exemplar projects that showcase what can be achieved by communities and delivery agencies working together to improve places and people’s well-being. The Streets for People framework has been developed by building on the “Healthy Streets” framework developed in London.
- 3.7.2 The type of scheme Kirklees seeks to deliver with this funding will be based on 13 key objectives (below) and could include public realm works to improve accessibility, measures to support walking and cycling and improved greenery to make streets a more pleasant place to spend time.
- 3.7.3 A. Schemes should aim to create an environment where:
- 1) Motor traffic doesn’t dominate the streetscape or where separate, protected provision for cycling and pedestrian movement is made
 - 2) Traffic noise resulting from high volumes of traffic and pollution are minimised
 - 3) Unnecessary private car use is discouraged
 - 4) Pedestrians can cross the road comfortably and conveniently
 - 5) Pedestrians can walk in comfort with clear footways where sharing with cycles is minimised and the footway surface is smooth and even
 - 6) People of all ages and abilities can cycle comfortably and conveniently
 - 7) People from all walks of life feel safe and relaxed
 - 8) Vegetation and planting provide shade, shelter, and improved social space as well as mitigating against pollution and carbon emissions

- 9) Natural flood management and drainage solutions that reduce flood risk and surface water run-off is developed
- 10) There are places to rest and take shelter at regular points
- 11) Bus passenger journey times are reduced, or not worsened
- 12) Bus stops are accessible to all
- 13) Access to and interchange with public transport for all modes is available and convenient

3.8 Climate Change and Air Quality

- 3.8.1 Increasing cycling and walking as a mode of transportation is part of the Council's decarbonisation and air quality plans. Internal combustion engine (ICE) transportation is the largest sectoral emitter of carbon, which causes global warming, and pollutants which cause localised air quality problems. Increasing the modal shift from ICE to active travel is one of the critical paths for reducing emissions from our transportation sector. It is recognised that it is not possible to convert all personal and business transportation to active travel, however, modal shift of the appropriate journeys will have positive benefits for the latent alternative transport types, for example, reduction of numbers of vehicles on the road overall will allow traffic to move more freely in the network, free flowing traffic, even if powered by ICE will be more efficient and therefore less emissions.
- 3.8.2 It is recognised that active travel alone cannot solve the Climate Emergency or our Air Quality problems. Active travel must be part of an integrated transportation system, where the other aspects of the system, such as public transport, and personal/business transport have their emissions reduced or eliminated – depending on sector or use case.
- 3.8.3 There are a number of concerns from a number of stakeholders regarding emissions around school premises, especially during the pick-up/drop-off period. The Council has several plans in place to investigate the air pollution around schools and take a systems wide approach to deal with any problems identified and increase active travel to school. Kirklees Councils Air Quality Action Plan and draft Sustainable Schools Policy, as well as Council Motions regarding the issue all relate. An allocation in the draft 2020/21 budget has been made and officers are currently considering the most effective interventions which could be used within this budget. As it is a new budget, these plans are in an early stage.

3.9 Improving outcomes for children

School Travel Strategy

- 3.9.1 The new Transport Strategy team along with partners within the Council to integrate a school travel strategy into the wider corporate aims and more generally a revised Transport Strategy.
- 3.9.2 The ability of proposed greenway schemes to service schools is already part of the scoring mechanism for scheme selection, as set out in "Greenway Investment Priorities" matrix, March 2010. The same matrix was discussed at Scrutiny on 4th January 2016 (shown in Appendix 4).

Community Hubs

- 3.9.3 Taking a place-based approach, community hubs have been invited to share their ideas for developing and delivering walking and cycling activities. Up to £5k is available for each of the 9 Community Hubs across the district. To date, 4 Community Hubs have come forward with their proposals which align to one or more of the walking and cycling outcomes as well as the wider place-based priorities, for example social isolation, physical activity, childhood obesity, mental health, volunteering etc.

Mode Shift STARS

- 3.9.4 There are 31 schools in Kirklees who have registered to use the Mode Shift STARS Travel Planning system. The road Safety Team are working with schools to increase this number. The scheme offers travel survey collection, support to schools in increasing active travel, and the offer to be part of an accreditation system as schools progress their mode shift agenda.

- 3.9.5 Work has started to collect baseline pupil travel data from Schools and so far, 58 schools have responded. This is a mix of Primary and High Schools. The travel data survey is a hands-up survey of each class in each school – presenting a snapshot of travel. 47.2% of pupils are travelling to school by private car. 41.3% of pupils are travelling using green modes of travel (walking, cycling, scooting, walking bus). The remaining pupils travel by either school bus or public transport (11.5%).

