**Investing in transport, public spaces and businesses**

Our vision is all about creating a place where people want to live, visit, study and work. A place where businesses want to locate, a place that attracts investment and interest from a whole range of sectors.

We’re building on our heritage, our fine architecture, our vibrant business sector and our strong communities.

To achieve this we’re delivering these projects:

**West Yorkshire-plus Transport Fund**
- A629 Salterhebble to Shaw Hill
- A629 Calder and Hebble Junction
- A629 Halifax Town Centre
- A629 Huddersfield to Halifax
- A629 Ainley Top to Huddersfield (Kirklees Led)
- A629 Corridor Improvement Scheme
- A58 Corridor Improvement Scheme
- Halifax Rail Gateway
- Elland Rail Station
- A641 Bradford to Huddersfield

**Halifax Town Centre Delivery Plan**
- Leisure Centre
- Borough Market
- Northgate House

**West Yorkshire-plus Transport Fund**

The West Yorkshire-plus Transport Fund has been created to increase housing, employment and economic good growth across the West Yorkshire region and York.

This programme will create an even better place to live, work, study and visit through transport improvements across all modes.

- Congestion
- Bus infrastructure
- Journey times
- Pedestrian / cycle accessibility
- Improve air quality

£150m annual economic benefit

Creating 2,000 job opportunities

Adding £2.4bn per year to the economy by the mid-2030s

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CALDERDALE COUNCIL
The A629 Halifax Town Centre project will provide improved accessibility to the town for all residents and visitors. It will achieve a greater sense of place and deliver regeneration and assist our growth aspirations.

The project will also deliver modern multi-modal transport infrastructure enhancements across the town centre.

**Project highlights:**
- Bus-rail interchange opportunities created
- Improvements to bus station and infrastructure
- Removal of subways
- Remodelling of Bull Green junction
- Creation of a Bus Box to improve bus accessibility
- Pedestrianisation of Market Street
- Enhance the urban realm at Commercial Street (frontage of Victoria Theatre)
- Creation of 'Piece Gardens'
- Improved pedestrian and cycling facilities throughout town and at all junctions
- Creation of modified eastern route to allow through traffic to avoid town centre core
- Improved Western route to reduce congestion, journey times and improve pedestrian facilities

**Investment benefits:**
- Improved journey times for through traffic, especially at peak times
- Safer journeys for vulnerable road users and motor vehicles
- Increased pedestrian and cycling activity
- More vibrant local economy
- More attractive town centre
- Urban regeneration through investment
- Business growth through increased footfall and trade
**SHAPING OUR PLANS**

We’ve held an extensive engagement programme with key stakeholders and with residents of Calderdale. We gained some really useful feedback, particularly at our public exhibition in July 2017. Based on feedback and suggestions we’ve improved our plans:

Working with Historic England we have designed ‘Hughes Square’ to reflect the history of the area and a cultural compass to enable better way finding of the historic assets in town.

### You said

- The buses need to come closer to the market
- We need to be able to turn right out of George Street
- We want stronger pedestrian links between the town centre and Park Ward
- Crossing facilities at Prescott Street are poor
- Let’s have less street clutter
- The bollards on Crown Street and Southgate don’t work
- We need access south from Commercial Street
- Enforce the bus gate on Commercial Street and Market Street
- We don’t feel safe in subways
- We need to be able to turn right into Rawson Street when travelling north on Fountain Street
- The proposed rail interchange on the Eureka! car park significantly increases the journey times for buses

### We did

- We diverted the bus route onto King Edward Street
- Traffic signals at the George Street / Cow Green junction will allow a right turn
- Traffic signals introduced at Bull Green with improved pedestrian crossing facilities
- The re-designed junction has much better facilities for pedestrians
- The newly pedestrianised Market Street will have much less clutter
- These will be replaced as part of the project
- One lane of traffic can leave Commercial Street, travelling south, at the Wards End junction
- Market Street will be pedestrianised and Commercial Street will have Automatic Number Plate Recognition enforcement
- The subways at Cow Green / Pellon Lane will be removed and replaced with pedestrian crossings
- Changed traffic flow and introduced a right turn into Powell Street
- A bus-rail interchange will be located between the town centre and the railway station
Our Cycling Strategy sets out to make Calderdale a nationally recognised centre of cycling excellence where residents, tourists and visitors of all ages and abilities can cycle.

