

# **Bradley to Brighouse Greenway engagement**

**Engagement Report**  
Consultation and Engagement Team

November 2020



## 1. Executive summary

The West Yorkshire Combined Authority's CityConnect programme is improving cycling and walking infrastructure and routes across the region. Working in partnership with councils across West Yorkshire and York, the CityConnect programme is aiming to encourage more people to make more every day journeys by bike or on foot.

The Bradley to Brighouse Greenway scheme is being delivered in partnership with Calderdale Council and Kirklees Council and will be a 6.5km section of new greenway, providing a missing link in current cycling and walking infrastructure. Greenways are traffic-free cycling and walking routes away from the road, designed to be used by people of all ages and abilities and to encourage healthier, more sustainable travel and lifestyle choices.

The scheme includes improvements to existing footpaths, bridleways and quiet roads through Bradley and Brighouse, with a new section of route being built alongside the Calder Hebble Navigation canal towpath. New signage and safer junction and road crossings also feature among the proposals. Once complete, the route will connect to the Birkby Bradley Greenway, the Calder Valley Greenway and the Huddersfield Broad Canal, with off-road routes to the Lower Spennorth Country Park and to Mirfield.

The Bradley to Brighouse Greenway is identified as part of Kirklees Core Walking and Cycling Network as identified in the Kirklees Local Plan, as well as contributing to the aims of the Calderdale Local Plan.

Between 16 September - 28 October 2020, a period of public engagement was undertaken to gather feedback on plans to improve the walking and cycling route between Bradley and Brighouse.

People were asked to share their thoughts on the plans via a survey, which was hosted on the Your Voice digital engagement hub and promoted on a range of channels, including social media, a press release, and emails to key stakeholders.

282 responses were received during the engagement period. Approximately 80% of the respondents agreed with the development of a cycling and walking route between Bradley and Brighouse commenting that this project would provide a missing link in the local walking and cycling infrastructure and would create better, more accessible and safer ways for people to cycle or walk. Some participants voiced their concerns about dangerous cycling along the route and suggested that measures should be taken to ensure safe sharing of the path between cyclists and pedestrians. Others stressed the importance of clear signage on the route and safer crossings. Some also commented on the difficulty of cycling on Steep Lane, the need for segregated cycle paths in some areas and the benefit of having waterproof surfaces along the route.

This report contains a summary of the feedback received on the proposals and presents a series of recommendations to the project team made with considerations to people's feedback.

## 2. Background

The West Yorkshire Combined Authority's CityConnect programme is delivering improvements to cycling and walking infrastructure and routes across the region. Working in partnership with councils across West Yorkshire and York, the programme is aiming to improve and encourage more people to make every day journeys by bike or on foot.

To deliver a wide range of transport improvements, the West Yorkshire Combined Authority is seeking £14.8 million funding through the West Yorkshire-plus Transport Fund, and the Leeds City Region Growth Deal. The Growth Deal is a £1 billion package of Government investment through the Leeds City Region Enterprise Partnership (LEP), delivered by the West Yorkshire Combined Authority to accelerate growth and create jobs across Leeds City Region.

### **Greenway development around Kirklees**

The West Yorkshire Combined Authority and Kirklees Council have been working in partnership to create a network of greenways around the area. The Bradley to Brighouse Greenway scheme is delivered in collaboration with Calderdale Council, The Canal and River Trust, and Sustrans, a UK walking and cycling charity and custodian of the National Cycle Network. It will create a 6.5km route by providing missing links in existing infrastructure.

### **Bradley to Brighouse Greenway (NCN Route 66)**

The scheme will provide a long-held ambition by Kirklees and Calderdale Councils to deliver a missing link in the National Cycling Network and create a mostly traffic-free route linking the communities of Bradley and Brighouse and providing the foundations for further sustainable routes for future growth in the area.

The scheme will be delivered in phases, which are still in final development. It is anticipated the first phase of the project will see the improvement and widening of existing footpaths and bridleways and the introduction of new crossing points through Bradley. Then the improvement to the canal towpath, and the Calderdale highway section will be delivered as further separate phases.

Proposed improvements include:

- Upgrade and improve 1.7km of existing bridleway through Bradley to allow cycling, improving crossing points and upgrading the zebra crossing.
- Introduce a new 0.7km surfaced path between Lower Quarry Road and Kirklees Lower Lock, on the Calder and Hebble Canal.
- Upgrade 1.4km of towpath between Kirklees Lower Lock and Anchor Pit Bridge, on the Calder and Hebble Canal.
- Introduce 1.7km of new cycle route and improve the footways and crossing points between River Street and Brighouse Basin.
- Improve 1km of towpath between Brighouse Basin and Ganny Lock, on the Calder and Hebble Canal, including new controlled crossings on the A641 Huddersfield Road (Sainsbury's), and the A643 Owler Ings Road (Brighouse Market).

### **Why this project is needed?**

Bradley is severed by major highways the M62, A644, and A641, creating major obstacles to travelling to Brighouse from Bradley by cycle or on foot.

The communities of Ashbrow and Dalton in Kirklees, and Brighouse and Rastrick in Calderdale are physically separated from each other by the motorway and major road network. The existing network of local paths and local roads does not meet the expectations of high-quality links able to reconnect these communities and provide safe and attractive routes to schools, local facilities or simply an opportunity to relax and enjoy nature and green space.

This scheme will deliver a 6.5km high quality cycling and walking route between Bradley and Brighouse, crossing the Kirklees and Calderdale border, providing the long awaited 'missing link' in National Cycle Network Route 66, and connecting to Birkby Bradley Greenway, the Calder Valley Greenway and the Huddersfield Broad Canal, with off-road routes to the Lower Spen Country Park and to Mirfield.

### **Public engagement**

Between 16 September - 28 October 2020 members of the public were invited to provide feedback on the plans to improve the walking and cycling route between Bradley and Brighouse via a survey.

An overview of the scheme, which included maps that highlighted the proposed changes and the survey were made available to the public on the Your Voice digital engagement hub, [www.yourvoice.westyorks-ca.gov.uk/b2bg](http://www.yourvoice.westyorks-ca.gov.uk/b2bg). A leaflet containing the details of the engagement and maps was also created. The leaflet was distributed to residents and businesses living along the greenway route and shared on Your Voice.

The engagement was promoted widely on a range of channels, including social media, a press release, and emails to key stakeholders. Due to current restrictions imposed by the COVID-19 pandemic there was no face to face engagement opportunities.

**This report outlines people's opinions on the plans and offers recommendations to the project team on the proposed changes based on the results of the public engagement.**

### 3. Engagement objectives

- To promote the Bradley to Brighouse Greenway engagement
- To inform local residents and interested parties of the proposed plans for improvement
- Gather views and support from the public and key stakeholders for the proposed alignment and inform the design details for a new greenway between Bradley to Brighouse
- To provide a consultation report that can be included as part of the Full Business Case Plus to be submitted to PAT in early 2021.

### 4. Methodology

#### 4.1 Information provision and feedback submission

- The engagement was open between 16 September - 28 October 2020.
- The engagement was hosted on the Your Voice digital engagement hub ([www.yourvoice.westyorks-ca.gov.uk/b2bg](http://www.yourvoice.westyorks-ca.gov.uk/b2bg)), which contained information about the project, a series of maps which include sections of the greenway and the proposed improvements for the respective sections and an online survey allowing respondents to provide feedback.
- The Your Voice site also hosted a Question & Answer tool (Q&A) which allowed participants to submit any queries for the project team to respond to. To ensure compliance with the GDPR, responses were either sent privately or made public depending on the nature of the query and the information provided within it.
- Responses were also accepted via email to the dedicated address; [cityconnect@westyorks-ca.gov.uk](mailto:cityconnect@westyorks-ca.gov.uk)
- Due to current restrictions imposed by the COVID-19 pandemic there were no drop-in sessions organised, however paper surveys and printed information were available on request

#### 4.2 Outreach and promotion

- A press release was sent out to local and regional stakeholders
- Various social media channels were used to promote the engagement including Facebook, Twitter, and LinkedIn via several accounts, including CityConnect, West Yorkshire Combined Authority and partner council channels to reach the widest audience possible
- The engagement was hosted and promoted on the partner councils' websites and other channels
- It was also promoted in the West Yorkshire Metro and West Yorkshire Combined Authority's newsletters and other online platforms
- Leaflets were distributed to all residents living and businesses located along the Bradley to Brighouse Greenway route
- Emails were sent to key stakeholders

### 4.3 Data cleansing

Before analysis commenced the raw dataset was cleaned to ensure that any test responses, blank responses and duplicates were removed.

### 4.4 Quantitative Data Analysis

The quantitative responses from the survey were analysed using standard frequency counts and percentages.

### 4.5 Qualitative Data Analysis

This survey contained four open ended questions, three of those being available only if people answered 'no' to the previous question. The analysis of this type of free text qualitative data is commonly undertaken using thematic coding. This process involves the identification of themes that are present throughout the dataset and the assignment of responses, or elements of responses, to these themes. Comments relating to each theme are then grouped together and counted which allows the most common themes to emerge, thus aiding a deeper understanding of respondents' feelings and thoughts regarding the proposals.

## 5. Summary of engagement

### 5.1. Respondents

A total of 282 responses or comments were received during the engagement period from three different sources:

- Survey responses: 272
- Email entries: 3
- Questions or comments on the Q&A sections on Your Voice page: 7.

The engagement information and materials, including the survey and Q&A, were hosted on Your Voice webpage ([www.yourvoice.westyorks-ca.gov.uk/b2bg](http://www.yourvoice.westyorks-ca.gov.uk/b2bg)), which was the main source of information for people interested in the engagement.

Your Voice website categorises its visitors into three categories:

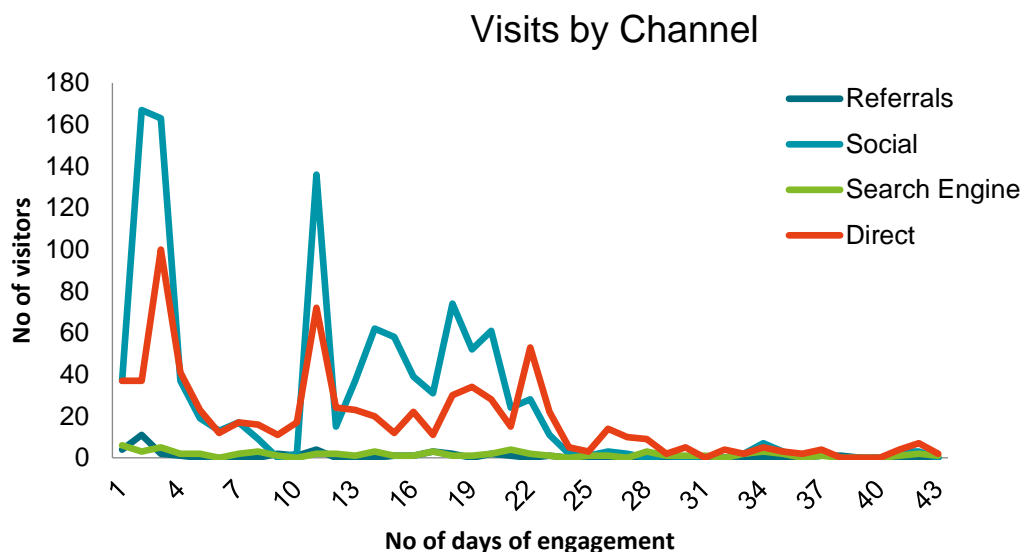
- Aware participants, counting all visitors who viewed at least one page,
- Informed participants, referring to those who take an action on the page such as downloading a document,
- Engaged participants, those who participated in the survey or submitted a question via the Q&A tool.

According to Your Voice data, during the engagement period there were 1937 unique visits to the Your Voice webpage, which represents the number of 'aware' participants who visited at least one page of the Bradley to Brighouse Greenway engagement page. Of these, 41% (794 participants) were informed participants, with common actions including downloading a document (461 participants), visiting the FAQ page (104 participants) and/or viewing multiple project pages (501 participants).

279 visitors (14.4%) were classed as engaged, which means that they participated in the survey.

Visitors came from a number of channels with majority using links from social media posts (1121 visitors), followed by people coming directly to the site (832 visitors) and those coming from different search engines (such as Google, Bing, etc) (68 visitors)

being prompted by invitations to participate via emails or other referrals, such as newsletters, mobile application and other indirect sources (41 visitors). (Fig. A)



**Fig A. Number of visits over time to [www.yourvoice.westyorks-ca.gov.uk/b2bg](http://www.yourvoice.westyorks-ca.gov.uk/b2bg) split by channel.**

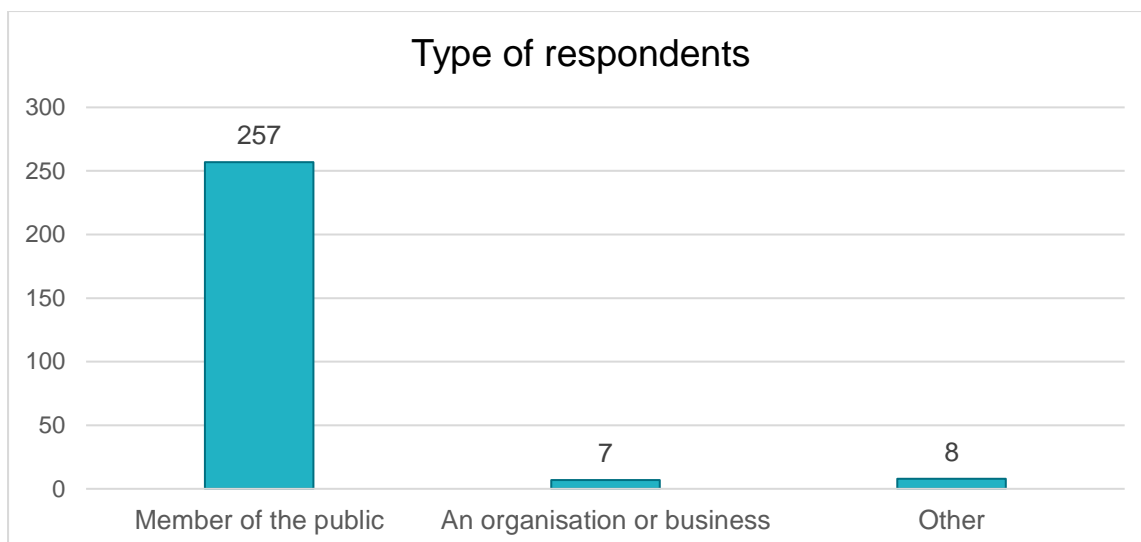
300 leaflets containing brief information about the engagement and details of the proposed changes were distributed to all residents living and businesses located along the Bradley to Brighouse Greenway route.

## 5.2. Survey responses

A total of 272 surveys were completed. Three additional responses were sent via email to the dedicated email address [cityconnect@westyorks-ca.gov.uk](mailto:cityconnect@westyorks-ca.gov.uk). The latter comments were considered in the analysis; however, they were not counted in the data presented below. The below percentages and figures are representative of the survey data only.

Any quotes or comments presented in this report have been copied verbatim from their source and have not been altered, updated or amended.

The vast majority of surveys (95%, n=257) were completed by members of the public offering their views as individuals. Only 2% (n=7) of respondents were offering their feedback on behalf of a business or organisation. The rest of the surveys (3%, n=8) were completed by individuals who identified themselves as land owners on the proposed routes, local residents, canal boat owners who use the canal and river section and local councillors. (Fig. B)



**Fig B. Types of respondents (n=272)**

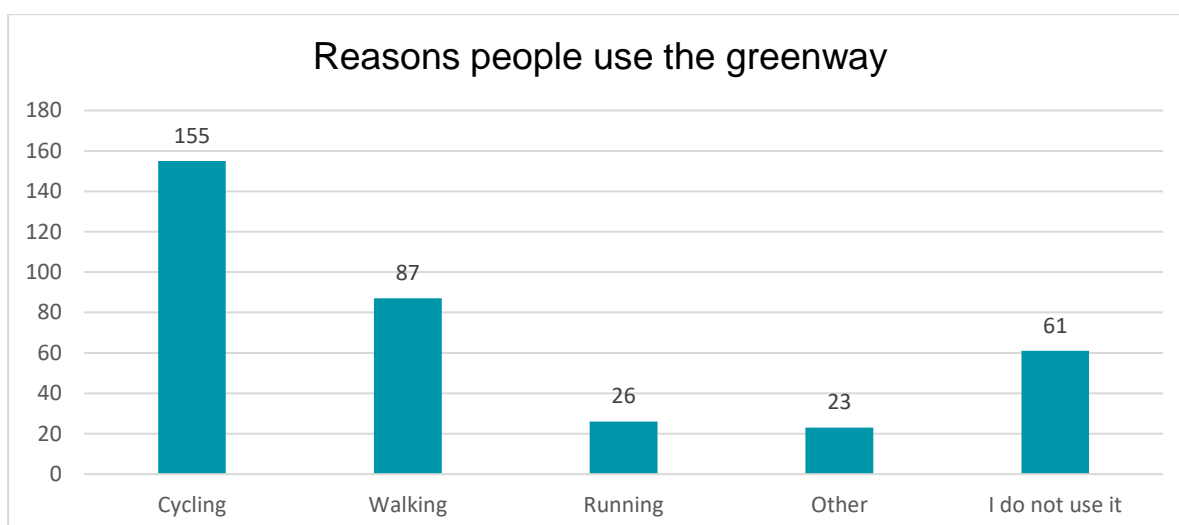
The additional feedback submitted by emails were received from the Chair of CityConnect Advisory Group, the Calderdale Cycling Forum and the Chair of Kirklees Cycling Campaign

### **Use and frequency of the Bradley to Brighouse Greenway**

The respondents were asked how often they are using the greenway and for what reason. When responding to these questions, people were able to choose more than one answer. Therefore, the sum total of selected options to this question exceeds the number of responses.