Road Safety

- 3.9.6 Children and young people are being supported to gain the skills they need to walk and cycle safely. In the 2019 academic year 5488 children in 98 Primary Schools were supported to gain safe pedestrian skills through the following programmes: Streetfeet (for Year 1 and 2), Practical Pedestrian Training (Year 3), Roadwise Practical Pedestrian Training (Year 5). A Theatre in Education production was delivered to 4354 Year 7 pupils in 24 High Schools.
- 3.9.7 In addition to this, 1081 Year 5 pupils from some of the most deprived areas in Kirklees took part in the Safety Rangers Initiative which is commissioned by the Yorkshire Children's Centre and delivered in partnership with Road Safety, The Police and The Fire Service.
- 3.9.8 A new resource from Living Streets has also been trialled called 'Next Steps to High School' with 150 pupils who made up the new Year 7 intake in September 2020. Next Steps encourages walking and cycling as main methods of travel to secondary school.

Bikeability

- 3.6.9 Bikeability in Kirklees is co-ordinated by the School Games Host Organisers and is delivered by external partners. It is estimated that attendance at cycle training (from Balancability ranging up to Level 3 in some cases) achieved the following attendance from April 19 to March 20:
- Batley, Birstall, Dewsbury SSP - 1168
 - Spenn Valley SSP- 852
 - Newsome SSP - 852

Scooter Training

- 3.9.10 Public Health published an invitation to quote for the scooter activities on Yortender² in October 2020. Scooter training will soon be an additional offer in schools for children and encourage another mode of travel to school.

Cycle and Scooter storage across education centres

- 3.9.11 Currently there is an ad hoc approach to school storage for cycles and scooters, however Kirklees Council is supporting a number of offers and working with schools to identify opportunities. This has potential for a more holistic overview alongside the cycle and scooter training mentioned.

Access to a Cycle or Scooter

- 3.9.12 Often, we know that cycle and scooter training providers will provide cycles and scooters as part of their offer and so that no child is excluded from the offers at schools. However, there is a need to address the access to equipment for children when such training ends. Currently a large amount of this need is serviced by third sector community organisations, who provide second-hand equipment, or service privately owned kit in need of repair. There is scope to make access to equipment more inclusive where financial or other barriers are present and to address any health or economic inequalities that exist for children.

² <https://procontract.due-north.com/Advert?advertId=c51f8240-ad17-eb11-8105-005056b64545&p=1c381835-7581-e611-8114-000c29c9ba21>

3.10 Other (e.g. Legal/Financial or Human Resources)

- 3.10.1 To deliver the Council's ambition the development of an Active Travel Strategy requires resources. The current Transport Strategy and Policy team is comprised of two Officers. Recruitment of two additional has also commenced and it is hoped that this could be augmented soon to assist in the writing the strategy and detailing a comprehensive delivery plan with a costed range of schemes, policies, and initiatives, supported by achievable delivery dates.

4 Consultees and their opinions

- 4.1 A draft "West Yorkshire Future Strategic Cycle Network" went to Transport Committee in Jan 2020 and is under development, with a final version due in the first half of 2021.
- 4.2 As Kirklees develops a strategic network the opinions of consultees will continue to be sought in adherence with the afore mentioned mechanisms.

5 Next steps and timelines

- 5.1 It is important to note that there is already a lot of good work ongoing within the Council, with partners and within the Community and the development an Active Travel strategy is not taking place on a blank sheet of paper. It is about joining this good work together, understanding the holistic impact on the economy and the health and wellbeing of Kirklees residents and proactively facilitating and encouraging change where applicable.
- 5.2 There are however several potential actions the Transport Strategy and Policy Team would like to take forward when developing and Active Travel Strategy:
- The Transport Strategy and Policy Team will seek to coordinate the Council's active travel agenda across all policy and decision making,
 - Work with the community and interest groups around developing an Active Travel Strategy, starting with the Kirklees Cycle Forum in December 2020 and ongoing
 - Complete and roll out a new robust Active Travel Strategy, as part of the wider (perhaps amended) Transport Strategy (by end of the first half of 2021
 - Progress LCWIP outcomes to the next stage (2021-22)
 - Transport and Planning colleagues to develop an approach to planning applications that makes most effective use of developer contributions for all future applications, and capitalised on all available opportunities to embed active travel into new developments
 - Ensure mechanisms for measuring success are considered and engagement and communication resource is available to inform partners and the public

6 Officer recommendations and reasons

- 6.1 To continue to support an integrated approach to developing an emerging Active Travel Strategy and to note the actions proposed to be taken forward to further develop the Councils Active Travel work

7 Cabinet Portfolio Holder's recommendations

Not applicable.

