

Statement of Community Involvement

West Yorkshire-plus Transport Fund, A629 Phase 2
Halifax town centre

Calderdale Council

Project No. 60528270
February 2020

Quality information

Prepared by	Checked by	Verified by	Approved by
Roseanna Stoppard	Joanna van der Veen	Tom Parrish	Kirsty James
Consultant, Stakeholder Engagement Services	Principal Consultant, Stakeholder Engagement Services	Technical Director, Stakeholder Engagement Services	Technical Director

Revision History

Revision	Revision date	Details
Version 1	August 2018	Submitted as part of the 2018 initial Planning Application.
Version 2	January 2020	Submitted as part of the 2020 Planning Application. This Statement of Community Involvement includes engagement prior to the initial planning application as well as engagement that has taken place since its withdrawal. For more information see Section 2 of this report.

Prepared for:

Calderdale Council

Prepared by:

Roseanna Stoppard
Stakeholder Engagement Consultant
T: +44 (0)113 391 6800
M +44 (0)7425-334-951
E: roseanna.stoppard@aecom.com

AECOM Limited
5th Floor, 2 City Walk
Leeds LS11 9AR
United Kingdom

aecom.com

© 2020 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction.....	5
2.	Project Description and Planning Context	7
3.	Stakeholder engagement	9
4.	Public engagement.....	15
5.	Public engagement feedback and analysis	19
6.	Next Steps.....	23
	Appendix A - Pre-planning Eastern Gateway presentation.....	24
	Appendix B - Preliminary design consultation newsletter	30
	Appendix C - Preliminary design consultation exhibition boards and banners	32
	Appendix D - Preliminary design consultation handout	40
	Appendix E - Preliminary design comments form.....	42
	Appendix F - Initial detailed design exhibition feedback form.....	44
	Appendix G - Initial detail design library exhibition	45
	Appendix H - Initial detailed design library exhibition photographs	54

Tables

Table 1.	Summary of stakeholder engagement activity undertaken between preliminary design and detailed design phase.....	10
Table 2.	Summary of pre-planning stakeholder engagement activity	13
Table 3.	Publicity during the detailed design stage.....	18
Table 4.	Early design feedback and impact on proposals.....	19
Table 5.	Preliminary design consultation feedback and impact on proposals.....	20
Table 6.	Detailed design consultation feedback and impact on proposals.....	21

Figures

Figure 1.	Timeline of engagement and planning stages	6
Figure 2.	Phases of transport infrastructure improvements.....	7
Figure 3.	2017 public consultation event photographs	16

1. Introduction

General

- 1.1 This Statement of Community Involvement (SCI) summarises the engagement and consultation undertaken by Calderdale Council to inform the development of the A629 Halifax Town Centre project proposals. The project is funded by the West Yorkshire-plus Transport Fund (WY+TF), a programme designed to drive growth and create jobs being delivered in partnership with the West Yorkshire Combined Authority.
- 1.2 This SCI documents the activity that has taken place from the early design stage in 2016 through to submission of this planning application in February 2020.
- 1.3 This SCI summarises the engagement and consultation methods used and states who was engaged or consulted, the feedback received and how this has influenced Calderdale Council's plans for the scheme. It also includes details of the materials used to communicate the proposals.
- 1.4 The activity and outcomes described in this SCI adhere to the core principles set out in Calderdale Council's Statement of Community Involvement (adopted April 2016)¹, which are summarised as:
 - **Clarity:** be very clear about what we are asking people and ensure that they understand what will happen as a result of engagement;
 - **Inclusivity:** make sure our methods are inclusive, allowing all of those who wish to contribute to do so, thereby giving us the 'richest picture' possible; and
 - **Integrity:** ensure that people can see how the decision is made and that they can see their views are being represented fairly within the process. At the same time, we need to ensure that the consultation is proportionate to the scale of the decision to be made.
- 1.5 Calderdale Council is the Applicant for this planning application ('the Applicant'). This SCI will be submitted alongside the planning application for the A629 Phase 2 Halifax town centre scheme ('the Proposed Development'). It should be considered in conjunction with the Planning Statement, Environmental Statement and all other application documents.

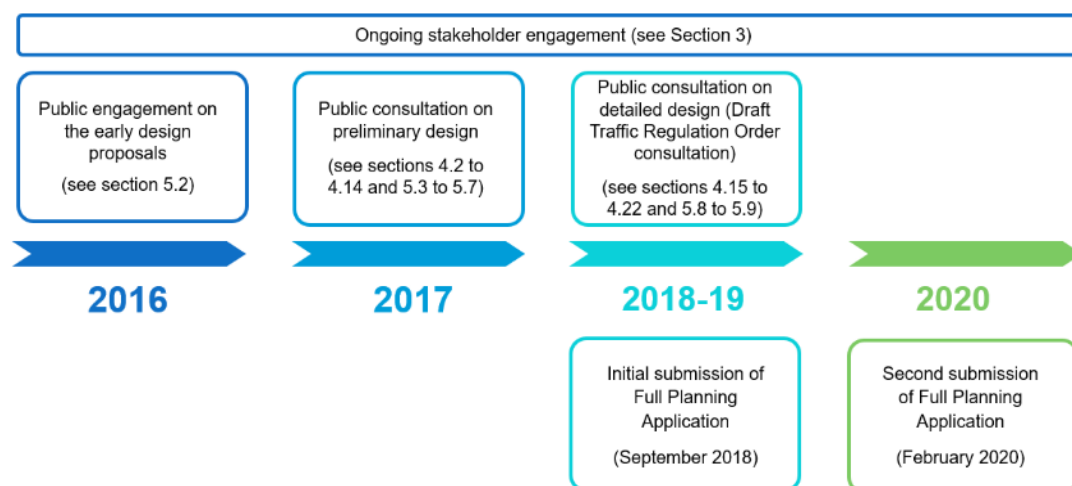
Structure of this report

- 1.6 This report documents engagement from the early design stage to the submission of this planning application in January 2020.
- 1.7 It is structured to report stakeholder engagement in Section 3 and public engagement in Sections 4 and 5. Public engagement is split into two sections; Section 4 documents the public engagement that has taken place and Section 5 documents the feedback received and how this has impacted the design.
- 1.8 Public engagement in Section 4 and 5 covers the preliminary design consultation and the detailed design consultation. The preliminary design consultation was a dedicated consultation taking place in July 2017. The detailed design consultation was incorporated into the May 2018 public exhibition and the Draft Traffic Regulation Order consultation, which took place between December 2018 and February 2019 and consulted the public on the details of the Proposed Development (see Section 4.21 for more information).

Overview of engagement activity

- 1.9 **Figure 1** below provides a timeline of the engagement activity that has supported the development of the proposals and the submission of planning applications.

¹ Statement of Community Involvement is available to review at:
<https://www.calderdale.gov.uk/v2/sites/default/files/statement-of-community-involvement-2016-as-adopted.pdf>

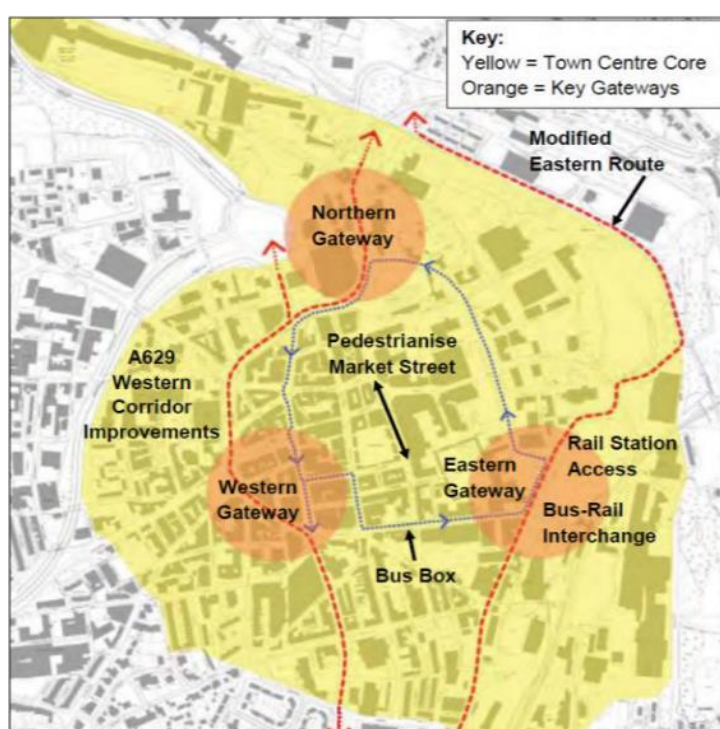
Figure 1. Timeline of engagement and planning stages