44% (n=155) of the respondents reported that they use the greenway to cycle, followed by those who use it for walking (25%, n=87) and running (7%, n=26). 8% of participants use the route for other reasons such as horse riding, to access private property or to access their narrow or canal boats.

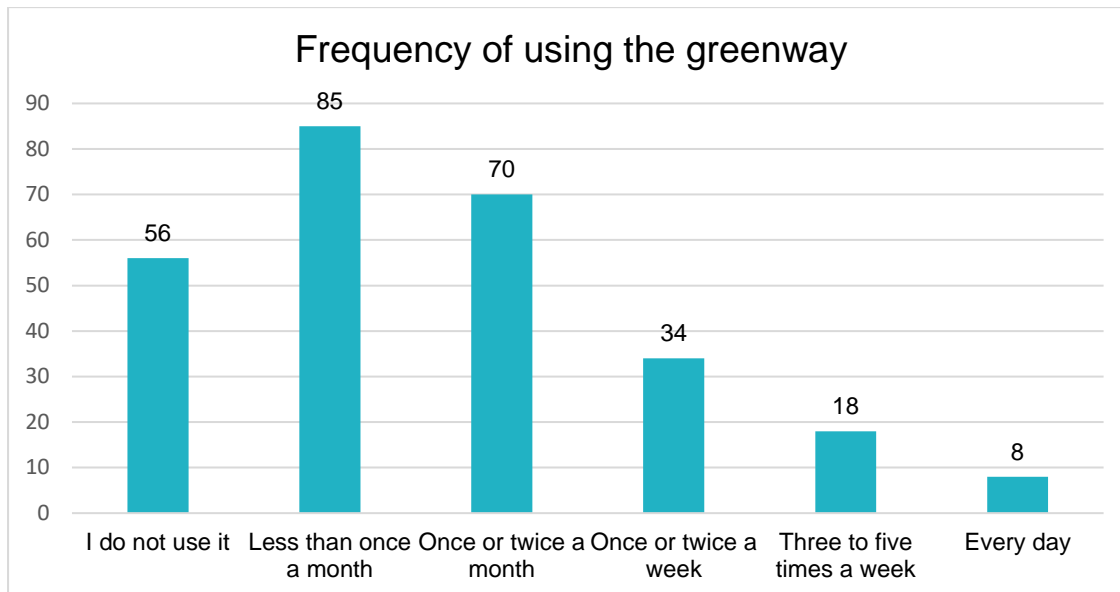
17% (n=61) of those who completed the survey do not use the Bradley to Brighouse Greenway. (Fig. C)



**Fig C. The reasons respondents use the Bradley to Brighouse Greenway (n=273)**



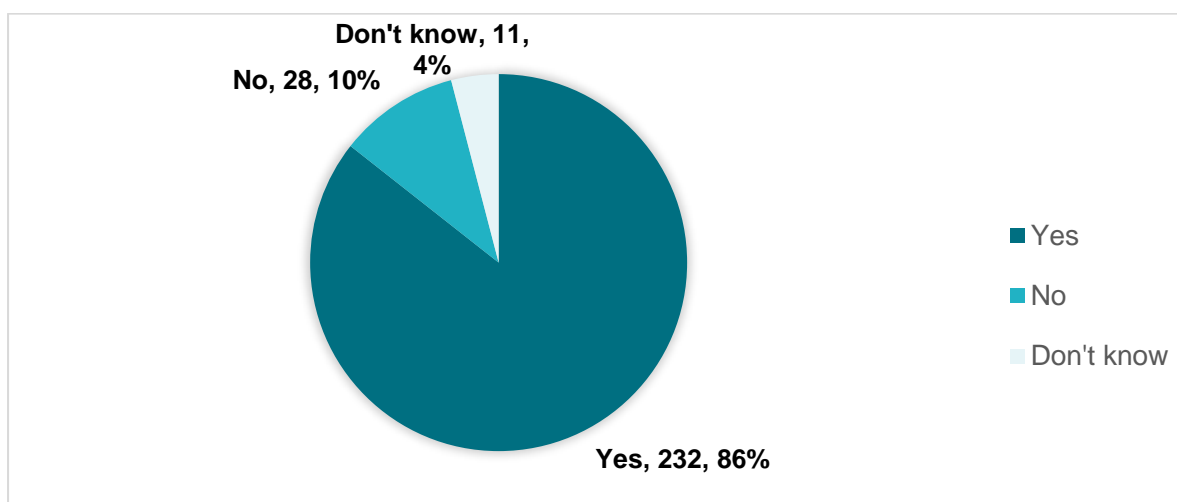
Most of the respondents reported that they use the greenway less than once a month (31%, n=85), followed by those who use it once or twice a month 26%, n=70). 12% (n=34) of participants said that they use the route once or twice a week and 7% three to five times a week. Only 3% (n=8) of respondents reported that they use the greenway daily, whilst 21% (n=56) did not use it at all. (Fig. D)



**Fig D. Frequency of using the greenway. (n=272)**

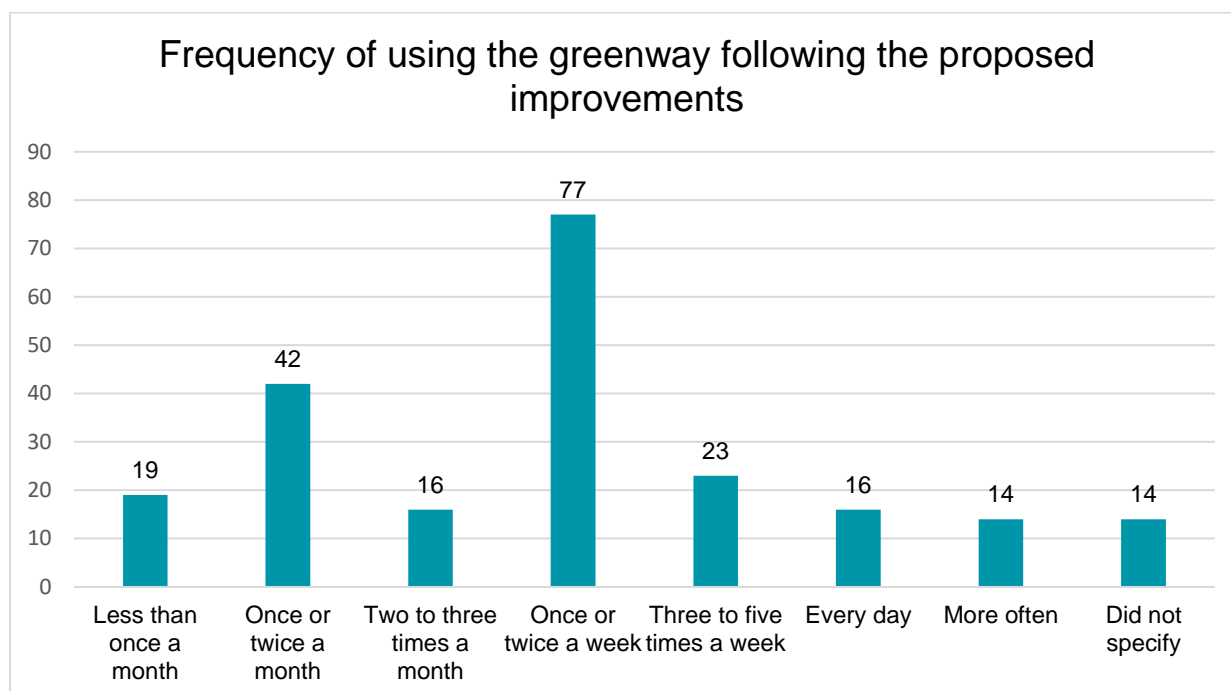
The participants were asked if the new improved route would encourage them to use the greenway more frequently.

The vast majority of respondents (86%, n=233) stated that they would use the greenway more following improvements to the towpaths. Those who reported that the new plans for the greenway would not influence how often they use this route account for 10% of the respondents and the rest (4%) were not sure if the changes would have an impact on the frequency they use the greenway. (Fig. E)



**Fig E. Number of people who would use the greenway following improvements. (n=272)**

When asked how often they would use the greenway following the towpath upgrades, 35% (n=77) of respondents reported that they would use it once or twice a week, 19% (n=42) once or twice a month and 11% (n=23) (three to five times a week). (Fig. F)



**Fig F. Frequency of using the greenway following the implementation of plans. (n=224)**

Those who responded that the new plans for the greenway would not influence how often they use this route were prompted to share the reasons for their answer.

25 people shared their motives, with the majority of them commenting on the danger of speeding cyclists using the green way. They explained that an improved towpath would only encourage more cyclists to use it which will pose a safety risk to those who use the path for other reasons, such as walking or navigating. The respondents stressed the importance of having measures in place to slow down cyclists for the towpath to be used more and enjoyed by other people..

*‘Despite the current trend to make these paths multi-use ‘improving’ them only means that more inconsiderate speeding cyclists use them to the detriment and danger of all other users’ Survey participant*

*‘Unless cyclists are controlled by pinch points or other functions, it will become a race track and unsafe for pedestrians, boaters and fisherfolk to use the towing-path.’ Survey participant’.*

Other respondents shared that they often do not feel safe using the greenway due to antisocial behaviour and lack of proper light during winter days when days are shorter.

*‘Since it’s inception we have been affected by trespass, vandalism , threatening and anti social behaviour by users.’ Survey participant*

*‘In winter will be dark and insecure. ’ Survey participant*

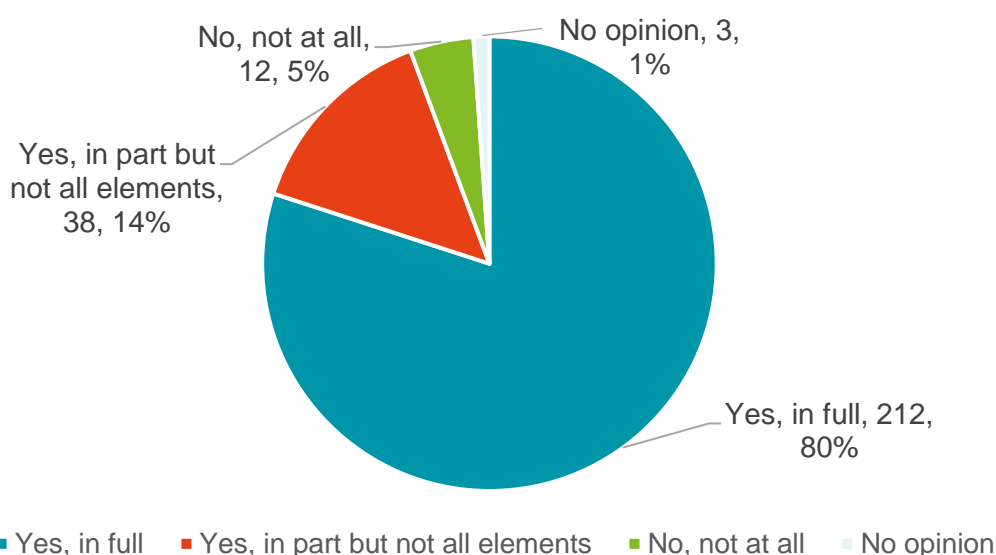
Other reasons mentioned by the participants are highlighted below.

Participant does not support the proposed changes	4
Miscellaneous	2
The proposed changes are not enough to make the path safer or better	2
The route is the main access to participant property	1
The route is on a privately owned road	1
Participant uses the route regularly already	1
Not all sections of the route are maintained by the local council, which puts the responsibility to upkeep it on local residents	1

### **Feedback on the plans to improve the Bradley to Brighouse Greenway**

The participants were asked to state their level of support for the proposals to create the connection of the Calder Valley Greenway between Bradley and Brighouse.

Whilst most respondents (80%, n=212) supported in full the proposal, 14% (n=38) only partially agreed with the plans and 5% (n=12) disagreed completely. (Fig.F)



**Fig. F. Level of support for the proposals to create the connection of the Calder Valley Greenway between Bradley and Brighouse. (n=265)**

Of those who supported the proposal partially, some (n=5) stated that the reason they partially disagree with, due to safety concerns about dangerous cycling on newly improved routes and suggested that the path should be separated for cyclists and other users.

*‘Uninterrupted ‘track’ while further endanger existing users when the cyclists can gain more speed than they already do ‘. Survey respondent*

*‘I am against the canal towing paths being used as a race track by inconsiderate cyclists.’ Survey respondent*

*‘Unless cyclists are controlled by pinch points or other functions, it will become a race track and unsafe for pedestrians, boaters and fisherfolk to use the towing-path’.*  
Survey respondent

Other respondents (n=5) suggested that the surface of the towpath should be waterproof and tarmac.

*‘I would just prefer off road surfaces to be tarmac, years of cycling on puddled non tarmac routes have led me to conclusion this is the only rational surface.’* Survey respondent

Further comments from the participants who only partially agreed with the plans are listed below.

Horse riders need should be considered as part of the engagement and future improvements	3
The Steep is a very steep bridleway, a better option would be to use Upper Quarry Road	3
Suggestions for other cycling links or routes in the area, such as routes along the A641 or a direct link for users passing through the M62 J25	2
Route described in phase 1 is convoluted	1
The owners of the section between Anchor Pit and River Street which is privately owned do not agree for members of the public to use this section	1
Segregated paths needed in areas with busy roads, such as the section along River Street, Huntingdon Road Bridge and Armytage Road	1
Further details of surfacing and maintenance are needed	1
Better communication with landowners is needed	1
Concerns about how the new improved paths will attract dangerous behaviour	1
Previous project feedback is missing	1
The route does not have safety built in	1
The route does not cover a large area, such as the Leeds Liverpool Canal route	1
Not all changes benefit cyclists	1
Proposals for the cyclists to pay a fee like boat owners	1
The funds should be redirected to other priorities	1
Tree loss	1
The needs of boat owners using the canal should be consider as part of the engagement and wider project	1
The route should not go through Bradley Estate	1
The route is mostly for cycling	1
Traffic lights to cross Huddersfield Road in line with the towpath would worsen the severe traffic problem	1
No need for controlled crossing by Sainsbury’s as there is one in place already	1
The traffic lights on Huddersfield road and Mill Royd St need upgrading to make them safer for pedestrians	1
The route is not the most direct nor the flattest	1
Not supportive of using crushed limestone for the surface	1

Five percent of the survey respondents do not support the proposals. The main reason (n=4) for their lack of support was their preference for the money to be spent on other local priorities, such as road maintenance, support for people on low incomes, or on projects benefiting the whole community.

*'Money better spent elsewhere for the whole community not just cyclists.'* Survey participant

*'Money could be better spent on road maintenance.'* Survey participant

Other reasons stated by the respondents who do not support the proposals are listed below.

The costs for maintaining the sections of the route that are privately owned will be supported by residents although members of the public will be using the area as well	2
Not everyone prefers to walk or cycle	1
Too many traffic lights between Mill Royd Street and Huddersfield Road/Bethel Street roundabout	1
Signals on Anchor Bridge (A643) are dangerous	1
Too many people use the path	1
It will encourage more people to use Lower Quarry Road, which is preferred by local residents to be quiet	1
Antisocial behaviour on this route	1
The improvements will benefit only a minority of people	1
People who own land on some of the areas of the greenway have not consented to this	1

## **Additional comments**

The last question of the survey encouraged the participants to provide any other observations or suggestions relevant to the project, via an open-ended question.

172 participants answered this question.

### **Support for the plans (n=88)**

The majority of people (n=88) used this section to express their support for the proposal.

Some of them mentioned that they believe the new improved towpath will encourage more people to cycle between Bradley to Brighouse, especially those who are not confident about cycling on main, busy roads or not fit enough to cycle on the steep streets existing in the region. Therefore, the new route will make cycling more accessible.

*'I have used the existing made up route for many years. But it is far too difficult for children and the elderly, (me). Therefore I now avoid using it if I can. If it was upgraded, I would use it for leisure cycling.'* Survey participant

*'Living in Hopton (Mirfield) we are restricted by hills so cycling is difficult unless on a Greenway. As a family we regularly cycle on the Calder valley greenway but it's only so long. We like to visit brighouse and use the canal there, so any links between*

bradley & brighthouse would be excellent progress towards joining up more cycle routes. *Survey participant*

Other respondents believe that the new improved greenway will provide an enhanced experience and safer route to those using it to commute or for leisure.