A key objective of this project is to maximise access for cyclists within Halifax Town Centre in order to positively promote cycling as a mode of transport.

We have carefully designed the urban realm to clearly define cycling areas.

We will use street furniture lines to encourage cycling away from buildings lines and shop fronts.

As part of the urban design, we will also include subtle cycle symbols throughout key areas to communicate the likely presence of cyclists to pedestrians and other road users and to aid route finding for cyclists.

**Key areas:**

- Northgate
- Corn Market (Southgate)
- Russell Street
- Market Street
To maximise public transport access to the town centre and keep walking distances short, particularly for elderly people and those with mobility impairments, we’re improving the bus routes. The improvements will provide greater operational flexibility for bus operators and will be convenient for bus users.

Bus operators will be following the route of the new ‘bus box’ around town. The route is: Commercial Street – King Edward Street – Southgate – Wards End – Horton Street – Church Street – Square Road – Winding Road – Northgate – Broad Street – Water House Street back onto Commercial Street.

**Details:**

A. Close the existing western vehicle entrance / exits into Halifax bus station and reinstate the existing ‘emergency’ access into the bus station from Winding Road.

B. Create a new double bus stop on Winding Road, near the bus station.

C. Consolidate Bus Stop 20 and 21 at the southern end of Commercial Street, which will become a double-bay bus stop.

D. Create a taxi rank provision at the southern end of Commercial Street to serve trip attractors (night time economy) at this end of town.

E. On Commercial Street, create a new bus stop adjacent to Cheapside.

F. Create a new eastbound / anticlockwise bus stop on Horton Street between Wards End and Commercial Street.

G. Create a bus stop / setting down provision on Albion Street, which will be restricted to the use of the Access Bus.

H. The existing bus stops and access on George Street (off Water House Street) will be retained as part of the project, since this serves as a mini ‘bus hub’ for the west of the town centre.
We’re improving connectivity of the town centre, in particular to the north of the town, including Dean Clough Mills, Northbridge Leisure Centre and the Broad Street Plaza.

The northern route will include:

- Improved urban realm at Northgate
- Improved pedestrian and cycle infrastructure on Northgate and Northbridge
- Improved non-motorised user crossing facilities at all junctions
- Improved co-ordination of junctions, reducing congestion with fewer idling vehicles queuing past the Town Hall

**MARKET STREET**

The plan for Market Street is to better integrate this area into the wider shopping/cafe offer within Halifax and help to secure their future viability and long term survival as a key part of Halifax’s commercial centre. Market Street improvements will include:

- Creation of a completely pedestrianised town centre core
- Removal of dominant traffic near the Borough Markets, particularly buses
- Significant improvement for vulnerable road users
- Resurfacing with high quality materials that complement the Borough Market
- Reduction in the visual traffic intrusion and visual clutter of parking and loading vehicles on Market Street

**Key areas:**

- Northbridge
- Broad Street
- Cross Hills
The improvements to the south and west of town, aim to create attractive public spaces and to encourage both the day and night time economy of this area of Halifax.

To achieve this, we will remove the roundabout at Bull Green and create a new public square. Work in this area will include:

- Bus services will turn left and right out of George Street onto Cow Green after the Bull Green junction modification
- Fountain Street and Wards End will be linked to create a south western ‘Gateway’ into the town
- Pedestrian super-crossing introduced to boost connectivity
- The Bull Green junction will be modified to allow for southbound only movements from Commercial Street onto Skircoat Road, but no right or left turns
- Movements will be restricted from the other links onto the junction, such as no right-turns from Skircoot Road onto Wards End

**Benefits**

- Increased safety for night time economy
- Creation of public realm at Bull Green
- A gateway to the south and the west of the town centre
- Create a public space at the junction
- Improved co-ordination of junctions, reducing congestion with fewer idling vehicles queueing past the Theatre
- Place making opportunity to encourage daytime and night time economies
- Enhanced streetscape including carriageway narrowing outside the Theatre
- Reduced visual traffic intrusion and visual clutter of parking, loading vehicles and traffic signs outside the buildings will improve the aesthetic quality of their setting and heighten their landmark status
- The proposed landscaping will provide an attractive streetscape outside the buildings and thereby encourage their use for leisure / cultural activities and there is scope for outdoor seating outside the Victoria Theatre

**Key areas:**

- Bull Green
- Commercial Street
- Cow Green
- George Street
We’re introducing a new public square, Piece Gardens.