2. Project Description and Planning Context

Project overview

- 2.1 The West Yorkshire-plus Transport Fund (WY+TF) was created to drive growth and create jobs across the Leeds City Region. To help achieve this economic growth, the fund includes a £120m improvement programme along the A629 from Halifax to Huddersfield, a West Yorkshire Key Route Network (a road where traffic flows exceed 20,000 vehicles per day and that performs a strategic function). Delivered by Calderdale Council and Kirklees Council, improvement projects along the corridor will unlock development potential in both Calderdale and Kirklees.
- 2.2 Through improvements to public transport, highways and active mode infrastructure, including cycleways and footpaths, the A629 Halifax to Huddersfield programme is creating a well-connected place with faster, more reliable journeys, more jobs and better access to skills.
- 2.3 The transport infrastructure improvements proposed for Halifax town centre comprise the following three phases, which are targeted for completion at the end of 2023. See **Figure 2** for a plan of the three phases.
 - **Eastern Corridor:** extends around Halifax town centre from the A58/ Charlestown Junction at New Bank in the north, along Charlestown Road, through Bank Bottom, Cripplegate and King Street, Lower Kirkgate and Berry Lane, the junction with Horton Street and Church Street, north up Square Road and south down Church Street and beyond the New Road/ Prescott Street junction.
 - **Western Corridor:** situated to the west of the town centre and extends around Halifax town centre from the junction at A629 Skircoat Road/ Prescott Street in the south, northwards up Fountain Street through Bull Green, Cow Green and Broad Street, up to Orange Street, along Northgate and to the junction of Cross Hills and North Bridge in the north of the Western Corridor.
 - **Central Area:** interventions within the historic heart of Halifax are proposed, including the pedestrianisation of central and northern sections of Market Street, modifications to routes within the town centre for buses and other traffic, creation of a bus/ rail interchange, improvements to the existing bus station, enhanced pedestrian crossing facilities, improvements to footways and public realm around the Square Chapel Arts Centre, Halifax Central Library and Archives, Calderdale Industrial Museum, Piece Hall, Theatre, Bull Green and provision of streetscape improvements, using green infrastructure across the town centre.

Figure 2. Phases of transport infrastructure improvements



2.4 These improvements will deliver the following benefits in Halifax town centre.

- **Economic growth:** the transformation of the town centre will help to create a more vibrant local economy, encouraging new investment and business growth through increased footfall and trade.
- **Improved landscape:** pedestrianisation and new public realm will help to improve the aesthetic appeal of Halifax town centre.
- **Sustainability:** the Proposed Development prioritises pedestrian and cycle movement throughout the town centre. This includes new super crossings, convenient locations for bus stops, flexible bus routes and improved access to Halifax rail station. Cyclists will have clearly defined cycle areas, with street furniture lines away from buildings and shop fronts.
- **Safety:** all modes will have safer journeys, which will have a particularly positive impact on the night time economy.
- **Journey times:** journey times for through traffic will improve, particularly at peak times.

Planning context

- 2.5 The Applicant has made progress in securing the necessary funding to take the proposals for Halifax town centre from concept ideas through to detailed design and the submission of a planning application.
- 2.6 An initial planning application for the Proposed Development was submitted to Calderdale Council on 3 September 2018 (18/01095/LAA/RNA). This application included the demolition of 31 Square Road (Hughes Corporation Building) to enable transport and public realm improvements associated with the Proposed Development. During determination of the initial planning application, an application to designate 31 Square Road as a listed building was made to Historic England. No decision on the listing was made at the time that the initial planning application went to planning committee on 15 January 2019. The recommendation of the committee was that it was minded to grant planning permission but that the application should be referred to the Secretary of State for determination.
- 2.7 31 Square Road was subsequently Grade II listed on 22 January 2019 and the initial application was not then referred to the Secretary of State. Over the course of 2019 the Applicant sought to respond to the designation of 31 Square Road as a Grade II listed building by amending the Proposed Development design to accommodate the building and facilitate access. Consequently, proposals for the bus-rail interchange and the area of public realm formerly referred to as 'Piece Gardens' have changed with 31 Square Road being retained within the new public realm. Further details including the vision and objectives for this area are provided in Section 6.1 of the Public Realm Design Report (Application Document 5.1).
- 2.8 This SCI includes details of engagement undertaken prior to the initial planning application and engagement that has taken place since its withdrawal.

3. Stakeholder engagement

Overview

- 3.1 Throughout the preliminary and detailed design phases, stakeholder engagement has been crucial to maintaining constructive dialogue, understanding views and keeping people informed, as well as informing the development of the proposals.

Summary of stakeholders

- 3.2 Groups and individuals that would be impacted or interested in the proposals were identified as stakeholders at project inception and have been reviewed and updated throughout project development. These stakeholders have been regularly engaged regarding the proposals, as displayed in **Tables 1 to 2** and are summarised below:

- accessibility groups;
- business representative groups;
- Calderdale Council members and officers;
- developers;
- interest groups;
- key attractors;
- landowners;
- local businesses;
- major employers;
- statutory stakeholders; and
- transport services.

Engagement activity overview

- 3.3 Stakeholder engagement commenced in January 2017 and has continued throughout the preliminary and detailed design phases to the submission of the planning application. This engagement has taken various forms, in accordance with the concerns and impact of the proposals on the stakeholder, or group of stakeholders.
- 3.4 The approaches used have included:
- workshops;
 - presentations;
 - meetings; and
 - email correspondence.
- 3.5 The section does not include engagement with technical stakeholders such as directly affected landowners, the emergency services and utility companies, which has been ongoing throughout development of the proposals and will continue in future phases.

Engagement activity and outcomes between preliminary design and detailed design

- 3.6 **Table 1** below summarises the stakeholder meetings, workshops and presentations that took place between the commencement of engagement in 2015 and the withdrawal of the initial planning application in early 2019. It also outlines how stakeholder feedback has influenced the design of the Proposed Development. All the engagement summarised here was mindful of previous engagement undertaken by Calderdale Council as part of the process of developing outline proposals.

Table 1. Summary of stakeholder engagement activity undertaken between preliminary design and detailed design phase

Stakeholders	Engagement detail
Calderdale Council	
Leader, Portfolio Holder and Halifax Town Ward Members	Calderdale Council leaders and Halifax Town ward members have been regularly engaged since inception stage in 2015. In particular, the Portfolio Holder is a member of the Transport Fund Programme Board, which meets monthly to discuss the programme. Members have had opportunities to input into the proposals from inception to detailed design and have advised on the approach to stakeholder engagement. Further engagement with members during the pre-planning application stage is captured in Table 2.
Members	Proposals have been presented to councillors on multiple occasions for their review and approval throughout the project. This has included a presentation to the Scrutiny Panel in 2017 and to the Licencing Working Party in 2018. In early 2019 the Planning Committee reviewed and were permitted to approve the initial planning application prior to its withdrawal.
Officers	<p>Calderdale Council officers from all relevant teams participated in a Design Workshop that helped to set the overall project objectives. Since then, meetings have continued with the individual services. This engagement has influenced the design, including the routing of the bus box and the layout of Ward's End/Fountain Street and Bull Green.</p> <p>Officers also reviewed and helped shape proposals at the monthly meeting of the West Yorkshire-plus Transport Fund Programme Board, which includes the leads for Legal, Major Projects and Finance, as well as the Director for Regeneration and Strategy. Teams engaged include Transport and Highways, Public Safety and Major Projects.</p> <p>Further engagement with officers during the pre-planning application stage is captured in Table 2.</p>
Accessibility groups	
Disability Partnership Calderdale (DPC)	<p>DPC has been regularly engaged from an early stage. The first meeting with the group took place in January 2017 and a further four meetings took place in 2017, at the early design stage. Following this, update meetings and emails took place in 2018 and 2019 to keep the group informed and to help shape proposals as they progressed. ACDAF were also kept up to date on the progress of the proposals following the formation of the group in early 2019.</p> <p>In 2017 both the DPC and WES reviewed and informed the draft proposals for the masterplan, including parking and the public transport strategy for the town centre.</p> <p>Further engagement with these groups during the pre-planning application stage is captured in Table 2.</p>
Accessible Calderdale Disability Access Forum (ACDAF)	
Wheelchair Enabling Society (WES)	
Statutory stakeholders	
West Yorkshire Combined Authority (WYCA)	A WYCA Transport Planner was seconded into the design team for one day per week, throughout preliminary and detailed design, to help develop the proposals. WYCA attend monthly programme board meetings with Calderdale. Regular meetings have also been held with WYCA's representatives in relation to bus operations in Halifax. Engagement has included site visits supported by Calderdale Council officers.
Historic England	Historic England was engaged at an early stage to discuss the overall proposals. From 2015 to 2017 they helped to shape public realm proposals to ensure they reflected their aspirations for enhancing access to historic sites across the town centre. Further engagement with Historic England during the pre-planning application stage is captured in Table 2.
Transport services	
Taxi operators	A meeting was held with Calderdale Council Licensing team in 2016 and the group has been continually updated throughout the project. In collaboration with the Licensing team, meetings took place with the Private Hire Association, the Licensing Working Party and Halifax town centre Hackney Carriage Association in 2017, and with the Licensing Working Party in 2019. Locations of taxi ranks were informed by discussions.
Bus operators – Yorkshire Tiger/Arriva, First and TJ Walsh	Initial meetings took place in 2015 to agree the proposals in principle. Further meetings between 2015 and 2017 focused on agreeing the bus route changes and bus stop locations. Meetings and other engagement in 2018 and 2019 continued to inform the bus routes and bus stop locations, as well as helping to shape the bus stop arrangement communications approach during the construction phase. Further engagement with bus operators during the pre-planning application stage is captured in Table 2.