*'I would use this route to commute to work, linking up with another cycling route in Huddersfield. I have not been able to do this consistently in the past due to the poor upkeep of the canal towpath which is sometimes ankle deep in mud.'* Survey participant

*'I think the improvements to the route will make it a more enjoyable experience due to less muddy conditions when the weather is wet.'* Survey participant

*'The main Huddersfield rd at rush hour is a death trap for cyclists. Even more so in this restricted lockdown period where many car drivers are driving out of the law and dangerously. With no monitoring or prosecution. I'd like everyone to share the road (I'm a car driver as well as a cyclist) but unfortunately you're going to have to continue to separate us. This will help.'* Survey participant

Others like the proposal as they think it supports and encourages active travel and that it represents a progress towards joining more cycling routes in the region.

*'I support the aims of this project. I want my local council to do much more to encourage active forms of transport, specifically walking and cycling. This particular link has been needed for many years. The Council should continue to ensure that active transport is encouraged. All new housing developments should be designed in such a way as to promote and encourage active transport.'* Survey participant

*'Linking up different cycle routes and creating safe off-road options for active travel. It is only when large cycle networks are available that we will see a huge increase in people using them for active travel. Avoiding the busy roads in the area will enable many more journeys to be made by bicycle. The cycle route needs to link in seamlessly with Brighthouse railway station (and subsequently also Mirfield, Deighton and Elland stations), to support longer distance journeys without needing to drive.'* Survey participant

Some horse riders who responded to the survey mention that the bridleways on the route offer a great off-road alternative to busy roads for horse riding.

*'Greenways offer off-road horse riding access between areas that are currently impossible to follow due to fast, dangerous and heavy traffic flows on existing roads'* Survey participant

### **Shared used of the greenway (n=24)**

Many respondents (n=24) shared their concern about dangerous cycling on the route. People suggested that measures should be put in place, such as pinch points, to restrict speeding cyclists and to force them to slow down, especially in areas where the towpath narrows and where there are boat moorings. It was also suggested that pedestrians and cyclists should have separate tracks that are marked.

*'There needs to be physical measures to restrict speeding cyclists causing danger to other users.'* Survey participant

*'The canal towpath is used by boaters and fishermen as well as cyclists and walkers. Is speed restrictions are not in place, then the cyclists trend to spoil it for everyone else in my experience.'* Survey participant

Furthermore, some participants recommended that careful consideration should be given to the width of the towpaths, so that the cyclists and pedestrians can share the space safely. The recommendation is that the new path should have a minimum width of 3.0m and on short sections the width should be a minimum of 2.0m.

Some also suggested that the crossing points need to be planned carefully to avoid collision between cyclists and pedestrians.

*"Please ensure any tarmac paths are wide enough for cyclists to pass other users. Also, looking at the plans, very special consideration needs to be given to the crossing points to ensure cyclists don't get in the way of pedestrians."* Survey participant

### **Suggestions for improvements of local infrastructure to encourage more walking and cycling (n=17)**

Respondents stated that they would like to see other areas of Calderdale and Kirklees improved to make walking and cycling safer. Other improvements people would like to see:

Improvements on Huddersfield broad canal	1
The old railway line from lower Wyke to Brighouse	1
Building a new path on Old Colliery Lane to link Keldregate to the Bradley Greenway	1
Upgrading the towpath between Bradley, Cooper Bridge and Brighouse and ensuring access at the Brighouse site	1
The plans should include the path between Cooper Bridge and Kirklees Low Lock	1
Improvement of the section between Leeds Road and Kirklees Lower Lock	1
Upgrading the towpath at Cooper Bridge	1
Resurfacing of the section between Aspley and Cooper Bridge	1
Upgrading the river bank	1
Queensbury Tunnel/Halifax, Keighley/Bradford Gt Northern Route to be completed with priority	1

Respondents also mentioned that they would like to see the Bradley to Brighouse route linked with other routes as well.

Improving connections to Mirfield	2
The route should be planned as a 'highway' that links nearby towns safely with no disruptions and dangerous junctions to cross	2
The designs to link with the new highway schemes	1
Linking the route to Kirklees greenway	1
An improved route link is needed to the north to connect the cycling facilities on Cooper Bridge Road to Leeds Road (A62) towards Norristhorpe/ Roberttown and Huddersfield Road (A644) to Mirfield	1



### **Concerns about the use of Steep Lane (n=11)**

Participants raised concerns about the level of inclination of Steep Lane and its lack of accessibility for all but experienced cyclists. They mentioned that the street is too steep to be used by cyclists and recommended that an alternative route, such as via Upper Quarry Road, should be considered and that Steep lane should be promoted for pedestrian use only.

There were also concerns about Steep Lane having a crushed limestone surface, which gets muddy in bad weather conditions.

*'Steep lane is very steep - it would be good to consider upper quarry road as another option.'* Survey participant

*'Use of Steep lane bridleway for cycling, as the gradient makes it unsuitable for anyone other than experienced mountain bikers and it is not the most direct link connecting NCN route 66. Upper Quarry Road provides a more direct and user-friendly link.'* Survey participant

*Upper Quarry Road represents an alternative route to the Bradley housing estates and schools, rather than Steep Lane. In our view, low-cost improvements to the surface would likely deliver a more popular cycle route than Steep Lane.'* Survey participant

### **Suggestions for crossing improvements along the route (n=8)**

Some participants commented on the crossing infrastructure along the route. In particular, they suggested that:

- The crossing at Brighthouse basin needs to be cyclist friendly and suitable for wheelchairs
- A641 and A643 road crossings need careful design
- Safer crossing infrastructure is needed at St Thomas Gardens and on Bradley Road
- A toucan crossing is needed on Leeds Road A62 to enable safer access to Calder Valley Greenway
- Safe crossings, such as wider passage or/and toucan crossings) should be provided on Bradley Road at the intersection with Steep Lane and Upper Quarry Road
- Inclusion of a toucan crossing close to the junction of Leeds Road with Brooklands
- The crossing of Briggate needs to be in the same place as the zebra crossing to avoid worsening the traffic problem
- The crossing of Leeds Road from the Ashley Industrial Estate needs improvement

### **Clear signage along the route (n=6)**

A few people (n=6) commented on the importance of clear signage on the route. In particular, the respondents suggested that:

- All 'No Cycling' signs should be removed upon completion of the work.
- Clear signage needed where the route does not follow the Calder & Hebble Navigation
- Signs and maybe a map will be needed at Brighthouse basin at the start and end of the route along Armytage Road, across Huntingdon Road Bridge and River Street
- Signage will be required at the Bradley end where the route diverts from the riverside and onwards



- Clear signage is needed at Upper Quarry Road so users are aware of the two route options (Steep Lane and Upper Quarry Road)
- 'Caution Cyclists' signs are recommended to be placed Lower Quarry Road whilst HGVs continue to use the area

### **Other comments**

Other thoughts shared by the participants on the proposals are outlined in the table below. For a full list of comments please see Appendix A.

Funds should be spent on other local priorities	7
Segregated cycle paths needed, especially on Armytage road	6
Phase 2 should be given priority as it is the part of the route least suitable for cycling and walking	4
Horse riders' needs should be considered when developing plans	3
Adequate lighting needed to secure safe use of the greenway when is dark	3
The plans presented are not detailed enough	3
Maps are inaccurate	3
The area around the Calder & Hebble Navigation is prone to flooding, the plans for towpath surfaces need to consider this	3
Access controls at Anchor Pitt Lock should be removed	3
Horse riders should be included as part of the engagement	2
Issues with antisocial behaviour on the route	2
More refuge bins needed on the paths to avoid increases in litter and dog waste	2
Consideration should be given to how the local residents/land owners will be impacted by the increase in use of the greenway following improvements	2
Clear and adequate space should be given for boating activities, such as mooring and lock operation	2
Not in favour of the greenway to become cycleway	2
Pedestrians should have priority on the greenway	2
The Huntingdon Road bridge requires improvements	2
The towpath between Brighouse Market and Ganny Lock needs to be clearly marked as a cycle route and needs improvements	2
Consideration should be given to potential increase in parking demands following the improvements	2
Removal of the trees is not supported, however if there is no other way, plans should be put in place for tree planting in vicinity	2
Old train tunnel to be transformed as a cycle route to Bradford	1
Miscellaneous	1
Surfaces to be waterproof	1
Additional consideration for cleaning and resurfacing of Birkby-Bradley Greenway.	1
Using old car tyres as the main pathway to encourage recycling	1
Local residents to be consulted previous to the information being published	1
It is not clear if the plans are to use current surfaces or to lay new ones	1
Develop volunteer groups that can oversee litter collection and maintain the path	1
The route to be allow access to bike trailers	1

The route does not provide a safe alternative to the A644	1
The local council should take responsibility for the maintenance of the greenway	1
There is a need for Dog Control Orders	1
Riverbank outside anchor need improvements	1
More details of the plans for improvements of the Brighthouse/ Ganny section are needed	1
Anglers needs should be considered	1
Cycling facilities at destination points are needed	1
The route through Bradley from A62/ Brooklands to Park Lea does not serve cyclists wanting to complete longer journeys	1
Guardrailing can be dangerous	1
The towpaths should be designed to accommodate disability cycles and wheelchairs	1
Lower Quarry Road is not safe for cyclists and pedestrians due to heavy goods vehicles travelling to Bradley landfill site	1
Local historical character of the canals and surrounding areas need to be preserved I any attempts to improve the greenway	1
The treatment of tree roots and other bumps is needed on cycleways especially Calder Valley Greenway.	1
Cycling down the ramp to the towpath could cause danger to pedestrians.	1

### 5.3. Emails

Throughout the engagement period people were offered the opportunity to feedback via email or in writing via the freepost address provided.

This was made available to complement the survey and as an option for groups or representatives to submit consolidated comments or feedback. 3 emails were received during the engagement period. The full list of emails can be found in Appendix B of this report. The feedback received via email was included in the analysis above as many comments were similar to those received via surveys. However, it is highly recommended that decision makers read appendix xx in full as some emails they contain valuable, detailed insights.

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Redacted information includes names, addresses and contact information. Where this information is relevant or necessary for a timely response to have been provided (emails), this information has been given freely, however redacted for the purposes of this report only.

Please also note that these comments have been copied verbatim from their source and have not been altered, updated, or amended.

### 5.4. Questions and answers

Interested parties had the option of asking public questions on the dedicated page for the engagement, which were answered by the project manager. 7 questions were

received throughout the engagement period. 6 of those questions were responded to publicly and one privately as it contained personal identifiable information. The full list of questions and answers can be found in Appendix C.

## 6. Recommendations

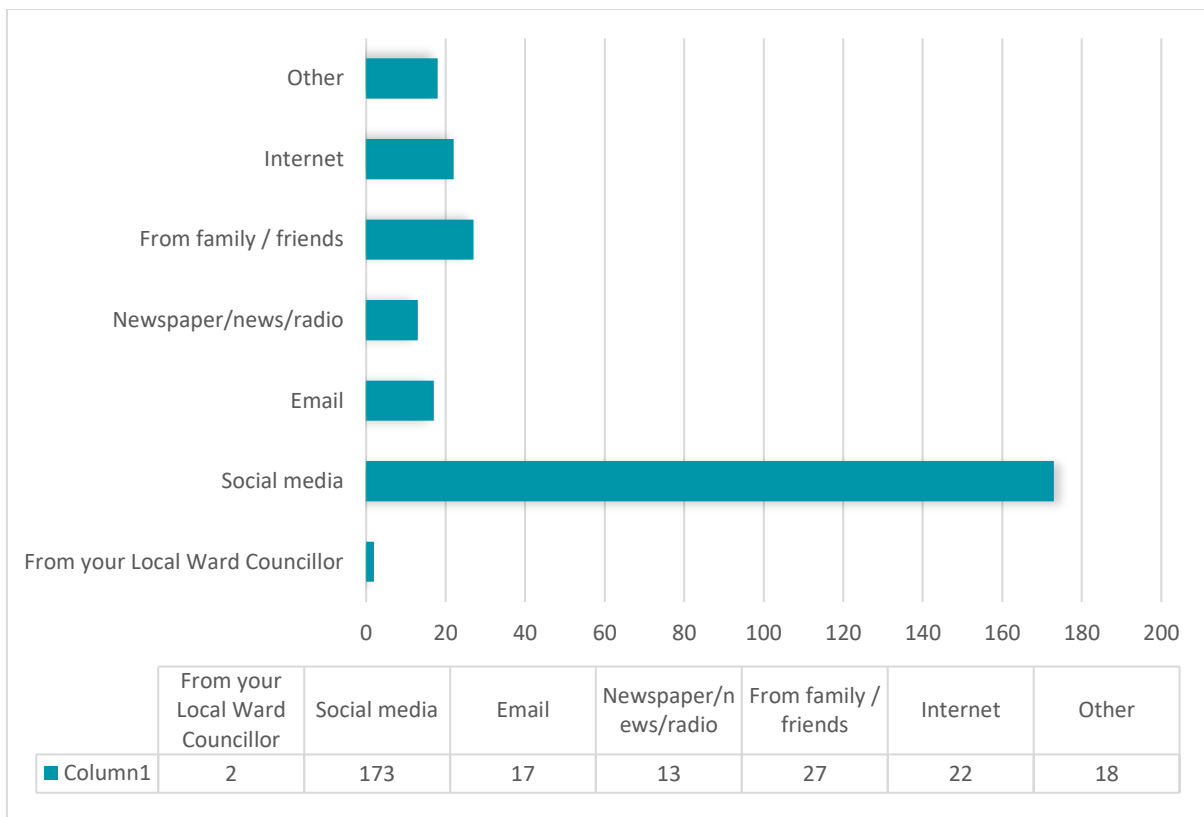
Overall, the vast majority of participants welcomed the initiative of developing and improving the greenway and creating a walking and cycling link between Bradley to Brighthouse.

Based on the participants comments the following recommendations can be drawn:

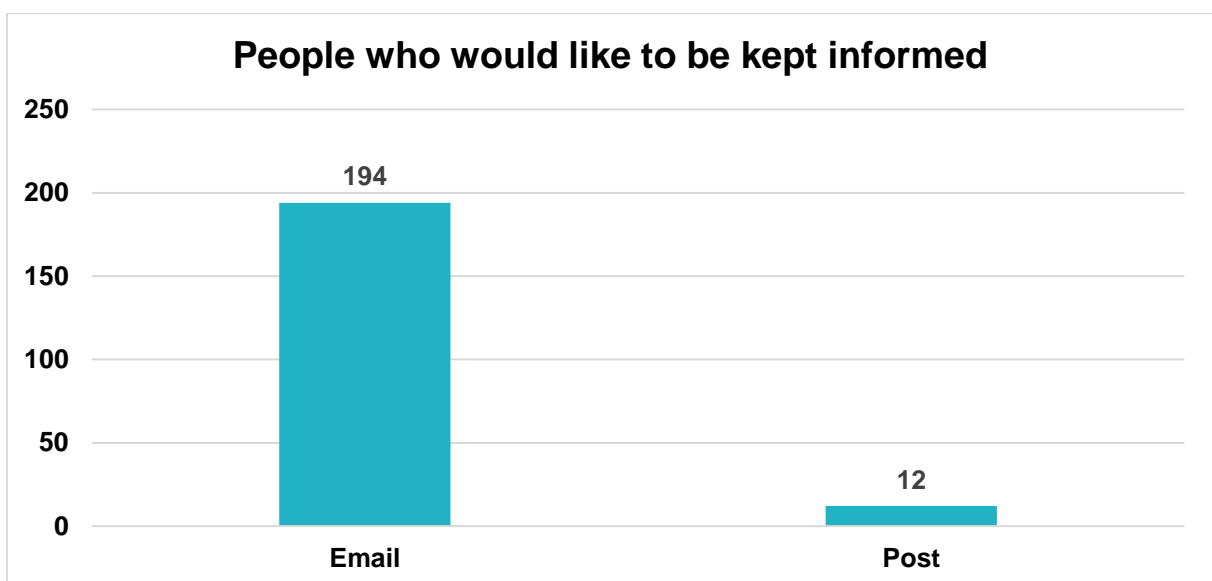
- Consideration needs to be given on what measures can be put in place to ensure the safe use of the greenway by both pedestrians and cyclists
- Clear signage is needed along the route
- Some crossing improvements are needed along the route to make walking and cycling safer
- Cyclists to be encouraged to use alternative options to Steep Lane
- Segregated cycle paths needed in areas where the greenway joins local traffic, especially on Armytage Road
- Phase 2 should be given priority as it is the part of the route least suitable for cycling and walking
- Surface of the greenway needs to be waterproof and safe, suggested to be tarmaced
- Local residents who own land on sections of the greenway to be consulted and kept in the loop with how the project progresses
- The needs of boat owners, horse riders and anglers need to be considered

