

## **Holmfirth Transitional Town**

### **Proposed Cycle Route – Huddersfield (town centre and university) to Holmfirth (town centre).**

The proposal seeks to create, as far as possible, an off road cycle path between the town centres of Huddersfield and Holmfirth, together with link paths from other significant Holme Valley settlements, notably Honley, Brockholes, Netherthong, New Mill and Wooldale. In addition to these settlements there are a number of other significant workplace and school destinations linked to or on the proposed route, notably Thongsbridge, Armitage Bridge, Lockwood, Folly Hall, Kirklees College, and Honley and Holmfirth High Schools

Where an off road path is not considered to be achievable, the proposed route utilises the road network, with appropriate amendments and improvements to create a safe cycling environment.

The existing and proposed routes are described below in clearly identifiable sections. Existing routes include some off road paths which are usable and used currently for cycling, and which will become part of the complete route, subject to any necessary improvements.

Where off road paths connect to the road network, and for on road elements of the route, improvements to create a safe cycling environment are proposed.

The route sections

1. Huddersfield town centre, within the ring road
2. Ring Road to Lockwood
3. Lockwood to Berry Brow
4. Berry Brow to Honley
5. Honley to Thongsbridge
6. Thongsbridge to Holmfirth

#### **1. Huddersfield town centre – within the ring road**

The town centre is generally regarded as a relatively safe cycling environment. Traffic levels have been reduced by the introduction of bus gates, and speeds are relatively low. Some cycling infrastructure has been provided and there are some signed routes and safe ring road crossings, however provision is piecemeal and further improvements are required.

Additional town centre cycling infrastructure is proposed as part of the West Yorkshire Combined Authority (WYCA)'s City Connect programme. However the Huddersfield town centre projects, mostly ring road crossings, are on a reserve list and may not be allocated funding.

From the railway station/St Georges Square the recommended route to the Holme Valley is via John William Street/Byram Street/Kirkgate/Cross Church Street/Queen Street to the Queensgate ring road, then via a short length of shared footway to a toucan crossing of Queensgate opposite the University. This is signed inbound but cannot currently be used outbound because Cross Church Street is one way northbound. Changes to the road network associated with the proposed extension of the Kingsgate Centre will enable 2 way cycling on Cross Church Street. Future development of sites such as the former sports centre and Kirklees College should generate developer funding for additional cycling infrastructure.

## **2. Ring Road to Lockwood**

There are four existing routes:

- 2.1** The recommended route to the Holme Valley and Holmfirth utilises the Queensgate toucan crossing, shared footway on Queensgate/Queen Street South, and onroad to a short length of shared footway on the opposite side, adjacent to the one way section. Queen Street South is preferred to Chapel Hill because it has less traffic and a more gentle gradient throughout. The route then crosses Colne Road on the pedestrian crossing, the river footbridge, and Queens Mill Road at its junction with Damside, then utilises a shared footway to the Lockwood Riverside Way. This is a wide tarmac path through woodland, adjacent to the river, joining Lockwood Scar at its endpoint.
- 2.2** Chapel Hill/Lockwood Road to Lockwood Bar.
- 2.3** Chapel Hill/Albert Street to Lockwood Bar
- 2.4** Chapel Hill/Victoria Road to Swan Lane.

## **3. Lockwood to Berry Brow (Waingate/Stockwell Hill crossroads)**

There are two existing routes:

- 3.1** A616 Woodhead Road. For much of its length, between Taylor Hill road and Station Road it passes through woodland, having no junctions or on-street parking. The speed limit 30mph, and there are advisory cycle lanes on both sides in part where road width allows. On the southbound side there is a high retaining wall for much of this section, allowing no escape in an emergency. On the northbound side there is a footway, little used by pedestrians.
- 3.2** B6108 Meltham Road to Park Mill Business Park, then path/track to Dean Brook Road, Armitage Road through Armitage Bridge, then Carriage Drive/Stockwell Hill to A616 Woodhead Road/Parkgate.

Right turns are a particular difficulty on this route. For the Holmfirth direction Lockwood Scar into Bridge Street and Carriage Drive into Woodhead Road/Parkgate. For the Huddersfield direction, right turns from the Business Park access road into Meltham Road and from Meltham Road into Bridge Street at the Lockwood Scar traffic signals.

The path/track from Meltham Road initially shares the access to the Business Park, then follows its boundary to its southern end and the bridge site referred to above. Then it diverges from the river, following the boundary of Armitage Bridge Cricket Club to Dean Brook Road.

This path/track is usable and used by walkers and MTB cyclists. Part of it adjacent to the Business park has been improved by the developer; It is a public footpath from Meltham Road for only part of its length and is the subject of a requested definitive Map Modification order (DMMO) for bridleway status. A Right of Way Creation Order will be required for the remainder.