Stakeholders	Engagement detail
Rail industry - Network Rail and Northern Rail	As stakeholders in the Halifax Station Gateway project, Network Rail and Northern Rail have been continually updated on the proposals, with a focus on the bus-rail interchange that will be delivered.
Interest groups	
Cycle groups	A number of cycle groups were invited to the public consultation event in 2016. Attendees included Calderdale Cyclist Touring Group, The Halifax Imperial Cycle Cub, Pedalsport Cycling Club and The Tandem Club.
Cycle groups – Sustrans	Engagement took place in 2015 to ensure coherence with Local Sustainable Transport Fund cycle route proposals and feedback helped to shape the cycle routes proposed for the Proposed Development.
Cycle groups – Calderdale Cycle Forum	Engagement commenced in 2018; however, the group submitted a formal objection to the initial planning application through the planning process. Follow up engagement with the Cycle Forum took place during the pre-planning application stage is captured in Table 2.
Developers	
Developers	In 2016 and 2017 meetings took place with developers to agree the project proposals, focusing on the Eastern Corridor, and to discuss future servicing/access needs.
Major employers	
Nestle	In 2015 a meeting with Nestle took place to discuss the proposals, connectivity to and from the rail station, Nestle servicing needs and their site development strategy. Nestle continue to be engaged via the Halifax Station Gateway project.
Key attractors	
Cultural Consortium - Piece Hall, Square Chapel, Industrial Museum, Central Library and Archive, and Eureka!	<p>These organisations were met in 2015 to discuss servicing needs and to provide an update on proposals around the Eastern Corridor. Early discussions with Eureka! The National Children's Museum included car park access and requirements, and cycle routes.</p> <p>In 2018, a meeting took place with the Library Reference Group and two meetings were held with all members of the Cultural Consortium to inform the group about the proposals.</p> <p>Meetings with the organisations has helped to inform; the loading provision for the Eastern Gateway, access to Blackledge, pedestrian routes towards the Piece Hall, Square Chapel, Industrial Museum and Central Library, the provision and nature of enabling works on the Eureka! The National Children's Museum car park, and the overall Eastern Gateway design.</p> <p>Further engagement with the Cultural Consortium group during the pre-planning application stage is captured in Table 2.</p>
Victoria Theatre	A meeting with the Theatre team was held in 2015 to discuss servicing needs, to update on project progress, and to discuss feedback on the proposals, which helped to inform highway layout on Powell Street and Commercial Street.
Halifax Minster	Representatives from the Minster were met in the early development stages to ensure the proposals adequately reflect their concerns and aspirations for better connectivity with the town centre.
Local businesses	
Woolshops	Meetings have taken place with the Woolshops manager between 2015 and 2019 to discuss servicing needs, to update on project progress, and to discuss feedback on the proposals. Further engagement with the Woolshops during the pre-planning application stage is captured in Table 2.
Greenwoods Mill	<p>Engagement with the owner of Greenwoods Mill commenced in 2019, with an initial meeting prior to the withdrawal of the planning application. The owner fed back that any loss of parking would impact the viability of the business so the proposals were developed to retain all existing parking spaces at Greenwoods Mill.</p> <p>Feedback has helped to inform the redesign of the Eastern Gateway, creating a space that will positively impact Greenwoods Mill. Further engagement with the Greenwoods Mill owner during the pre-planning application stage is captured in Table 2.</p>
Harveys	Engagement commenced in 2017 with a meeting to discuss the proposals. This led to a review of access into Rawson Street/ South Commercial Street, resulting in a proposal to reverse flow on Powell Street. There were also concerns about the impact that the loss of all parking at Bull Green would have on the store. Further meetings took place in 2018 and 2019 as proposals in the Western Gateway progressed. Further engagement with the Harveys owners during the pre-planning application stage is captured in Table 2.

Stakeholders	Engagement detail
Dean Clough	Meetings took place from 2015 to 2018 to discuss the proposals and the potential benefits for the Dean Clough mills.
Matalan	A meeting took place with Matalan in 2016 to discuss servicing needs and to update on proposals around the Eastern Corridor.
Borough Market	A meeting took place with the Borough Market team in 2016 to discuss the town centre proposals, focusing on the pedestrianisation of Market Street and bus routing.
Energy Innovation	A meeting took place in March 2018 to discuss the proposals and the impact of the bus box on the business. Concern regarding the impact of the proposals on vehicular passing trade was addressed with information about the expected growth in pedestrian passing trade. The Applicant will provide temporary road signs during the construction to inform customers that the businesses in the area are open.
Business representative groups	
University Business Centre	Upon its opening, a meeting was held with the University Business Centre's manager to introduce the proposals. The manager was supportive of the project and suggested future ways of working. Engagement has continued since then and has included using the venue for project events.
Halifax Business Improvement District (BID)	Meetings commenced in 2017 with a meeting to introduce the proposals, which were received well. In 2018 and 2019, the Applicant has worked collaboratively with the BID to engage local businesses. A meeting with the BID was held in late 2018 to provide an update on project progress, which included a detailed discussion about the Eastern Gateway proposals. Further engagement with the BID during the pre-planning application stage is captured in Table 2.

Pre-planning engagement 2019-2020

- 3.7 Following the withdrawal of the initial planning application in early 2019, further design work was undertaken to incorporate the former Hughes Corporation building into the design and to respond to other concerns raised from the initial planning application.
- 3.8 **Table 2** below summarises the stakeholder meetings, workshops and presentations that took place between late 2019 and early 2020, following the update to the detailed design. It also outlines how stakeholder feedback has influenced the design of the Proposed Development.
- 3.9 The majority of the meetings that took place focused on the new design for the 'Eastern Gateway', which replaced the proposals for the demolition of the former Hughes Building and the introduction of the area of public realm and bus-rail interchange known as 'Pierce Gardens'. These meetings gave stakeholders the opportunity to review and help shape the proposals.
- 3.10 At the stakeholder meetings, Virtual Reality visualisations were used to illustrate four locations of the Eastern Gateway. This approach helped stakeholders to contextualise the proposals and to gain an idea of what the area could look like. This resulted in positive feedback from all users of the visualisations.
- 3.11 The presentation used to introduce stakeholders to the Eastern Gateway design is included in **Appendix A**.