8 Contact officer

Tim Lawrence, Transport Strategy and Policy Manager

9 Background Papers and History of Decisions

- Feb 2009- Scrutiny Panel for Safer Stronger Communities; Update on the Kirklees Greenway development programme
- Jan 2016- Overview and Scrutiny Management Committee- Cycle Ways/Greeways
- Feb 2020- Scrutiny Panel Meeting - Economy and Neighbourhoods Extra Meeting; Cross council report on walking and cycling

10 Service Director responsible

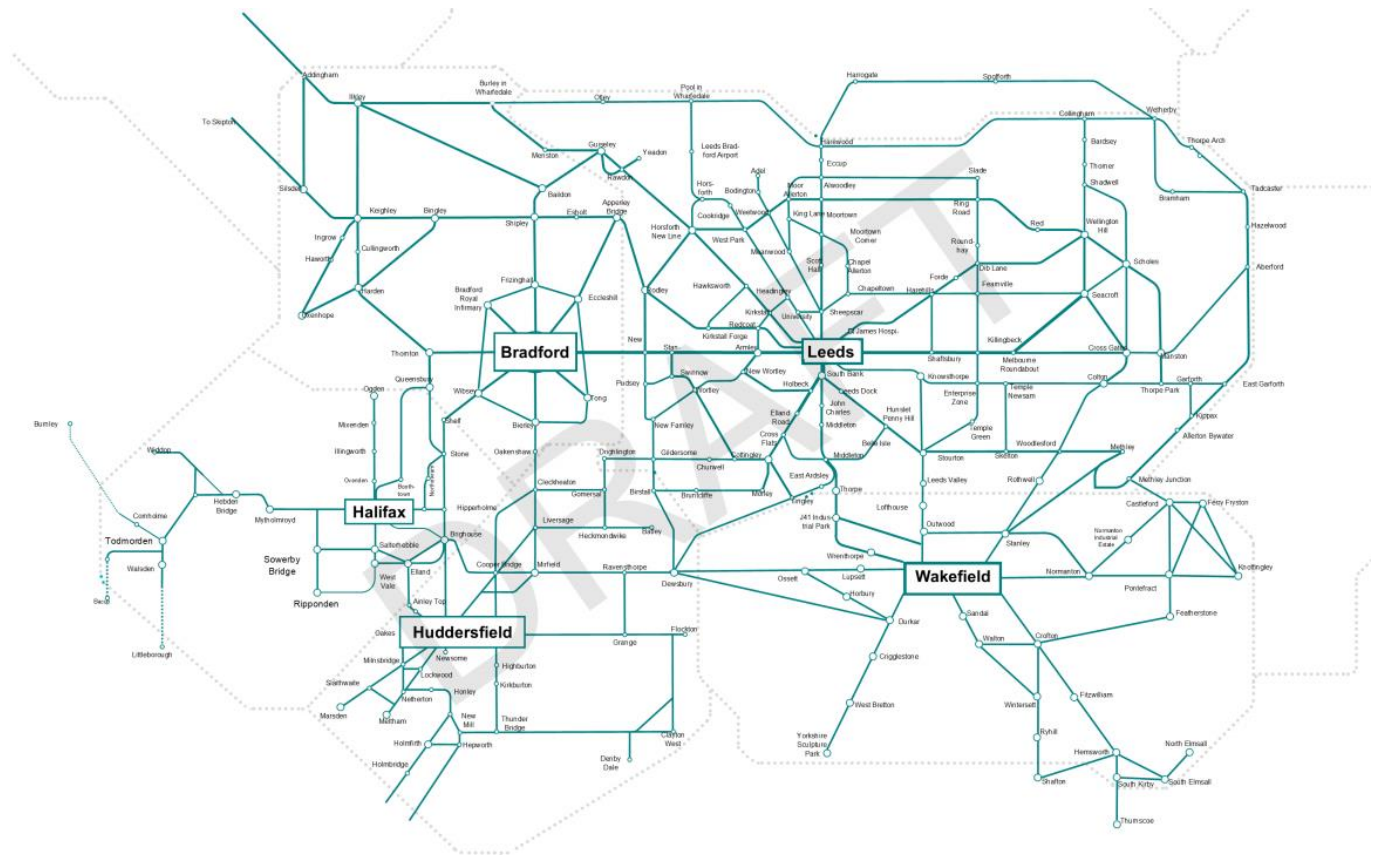
Angela Blake- Economy and Skills

Appendix 1

Scheme	Funding	Status
A62 / A644 Cooper Bridge	CA – WY+TF	Pre OBC
M2D2L	CA – WY+TF	Pre OBC
A62 Smart Corridor	CA – WY+TF	Post FBC
Holmfirth TC	CA – WY+TF	Post OBC
Huddersfield Southern Corridor	CA – WY+TF	Post FBC
Huddersfield Station Gateway	CA – WY+TF	Pre OBC
A629 Corridor phase 4	CA – WY+TF	Post OBC
Cross Church Street	CA – CityConnect	Post OBC