## 7. Optional questions

### 1. How did you find out about this engagement? (n=266)

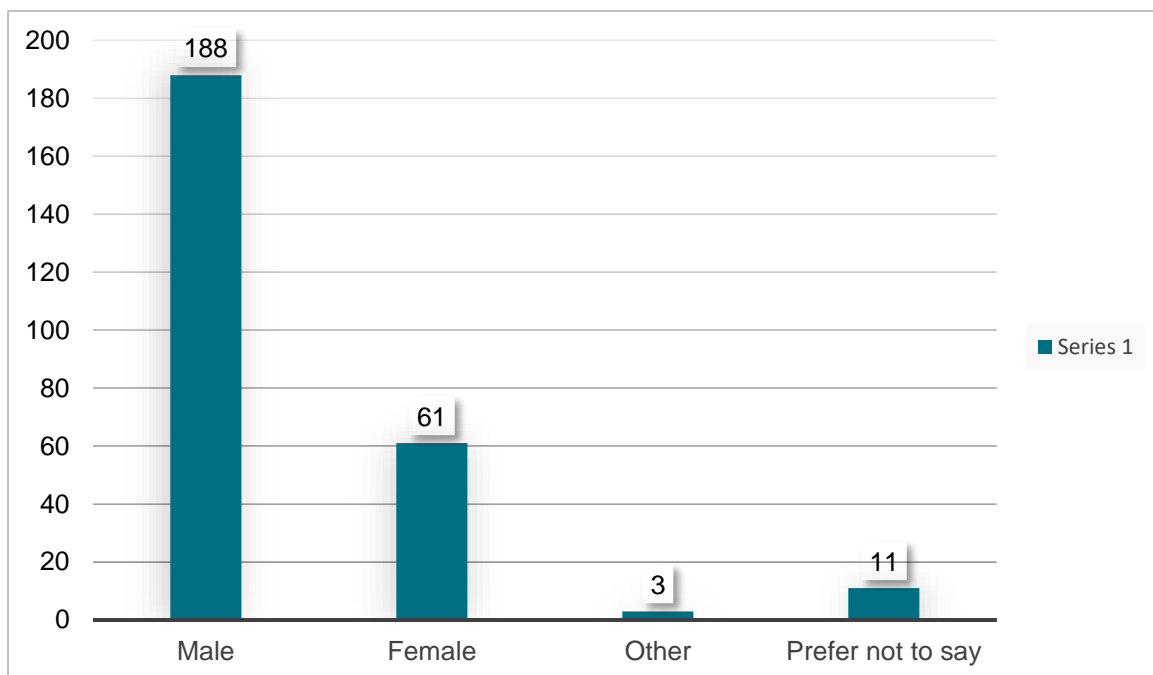


### 2. We would like to keep you informed with updates on the Leeds Core Bus Network project. If you are interested in receiving more information from us in the future, please provide a preferred method of contact below. (n=182)

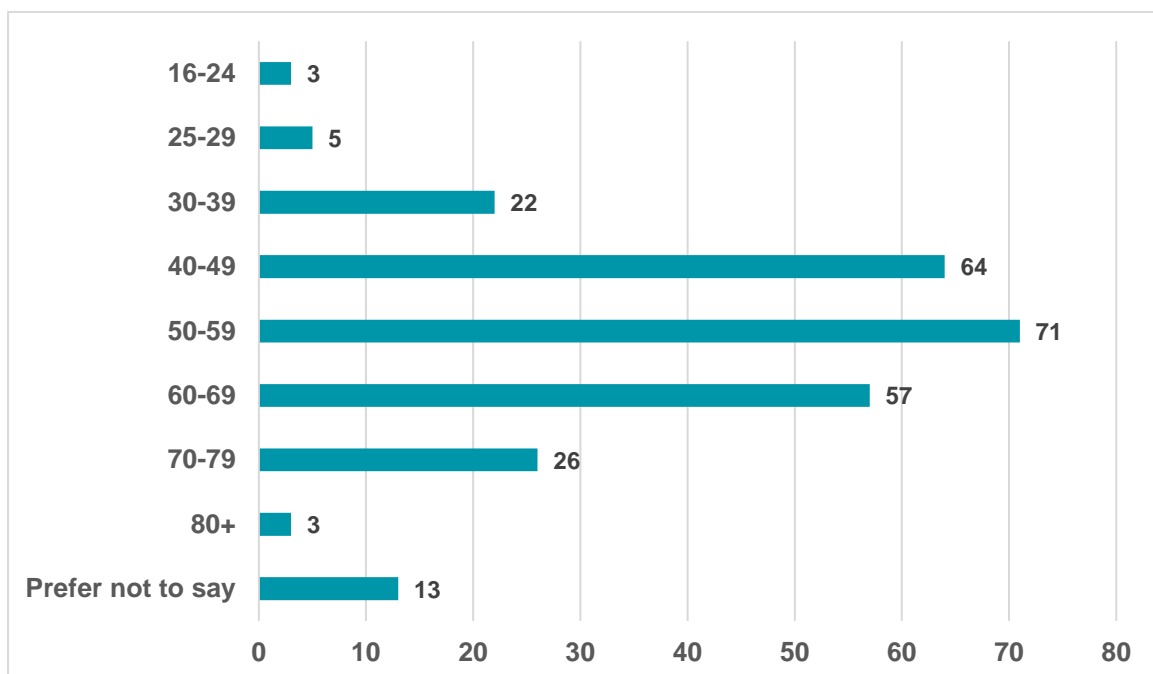


## Equality monitoring data

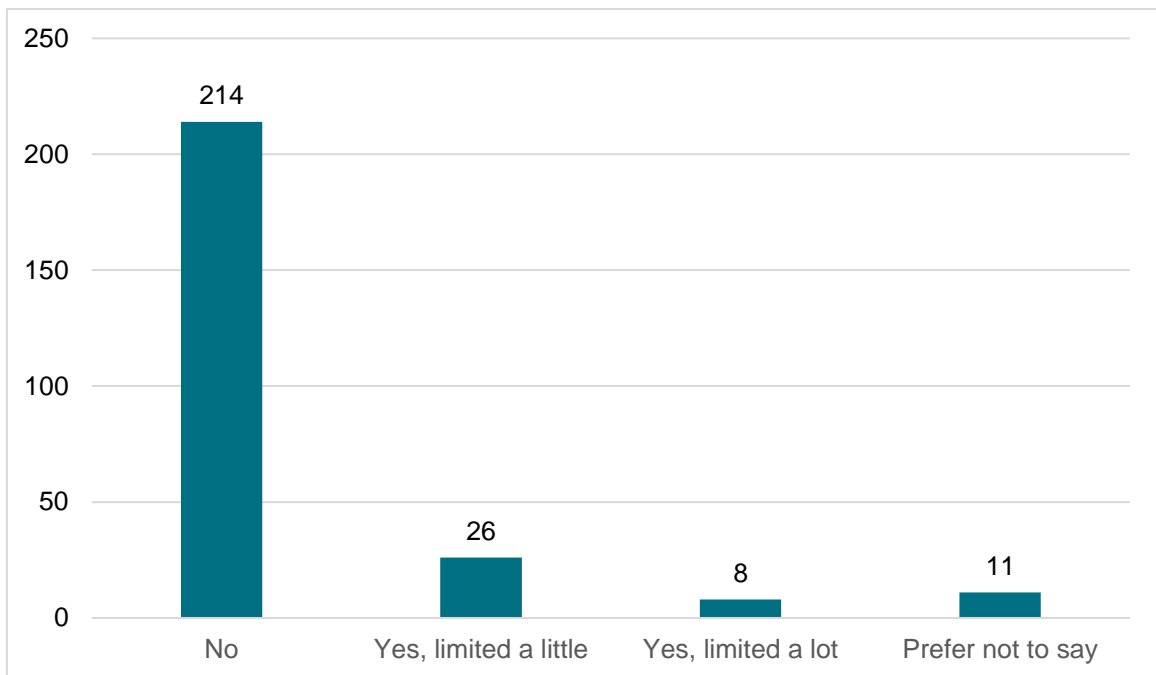
### 1. Do you identify as (n=263)



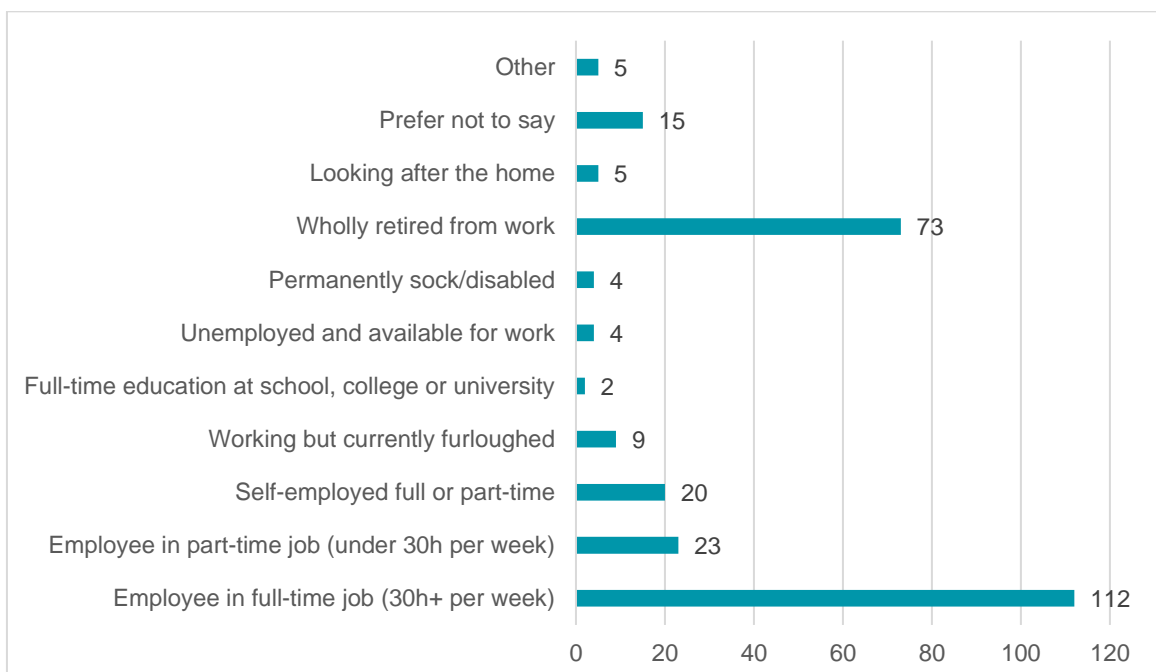
### 2. Which age category do you fall within? (n=264)



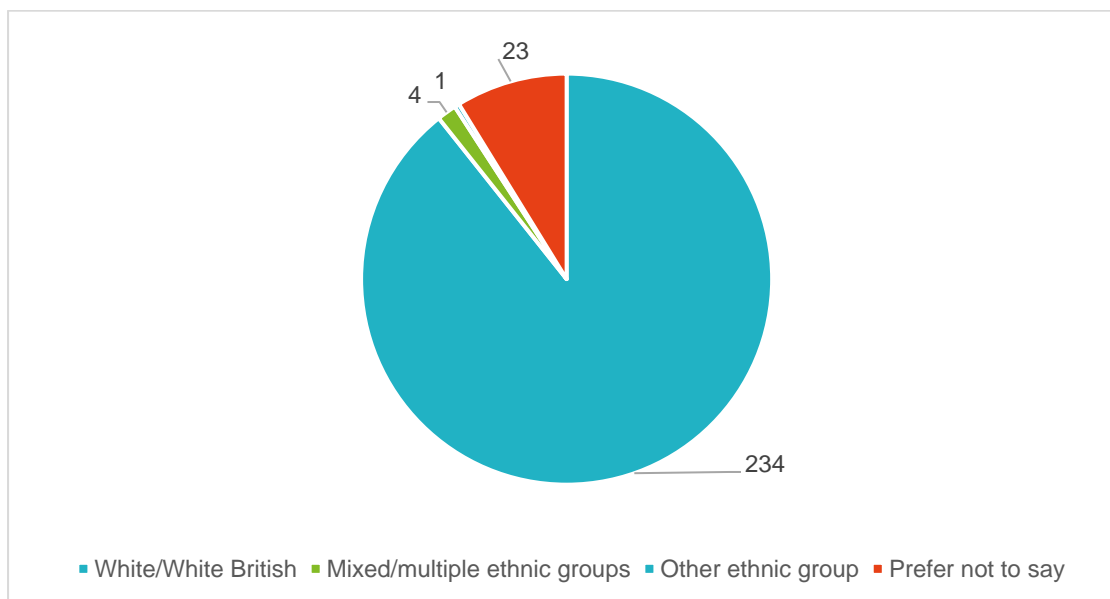
**3. Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (n=261)**



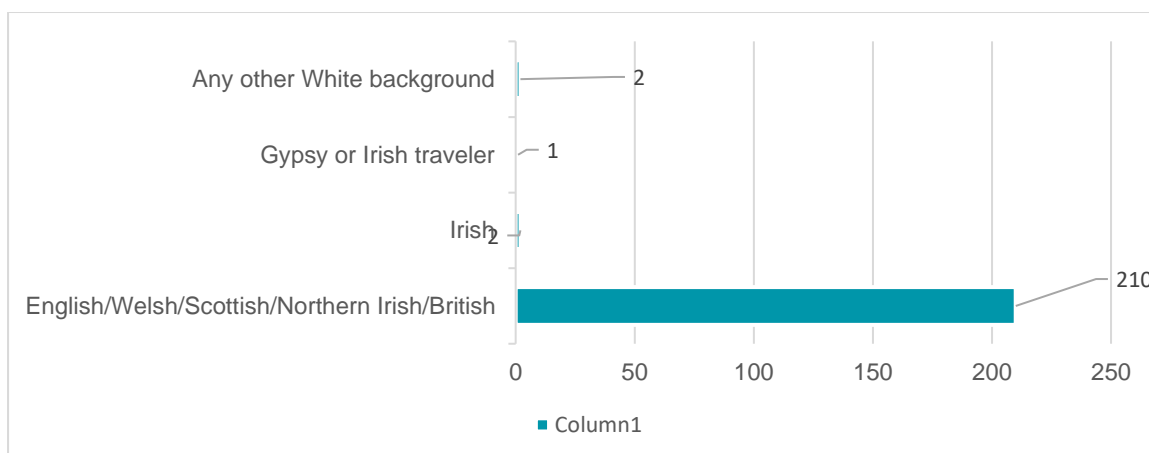
**4. Which of the following activities best describes what you are doing at present? (n=263)**



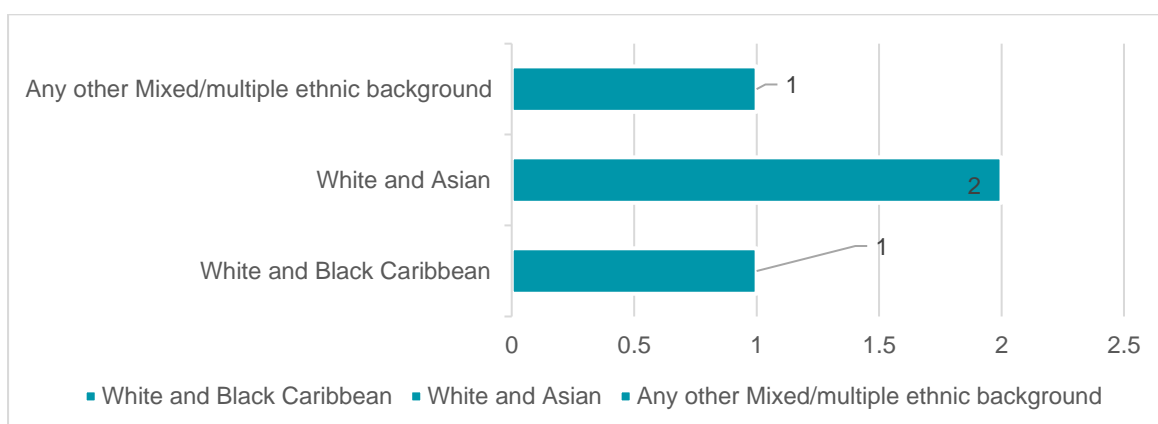
## 5. What is your ethnic group identity? (n=62)