Table 2. Summary of pre-planning stakeholder engagement activity

Stakeholders	Engagement detail
Eastern Gateway	
Calderdale Council - Leader, Portfolio Holder and Halifax Town Ward Members	Members were briefed in January 2020 regarding the proposals for the Eastern Gateway. The proposals were very well received.
Calderdale Council - Officers	A workshop took place with Transport and Highways, Public Safety and Major Projects in August 2019 with the aim of developing and agreeing proposals for the redesign of the Eastern Gateway.
Historic England and Calderdale Council Conservation Team	<p>Following the Grade II listing of the former Hughes Corporation Building in early 2019, Historic England has continually been engaged to discuss options for development around the building. Historic England suggested that no structural changes should be made, and to strip the inside to make it more attractive to private investors.</p> <p>The design for the Eastern Gateway has been developed based on Historic England's advice. The only changes to be made to the former Hughes Corporation Building will be minor improvements to make the building structurally sound and watertight and the removal of the steps to the main entrance on the northern elevation in order to make the building accessible.</p> <p>A meeting took place with Historic England and Calderdale Council's Conservation Team in January 2020, where it was confirmed that Historic England were pleased to see the retention of the Hughes Corporation Building and noted that the proposed use of high-quality materials and primarily hard-surfacing will complement the surrounding listed and unlisted buildings and the new library building. Comments on planting proposals were provided including a preference for lower-level planting.</p> <p>Historic England confirmed that they have no objection to alteration of the existing twentieth-century steps or blocking of basement windows proposed as whilst the steps do not detract from the appearance of the listed building, there would also be no harm as a result of their alteration, whilst providing public benefit in providing equal access to the building.</p> <p>The design has since incorporated feedback from Historic England regarding the proximity of planting near the informal play landscaping outside of the former Hughes Corporation Building, which has led to a change from trees to lower-level planting in the area.</p> <p>Engagement with Historic England will continue throughout project delivery.</p>
Cultural Consortium - Piece Hall, Square Chapel, Industrial Museum, Central Library and Archive, and Eureka!	Two meetings were hosted in December 2019 and January 2020 to introduce the new design to the group. Group members provided positive feedback on the proposals, commenting on the positive impact that this area will have on the conservation area and the wider town centre. The Piece Hall and Square Chapel raised concerns regarding the closure of Blackledge to vehicular traffic because they regularly use the route for events and loading. Responding to this feedback, the design was updated to retain access to Blackledge.
Halifax BID	The BID attended a meeting in December 2019 to introduce the new design to the group. They were supportive of the new design, commenting on the positive impact that the proposals will have on the conservation area and the wider town centre.
Greenwoods Mill owner	Meetings took place with the owner of Greenwoods Mill throughout 2019 and in early 2020 to discuss the Eastern Gateway proposals, particularly the area outside of the Mill. Overall, the owner is enthusiastic about the proposals. The updated proposals were presented at a meeting in early 2020, which were very well received.
Bus operators	A detailed briefing note was shared with bus operators in January 2020 to inform them about the updated proposals for the Eastern Gateway.
Eastern Gateway businesses – Tyre City, Burger King, Gemini Fitness, Kevan Jon, Snap Fitness, Strickland Cook Theatre School, The Escaporium, Wilby Insurance Brokers	Although this group had already been made aware of the vehicular access route changes to their businesses at the stage of the initial planning application, the opportunity was taken to reiterate these changes whilst introducing them to the Eastern Gateway design.
Town centre wide	
Woolshops	A meeting took place in December 2019 to discuss incorporating the Woolpack route into the proposals, to discuss wayfinding and to provide an update on the planning application.

Stakeholders	Engagement detail
Harveys of Halifax	In December 2019, a meeting took place to introduce new plans for Bull Green, which responded to feedback regarding parking loss concerns. The design included the reintroduction of 16 car parking spaces, which was well received by the owner.
Accessibility focus group – Halifax Society for the Blind, RNIB, ACDAF and DPC	<p>In 2019 visually impaired groups and wheelchair users were engaged specifically to discuss areas of combined pedestrian and cycle space.</p> <p>A Calderdale Council visual impairment specialist, visually impaired group representatives and wheelchair user group representatives were met in May 2019. The aim of the meeting was to discuss the following key areas in the town centre: Wards End/Commercial Street, Market Street, and Bull Green. The group discussed concerns about the proposals and suggestions for changes. Improvements were made to the proposals in response to the group's feedback and updated designs were presented to the group in December 2019. Feedback has helped to inform the redesign of the Bull Green public realm, including the removal of blended steps from the design, and changes to the layout of Market Street to encourage the safety and separation of pedestrians and cyclists.</p> <p>Engagement with this group will continue throughout the project to ensure that the proposals, materials and construction approach are satisfactory.</p>
Calderdale Cycle Forum	Following the withdrawal of the initial planning application and improvements made to the proposals in response to the group's feedback, updated designs were presented to the group in December 2019. Changes made to the proposals based on the Forum's feedback included provision of a widened cycle lane at Winding Road, an amended route around Commercial Street and an improved layout for Market Street. Further design changes were made following the Cycle Forum meeting, which resulted in widening the cycle lane on Pellon Lane and Broad Street at the uphill sections and introducing a downhill cycle lane with segregation provided by the use of road markings on Winding Road.
Accessibility and cycling focus group - Halifax Society for the Blind, RNIB, ACDAF, DPC and Calderdale Cycle Forum.	Engagement with the Cycle Forum and the accessibility focus group identified the Commercial Street pedestrian and cycling proposals as an area for concern. To address this, meetings took place with a small group of accessibility and cycling representatives in order to agree the design. Bringing the two groups together helped the discussion to focus on the issues and concerns that each group had. Two meetings took place in January 2020 to discuss and develop a design that would serve both pedestrians and cyclists in this key gateway into the town centre.

4. Public engagement

Overview

- 4.1 Engagement with the general public has taken place throughout the preliminary and detailed design stages. The preliminary design stage consultation, including publicity methods used to advertise the consultation and the number of attendees the consultation event is detailed in Sections 4.2 to 4.14. The detailed design stage consultation, including public and stakeholder engagement approach, and publicity methods users is detailed in Sections 4.15 to 4.22.

Preliminary design stage

Consultation overview

- 4.2 In July 2017, a public consultation event was organised to publicise the proposals and enable local stakeholders and the wider public to view and comment on the proposals. The event provided more detailed information about the Proposed Development to help people understand how the proposals had evolved since the previous consultation in May 2016, and how feedback from the public had been considered and had influenced the current design.
- 4.3 The public consultation event was structured as a drop-in session to allow the Applicant to engage with a wider audience including residents, local business and others who have an interest in Halifax. The event provided the opportunity for attendees to register their views on the Proposed Development by completing a comment form. Members of the project team in attendance were available to answer questions or respond to concerns related to the Proposed Development.

Consultation event publicity

- 4.4 The event was publicised by a variety of mediums, including by:
- electronic newsletter sent to Next Chapter newsletter subscribers (see **Appendix B**);
 - news item on The Next Chapter website;
 - social media posts (via Calderdale Council Twitter and Facebook accounts);
 - a press release issued to local media;
 - posters (on buses and in bus station); and
 - the Business Improvement District.

Consultation event

- 4.5 The public consultation event took place on Tuesday 18th July 2017, 4pm - 7pm at Halifax town Hall, Crossley Street, Halifax, HX1 1UN.
- 4.6 Members of the project team in attendance included Calderdale Council officers, WYCA officers and members of the AECOM team. Representatives included traffic engineers, transport planners, civil engineers, planners, heritage experts and project managers, thus ensuring attendees could speak to experts within each discipline, in order to provide the most accurate and detailed information.
- 4.7 Nine A1-size information boards containing information about the proposals were on display at the public consultation event and included detail on:
- WY+TF;
 - the key elements of the proposals;
 - the overarching vision for Halifax behind the proposals;
 - the current issues within the town centre that the Applicant is looking to address; and
 - how feedback from previous consultations had been considered when developing detailed design.
- 4.8 In addition to the boards, three double-width pull-up banners displayed large plans to help illustrate the scale and detail of the Proposed Development and its key areas of focus: the historic heart of Halifax, and the proposed improvements to both the Eastern and Western Corridors. The information boards and pull-up banners that were on display are presented as **Appendix C**.

- 4.9 All visitors were provided with a hand-out (**Appendix D**) summarising the key details on display, which they could take away and share with others who may not have been able to attend the public consultation event. Electronic versions of all the material available at the event were also made available to view online on The Next Chapter website, the day after the event.
- 4.10 Feedback from visitors was captured on a comments form, which included questions on what features people would like to see included in the public space at various locations within Halifax (**Appendix E**). The public consultation event feedback analysis can be found in Section 5 of this document.
- 4.11 Whilst the public consultation event took place on a week day, attendance was maximised by hosting the event in a central and well-known location with opening times extended into the evening to enable visitors to see the plans and speak with the team outside typical working hours.
- 4.12 The event material remained on display at the Town Hall until Friday 28 July 2017, providing further opportunity for people to learn about the Proposed Development if they were unable to attend the public consultation event.
- 4.13 In total 124 people attended the public consultation event.
- 4.14 The following photographs show how the room was set up with the information boards and banners.

Figure 3. 2017 public consultation event photographs





Detailed design stage

Overview

- 4.15 At the detailed design stage, regular public engagement and communication about the Proposed Development continued. Detailed design consultation was incorporated into the May 2018 public exhibition and the Draft Traffic Regulation Order consultation between December 2018 and February 2019.

Promotion of the Proposed Development

- 4.16 Throughout the detailed design stage, project updates were regularly shared with the public to help those with an interest stay informed about the Proposed Development. Detail about the publicity channels and their reach is described in **Table 3** below.