Bradley to Brighouse (B2BG)	CA – CityConnect	Post OBC
Transforming Cities (TC) Fund – Minor	CA – TC	Huddersfield – In delivery Dewsbury -Pre delivery
Transforming Cities (TC) Fund – Major	CA - TC	Pre OBC
Streets for People demonstration project	CA - LTP	In development
Emergency Active Travel (tranche 1&2)	CA - DfT	
Huddersfield Narrow Canal	CA – CityConnect	In consultation
Kirklees Calder Valley Greenway Sustrans "Regional Activation Project" (NR66 Mirfield) On-road link.	CA	In development

Appendix 2

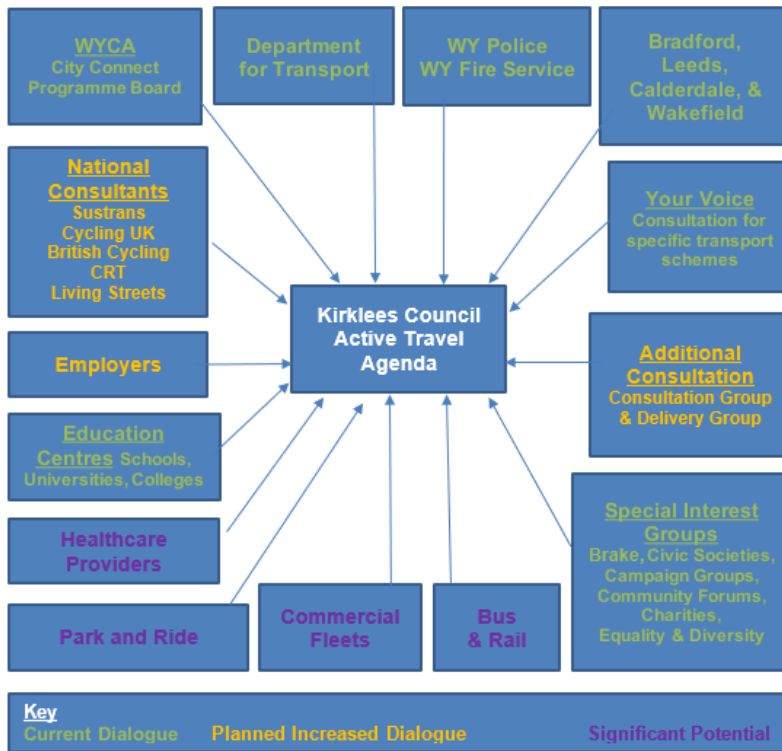
West Yorkshire Future Strategic Cycle Network



Based on existing published partner council strategies and plans - see Appendix 6 for detail

[Source: <https://westyorkshire.moderngov.co.uk/documents/s14455/Item%206%20-%20Appendix%207%20-%20draft%20Future%20West%20Yorkshire%20Strategic%20Cycle%20Network.pdf>]