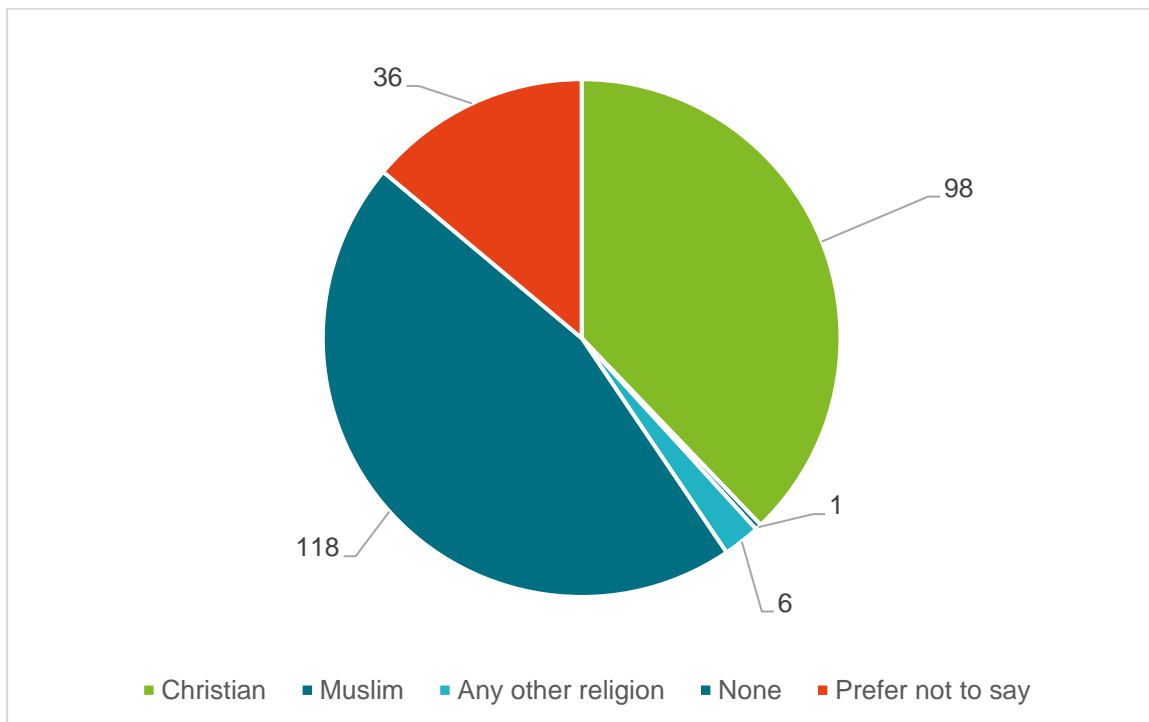
### 5.1. White/ White British (n=215)



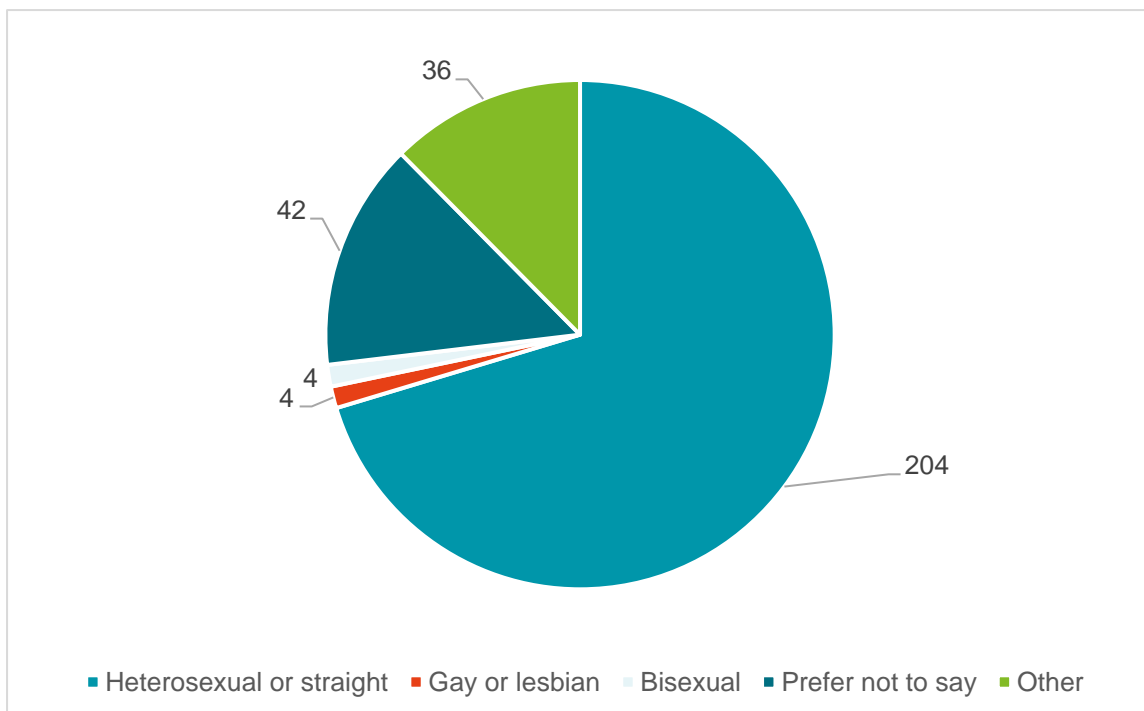
### 5.2. Mixed/multiple ethnic groups (n=4)



**6. What is your religion? (n=259)**

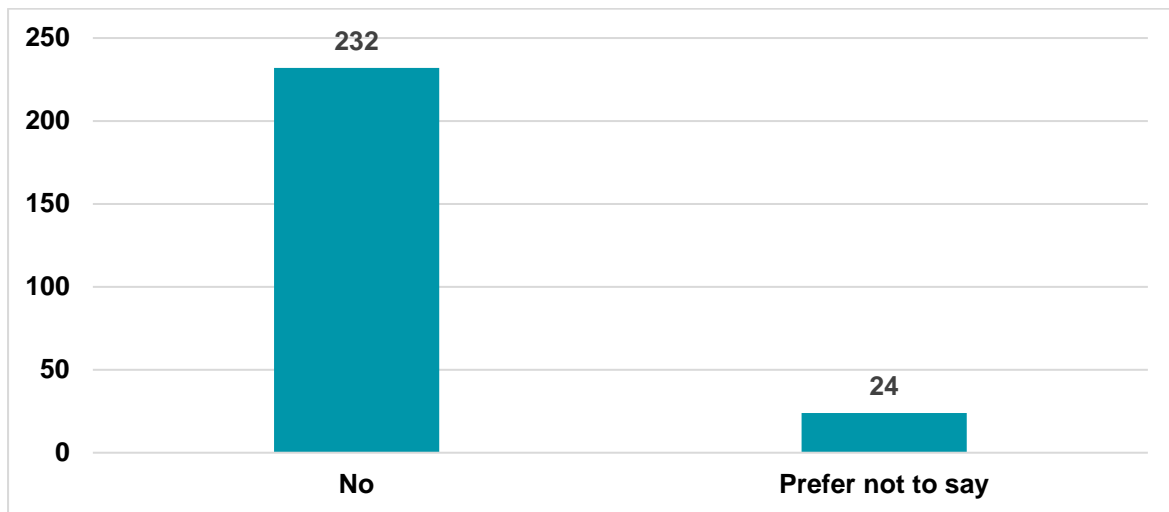


**7. Which of the following best describes your sexual orientation? (n=257)**

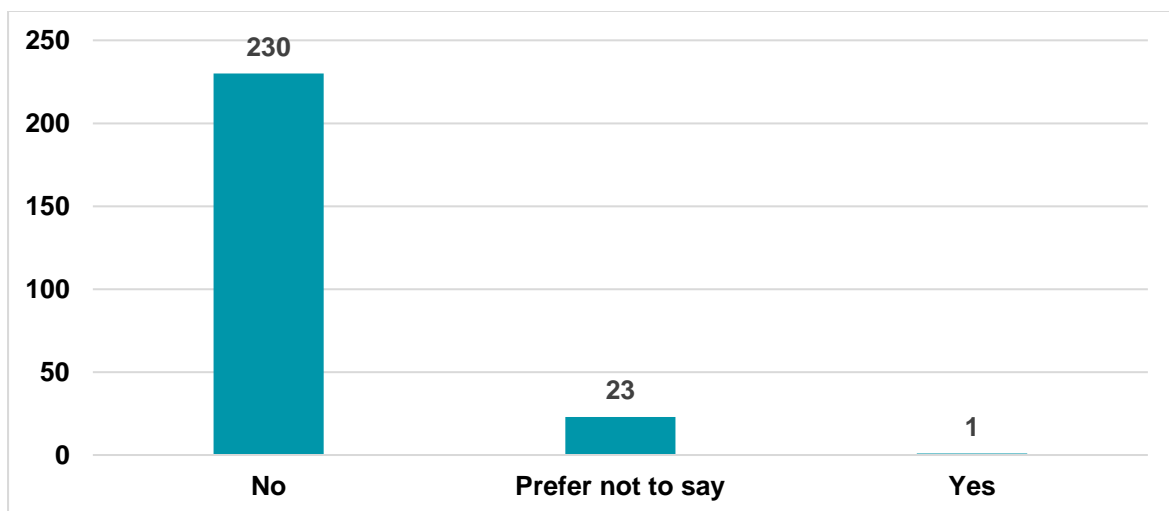




**8. Are you pregnant at this time? (n=254)**



**9. Have you given birth in the past 26 weeks? (n=254)**



## Appendix A - Survey comments

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Please also note that these comments have been copied verbatim from their source and have not been altered, updated, or amended.

### **Responses to Q6. Do you support the proposals to create the connection of the Calder Valley Greenway between Bradley and Brighouse?**

**A On answering 'Yes, in part, but not all element', the following 35 open text comments were provided**

There is a pressing need for cycling along the A641
Phase one seems to take a very convoluted route but it would be better than nothing. I guess it ties in with the existing greenway.
Cyclists and pedestrians should be kept apart for pedestrians safety..cyclists cant ride through a town centre on paths . Why are they allowed to knock us over on a towpath ?
The section down Steep Lane
The choice of surfacing - it should be weatherproof, which means tarmac not limestone or bound surfaces. It should be segregated for cyclists and other users, not dual-use shared paths. It should be dutch standard, and not repeat city connect's failures
The section between Anchor Pit And River Street is private property up kept and paid for by the residents,it is one way in and one way out and residents have not been informed or given permission to use the section of road
uninterrupted 'track' while further endanger existing users when the cyclists can gain more speed than they already do
The consultation documents show the section along River Street, Huntingdon Road Bridge and Armytage Road as just being signposted. Surely this will let the whole scheme down as it is routing along industrial and busy roads, segregation is required.
I'd like consideration to be made for horse riders
Further details required including maintenance and details of using exist surfacing or resurfacing. Communication with land owners is essential and should of been done before requesting public opinion.
I have experience of the danger to pedestrians and other users where tow paths have been "improved" elsewhere

I am against the canal towing paths being used as a race track by inconsiderate cyclists.

I would just prefer off road surfaces to be tarmac, years of cycling on puddled non tarmac routes have led me to conclusion this is the only rational surface

Not sure about the controlled crossing by Sainsbury's. One already there. Lights on Hudds road/Mill royd St need upgrading to make them safer for pedestrians.

I think that the proposal takes an indirect route. Using crushed limestone for the surface worries me. The route does enable a near traffic free route from upper Calder Valley to Huddersfield; but it is not the most direct nor flattest route.

Horses not included

No safety built in. Will only be used by those brave enough to risk it.

You have already consulted but failed to feed back on a previous project which could have addressed this issue yet here you are wasting more money

See my responses above

Concerns that horse -riders have not been mentioned as one of the user-groups, especially since several existing bridleways are to be incorporated in the proposal. What 'bound surface' will be used. Is it suitable for all users year round ?

I feel there are some aspects which may not work well for all cyclists.

Traffic lights to cross Huddersfield Road in line with the towpath would worsen the severe traffic problem. The several traffic lights on the route through Brighouse already cause long queues.

It doesn't cover a large number of routes like Spen Valley greenway or Leeds to Liverpool canal route.

i do not support CYCLING uses UNLESS the cyclists are prepared to pay towards the upgrades via some form of licence fee, just like boat owners have to do.

On a scale of 'essential', 'highly-desirable' and 'desirable' the project for me rates as 'desirable' when the country can afford it. There are more important priorities at the moment.

I think the elements that encourage cyclists to go faster need to be carefully thought through. Perhaps there could be clear liability for cyclists that are reckless eg cycle under bridges without looking ahead or ringing bells.

Our Society has concerns regarding the sections of canal towing paths which are incorporated in the plans. In these areas you seem to have overlooked the fact that boaters also use the proposed greenway!

Tree loss

I would like to see an alternative route at the Lower Quarry Road (Bradley) end as the route as currently proposed uses (the aptly named) Steep Lane which is a very steep bridleway. A less steep and shorter option would be to use Upper Quarry Road.

route should not go through Bradley Estate

Use of Steep lane bridleway for cycling, as the gradient makes it unsuitable for anyone other than experienced mountain bikers and it is not the most direct link connecting NCN route 66. Upper Quarry Road provides a more direct and user friendly link

My concerns are expressed in a separate note. I have posted this in the box below but think that it may be too large. So I will also send it as a separate email.

All my comments that explain the elements I like, and the elements I do not support, are in section 9 below.

**B On answering 'No, not at all', the following 10 comments were provided**

Waste of money.

IT BAFFLES ME HOW MILLIONS CAN BE SPENDING TO DO THESE PROJECTS YET PEOPLE ON LOW INCOME ARE STRUGGLING TO PAY RENT AND 91 POUND PER MTH FOR COUNCIL TAX AND CANNOT GET ANY HELP BUT ALL THESE MONEY WASTING ON MAKING EXPENSIVE WALK WAYS IS JUST WASTE

Most people don't want to cycle/walk carrying heavy shopping. No need for 3 sets of traffic signals within 200 yards between Mill Royd Street and Huddersfield Road/Bethel Street roundabout. Signals on Anchor Bridge (A643) is dangerous on weak bridge.

You're going to cause more people to use Lower Quarry Road which is generally quiet! Which is the whole reason why I bought my house here.

We have suffered vandalism , off road bikers , drug users noise nuisance and anti social behaviour of all sorts

Money could be better spent on road maintenance

As the land is in my ownership and authorisation/consent has not been sought from me, i was only made aware of the consultation yesterday 19 days into the consultation.

The road at the end of river street is privately owned and unadopted, the residents living down there have to pay for the upkeep of the road, the council are encouraging more people/bikes down there and not taking this into consideration or parking

Money better spent elsewhere for the whole community not just cyclists

cost of repairs to the road comes down to the residents why should we have to put up with irresponsible cyclist and dangerous electric bikes which can be modified to go over 35mph and put up with the abuse of people wandering over private property

**Responses to Q7. Please use this space to provide us with any additional comments or suggestions you would like us to consider at this stage.**

The following 173 open text comments were provided

The A641 is a main route between North Huddersfield and Brighouse. Very dangerous to cycle along but many still do. I do not believe people using this route will take a big detour to meet the proposed greenway.

This is a truly wonderful plan that would see my house in Lindley, connected almost directly to my sister's house in Shipley, Bradford.  
I wholeheartedly support any moves to improve cycling infrastructure in the UK, particularly those which separate cars and bicycles.

To link with Huddersfield canal so people like me who are not confident on roads being older (over 50) and with slight physical disability can cycle or walk and connect through from Longroyd Bridge and Milnsbridge to Brighouse and beyond. It would be great because it's a flatter route that will help more people like me too and not just regular cyclists.

Good signage would be important

It is currently awful to get from Bradley to Brighouse via Cooper bridge on a bicycle so all improvements and alternatives will be of benefit.

Could phase two be implemented first, so there is at least some usable route to get us started.

Living in Hopton (Mirfield) we are restricted by hills so cycling is difficult unless on a Greenway. As a family we regularly cycle on the Calder valley greenway but it's only so long. We like to visit Brighouse and use the canal there, so any links between Bradley & Brighouse would be excellent progress towards joining up more cycle routes.

A safer cycle route would encourage me to use this route. Badly needed.

This is a much needed piece of infrastructure. The road from Cooper Bridge to the M62 Brighouse junction is terrible for cycling. The alternatives all involve significant hills, so a route down the valley would be fantastic.

Please just upgrade the towpath between Bradley, Cooper Bridge and Brighouse and get access at the Brighouse side

Current road route is nasty, totally unsuitable for inexperienced cyclist, and not any real viable alternatives at present

I would also like to see improvements on Huddersfield broad canal from where the greenway crosses Leeds rd, Huddersfield to Leeds rd playing fields. This would allow travel from those 2 points without approx 3 road crossings as is required now on the greenway route.

Do not delay. Needs completion asap

I would use this route to commute to work, linking up with another cycling route in Huddersfield. I have not been able to do this consistently in the past due to the poor upkeep of the canal towpath which is sometimes ankle deep in mud

The only safe route by bike is up Thornhill, over hartshead and drop down into midfield, this is not suitable for kids or beginners. This would provide a safe route to take the kids and run beginners rides.

Have a separate track for cyclists or put more cycle lanes on the roads ...we are staying in where it is safe because these cyclists have ruined our walks along the canal between brighthouse and elland

Easy crossing at road junctions

This is a huge missing link. Can you do the old railway line from lower Wyke to Brighthouse as well?

Great idea , hope this happens

The maps provided leave something to be desired. From life and safety aspects it's essential that cyclists will be totally segregated from traffic (A6107, A44, A62) at Colne Bridge area.

Total freedom from A644 between Brighthouse and Dumb Steeple/Three Nuns will be a particular boon.

Connecting these greenways up is essential to making them more useable. Too often they end in the middle of no where rather than having fully maintained course from destination to destination (town to town)

Phase 2 should be done first as this is the part of the route that is least suitable for cycling and walking at the moment. The proposed phase 1 will be good for people in the Bradley area but the majority of users will continue to the end of lower quarry road and join either the canal or greenway rather than go up through Bradley.