Table 3. Publicity during the detailed design stage

Publicity channel	Reach
Next Chapter newsletter	The project featured in the Next Chapter electronic newsletter, which has over 2,500 recipients. Articles were featured in four newsletters between June 2018 and September 2019, receiving over 2,000 click throughs. The articles shared project updates, including promoting the public exhibition (see sections 4.17 to 2.19), timescales, progress and planning information.
Press releases	Four press releases were published between March 2018 and August 2019. The press releases included information on the public exhibition, cycling improvements (A629 programme-wide), planning and business case updates. The press releases achieved coverage were published in the Halifax Courier, Huddersfield Examiner and Yorkshire Evening Post.
Social media	Between May 2018 and August 2019, 44 social media posts were published across LinkedIn, Twitter and Facebook. The total reach of the posts was nearly 96,000, averaging over 2,000 users per post. Posts included information on the Draft Traffic Regulation Order consultation and event, links to the project webpage, project progress updates, promotion of project benefits and information about the public exhibition.
Next Chapter website	Between February 2018 and August 2019, the Next Chapter website received over 84,000 views and 14,000 new users. The project webpage was one of the top five most popular pages on the website for nine out of the 19 months recorded. The website includes a project overview, regular progress updates, a map of the town centre proposals, and a copy of the public exhibition boards.

Public exhibition

- 4.17 A static public exhibition of the detailed design proposals was displayed in the Halifax Central Library throughout May 2018. The aim of the exhibition was to update the public on how the plans had developed, how stakeholder and public feedback had shaped the Proposed Development and what the next steps were.
- 4.18 The information boards displayed the most up-to-date plans and gave an overview of how the Proposed Development contributes to wider Halifax regeneration, directly linking it to Halifax Station Gateway and the Town Centre Delivery Plan. The exhibition was widely promoted through the local press and digitally, with over 17,700 social media impressions.
- 4.19 The exhibition included the opportunity to feedback on proposals via a feedback form (**Appendix F**) and, of those visitors who participated, 100% supported the plans for the town centre. The information material that was on display can be found at **Appendix G** and photographs of the display in the library are available at **Appendix H**.

Consultation

- 4.20 As part of the detailed design consultation, a Draft Traffic Regulation Order consultation ran between December 2018 and February 2019. The consultation was carried out to ensure that those impacted by the proposals were aware of the Proposed Development and could feedback on any issues or concerns.
- 4.21 Although the Draft Traffic Regulation Order consultation focused on stakeholders that were directly impacted by the proposals, it was widely publicised and open to the public for feedback. To deliver the Proposed Development, significant changes would need to be introduced throughout Halifax Town Centre as part of new Traffic Regulation Orders. The public were asked to review the proposals, which included changes to parking (disabled, car and motorcycle), changes to bus and taxi stops, introduction of cycle and pedestrian zones, and rerouting of traffic throughout town.
- 4.22 The public consultation was widely promoted and was available online, via the Next Chapter website, and printed drawings for the consultation were available at Halifax Customer First. In order to capture a broad audience for the consultation, several communication channels were used, totalling a potential reach of over 177,000 people.

5. Public engagement feedback and analysis

Overview

- 5.1 This section provides a summary of the feedback received from the public during the preliminary design consultation (Section 5.2 to 5.7) and during the detailed design stage (Section 5.8 to 5.9).

Preliminary design stage

Process and findings

- 5.2 Prior to the start of the 2017 public consultation, feedback received on the early designs was reviewed and taken into consideration in the development of the preliminary design. In response to the feedback, the following design changes were made and included as part of a 'you said, we did' display for the public consultation event (see **Appendix C**).

Table 4. Early design feedback and impact on proposals

Feedback	Impact on proposals
The proposals for the bus box do not bring buses close enough to the market.	The proposals were updated to include King Edward Street, which provides an accessible route to the market.
Respondents suggested that there needed to be able to turn right out of George Street.	Traffic signals at the George Street / Cow Green junction were updated to provide a right turn.
Stronger pedestrian links are required between the town centre and Park Ward.	Traffic signals introduced at Bull Green with improved pedestrian crossing facilities, providing a safer journey from Park Ward into the town centre.
It was suggested that the existing crossing facilities at Prescott Street were inadequate.	The re-designed junction incorporated improved pedestrians crossing facilities.
Respondents requested less street clutter, particularly on key pedestrian routes.	The newly pedestrianised Market Street was designed to have reduced clutter, improving wayfinding and access.
The existing bollards on Crown Street and Southgate don't work.	Proposals were updated to replace these as part of the project.
Respondents requested access south from Commercial Street rather than closing the road to traffic in both directions.	One lane of traffic can leave Commercial Street, travelling south, at the Wards End junction.
It was suggested that the proposed bus gate on Commercial Street and Market Street should be enforced.	Automatic Number Plate Recognition enforcement will be introduced for Commercial Street and Market Street.
Feedback suggested that users don't feel safe in subways.	The subways at Cow Green / Pellon Lane will be removed and replaced with pedestrian crossings.
The proposed rail interchange on the Eureka! car park significantly increases the journey times for buses.	A bus-rail interchange will be located between the town centre and the railway station

- 5.3 The public consultation on the preliminary design ran from Tuesday 17th July 2017 to Tuesday 01 August 2017. Forty comment forms were received in total; 32 were received at the public consultation event and eight were mailed in.

- 5.4 The comment form was designed to establish:

- how regularly individuals travelled into Halifax town centre;
- the modes of transport they used within the town centre;
- their opinion of the proposals for Market Street, the closure of Commercial Street to traffic in the evening, public space features at Bull Green, Market Street and Commercial Street and the new Town Square and the main benefits of the proposed improvements;
- if they supported the proposals; and
- if they were more likely to travel into the town centre as a result of the proposed improvements.

- 5.5 The comment form provided multiple choice answers throughout (with space for further comments to support responses). Five of the eight questions were worded to enable respondents to select several

options. The other three questions required a single response. A copy of the comment form is available at **Appendix E**.

5.6 In summary, the responses received demonstrated that.

- 77% of people supported the proposal for town centre improvements, 13% were undecided and 7% were opposed to the proposals;
- 35% of people said they would be more likely to travel into town as a result of the proposed improvements to the town centre, 52.5% said they would travel into town at a similar frequency;
- 82% of people thought the proposals would lead to less traffic in Halifax; and
- 75% of people thought the proposals would be safer for pedestrians.

5.7 Various themes were identified in the feedback received and these have informed key areas of development for the detailed design. **Table 5** below, identifies these themes, provides a summary of the feedback received in relation to each and a description of how the Proposed Development has developed in response to the views of the local community.

Table 5. Preliminary design consultation feedback and impact on proposals

Theme	Feedback	Impact on proposals
Public realm	Respondents wanted to see seating and landscape planting features at Bull Green / Market Street / Commercial Street / New Town Square.	The designs for all these locations will include high-quality public realm with seating and landscaping design sympathetic to each area. The aim of the design has been to make these areas as attractive as possible to pedestrians.
	It was suggested that planting and trees were an important aspect of the proposed public realm.	Carefully designed planting will be incorporated into the proposals to enhance existing planting within the town centre. It has been an aim of the design to incorporate green infrastructure (trees and other planting) where possible.
Accessibility	Respondents requested the inclusion of way finding and visitor information as part of the proposals.	Proposals will include way finding throughout the town centre. Visitor information will also be introduced as part of the Eastern Gateway proposals.
	Respondents suggested that the pedestrian access, including disabled parking, in Halifax Town Centre needed to be improved.	<p>It is intended that the Proposed Development will retain existing blue badge parking and increase its provision. Suggested arrangements include the retention of the existing total number of blue badge parking bays across the town centre and the implementation of five additional blue badge parking bays in the south, providing good access to the town centre core and the Piece Hall.</p> <p>In order to create a central pedestrian link along the Market Street/Northgate spine, the existing blue badge parking bays outside of Northgate House will need to be removed with some alternate replacement parking provided on Princess Street. The existing blue badge parking on Old Market is to be retained serving the north of the town centre core.</p> <p>More information on the proposed arrangement for blue badge parking is included in Application Document Ref. 3.0 Planning Statement.</p>
Cycling	Cycling provision was suggested as an area of the proposals that needed to be improved.	<p>One of the key objectives for the Proposed Development is to provide high-quality cycling infrastructure and permeability in the central core to promote increased levels of cycling to/from and through Halifax town centre.</p> <p>The proposed arrangements include the creation of high-quality cycle parking hubs at key locations in the town centre along with signal-controlled crossing facilities for cyclists at key crossing points along the western and eastern corridor including at Commercial Street/Fountain Street; Pellon Lane/Cow Green; Northgate/Broad Street; and Church Street.</p> <p>It is also intended that there will be cycle lanes implemented in both directions on key links including the A629 (Skircoat Road) radial from the south; Winding Road; and Northgate from the north. In addition to this, protected contra-flow cycle lanes will be implemented on Market Street/Union Street (southbound connecting to Horton Street); and Northgate (two-way, connecting Market Street to Broad Street).</p> <p>Lastly, there will be two 'quiet street' routes connecting the town centre</p>