Piece Gardens will be created outside of the Square Chapel, which will require closure of the Square Road Link and realigning Church Street.

A new bus hub will be created on Church Street and Alfred Street East to facilitate a bus and rail interchange.

The public square will provide enhanced pedestrian and cycle access from the Rail Station to Halifax Town Centre.

We will modify the Horton Street / Church Street junction to improve its operational efficiency.

Pedestrian access will be improved through the creation of both super crossings and uncontrolled crossings.

We will be widening the bridge over the Hebble Brook at Bank Bottom and constructing a new retaining wall to enable improvements to the road alignment at the junction with Charlestown Road.

This will improve the easter corridor route, making it an alternative route for all traffic.

**Key areas:**

- Church Street
- Bank Bottom
- Berry Lane
- Charlestown Road
**Paving**
Predominant use of Scoutmoor yorkstone paving to integrate with the wider public realm.

**Beckett Street Signage**
Incorporating cast or inset metal signage into large pieces of natural stone.

**Cultural Compass**
Creation of a plinth for the ‘Cultural Compass’ providing way finding for the three principal pedestrian routes.

**Rain Garden**
Rain garden planting to attenuate storm water, provide all year round visual amenity and improve biodiversity.

**Tree Planting**
Tree planting to the rain gardens to provide additional definition to the space.

**Informal Bus Stop Seating**
Including informal bus waiting, providing views of the rain gardens.
2017 was a big year for Halifax Town Centre.

Major changes:
- Piece Hall
- Square Chapel
- New Library and Central Archive

This visually striking group of key historic buildings in the town centre, surrounded by other historic buildings, contribute to their setting and the character and appearance of the Halifax Conservation area.

The improvements to public realm will solidify the landmark status of the Square Chapel, Steeple, Library and Piece Hall to present a ‘finished product’ in the restoration of these buildings leading to increased footfall and the continued vitality of this part of the town.
PIECE GARDENS AND RAIL STATION

Hughes Square Key

- Scoutmoor Yorkshire Paving
- Soutmoor Linear Yorkshire Paving
- Scoutmoor Yorkshire Setts
- Amenity Grass
- Raingarden Planting
- Retaining Seating Wall
- 1m Wide Seating Wall
- Granite Banding
- Informal Bus Stop Seating
- Cultural Compass
- Clipped Ornamental Hedge
- Etched Paving
- Silver Grey Granite Steps
- Bus Shelter
- Specimen Trees
Halifax Station is a key gateway not only for Calderdale but for North England. It is an entry point into our thriving town adjacent to major employers, our national children’s museum and heritage destinations including the iconic Piece Hall. This project, which is part-funded by the West Yorkshire-plus Transport Fund, proposes transformational change to Halifax Rail Station.

A regionally recognised, landmark station with world class facilities that serves as an instantly recognisable hub and gateway to Halifax Town Centre; combining rich heritage assets with unique design that responds to the area’s distinctiveness, revitalising the relationship between the station, the town and its ambitious renewal to create vibrancy and confidence that define Halifax as it embraces its future.

Major changes:
• A new station building
• A passenger circulation area within the main station building, which addresses all directions of approach
• Re-opened platform brought back into use
• A new vehicular interchange / car park
• Pedestrian and cycle access provided from four primary directions
• Re-establishment of east – west permeability to stimulate regeneration
• Creation of development plots which:
  o Strengthen urban definition and built form
  o Provide activity and animation
  o Provide commercial return from development partnerships
**Project next steps**

We’re continuing to work out the final details of our plans, and over the coming months we will submit our full business case to the West Yorkshire Combined Authority.

**Indicative timeline**

- Autumn 2018 - Submit full business case to the West Yorkshire Combined Authority
- Early 2019 - Approval of plans and funding granted
- Spring / Summer 2019 - Project delivery begins
- 2022 - Project completion – Halifax transformed!

**Next Chapter Projects**

As part of our regeneration programme for Halifax Town Centre, we’re also delivering major projects to build a new Leisure Centre and to refurbish Northgate House.

**Get in touch**

Keep up to date on all of the investment projects that make up Calderdale’s Next Chapter at: [www.calderdalenextchapter.co.uk](http://www.calderdalenextchapter.co.uk)

Get in touch at: [Thenextchapter@calderdale.gov.uk](mailto:Thenextchapter@calderdale.gov.uk)