In the section between brighthouse and Bradley serious consideration should be given to the cycling aspect. The alternative road route via the M62 junction and the main road is extremely narrow for the traffic to pass cyclists. I have nearly been hit numerous times by large vehicles. Ensure that the path is wide enough so walker's don't complain about cyclists on their daily commute (inevitable I know). Please make it a 50/50 shared access so that walker's understand cyclist have equal rights.

I am a cycling enthusiast, and as such an used to riding on the road and the hills around here. As such, I cycle up and over Bradley Bar or Ainley Top through Rastrick to get to and from Brighthouse. However, roads and the steep Huddersfield hills are a barrier to entry to a huge number of people (like! Wife and children) who would in flatter areas get on a bike. It is a great idea to link together these lower level routes in a safe off road way.

please make wide enough to pass walkers safely when cycling and consider marking keep left rule to avoid conflict and aid social distancing. Please ensure that all infrastructure can be negotiated by a tandem or cycle with a trailer.

I like to visit Brighthouse to shop so this could be useful for me. Being registered as blind I also ride with Tandem Trekkers based in Bradley so this is likely to be a route that we will be able to use.

We need to make better safer alternatives to driving in cars. Let's invest in a healthier, greener future.

Please ensure any tarmac paths are wide enough for cyclists to pass other users. Also, looking at the plans, very special consideration needs to be given to the crossing points to ensure cyclists don't get in the way of pedestrians.

This section is too steep and involves doubling back on yourself. A better route would be along the canal towpath; joining the towpath at the viaduct on the Bradley to Spen Greenway, going under Leeds road via the towpath, then up onto Lower Quarry road via the path behind the mill.

Instead of building the new path down steep lane, build a new path down Old Colliery Lane - this would link Keldregate to the Bradley Greenway via an off-road route, and connect all the off-road paths through Bradley Gate Wood, Upper & Lower Fell Greave Woods to the cycle network and dramatically increase offroad cycle access in this area.

This is not a serious attempt at improving cycling. The surface will not be usable for normal (i.e. not off-road bikes with suspension) bikes for large parts of the year due to waterlogging and the lime surface becoming muddy. Potholes will develop.

There will be conflict with other users. The route is too indirect. Instead, the money should be spent on creating dutch style, weatherproof, all year, segregated cycle routes in places where people want to use this. this is a waste of money.

After lockdown, people walked more & it created a better neighbourhood. I think this greenway will extend this for the local community

How fantastic to have our own greenway to cycle safely and promote greener ways of getting around to our children, particularly the stretch of towpath talked about and the access across the river Calder at river street have been badly needed for years.

Badly needed route from Brighouse along the canal towards Mirfield / Bradley

I was unaware this existed but your plans sound exciting great for family exercise

The tow path and riverside path improvements are essential as the only other route is the main road which is very dangerous. The other direction from Brighouse to Hebden bridge is excellent.

Linking brighouse to Bradley for cycling and walking is much needed.. I've tried to find a safe way to extend my cycle from both Huddersfield and Mirfield to Brighouse before and risked my life after finding lots of off road dead ends, that Wakefield Road was the only option. Its a shame the path won't run along the canal the whole way. Any proposals need to be safe from traffic and poor air quality but also from antisocial behaviour, dumping and litter (there's a lot of the last 3 under the m62 in this area). It would be good if biodiversity is encouraged on this route and that once in brighouse it's easy to navigate a route on the cycle way to Elland and other locations.

I think the improvements to the route will make it a more enjoyable experience due to less muddy conditions when the weather is wet.

There is no compensation in place for residents or uses and residents refute any claims it's a dangerous section of road as pot holes appear frequently and should have never had permission to open up without talks with residents.

There are severe issues with pedestrian access, let alone cycle routes in central Halifax. The walk from Halifax to sowerby around king cross is particularly awful. It

would be amazing to re-purpose the old train tunnel as a cycle route to Bradford. Also get rid of the horrible cobbles at the side of roads that make it awkward for pedestrians.

It would be really good if the pathway was wide enough for cyclists to feel like there's room to pass pedestrians without too much inconvenience.

Great idea.

I have had several near misses with motorists and have been hit by a car once recently. More off road paths are essential.

We need more access safe routes for our families and communities

I often cycle to Brighouse from Mirfield, but end up using roads, which puts me off. I would like to spend more time in Brighouse for leisure and the plans would make that a far easier prospect.

It's a great idea

Please please do it i want to cycle to work

The current road route from Cooper Bridge to Brighouse is one of the most dangerous cycle routes in the district and anything which avoids this section of road would be a huge improvement

Waste of money. Not needed. There are enough rude cyclists without creating spaces for even more. I pay road tax to drive on safe roads. So should cyclists. Then use their money for projects such as this.

The sooner the better

Issue money to people struggling to pay rent, we cannot live on footpath unnecessary always wasting money doing ridiculous things build affordable homes to rent my current rent with Pennine housing is 525 per mth on a 5 wk, working as a carer I struggle and council tax 91 per mth so i not in favour with all this nonsense

I would like to challenge someone from your organisation to cycle from Brighouse to my home address in Healey Wood Road. It is not more than a mile. What could be the problem?

the tract needs to be broken by speed humps, occasional obstacles to slow the speeds cyclists can get up to. Brighouse basin is a dangerous place to cycle through. Consideration need to be taken where the additional users will park to access for walking or cycling.

What effect is the route going to have on the Brighouse Boundary Walk? I devised this route over twenty years ago and it has been a huge success. I notice one section is to be tarmacked. Will walkers have priority? Cyclists seem to think they have more right to be on a footpath rather than walkers and are inconsiderate.

Please ensure where possible that wallets can walk safely without the constant need to move out of the way of cyclists who just ring their bell and expect an immediate movement. Make paths wide enough and put lines down it, for cyclists and walkers to use the path equally.



this is a vital link in the Greenway structure it would be a great enhancement and would remove the need to ride on a narrow dangerous piece of road.

Spending millions of pounds of public money trying to make people walk or cycle all the time is going backwards in time. Not even encouraging people to use horse drawn vehicles nor buses? This is seen as "polluting" these days by some. Big money pushes this billionaires' dreams backwards agenda!

Spend OUR public money on proper things, like resurfacing roads and pavements we walk and travel on, and build a new A643 road bridge over the canal between Rastrick Bridge and Owler Ings Road, so that the narrow, weak, weight-limited Anchor Bridge can be pedestrianised!

It is great to see this missing link finally being addressed after all these years. This route will open up places I can go and can take my children without jumping in the car.

However I have a few concerns. I worry that the section in Brighouse is let down by the section in Phase 3 Map 2. This appears to route cyclists who could be using segregated facilities for the rest of their journey and therefore might not be confident cyclists onto industrial roads with many entrances and heavy vehicles. There needs to be segregated facilities with priority for cyclists on this section or even better upgrade the tow path along the canal. This will also make journeys more direct.

I also worry about the conditions of the surface on the section of crushed limestone on Sheep Lane. Why can this not be a bound surface like the rest of the route. If this turns muddy the you will put people off cycling for transport as they will fear arriving muddy at their destination.

Please also think about long term usage levels when deciding the width of the canal tow path. Hopefully this scheme and others will result in a significant increase in cycle usage and the widths of paths should be able to accommodate this without putting people off through fear of ending up in the canal when it gets busy.

Brighouse does really need upgrading for footpaths and cycle greenways, you only have to look at low moor Greenway and Greenway in Huddersfield to see what people can get out of it, so the sooner it's completed the better cyclists and walker's need some space and safety away from main road

Is there any thought to the residence on Lower Quarry road or surrounding areas

This is exactly the kind of proposal that is needed across West Yorkshire - linking up different cycle routes and creating safe off-road options for active travel. It is only when large cycle networks are available that we will see a huge increase in people using them for active travel. Avoiding the busy roads in the area will enable many more journeys to be made by bicycle. The cycle route needs to link in seamlessly with Brighouse railway station (and subsequently also Mirfield, Deighton and Elland stations), to support longer distance journeys without needing to drive.

For me, Phase 2 is the priority and I hope it can be achieved ahead of, or at the same time as Phase 1.

Additional consideration for cleaning and resurfacing of Birkby-Bradley Greenway. The treatment of tree roots and other bumps on established cycleway especially Calder Valley Greenway.

We have forced to call police, fire service and other emergency service first responders due to activity of individuals who could not previously enter our property prior to the Greenway. We voiced these concerns before it's opening and were ignored, experience has proved our concerns to be fully justified. I expect they will be disregarded again with increased problems for us

I have helped maintain the Colne/Calder valley greenway for many years and can see what a huge benefit it is to the community along it. Once they are accessible and maintained, they are very well used by all sections of the community, on bikes and on foot. They also have a valuable habitat and biodiversity benefit which I would hope would be part of the plan for this too.

Anything to improve facilities to encourage cycling is worthwhile pursuing.

How will it connect to the Kirklees greenway

Horse riders are being forced onto roads. Please can we have a circular route. Also how will illegal bikes be kept off? They currently ride these on Bradley viaduct and the canal

I've tried to connect Mirfield with Bradley but realised it was impossible! This will be a great improvement

a great addition to the network allowing longer, flat traffic free running

Join from mirfield side

can you use old car tyres as the main pathway as a move to recycling

More than once a month

I welcome the development of this traffic free cycling route.  
Please take care to ensure that cycle way improvements along the waterway:  
1/ take account of the fact that C&RT policy is for cyclists to say all times give away to pedestrians, consider appropriate pinch points / chicanes to regulate cycle speed.  
2/ ensure adequate clear space is maintained for boating activities such as mooring and lock operation.

we would cycle to Brigouse on a regular basis to shop or for leisure. We fell cut off, in Bradley, from our nicest shopping town as there is no direct transport and bottle necks if we drive

I would like to be consulted prior to plans been put for public consultation since I own and currently maintain a section of the proposed route. I have been trying to obtain information however no communication from Miguel despite numerous messages and attempts to contact. Please note I'm not against the scheme... unlike many other residents.... however I have some reservations and objections if some areas haven't been addressed such as Resurfacing, upkeep and maintenance.

The plans do not state if you are using current surfaces or laying new surfaces. Plans seem very vague especially if try to evaluate if it's 2.4m is value for money. No time frame on stages 2 and 3

I would like to see Refuge Bins / spots on the proposed plan to avoid increases in

litter and dog poo.

More detail to the plans

It would be nice to be contacted, my details are as follows:

[REDACTED]

I would love to see stage 2 done first with the nice stretch by the canal and a very useful route across the bridge to the Armytidge road trading estate. I think more would commute that way.

Until some means is found to prevent 'sports' cyclists from using existing paths for speeding time-trial type activities opening such paths to multi-use will create an unpleasant and dangerous environment for all other users. Putting a sign up doesn't work as most of the cyclists I have encountered assume the right to ignore such signs.

There needs to be physical measures to restrict speeding cyclists causing danger to other users

The canal towpath is used by boaters and fishermen as well as cyclists and walkers. Is speed restrictions are not in place, then the cyclists trend to spoil it for everyone else in my experience.

I would like you to consider the safe opportunity for walking without fear of being mown down at every metre of the Greenway by speeding, inconsiderate cyclists. The CRT website states pedestrian travel has priority, whilst cyclists do not follow this. They ignore notices to dismount on blind corners and other pinpoints, to the point where I have seen a cyclist hit a baby buggy full on, then shouting at the parent for daring to walk on a path advertised for safe walking. How are you going to educate and enforce safe and considerate cycling?

I've cycled Mirfield to Brighouse. The main road is very dangerous. This provides a safe route.

The route needs to be adequately lighted with a good tarmac path

If you insist on using canal / riverside towing paths for the inconsiderate element of the cycling community to destroy other users pleasure then I suggest you incorporate features forcing them to slow down, particularly where there are moored boats and narrow sections where walkers are forced off the path. The system needs pinch points and cyclists should be educated to dismount at canal bridges. Signage is proving to be ineffective.

Have been suffering the busy roads in the gaps between the cycleways for years, this is much overdue. I am adult and can cope with the roads but it is bound to deter families.

Upgrading the canal path is terrific news. Armitage Road out of Brighouse can be busy, carrying considerable amount of commercial traffic - what will be done to make this section safer? (please do not just paint lines on the road this is not safe infrastructure). While the work is being carried out will people still be able to continue riding along the section of canal path?

About time this was done. Main road is the only road I have been on a bike where I have been scared with the hgvs passing too close

Can't wait!

Think this is a fantastic proposal which will get people cycling safely to Brighouse and further down the Calder Valley, as the only other options at present are up Bradley Rd or on Wakefield Rd , both busy main roads especially in rush hour

Not sure if plans include work on the canal path at the cooper bridge end. If they are that would be great. Existing path gets very overgrown and is not very safe in parts.

Always in favour of more footpaths and cycle ways - good work, keep it up.

Please also make the available to bike trailers as I also take my dig out with me but struggle on current brighouse to Bradley route so have to use road

I have walked the riverbank in the past and that route is now impossible. A new route to get to the canal at brig house would be fantastic

We are looking to develop the 3 Valleys Nature Park along the valleys of the Calder, Colne and Holme in Kirklees. This would be highly complementary to that route.

Long overdue

The links created would encourage more use and provide greater route options in a larger area

Got be good if it gets people out of cars

Ideally the scheme would take form of a superhighway style route on the A62; replacing shared footways. Low traffic filtered neighbourhoods in the Bradley area. A link from A62 at Lower Quarry Road through to Brighouse and to the canal

The improvements would ensure that cyclists are safer getting from Brighouse to Bradley. Very dangerous main roads and the current paths are not suitable for all cycle types. It will be a massive improvement and gets my full backing.

What about other areas of calderdale to make walking and cycling safer

The more designated walking/cycling routes the better and if they interlink even better

We really need safer routes in this area. The Spen valley Greenway and the Calder valley Greenway are great. Some parts of the towpath are good, but the gaps need connecting.

I commute by bicycle from Bradley to Halifax. The proposed improvements are a much needed missing link in my route. I currently have to use busy roads for the section proposed as phase 1.

Its more important to start on and save Ovenden to Bradford Tunnel, as the Brighouse/ Bradley Way can wait till a later date and will not deteriorate

Please keep pressure on to get the Queensbury Tunnel/Halifax, Keighley/Bradford Gt Northern Route complete ASAP as well.

Horses should be included. Consideration given to the surface improvements, such as rubber crumb.

Firstly I would like to see the route in full. I would find the new greenway a valuable asset to the local community. I always need coffee and cake somewhere along the ride

To improve awkward road sections of the route where you go back on yourself/back onto the roads for parts i.e after mirfield.

You have to consider the safety of users, don't know how but other walks not used because too dangerous.

Wonderful idea

The main Huddersfield rd at rush hour is a death trap for cyclists. Even more so in this restricted lockdown period where many car drivers are driving out of the law and dangerously. With no monitoring or prosecution. I'd like everyone to share the road (I'm a car driver as well as a cyclist) but unfortunately you're going to have to continue to separate us. This will help.

Very supportive of the scheme, been asking for such a solution for many years. As a user of other local tow paths greatly concerned over inconsiderate behaviour of cyclists. Canal and river trust have towpath designs and schemes to police and reduce speed of cyclists, these should be incorporated into the design and management of the greenway.

The development of these routes will benefit many people and the businesses that will operate alongside.

All recreational space is important providing there are rules regarding it's use. Too many inconsiderate cyclists who do not follow rules at all. The majority cycle too fast, do not use the bell to inform of their approach, swear at you if you ask them to slow down and quite often are on a collision course and do nothing about it.

This will not provide a safe alternative to the A644 for many riders, you are simply lining the coffers of the Canal trust again with no strategy or specification or agreement on outcomes

Absolutely great idea I can't wait to see this ready to use more of this is welcome around this area

I would welcome cyclists and all others to the towing-path as long as they behave and act responsibly. I think that there should be control mechanisms in place to control speeding cyclists and they should have to pay a licence to cycle just as we boaters have to pay to Cruise on the waterway

This would be a significant improvement to this particular stretch.

Though I use many routes off road for safe cycling, and this is only one, I support ANY and ALL improvements to increase cycling. This could become a more used commuting route as well as leisure route with the improvements suggested.

The more cycle paths the better for everyone.

Invite equestrian groups to the consultation. Consider allowing horse-riders to use other parts of the proposed routes. Safety of all user groups to be considered. Where HUD/8/10 and HUD/6/30 cross Bradley road to incorporate a pegasus crossing.

Improving connections to Mirfield would help

The current path is barely useable. This would be a huge improvement.

I fully support any green initiative and especially any to help keep traffic down and increase outdoor liesure

All routes whether it be up Huddersfield Road to Bradley and then down towards Bradley Bar on Leeds Road or direct from Brighouse to Cooper Bridge are dangerous especially the latter

A traffic free link is crucial to encouraging walking, cycling or running

I do not feel the plans made available treat the matter with enough detail. I know this route, having planned rides along this part of the canal. There are some elements and spots which need good care when upgrading the paths. this is not shown with enough clarity.