Theme	Feedback	Impact on proposals
		via the south-east (from South Parade) and south-west (from Bull Green) respectively. Cyclists will also be permitted to use the existing and proposed pedestrianised streets of Crown Street, Corn Market and Market Street. More information on the proposed arrangements for cyclists is included in Application Document Ref. 3.0 Planning Statement.
Project objectives	Respondents suggested that the proposals needed to see a reduction in congestion and pollution.	Parts of the town centre will see a dramatic reduction on traffic numbers, with consequent improvements in air quality and reduction in noise pollution. The benefits will be most apparent on Market Street and Northgate.
	Respondents suggested that the proposals needed to see improvements to public safety.	<p>One of the key objectives for the Proposed Development is to make Halifax a more attractive destination, building upon its unique Victorian heritage and historic townscape. This will involve the creation of new public spaces, connected pedestrianised streets, and green infrastructure to improve the town centre environment and create a sense of place that encourages more walking (and cycling), commercial activity and tourism. Key enhancements include pedestrianisation of the central section of Market Street between the junction with Albion Street and junction with Old Market, along with pedestrianisation of the northern end of Market Street (Northgate, close to the junction with Broad Street).</p> <p>It is also intended that there will be a widening of several footways, including the east side of Market Street between the junction with Old Market and the junction with Crossley Street (outside Northgate House); outside the Victoria Theatre on Commercial Street; and on Trinity Road to provide an improved environment to/ from a major proposed employment site on Bull Green/Commercial Street.</p> <p>Further enhancements for pedestrians include the creation of new public spaces outside The Square Chapel and new library and streetscape improvements will be implemented, including green infrastructure, such as planting and trees along with additional seating. High-quality pedestrian crossing facilities will also be implemented, serving key desire lines across the eastern and western corridor, reducing existing severance.</p> <p>More information on the proposed arrangements for pedestrians is included Application Document Ref. 3.0 Planning Statement and Application Document Ref 5.1 Halifax Public Realm Design Report.</p>

Detailed design stage

- 5.8 At the detailed design stage, regular public engagement and communication about the Proposed Development continued. Detailed design consultation was incorporated into the May 2018 public exhibition and the Draft Traffic Regulation Order consultation between December 2018 and February 2019. See Section 4.21 for an overview of the consultation.
- 5.9 As with the consultation on the preliminary design, various themes were identified in the feedback received, which was wholly received by e-mail. **Table 6** below outlines the feedback received and the response provided.

Table 6. Detailed design consultation feedback and impact on proposals

Theme	Feedback	Response to feedback
Pedestrianisation	Concerns were raised regarding the impact that that pedestrianisation of Market Street will have on pedestrian footfall. Concern that reduced bus drops will reduce footfall and removal of loading will have a negative impact on market traders.	This was addressed by explaining that the bus box (town centre loop) will allow alighting to the market at King Edward Street, where there are existing bus stops.
Cycling	Concern that the project doesn't go far enough to address cycling movement throughout	Concerns were addressed with information on other Council projects that link with this project and will deliver further cycling improvements. These include the A629 Phase 4 and

Theme	Feedback	Response to feedback
	Halifax	Halifax Station Gateway, which will link the Hebble Trail to Piece Gardens. The provision of cycle infrastructure will enable cycling to become a mode of choice for commuters and contribute to the Calderdale Cycling Strategy target for cycling.
	Suggestions for improvement to the cycling proposals in order to improve journeys and flow, including increased cycle lane provision, consistent use of Advanced Stop Lines, and cycle hubs.	These suggestions were addressed as part of the 2019 meetings with the Calderdale Cycle Forum and changes were introduced to improve the cycling provision (see Table 2 for more information)
Motorcycling	The Motorcycle Action Group provided very positive feedback on the proposals. Suggested the use of shared space for motorcycles in bus lanes.	The Applicant's Transport team are investigating the possibility of introducing shared motorcycle and bus lanes Calderdale wide. If this is introduced borough wide it will form part of the Proposed Development.
Congestion	Concerns were raised that the eastern gateway improvements will not encourage traffic to use that side of town.	These were addressed with detailed information about the improvements and their anticipated impact.
	Concern that the investment will not have the intended positive impact on improved traffic flows.	To follow up, the details of the project were shared, showing the journey benefits as a result of the project.
Pedestrian and cycling routes	Clarity was required regarding the provision of pedestrian and cyclist infrastructure crossing the western corridor.	It was explained that in the western corridor there is cycle infrastructure on the approach to town and pedestrians will benefit from improved crossings.
Air quality	Concerns were raised regarding the focus on motor vehicles for the Traffic Regulation Order (TRO).	It was explained that the TRO is so heavily vehicle focused is because of the significant changes to the way traffic moves through the town. The Applicant shared the ambition of the wider A629 improvement programme to champion sustainable travel modes.
Bus routes	Concern that the bus box will make bus access to town less accessible and the extended bus journey will increase journey times.	The benefits of the changes to bus movements were shared. These include; more buses serving the bus-rail interchange to improve rail connectivity, improved bus-bus interchange opportunities at more locations around the Town Centre, and improved journeys as a result of the bus only road on Charles Street.
Parking	Clarity was required regarding the impact on pay and display bays in areas of town that were not clarified on the plans.	It was explained that this was because there were no changes to the parking arrangements in these areas. It was also clarified that pay and display bays are proposed to be introduced on Deal Street.

6. Next Steps

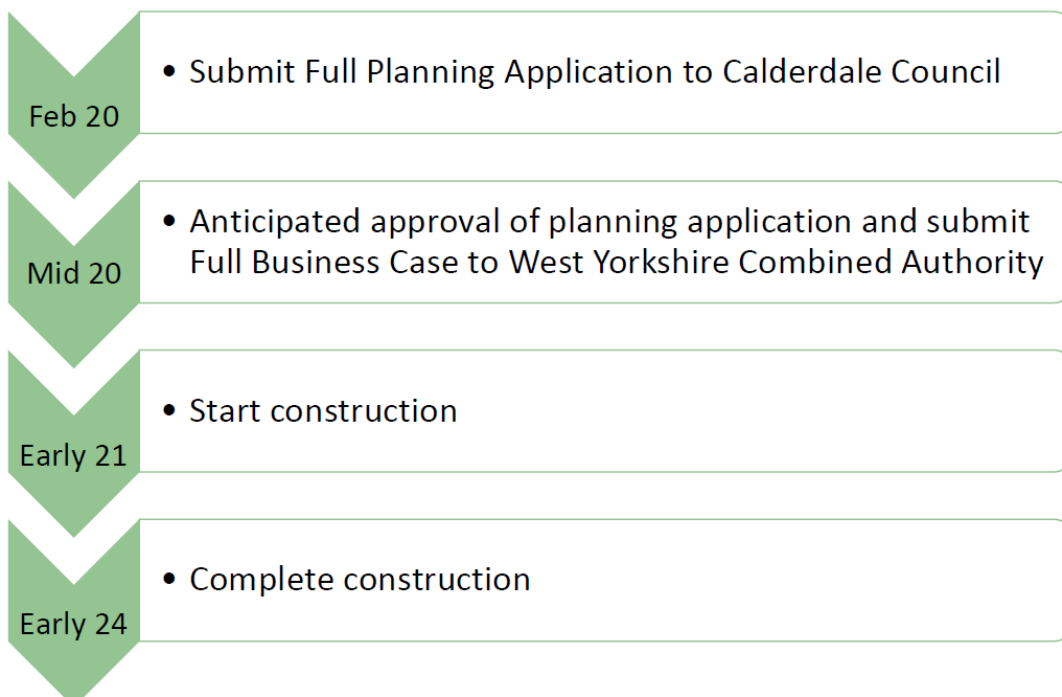
Summary

- 6.1 If this planning application should be approved, further engagement will be undertaken with key stakeholders, including Halifax town centre businesses, to discuss the delivery of the Proposed Development and how to minimise disruption.
- 6.2 Communications will continue throughout the project to provide progress updates, including to the Next Chapter website and newsletter.
- 6.3 The project team will also continue its engagement with local stakeholders to build upon existing relationships, acknowledge and respond to enquiries from members of the public, and ensure that all stakeholders are kept informed and involved.

