

**Local Cycling UK Campaigner for Kirklees
– Annual Report October 2017-10-28 (J. LEWIS)**

A story in three parts:

**PART ONE
SOME THINGS THAT HAPPENED**

In the past year The Kirklees Cycling Campaign has been established with the encouragement of CyclingUK. It currently functions rather like an independent family member of Huddersfield CTC

The group has the objective of working on behalf of any person in Kirklees who rides a bike - whether now or in the future.

There is a regular monthly newsletter that keeps KCC supporters up to date with current news and information. The 11 newsletters so far give a good reflection of the activity that we have been involved in since last October.

Editions of the newsletter can be found on the Huddersfield CTC website, but I hope that many of you will feel happy to put your names on the mailing list so that you receive this monthly newsletter directly in your email inbox. You can always subsequently unsubscribe if you violently object to the content.

The group is represented on the West Yorkshire Combined Authority City Connect Advisory Group. I attend the monthly meetings – along with Reid Anderson from Calderdale and other cycling reps from West Yorkshire regions. Together, we put in many hours of work each week to influence the decision making of City Connect.

Earlier this year the group designed a network plan of routes throughout Kirklees that would make cycling a safe and practical activity for all. The network plan is intended to be incrementally put in place over the next twenty years and sufficient funding given to allow this to happen.

The DFT has – this year - dictated to all local councils that they have both a “Cycling and Walking Strategy” (CWIP) and a “Cycling and Walking Infrastructure Plan” (CWIP). The Kirklees Cycling Campaign (KCC) are expecting the network plan to be a basis for CWIP. We are currently in the early stages of discussion about priority routes.

This is some of the positive activity.

But, of course 2017 has also been the year when millions of pounds of money for cycling in Kirklees have been diverted to other areas of Yorkshire.

The council has – this year - failed in two separate bids to finance schemes in Huddersfield Town Centre.

It happened largely as a result of certain individuals in Kirklees not being receptive to the suggestions of the bodies controlling the funding – i.e. WYCA

PART TWO

WHAT WILL HAPPEN – PROBABLY.

A predominately 2m wide surfaced shared-use track will be constructed along the towpath of the Huddersfield Narrow Canal between Longroyd Bridge and Milnsbridge. This will be financed by WYCA City Connect – as a result of their successful bid for DFT money in 2015.

New Road Markings at Berry Brow and better signage will make it marginally safer for cyclists. But it is important for cyclists to realise that they have to signal to motorists behind them get into primary position *before* they get to the bend in the road.

A new route at Lindley Moor will allow cyclists coming from Crossland Road to avoid a dangerous pinch point on the brow of Lindley Moor Road.

PART THREE

WHAT MIGHT – OR MIGHT NOT - HAPPEN - IN THE MONTHS, YEARS AND DECADES TO COME.

The Huddersfield Narrow Canal route might be extended as far as Marsden if a working party of interest groups gets a good reception from the council.

The KCC priorities of:

1. Cycling provision in HTC
2. Making a cycle-friendly route on the missing link through Mirfield on the Calder Valley Greenway.
3. The establishing a series of traffic-free and other ‘quiet routes’ through the Holme Valley between Holmfirth and Huddersfield.

The creation of the RINGWAY route on the Spen Valley Greenway.

Establishing a link at Cooper Bridge to allow cyclists to use the Calder Valley Greenway as a continuous route between Mirfield and Brighouse.

The continuous roll-out and funding of on and off-road cycle routes as detailed in the KCC network Plan.