You cannot maintain the infrastructure we have succesfully , mend the roads that are part of our taxes and council tax , stop adding to the burden that you fail to maintain in good condition

The crossing of Briggate needs to be in the same place as the zebra crossing to avoid worsening the traffic problem. Also cycling down the ramp to the towpath could cause danger to pedestrians.

The map is not correct at the canal basin - the route would have to cross the canal by widening the existing footbridge that is fastened to the upper gates of the lower lock.

Has the riverside between Huntingdon Road and Priory Way or Arthur Street been considered?

The crossing of Leeds Road from the Ashley Industrial Estate needs improvement to give a smooth route via a widened traffic island.

if there are more people using the greenways how will residents privacy be addressed? and what impact would that have?

We need to have Dog Control Orders as majority of users have their dogs without a lead which is unsafe for children riding on the canal. We will need volunteers to enforce this. Leeds Canal is a good example of this as people use that canal for jogging, cycling and dog walking. They all use it in a civilised manner. We need the same doing here otherwise you are just wasting money. There has to be rules in place and give way systems so cyclists and walkers can use the route in harmony.

Safer crossing infrastructure over St Thomas Gardens and Bradley Road.

It's about time. The existing path in particular under the motorway can be quite dangerous in the wet

Sounds great.

I have sent an email to cityconnect and would like to speak with someone as a matter of urgency as I am not giving authorisation for my land to be used for this purpose

This would also eradicate issues / clear up rights of way with whoever lives adjacent to the canal lock at Brighouse. He can be abusive to cyclists.

Suppress the use of cyclists if they are not paying  
introduce cycle speed reducing measures  
make it at least mandatory for every cycle owner to have an installed and working bell  
introduce cycle pinch points to reduce speed  
signs to remind users that walkers and boaters have priority

We need to look wider at connections and get a proper "highway" solution that properly links our towns without silly bits crossing dangerous junctions e.g. by the Ship Inn at Mirfield. We need to get on a greenway at Huddersfield, Brighouse, Mirfield, Dewsbury, Bradford, wherever and be able to commute to the next town with only minimal planned junctions not missing chunks.

Anything to make Bradley Road safer for cyclists would be good e.g. dedicated and barriered cycle track on one side of the road - it is wide enough.

I am a cyclist, but I completely understand the concerns of walkers and boaters who worry about cyclists going too fast on shared spaces, particularly towpaths. I would suggest that outlawing the use of any towpath as a Strava (or similar) segment would be a good idea.

It would be good to do something with the river bank too

While undoubtedly a laudable project there are other priorities to address before undertaking this project.

Think consideration should be given to improving section by river between Leeds Road and Kirklees Lower Lock. If providing a hard surface please add mooring rings in appropriate places or leave soft verge between path and edge for mooring pins. All too often improvements mean it is difficult for boats to moor.

Greenways offer off-road horse riding access between areas that are currently impossible to follow due to fast, dangerous and heavy traffic flows on existing roads

The road at the end of river street is privately owned and unadopted, the residents living down there have to pay for the upkeep of the road, the council are encouraging more people/bikes down there and not taking this into consideration. Adding this section to the greenway will mean more vehicles down river street and there is no parking available for this therefore blocking the residents private road, the only way the residents may pass this is by the council fully tarmacing and taking responsibility for upkeep/ litter dog poo picking. Also there is a number of elderly residents down there that are at risk from cyclists that use it as a race track like brighouse canal who don't pay any attention to the towpath code of conduct. Who's liable when someone gets injured from this. The green way will also get used by E bikes that can easily do 30mph , what's the difference between this and a motorbike using the greenway? The riverbank outside anchor place is unstable too so would need repairing if your going to be increasing public numbers down there, has anyone on the council been down there and assessed this and the state of the towpath on the canal?

There currently aren't enough safe, traffic free routes for cyclists and pedestrians, any that can be secured will be well used and highly valued. Thank you for the proposal, I fully support it.

Improve congestion in brighthouse to benefit everyone

We need more cycle routes everywhere

Anything which improves local cycling routes is very good.

More greenways across West Yorkshire please, and particularly focus on connecting the various paths

I would like cyclists to be obliged to consider other towpath users, such as happens in the Netherlands.

In winter will be dark at nights not feeling secure, no lighting will not be used. If snow will not be cleared making cycling impossible.

I support the aims of this project. I want my local council to do much more to encourage active forms of transport, specifically walking and cycling. This particular link has been needed for many years. The Council should continue to ensure that active transport is encouraged. All new housing developments should be designed in such a way as to promote and encourage active transport.

I think a resurface of the Aspley to cooper bridge hudds canal would go hand in hand in connecting hudds to brighthouse and Halifax, please consider

The more cycleways and walkways the better!

We would like to address the plans for the Calder & Hebble Navigation towing paths.

As a registered charity The Calder Navigation Society has concerns with regard to the inconsiderate element of the cycling community, of which there are many. We feel that at this early stage of the planning you should work closely together with the Canal and River Trust who actually own the canal towing paths and ensure that there are suitable "pinch points" in appropriate places such as locks and boat moorings. In addition, all cyclists should be required to dismount at canal bridges in order to protect walkers and their children/ pets and suitable signage should be put in place.

We feel that you should also put in place facilities to collect litter and dog mess where appropriate, for example in the vicinity of Anchor Pit flood lock.

We as a Society feel that the plans should have included what was a towing path leading from Cooper Bridge to Kirklees Low Lock, this should have given a perfect opportunity to reinstate this section in order that it could be enjoyed by all users.

With regard to the Brighthouse / Ganny proposal, you have not provided detail of how you would intend to "improve" this section which currently has signage indicating that it is not for the use of cyclists. Do you intend to remove the trees in order to widen the path? If so we feel that this would detract from the attractive vista in the area.

Our concern is not confined to the issues of conflicting uses, however. If cycleways were to be constructed on towpaths, this would be very different from the present leisure usage by cyclists. If devised as an alternative to general highways cycleways would not be needed just in daylight hours: they would be used at night-time as well. Lighting would therefore be demanded and, sooner or later, conceded. Similarly, regular users would expect a well surfaced track with safety barriers.



In built up areas neither lighting nor hard surfacing need be a problem but guardrailing can be dangerous, as it is in Brighouse where it has been provided beneath bridges with a public footpath along the towpath. Bridges are often the only places to board or disembark easily from boats: to the agile, railings can be no more than a nuisance but to many people they are an unreasonable restraint in such a position.

In West Yorkshire the bulk of our canals are either rural or provide a rural finger through otherwise built up areas. Thoughtless conversion to cycleways would destroy much of the very character which attracts people to canals. We are not in favour of the removal of walls, hedges or trees, views which are better hidden could be opened up and would take many years to be screened again by any replacement planting.

As already stated, we have concerns regarding the use, or rather, misuse of the canal towing paths. We are NOT in favour of this proposed "Greenway" eventually becoming a formal cycleway, If cyclists were to have stronger rights than other users this would inevitably encourage them to behave in a more aggressive way than they do at present.

I have been a very active cyclist in my life but a hypoxic brain injury left me with epilepsy and that is a bad mixture with cycling; I had to stop. When I lived at Cromwell Bottom in 1988-9 I was a regular cyclist and frequently used the canal towpath, which was too narrow & unkempt for that then really. The main roads were the deathtraps mentioned in one of the emails then, even if you had good cycling attitude and safety equipment. Luckily I survived. I regularly cycled from Cromwell Bottom to Huddersfield, Bradford, Halifax, Hebden & Tod & beyond all those places then and the roads were frightening: you had to be as assertive and bolshi as the mad motorists, and the towpaths were filthy: even with decent mudguards you got covered with unmentionable filth when it was wet.

Having proper cycleways is decades overdue and the only way to safely & sensibly do it. If Holland can have such superb cycle-routes why can't we ? Our bikes have gears for the hills too !

We are lucky to have the outside but it isn't everywhere and it can be filthy.

Cycling is such a cheap and quick method of transport it should be encouraged and provided for. Particularly good is its green credentials. I managed over 188,000 miles for under £3,500 spent on three different bikes and all their spares and maintenance by shops (thanks folks) over about 20 years and that included a child seat which two of my daughters used to absolutely love riding in & singing their hearts out in... Two of those bikes sold and money came back and the third is still here for sale as I can't use it with my medical condition: lovely titanium Lynskey w/panniers & spares anyone ?

Do you remember Local Agenda 21 ?

Local councils were obliged to act to be Sustainable.

These cycleways should have been built then in the 1990s for Local Agenda 21 to make transport more sustainable. It would have started saving some of the areas CO2 emissions years ago had that been so.

No time like now.

Get building proper cycleways straight away.

I have used the existing made up route for many years. But it is far too difficult for children and the elderly, (me). Therefore I now avoid using it if I can. If it was upgraded, I would use it for leisure cycling.

cyclists and dog walkers already use this road illegally sometimes cars are parked by people out for a walk and residents cant get in or out we need signs telling people that the road is private and no cycling telling dog walkers to keep dogs on a lead and pick there shit up and we need the road a permanent surface like tarmac also who takes liability for if a cyclist crashes into my car or kicks and kills my dog which has happened in the past and who can I claim any compensation off for the downfall of the price of my property i am very much against opening this up as a cycleway with the environmental issues to consider the demise of frogs and hedgehogs which live here but are getting fewer with more people wandering around

As a boater I need to step off my boat at certain points on the proposed route. I may be handling ropes, concentrating on my boat and not aware of approaching cyclists. Signage and suitable chicanes would be required. Priority to pedestrians. Also Consider space for anglers.

This would establish another link in creating fit-for-purpose cycling infrastructure in the region, the Spen Valley and Calder Valley greenways being existing examples. I'd like you to consider how this network can be faciitaded as quickly as possible but also how cycling faciities at destination points can be improved -i.e. safe routes in urban areas and cycle parking/storage provision in the form of under cover, secure areas.

1. The Huntingdon Road bridge needs care to improve and celebrate it i.e. cut back vegetation, remove litter pod, improve access (it prevents rather than enables bikes at present), improve approach pathway, history interpretation board.
2. Form a Friends of Bradley to Brighouse Greenway Group to oversee litter collection and provide continued care.

This scheme shouldn't be cutting trees down

We are active cyclist and any routes which enhance the experience is very welcome also makes it safer.

A huge missing link to get from Mirfield to Brighouse, improving this link will be a massive benefit on how I commute, and move around on my bike.

Any improvements to encourage people to exercise in safety is of great bonus to all especially the NHS.

I am generally very supportuive of the proposals, albiet with the suggested alternative option of using Upper Quarry Road instead of Lower Quarry Road, as the greenway would complete a vital missing link in the local facilities and encourage many more people and NMUs to use this for commutting and leisure journeys.

Steep lane is very steep - it would be good to consider upper quarry road as another option

The main road between Brighouse and Cooper Bridge it tough for cyclists. I'm a regular road cyclist and feel comfortable on most roads but I avoid this stretch of road, so it must be very scary and off putting for less regular cyclists and impossible for families. The Greenway would make this much better and encourage more use by a broader spectrum of people

The existing route is often impassable and a connection to Brighouse gives the opportunity to get through to Sowerby Bridge and Hebden Bridge,

route direct to join B6118 using existing paths/roads (little used "industrial")

The crossing at Brighouse basin needs to be cyclist friendly and suitable for wheelchairs etc. Also, A641 and A643 road crossings need careful design

[REDACTED]

Could you please include a controlled crossing of the A62 at the Bradley end, as the present arrangement of an island in the middle of the road is not easy to use when our group of up to 12 cyclists on a Friday morning wish to cross.

Phase 1 Bradley to Brighouse:

The 'dog leg' route through Bradley from A62/ Brooklands to Park Lea is serviceable as a route to link residents in Bradley to local services but the route does not serve cyclists wanting to complete longer journeys e.g. Brighouse to Huddersfield because it is disjointed and will be slow to ride. It can be provided as a local route to complement a main spinal route (described later)

The existing facility to cross Leeds Road A62 is a central island. This should be upgraded to a toucan crossing to enable safer access to the Calder Valley Greenway.

A crushed limestone surface on the Steep Lane bridleway is inadequate for year-round use and the gradient – as the name suggests – is steep.

What measures will be put in place on Lower Quarry Road to keep cyclists and pedestrians safe because the road carries HGVs to the Bradley landfill site?

I welcome that the route to get north-east of the rail line is via the road that leads off Lower Quarry Road towards Bradley Hall rather than using the level crossing.

I think the primary route from the towpath of the Calder & Hebble Navigation to Leeds Road A62 should follow Lower Quarry Road to the junction with Leeds Road and a crossing point provided to connect to improved shared-use footways on both side of Leeds Road and associated junction redesign to connect to the Bradley Junction Industrial Estate access route to the Calder Valley Greenway. Also an improved route link is needed to the north to connect the cycling facilities on Cooper Bridge Road to Leeds Road (A62) towards Norristhorpe/ Roberttown and Huddersfield Road (A644) to Mirfield

Phase 2: Lower Quarry Road to River Street – I support this route alignment and that it is a bound surface.

I like the provision of the new direct link across the arable land to the towpath on the south side of the Calder & Hebble Navigation opposite the sewage works on the north bank.

I like that the route follows the towpath under the M62 to Anchor Pit Lock. Note: Map 2 of Phase 2 is incorrect because the line shown for the Calder & Hebble Navigation is actually the River Calder.

Phase 3: River Street to Brighouse

On the whole it is a pragmatic choice to use River Street and Armytage Road. Will cyclists share the carriageway with vehicular traffic, or will there be segregation?

I welcome the use of Huntingdon Road Bridge – on the condition that it is cleared of rank vegetation, loose gravel removed etc and smartened up to look welcoming and not a neglected facility. It needs dropped kerbs.

Are there to be any infrastructure measures to improve safety for cyclists on

#### Armytage Road?

The proposed route between Map 2 and Map 1 does not tie in. Map 2 shows the route leaving Armytage Road to follow the road with stone setts – Karens Way - that runs between the buildings with sign for Crossling Plumbing and Piping and Brighthouse Motorcycles. Map 1 shows a route that seems to emerge at the bottom of the road of the Car & Commercial Vehicle Dismantlers.

On Map 1 the line of the C&H Navigation is incorrect because it shows it bypassing the marina.

Map 2 does not give enough detail to show how the route gets around the marina and locks to reach the towpath that runs alongside Sainsburys on the north bank.

Is there to be a new bridge at Brighthouse Bottom Lock (no. 12) or at Brighthouse Top Lock (no.11)? The cobbled humpback bridge from the south side of the canal to Wharf Street is very steep.

I welcome that new crossings of A641 and Briggate A643.

## Appendix B - Emails

Redacted: Any information that could potentially identify an individual has been redacted from the content of this report to retain anonymity, and best practice data handling in line with our privacy statement. Redacted information includes: names, address and contact information. Where this information is relevant or necessary for a timely response to have been provided (emails), this information has been given freely, however redacted for the purposes of this report only.

Please also note that these comments have been copied verbatim from their source and have not been altered, updated or amended.

3 emails were received during the engagement period

Miguel D'Souza

Kirklees Council

3<sup>rd</sup> November 2020

Dear Miguel,

### **Bradley - Brighouse Route Proposals**

Thank you for presenting your proposals to the Advisory Group and for progressing the scheme this far. We wish to make the following comments; some of which have already been made in response to the early stage proposals in our letter of 30.6.19.

1. We recognise that this scheme will need to tie into new highway schemes at each end of the route in Brighouse and at Cooper Bridge. The design brief for these schemes should incorporate the proposed cycle link.
2. Safe crossings should be provided where the route crosses Bradley Road at the connection to Steep Lane and at Upper Quarry Road, including a wider passage within the existing refuges and/or Toucan crossings if required.
3. Steep Lane should be promoted as a pedestrian route. There may be an alternative route across the field to the south of Steep Lane that follows a shallower gradient, which could be pursued, subject to land negotiations and delivery timescale .
4. The cycle route should follow Upper Quarry Road rather than Steep Lane. Steep Lane offers a climb of 40m over 300m distance - a gradient of 13%. LTN1/20 design guidance (10.8.21) states that 'a gradient of 5% should be regarded as the desirable maximum for slopes of up to 30m in length and will often be optimum for limiting the diversion distance while ensuring the ramp is easy to climb.' Furthermore, a route with a gradient over 3% requires a design speed of 40kph (5.6). Such speeds present a hazard to pedestrians and any oncoming cyclists using the route.
5. Whilst HGVs continue to use Lower Quarry Road, we accept that signing the road as an advisory cycle route is not possible but ask that that 'Caution Cyclists' signs be placed along the route.
6. We presume that sections of new shared path will have a minimum width of 3.0m, and an absolute minimum of 2.0m at short sections with constraints

(See LTN1/20, Table 5.2). Similar path widths should be the aspiration for any sections of towpath which are included.