Appendix A - Pre-planning Eastern Gateway presentation



Project update



Eastern Gateway introduction



Eastern Gateway – visual 1



**View from the bottom of Square Street North
towards Eastern Entrance of the Piece Hall**

Eastern Gateway – visual 2



View south towards the railway station along Square Street

Eastern Gateway – visual 3

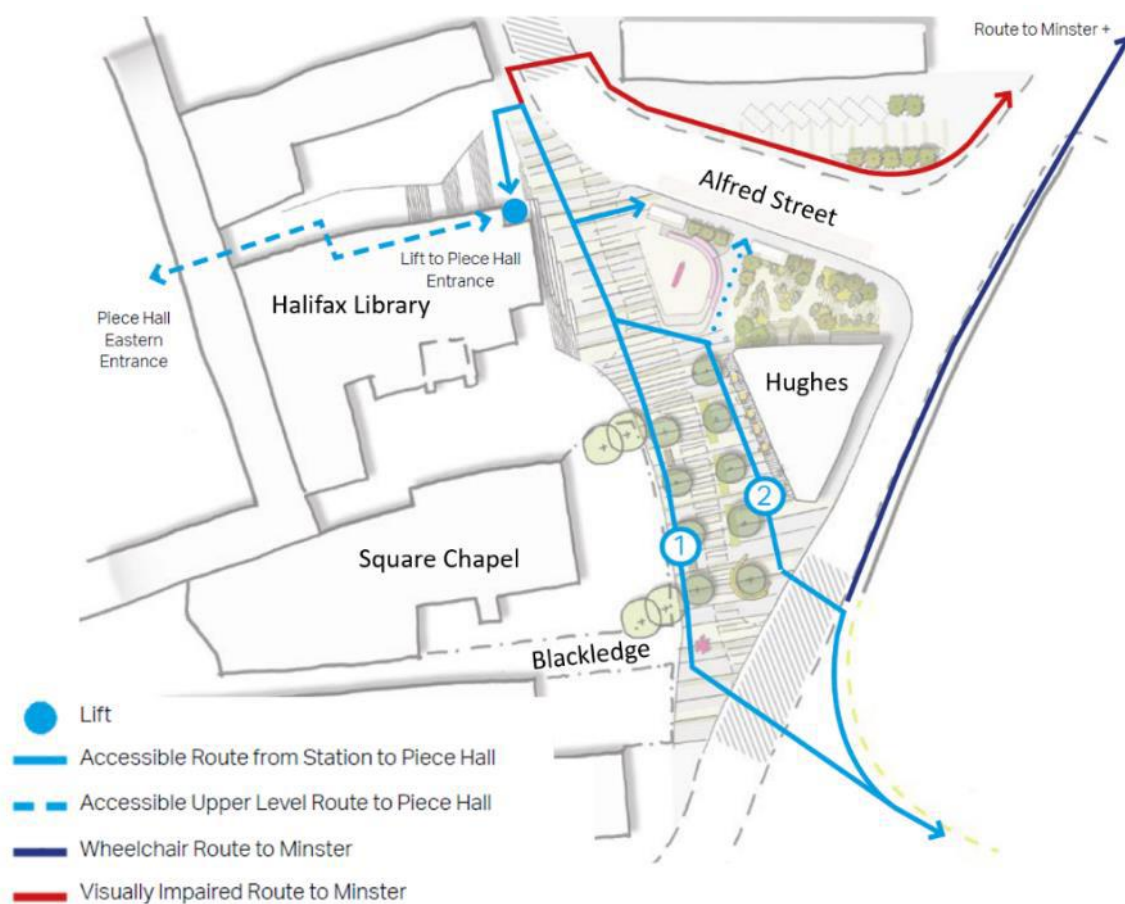


View east of plaza towards the Eastern Gateway Garden and surrounding countryside

Eastern Gateway – visual 4

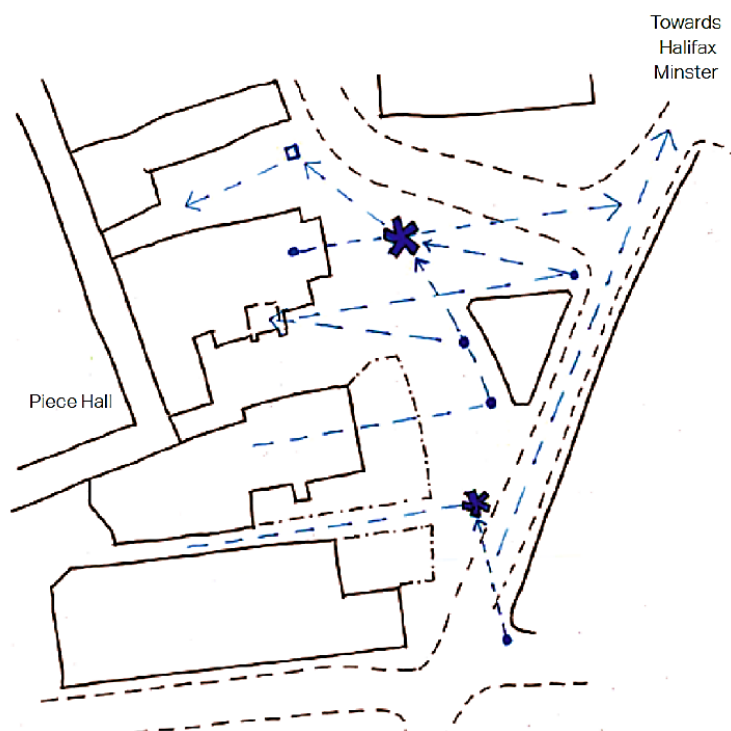


View West to wards the Library through the Eastern Gateway Garden



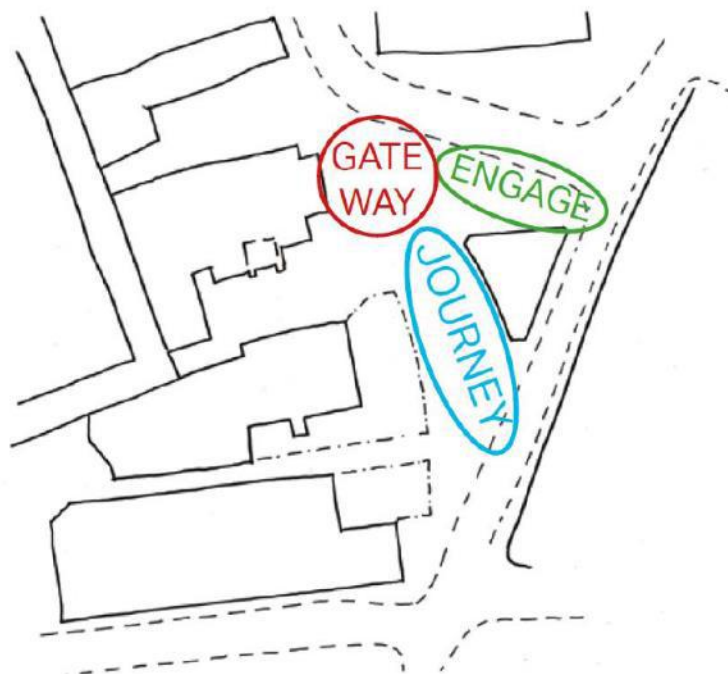
Routes

- Guide people towards the eastern entrance of the Piece Hall.
- The route should guide people towards the Hughes Corporation building to encourage its future redevelopment / regeneration.



Landmarks and Focal Points

- Particular attention should be paid to views of the façades of landmark buildings.
- Focal points at specific points should draw people up into the Eastern Gateway.





Design references



Appendix B - Preliminary design consultation newsletter

HALIFAX TOWN CENTRE IMPROVEMENTS





WEST YORKSHIRE PLUS TRANSPORT FUND – A629 IMPROVEMENTS

June 2017

The West Yorkshire Plus Transport Fund has been created to specifically increase housing, employment and economic growth across the West Yorkshire region. Part of this funding is designated to the 'A629 Halifax - Huddersfield Corridor' programme which will create an even better place to live, work and visit through road junction improvements and improvements to access and movements for all types of vehicles, cyclists and pedestrians.

Great progress has been made to date by Calderdale Council working in partnership with stakeholders to secure the necessary funding to take the proposals for Halifax Town Centre from concept ideas through to detailed design.

WANT TO LEARN MORE?