Appendix 3
Consultation Stakeholders



Appendix 4

"Greenway Investment Priorities" matrix 2010

GREENWAY INVESTMENT PRIORITIES: Comparison of 9 route options chosen for their high scores for meeting active travel needs of deprived communities and/or projects which have known community support/ project history. March 2010																	
No. from orig. greenway priorities, 2009	Route name	Route section	Ward	Route type/description	Landownership	Distance (km)	Connectivity to cycle routes, schools and trip generators (15)	Measure of social deprivation & distance travelled to work by resident & workplace populations (15)	No. of Council priorities hit (8)	Pro's	Con's	Deliverability (consideration of planning, land, engineering difficulty) (5)	Timescales (Short: 1-2 y; Medium: 2-3 y; Long: 4+y)	Cost estimate (EK)	Phasing options	TOTAL SCORE	
2	Earlsheaton to Ossett (KMC boundary)	Wakefield Rd/ showmen's ground to district boundary	Dewsbury East; cross boundary to Wakefield	dismantled railway + closed tunnel	Kirklees Council	1.9	10	12	5	Council ownership; crosses boundary to Wakefield; serves Dewsbury; feasibility study to report in April '10	Closed tunnel to reopen (? difficulty & expense)		3	M	475	Town centre to tunnel; Tunnel; Tunnel to Pildacre La; Pildacre to boundary	32
6	Calder Valley Greenway EAST extension option - Dewsbury to Horbury Bridge	end of Spen Valley Greenway Dewsbury Cut to Wakefield boundary at Lodge Farm	Dewsbury South	Canal towpath (Dewsbury Cut and Calder & Hebble Navigation)	British Waterways	4.5	14	10	5	British Waterways would welcome investment; serves Saviletown/ S Dewsbury	Fear of user conflict on towpath; no communities about middle section of route		3	M	675	Dewsbury Cut; Navigation to Horbury Br	34
9	Calder Valley Greenway, WEST extension; Bradley to KMC boundary with Calderdale	Leeds Road, Bradley (A62) via road/ track to canal towpath to Anchor Place Lock.	Ashbrow	Part road/ farm track/ canal towpath (Calder & Hebble)	Public highway; Private & British Waterways	2	10	7	5	Cross boundary to Brighouse; canal towpath wide; Calderdale extending MCN to meet up; technical feasibility complete	Land not secured		2	M	300	Farm track to canal; towpath to Brighouse	25
12	Deighton to Dalton Greenway	School Lane, Dalton to Leeds Road (A62), Deighton	Dalton	dismantled rail corridor	Private (most)/ Kirklees Council (short section)	2.5	12	9	5	Syngenta is landowner (?); serves KSEZ Leeds Road corridor; connection to Calder Valley GW	Syngenta is landowner (land sell off strategy changed)		2	M/L	625	School Lane to Dalton Bk Rd; Dalton Bk Rd to Leeds Rd (viaduct)	29
14	Fenay Greenway (northern phase)	Spa Bottom (off Fenay Bridge Rd) to School Lane, Dalton/ Kirkheaton via A642	Almondbury & Dalton	dismantled rail corridor	Private (majority) Kirklees Council (minor section)	1.5	4	5	4	Feasibility study; Long awaited by community; connects to short length of existing path at Fenay Bridge	Land to be secured		2	M/L	375	Spa Bottom to Wakefield Rd; road crossing; Wakefield Rd to School La.	16
15	Meltham Greenway (phase: Meltham Mills to Netherton)	Huddersfield Rd, Meltham Mills to Netherton Fold (not including bridge or tunnel)	Holme Valley North	dismantled rail corridor	Private	2	13	4	4	Feasibility study; Local community support; known leisure use	Land to be secured; community averse to road crossing of Huddersfield Rd		2	M/L	400	Meltham Mills to Factory Lane; Factory La to Netherton village	24
A	Earlsheaton to Saviletown	Wakefield Rd/ Ridings Rd Earlsheaton to Scarborough St, Saviletown	Dewsbury East & Dewsbury South	dismantled rail corridor	Sustrans & Kirklees Council	1	12	10	5	Provides new river/ canal crossing; serves South Dewsbury & employment zone; land in Sustrans ownership; feasibility study to report in April '10	Unknown works to river viaduct; need to secure land in Saviletown to make link		4	S	250	Viaduct & embankment works; path works	35
C	Wilton Park cycle path extension	Six Lane Ends (A62, Birstall) to Wilton Park & Wilton Pk to Batley Field Hill	Batley West & Batley East	dismantled railway/ part developed as ped/cycle route in Wilton Park	mostly Kirklees; part private developer - secured S106 ped & cycle route through housing (to be built)	1.1 undeveloped (Wilton Park trail = 1km)	14	13	5	Extension to existing route in high density/ deprived neighbourhood; feasibility to be undertaken as part of Batley Gateway ?	No feasibility of route	3?	M	165	Carlinghow Hill to Batley Field Hill; Brookroyd to Six Lane Ends	34	
	Spen Valley Sports College	Link from Spen Valley Greenway into school grounds	Liversedge & Gomersal	new build paths & widening of public footpath	part Sustrans/ KC commercial lease/ private/ Education	0.55	10	2	4	Long awaited by College; planning permission for 1 section; serves pyramid school in School Sports Partnership, eligible for L2S funding	Land not yet secured		2	S/M	110	Greenway to Headlands Rd; Headlands to school wall; path in school grounds	21