7. The area is prone to flooding and the path surface and construction should be designed with this eventuality in mind.
8. Inclusion of a Toucan crossing close to the junction of Leeds Road/Brooklands would improve connectivity towards Huddersfield Town Centre, linking the route to the existing cycle tracks on Leeds Road, the Huddersfield Broad Canal and to the Calder Valley Greenway.
9. We trust that the access controls at Anchor Pitt Lock will be removed or redesigned to accommodate the full range of cycles and wheelchairs.
10. We understand that you are in contact with Craig Grimes of Experience Community CIC and that you will endeavour to accommodate the needs of disability cycles and wheelchairs along cobbled sections and canal crossing points in Brighouse Basin.
11. We support the inclusion of pedestrian and carriageway cycling measures along Armytage Road and River Street in Brighouse and assume that these will comply with LTN1/20 guidance. There is a particular need to consider the size and composition of commercial vehicles using these routes.
12. We recognise and support your aspiration to reroute the connection between the Calder and Hebble Navigation and Brighouse basin to the riverside path, once Environment Agency work has been completed. We agree, pending design, that this is a more coherent and attractive connection.
13. We support the provision of parallel cycle crossings at the A643 and A641 canal bridges in Brighouse, and recognise that these can help establish a culture of lower speeds in the town centre, supporting the LCWIP proposals in the town.
14. We recommend that C&RT's proposal to remove several mature trees as part of the towpath improvement works is accompanied by a well communicated tree planting exercise elsewhere along the route to help offset the loss of trees and habitat.

Yours Sincerely,

[Redacted]

Chair City Connect Advisory Group

Date: 28 October 2020

## Bradley to Brighouse cycle route

Dear Miguel and team

Many thanks for presenting the proposed Bradley to Brighouse cycle route to the Calderdale Cycling Forum. We very much welcome your proactive and consultative approach.

We understand that the business case supporting the funding for the route is based upon increasing the number of utility and commuting journeys made by bike, so a critical outcome of your scheme is to connect places of work in Brighouse to residential areas and schools in Bradley (and beyond via a link to the Calder Valley Greenway).

The feedback on your proposals has been provided by experienced cyclists, many of whom use their bicycles for both utility and leisure. We have focused our feedback particularly on ensuring the cycle route achieves your objective in terms of enabling more utility journeys by bike.

In particular, we consider that utility riders are more likely to use the route in all weather conditions, and less likely to use steeper or more technically difficult sections of the route than leisure cyclists. This should be borne in mind when judging the route alongside other canal and greenway routes which have predominantly leisure cycle traffic.

## Overall feedback on the Bradley to Brighouse cycle route

We are delighted to see strong, positive progress on completing the link between the Calder & Hebble Navigation and the Calder Valley Greenway. This has long been a major gap in cycling infrastructure in the Calder valley. We agree that this will provide an attractive route for utility, commuter and leisure cyclists in Calderdale. In our view it is very likely to enable increased journey numbers by bike.

Cyclists across Calderdale have long been campaigning to have this dislocation in our cycling infrastructure re-made; we believe the benefits for cyclists of all genres is significant, and will allow commuters and leisure riders to undertake journeys along the valley without using the A644. The links to traffic-free greenway routes at either end increase the value of this link tremendously.

Although the route largely follows the Calder & Hebble Navigation, we appreciate that you have created a route that is direct and largely intuitive, following the waterway closely, and hence will be easy for riders to follow.

## Specific areas of concern

### Steep Lane, Bradley

We understand that the gradient of the bridleway known as Steep Lane is likely to be 5-6% over 300m, and members of the Calderdale Cycle Forum have conducted a site

visit. Our view is that this gradient will not be rideable by most of the target group whom the route is targeted at.

As a point of comparison, the gradient is many times steeper than the guidelines in the Sustrans Cycling Advice Note (195/16). Sustrans suggest 2% over lengths of 150m.

#### Upper Quarry Road, Bradley

Upper Quarry Road represents an alternative route to the Bradley housing estates and schools, rather than Steep Lane. In our view, low-cost improvements to the surface would likely deliver a more popular cycle route than Steep Lane.

We strongly support the project team in delivering surface improvements to Upper Quarry Road in order to ensure a route is delivered that meets the needs and capability of commuter cyclists. Although we recognise that in an ideal world, both Upper Quarry Road and Steep Lane would both be upgraded to provide safe and attractive cycle routes, we would strongly recommend that Upper Quarry Road is prioritised; less experienced riders are far more likely to use this route, and only the fittest/most capable riders will be likely to use Steep Lane. Spending more money on a route that benefits fewer riders would not seem good value.

#### Towpath alongside Calder & Hebble Navigation

The land around the Calder & Hebble Navigation is prone to flooding, and Calderdale can be, sadly, rather wet. However, commuter cyclists will need to use this route year-round.

The surface treatment of the towpath alongside the Calder & Hebble needs to reflect both the flooding risk but also the need to provide a safe surface under very wet conditions. This is not reflective of many leisure routes in the UK, where cycle traffic is heavier on dry days.

It is imperative that a durable, bound surface is used in order to deliver a route that is safe in all weather.

#### Lock Keeper's cottage, Anchor Place

There are currently gates in place that force cyclists to dismount. These should be removed, and indeed any obstacles along this cycle route that force cyclists to dismount should be minimised. Utility and commuter cyclists in particular tend to use heavier cycles and may be carrying a load. This trend towards heavier cycles is likely to increase as e-bike popularity increases. Heavy cycles are difficult to manoeuvre through obstacles like squeeze-styles or kissing gates.

#### Armytage Road

The proposed route uses Armytage Road to connect the Calder and Hebble Navigation path to Brighouse basin. However, Armytage Road is the primary arterial route through the Armytage Road Industrial Estate, and as a result it carries high volumes of commercial vehicles throughout the day, including periods when commuter and utility cyclists would be expected to use the road. We urge the project



team to provide a segregated cycle lane to improve safety for riders along Armytage Road. We believe that the correct model would be as recently provided by City Connect on the section of the cycleway running through the Hillam Road Industrial Estate in Bradford immediately to the north of Queens Road.

In addition, clear signage will be needed along this whole section of the route, as it is not intuitive for riders.

In time, we recognise and support your aspiration to reroute the connection between the Calder and Hebble Navigation and Brighouse basin to the riverside path, once Environment Agency work has been completed. We agree, pending design, that this is the ideal strategic end point, and Calderdale Cycling Forum would be very keen to remain engaged on progress of this further work to develop the route alongside the Calder and Hebble Navigation.

#### Towpath between Brighouse Basin and Ganny Lock

The towpath surface West of Brighouse basin is deteriorating badly. In some sections, the paved surface is breaking up, and in other sections, tree roots are forcing undulations into the tarmac. These now pose a significant risk to riders, and should be rectified. We understand you are working with the Canal and River Trust (CRT) to remediate this issue, and we welcome confirmation of this.

Finally, we urge the project team, in conjunction with CRT, to ensure that the towpath between Brighouse Market and Ganny Lock is clearly marked as a cycle route. Currently there is a sign at one end (but not the other) suggesting it is not a permitted route. This is confusing and frustrating for riders. Please address this signage issue.

#### Signage

Once these works are completed, all No Cycling signs should be removed.

Clear signage will be required at both ends of the route, where the route does not follow the Calder & Hebble Navigation.

In particular, signs will be needed at Brighouse basin (perhaps with a map of the route?), at start and end of the route along Armytage Road, across Huntingdon Road Bridge and River Street.

At the Bradley end, signage will be required from the point that the route moves away from the riverside and onwards. At Upper Quarry Road, careful choice of signage will be required to ensure users are clear that there are two route options (Steep Lane and Upper Quarry Road).

Date: 27 October 2020

### **Bradley to Brighouse Cycle Route**

#### **Consultation response from [redacted] as chair of Kirklees Cycling Campaign**

For over a decade NCN 66 Calder Valley Greenway has had a missing link between Bradley and Brighouse. Any cyclists wishing to travel between these points currently have to:

1. Use A 6107 Bradley Road to the Fixby roundabout and then take the A641 to Brighouse.
2. Use the A644.
3. Take the bike on the train from Mirfield to Brighouse.

The ideal conditions for a route creating a cycle path alongside the River Calder would be one that is direct, has no hills and is largely traffic free. However, I do understand that these conditions have to sit alongside the need to make connections with communities both in Kirklees and Calderdale. There are schools and places of work along this route and it connects with a number of other communities by way of a number of other safe cycling routes. Some of these currently exist whilst others have good potential to be developed in the future.

This proposed route also joins up a significant gap and makes leisure cycling a much more practical option for a wide range of existing and potential cyclists. It makes an ideal continuous route along the Calder Valley and links it with many other local destinations.

It unlocks opportunities for local people to be able to use a bike for their journeys to work and for pleasure, rather than having to use the motor vehicle. It therefore contributes to WYCA's objective of encouraging more sustainable and active travel, and of making a contribution towards the national objective of eliminating carbon emissions.

Health and well-being resulting from more cycling and less car use should also not be overlooked in a business case for this project, as they have the potential. Some other European countries are very aware of how cycling infrastructure can make significant economic returns on the initial investment. We, in the UK, could do well to learn more of this.

I understand that at both Brighouse and Bradley there are planned major projects by Calderdale and Kirklees Councils that are independent to the objectives of this cycle route.

The central section of the cycle route is not affected, but it has influenced the proposed routes at either end. This is understood, but is anticipated that the plans for these major projects will be conscious of the need to facilitate, and at times incorporate, high quality cycling infrastructure to improve the current plans for this route.

I am very pleased to learn that my concern of Steep Lane being part of the route has been addressed by making an additional route using Upper Quarry Road. This is a very welcome, and I am grateful to the Kirklees officers who were prepared to change their preconceived plans.

This now means that the cyclist heading north from Brooklands Road Bradley will have two options as to which route to take:

1. To continue up past the school towards Bradley Park, where there is a new housing development planned.

OR

2. To follow a signed route to Upper Quarry Road which links it more directly with the route along the River Calder.

We currently have no confirmed information as to the configuration of the Bradley Housing Development, but it is assumed that Steep Lane, or some variant of this, could be the route new residents would use to access the route to Brighouse.

### **Concerns:**

#### **Anchor Pitt Lock:**

Currently cyclists have to dismount and negotiate the obstacles of 'kissing gates' when passing this short stretch of towpath. This is not an easy process for many cyclists and is impossible for disabled cyclists and for those with trailers.

We have been assured that CRT are negotiating with the owner of the cottage but we are still awaiting confirmation that this issue has been resolved to the extent that these concerns have been addressed.

#### **Communication and Engagement**

I am hoping that City Connect will work to make this route a success. I would, however, like to see some extra intensive work to get more local children to use their bikes to get to school and to get their bikeability levels to levels 2 and 3.

This is also an opportunity to develop Bike Friendly Businesses, and also to work hard to encourage and show the advantages of using this, and other local routes, as a way of getting to work rather than simply resorting to the car.

The new housing development at Bradley Park also offers opportunities to help new residents to see the advantages of using a bike travel to a variety of locations. Some input and investment by Kirklees Council could help to engender a change of culture in the way local people make short journeys.

[redacted]  
Chair Kirklees Cycling Campaign

#### **Something extra:**

Subsequent to writing the above I made a further site visit to Steep Lane. Rather than attempting to go down Steep Lane I turned right and rode down the road alongside the open scrubland area until it turned away from the scrubland and into the housing estate.

At this point I followed a track downhill in a direction roughly parallel to Steep Lane. A short way down this track I met the field boundary, turned right, and followed another track towards the disused quarry. This led me to the quarry area where I continued to follow tracks which led me to Westwood Street and Lower Quarry Road.

The area that I walked is much used by dog walkers and at no time did I encounter any barriers. In fact there are constructed gateways into the disused quarry area from Westwood Street.

Given the difficulties that Steep Lane presents as a route. I do think that there is good reason to explore the possibilities of an alternative route from Bradley Park Housing Development to Lower Quarry Road along the tracks that I walked. I attach a map of my route which is the red line on the map. (The blue and magenta lines will be self-evident).

## Appendix B – Questions and answers

<b>Q:</b>	<b>Bighouse [redacted]</b> 18 September 2020
While appreciate the benefits of linking the two communities of Bradley and Brighouse, it is disappointing to have to cross 2 A-roads to get to the Mirfield link from Brighouse when there bridges that go under the roads if the path was to follow the canal.	
<b>A</b>	<b>Publicly answered</b>
Thank you for your query. Unfortunately, the canal path is very narrow beneath the A641 and A643. Although it may be possible to walk through whilst wheeling a standard cycle, anything larger would be problematic.	
<b>Q:</b>	<b>Bighouse [redacted]</b> 18 September 2020
I've been looking forward to cycling the new greenway since moving to Brighouse from Huddersfield in 2011. I have cycled the proposed route this morning and on many other occasions. My main concern is the choice of Armitage Road, Brighouse. This is very busy during the week with many hgv's and used as an unofficial race track on weekends. The road also narrows considerably as it nears Sainsbury's. I really can't see family's feeling safe cycling that route.	
<b>A</b>	<b>Publicly answered</b>
Thank you for your query. The current intention is to direct cyclists via Karens Way and through the Brighouse Basin area to avoid the very narrow section on the approach to Sainsbury's. We anticipate introducing a segregated cycle route on the section of Armytage Road between Huntingdon Road and Karens Way.	
<b>Q:</b>	<b>GB</b> 19 September 2020
Great idea!!	
<b>A</b>	<b>Publicly answered</b>
Thank you for your comment. I am glad to hear that you are supportive of the proposals.	
<b>Q:</b>	<b>[Redacted]</b> 16 September 2020
I live in Colnebridge, alongside Bradley Viaduct. The proposed provision of more off road areas for walking cycling and horse-riding riding is very much needed. I must mention my concerns though about anti-social behaviour in the way of off road motorbikes and quads and gangs of youths that make our life a misery. On the greenway and along the towpaths, it's relentless and getting worse. The people such as myself and many others are forced to be run over, Intimidated, or put in a danger if	

riding a horse by these gangs. Are there any measures being considered to try and combat this massive problem. Thank you [redacted]

**A Publicly answered**

Thank you for your query. Physical measures to restrict access to greenways is frowned upon as it also restricts legitimate usage. On new greenways, there is a 'watching brief' where use is monitored and remedial restrictions can then be considered. However, in the first instance any antisocial behaviour should be reported to the police

**Q:** [Redacted]  
04 October 2020

Where do the anglers & the angling clubs that rent the canal stand in all this? All you will achieve is a speed track for the bikers who will bomb down the canal with no regard for any other user, this will cause conflict with pedestrians & anglers

**A Publicly answered**

Thank you for your query. The Canal and River Trust has a behaviour change programme ('Drop the Pace / Share the Space') which encourages cyclists, through signing and events, to slow down around other towpath users. We will engage with the angling clubs that use this area to ensure their views are taken in to account during the final design process.

**Q:** Resident  
05 October 2020

Hi The section of Steel Lane mentioned as part of phase 1.. who is responsible of that as it is only access to a bridleway between No 14 & 18.. the land is part of the deeds for No 14 & 18.. thanks

**A Privately answered**

Thank you for your query. Please contact the Project Officer, Miguel D'Souza, directly to discuss this and any other issues and find resolutions. You can contact Miguel by email at [redacted]. Thank you.

**Q:** Septuagenarian Cyclist  
11 October 2020

If I have read your maps correctly then it would appear that in Phase 1 Steep Lane is to be surfaced with Crushed Limestone and this would appear inappropriate as explained below. Using the Ordnance Survey online mapping I estimate that Steep Lane is a gradient of 7.86 deg. (being 0.31 Km long with a rise of 42.45 metres in 307 metres horizontal). Reviewing three random sources on the Web this represents a climb (in the Brighouse to Bradley direction) variously described as "Starting to become uncomfortable for seasoned riders, and very challenging for new climbers" / "as the minutes pass you will feel it and soon enough you'll be plugging away in your granny gear" / "after 2 seconds: "Wow, who'd have thought my legs would start

hurting so quickly?” and after 3 seconds: “This was a bad idea.” So Steep Lane is a not an insignificant climb. Furthermore experienced cyclists will be familiar with the difference in 'resistance' between cycling on an uneven / irregular surface and cycling on a smooth one. So it is clear that Steep Lane should be surfaced in smooth tarmac to a quality such that vegetation roots do not cause 'bumps' to appear. It should also be wide enough and hence at least 2 metres wide, which I understand to be the accepted minimum. This is especially necessary to enable faster 'climbers' to overtake when the situation arises, thus ensuring all cyclists enjoy their rides. Such a surface at such a gradient would become potentially dangerous in icy / snow conditions hence the appropriate authority should schedule suitable treatment at appropriate times.

**A**

**Publicly answered**

Thank you for taking the time to research this and offer solutions. This area offers up some challenging topography. It is to be expected that some cyclists will chose to walk the 300m Steel Lane section. This route is anticipated to be at least 2m wide when finished and will be treated to prevent regrowth of weeds and roots through the surface material. The engineers are working to find examples of suitable surfacing that are free draining, low maintenance, and provides a suitable surface for all users. Crushed limestone was only one option that is being investigated. Regarding winter maintenance, salt bins will be located at either end of this section.

## **Find out more**

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