#### **4. Berry Brow to Honley Bridge (New Mill Road/Woodhead Road/Station Road)**

There are two existing routes:

- 4.1** The A616 Woodhead Road/Huddersfield Road. For much of its length, from Robin Hood Hill to Magdale it passes through woodland and has no junctions. There are mandatory cycle lanes on each side. In the Holmfirth direction there is a high retaining wall to the adjacent woodland, therefore no escape off road in the event of an emergency. In the Huddersfield direction the cycle path ends abruptly at a point just before a bend where the road narrows at a traffic island. At this point cyclists are particularly at risk from passing vehicles. Kirklees Council have proposed terminating the cycle lane earlier, together with advisory signing, but the measures are not regarded as improving cyclist safety, and the Council has been asked to reconsider. The speed limit is mostly 40mph, and 30mph through Berry Brow and from Magdale to Honley.
- 4.2** As above to Magdale, then Magdale and Honley Riverside path to Northgate and Woodhead Road. The riverside path has a gravel surface and can be used by road bikes.

#### **5.0 Northgate/Honley Bridge to Thong lane/Miry Lane, Thongsbridge**

There are three existing routes;

- 5.1** minor road route – Northgate/Old Turnpike/Far End Lane/far Banks/Upper Hagg Road/Calf Hill Road/Woodhead Road. This is an unclassified road, part of the former main road before the present Woodhead Road was built. It carries relatively little traffic, is elevated above the main road and is hillier. It is subject to a 30mph speed limit from Honley to Far Banks, then is unrestricted.
- 5.2** Main road route - A6024 Woodhead Road. This passes through woodland for much of its length. It has few junctions and onstreet parking only at each end within the settlements. It is mostly subject to a 40mph speed limit. There are advisory cycle lanes on the uphill sections in both directions for part of its length.
- 5.3** A616 New Mill Road to Brockholes, Holmebank Mews or Lancaster Lane, Lancaster Lane past the Holme Valley Camping and Caravan Park to Woodhead Road. New Mill Road is substantially built up with residential and commercial development. It is subject to on-street parking and a 30mph speed limit throughout. It has no cycling infrastructure.

#### **6.0 Thongsbridge to Holmfirth**

There are three existing routes:

- 6.1** A6024 Huddersfield Road. This section has no cycling infrastructure. It is built up throughout, with several junctions and individual accesses and has on-street parking. The speed limit is 30mph throughout.
- 6.2** A6024 Huddersfield Road to Sands Recreation Ground, then access road to car park, river bridge, Holme Valley Riverside Way to Bridge Lane, passing Holmfirth Cricket Club and Holmfirth Foundry.
- 6.3** Miry Lane, Berry Bank Lane, Station Road. Berry bank Lane is an ancient highway and bridleway. It is not suitable for road bikes.

## **Proposals for New and Improved Routes**

### **Proposed improvements to existing routes**

Queen Street South/Queens Mill Road/Riverside path - whilst there is some cycling infrastructure, it is not of a sufficient standard for the long term and further improvements are required. Queen Street South is wide and could accommodate segregated paths on each side. On the outbound side this could be facilitated by further university development, which has planning consent, on the former Broadbents site. Improvements are required at the bottom of Queen Street south and to the pedestrian crossing of Colne Road. The river footbridge is narrow and ideally a new, wider bridge is required. An improved crossing of Queens Mill Road is required. The part of the Lockwood riverside Path which adjoins the former waste disposal site requires improvement to the same standard as the rest of the path.

#### **Woodhead Road**

Formation of a safe, protected right turn for cyclists from Woodhead Road into Lockwood Scar. Possible shared use of footway towards Huddersfield.

In the Holmfirth direction, a cycle friendly right turn from Woodhead Road into Magdale. Minor improvements to the riverside path.

#### **Lockwood Bar – Lockwood Scar**

Cycle friendly improvements to Lockwood Bar crossroads

Right turn from Lockwood Scar into Bridge Street

Meltham Road to Armitage Bridge path to be widened and improved to Armitage Bridge. 20 mph speed limit through Armitage Bridge.

Northgate, Honley - extension of the 20mph speed limit to Woodhead Road.

### **Proposed new routes, paths and bridges**

From Lockwood Scar, turn right onto Bridge St then left Brewery Drive (Lockwood Park access road). Continue along the existing track past the stadium, under the viaduct and across the existing river bridge onto fields. From here construct a new path on the edge of the fields, either along the riverside or the woodland edge. Construction of a bridge over the river to link to the existing path/track from Meltham Road to Armitage Bridge. The most straightforward bridge site is just to the south of Park Valley Business Park; however this will require a small area of land from the riding stables.

Meltham Road to Armitage Bridge path, widened and improved, then Armitage Road, Stockwell Vale, existing river bridge on footpath at rear of Bishops Court flats to Woodhead Road, new path across fields to Magdale, including a new river bridge.

20mph speed limit through Armitage Bridge.

Route 4.1 – As described above, measures to improve cycle safety at the end of the north bound cycle lane should be reconsidered. One possible solution for Huddersfield bound cyclists could be a cycle path from Woodhead Road along the line of the existing footpath to Stockwell Vale and Armitage Road.

A6024 Woodhead Road – a segregated path within the highway verge towards Holmfirth on the southbound side,

Holme Valley Camping and Caravan Park, Mytholm Bridge, new path to cricket club and Miry Lane