A public information event has been organised for:





**Tuesday 18th July 2017 4-7pm at
Halifax Town Hall, Crossley Street, Halifax, HX1 1UN**

We welcome the opportunity to share our plans for Halifax Town Centre with as many people as possible and hope you will be able to come to view and discuss the proposals with us.

The event will be hosted in a drop-in format so please come along at a time to suit you. All information available on the day will be published on The Next Chapter website (www.calderdalenextchapter.co.uk) after the event.

We want to work with local communities to shape the vision for Calderdale and look forward to talking to you soon.

For more information on the full delivery programme, visit: www.calderdalenextchapter.co.uk

HALIFAX TOWN CENTRE

The West Yorkshire Plus Transport Fund will vastly improve accessibility to Halifax Town Centre for all modes of travel and provide high quality public realm to deliver regeneration and growth aspirations to achieve a greater sense of place for residents and visitors to the town. The proposed scheme will reduce congestion and improve pedestrian connectivity within the historic core of Halifax. By improving roads and strengthening bus/rail connections, travel to/from and around the town will improve and the severance between the bus station and rail station will be removed.

The improvements proposed for Halifax Town Centre are being designed using the 'Manual for Street' principles and with the ambition of creating 'Streets for People' at the core. The proposals comprise three key elements:

- **Upgrade of the eastern corridor (Church Street, Bank Bottom, Berry Lane, Charlestown Road) including developing an 'Eastern Gateway' through the creation of a public square and provision of improved pedestrian and cycle facilities from the Rail Station into Halifax Town Centre.**
- **Upgrade of the Northern Gateway (Northbridge, Broad Street, Cross Hills) into Halifax Town Centre and extensive public realm improvements in Halifax Town Centre including improvements to Market Street and the reconfiguration of bus movements.**
- **Enhanced Southern and Western Gateways (Wards End, Bull Green, Cow Green) in Halifax Town Centre.**


In December 2016, Calderdale Council appointed AECOM to progress the approved outline proposals through the feasibility and detailed design stage through to submission of a Planning Application in late 2017. If approved this will lead to the submission of a full Business Case to the West Yorkshire Combined Authority to release the funds required to physically deliver the scheme which is targeted for Spring 2018.

The preliminary design is almost completed and we look forward to sharing the exciting plans with you at our public information event in July 2017.



Appendix C - Preliminary design consultation exhibition boards and banners

HALIFAX TOWN CENTRE IMPROVEMENTS



WELCOME

The proposals for Halifax Town Centre will provide improved accessibility to the town for all residents and visitors and achieve a greater sense of place and deliver regeneration and growth aspirations. The proposed scheme will reduce congestion and improve pedestrian connectivity within the historic core of Halifax.

The information on display provides an overview of the scheme and shows how the plans have developed following an extensive period of consultation including a public exhibition in May 2016. All comments received throughout the production of the preliminary design have been considered and, where possible, been incorporated into the project design.


The project team are available to discuss any queries you may have. They are identifiable by name badges.

Background




The scheme is one of a number of significant projects being delivered by Calderdale Council and key stakeholders to improve the historic town through a £150 million programme of investment from The West Yorkshire Plus Transport Fund (WY+TF) focussed at 'Good Growth'.

In December 2016, Calderdale Council appointed AECOM to progress the approved outline proposals for Halifax Town Centre through the feasibility and detailed design stage to submission of a planning application programmed for late 2017.

Learn more about the project and WY+TF on the following boards.



Supported by

HALIFAX TOWN CENTRE IMPROVEMENTS



THE WEST YORKSHIRE PLUS TRANSPORT FUND

The West Yorkshire Plus Transport Fund (WY+TF) has been created to specifically increase housing, employment and economic good growth across the West Yorkshire region and York. Part of this funding is designated to the 'A629 Halifax - Huddersfield Corridor' programme which will create an even better place to live, work and visit through road junction improvements and improvements to access and movements for all types of vehicles, cyclists and pedestrians.

Great progress has been made to date by Calderdale Council working in partnership with stakeholders to secure the necessary funding to take the proposals for Halifax Town Centre from concept ideas through to detailed design.

What is the WY+TF?

- £1bn investment in transport schemes across West Yorkshire & York to unlock 'Good Growth'
- Coordinated alongside LEP investment
- Once in a generation opportunity
- Calderdale have secured 15% of the fund value (for 8% of population)
- Calderdale's WY+TF schemes are:
 - The A629 corridor - £150m value scheme
 - Station Gateway
 - A641
 - Elland Station
 - A58



HALIFAX TOWN CENTRE IMPROVEMENTS



INTRODUCTION TO A629 HALIFAX TOWN CENTRE PROPOSALS

The transport infrastructure investments proposed for Halifax Town Centre comprise three key elements, the delivery of which is targeted to be completed for 2021:

- Upgrade of the eastern corridor (Church Street, Bank Bottom, Berry Lane, Charlestown Road) including developing an 'Eastern Gateway' through the creation of a public square and provision of improved and enhanced pedestrian and cycle access facilities from the Rail Station into Halifax Town Centre.
- Upgrade of the Northern Gateway (Northbridge, Broad Street, Cross Hills) into Halifax Town Centre and extensive public realm improvements in Halifax Town Centre including improvements to Market Street and the reconfiguration of bus movements.
- Enhanced Southern and Western Gateways (Wards End, Bull Green, Cow Green) in Halifax Town Centre.



Market Street - Existing



Market Street - Proposed

HALIFAX TOWN CENTRE IMPROVEMENTS



THE VISION FOR HALIFAX

Enhancing the Historic Heart of Halifax through...

- **Safety** - reducing potential for conflict between vulnerable road users and motor vehicles
- **Environment** - reducing noise and air pollution
- **Accessibility** - increasing pedestrian and cycling activity and creating an environment where children and mobility impaired users feel more confident
- **Economy** - evidence from elsewhere demonstrates that improvements in the quality of streetscape have led to a more vibrant local economy

Well planned investment in better streets can...

Improve Consumer and Business Satisfaction

- Perceptions matter - high quality urban realm enhances the attractiveness of an area
- People like pedestrian areas and dislike traffic
- The importance of car access to town centre retail is consistently over estimated
- High returns for spending

Contribute to Urban Regeneration

- Attract investment
- Increase rents and property prices
- Result in increased employment levels
- Help address social exclusion

Improve Existing Business Performance

- Increased footfall and trading by up to 40%
- Walking and cycling projects can increase retail sales by 30%

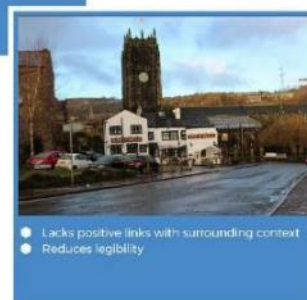


HALIFAX TOWN CENTRE IMPROVEMENTS

CALDERDALE
THE NEXT CHAPTER

CURRENT ISSUES TO ADDRESS WITHIN HALIFAX TOWN CENTRE

These are some of the issues within Halifax that Calderdale are looking to address through the proposed town improvements.



HALIFAX TOWN CENTRE IMPROVEMENTS

CALDERDALE
THE NEXT CHAPTER

CONSULTATION FEEDBACK

YOU SAID...

WE DID...

“The buses need to come closer to the market.”	We diverted the bus route onto King Edward Street.
“We need access south from Commercial Street.”	The proposal now accommodates one lane of traffic to leave Commercial Street at the Wards End junction, travelling south only.
“We need to be able to turn right into Rawson Street when travelling north on Fountain Street.”	We have changed the flow on Powell Street and allowed a right turn into Powell Street.
“We want stronger pedestrian links between the Town Centre and Park Ward.”	Traffic signals have been introduced at Bull Green with significantly better pedestrian crossing facilities.
“Crossing facilities at Pescott Street are poor.”	The re-designed junction has much better facilities for pedestrians.
“Let's have less street clutter.”	The newly pedestrianised Market Street will have much less clutter.
“Enforce the bus gate on Commercial Street and Market Street.”	Market Street is going to be closed to traffic most of the time. The bus gate on Commercial Street will have Automatic Number Plate Recognition (ANPR) enforcement.
“The bollards on Crown Street and Southgate don't work.”	These will be replaced as part of the scheme.
“We don't feel safe in subways.”	The subways at Cow Green / Pellion Lane will be removed and replaced with at grade pedestrian crossings.
“We need to be able to turn right out of George Street.”	The design has incorporated traffic signals at the George Street / Cow Green junction to allow a right turn.
“The proposed rail interchange on the Eureka! Car park significantly increases the journey times for buses.”	We have provided a bus rail interchange on the proposed bus box which is ideally located between the Town Centre and the railway station.

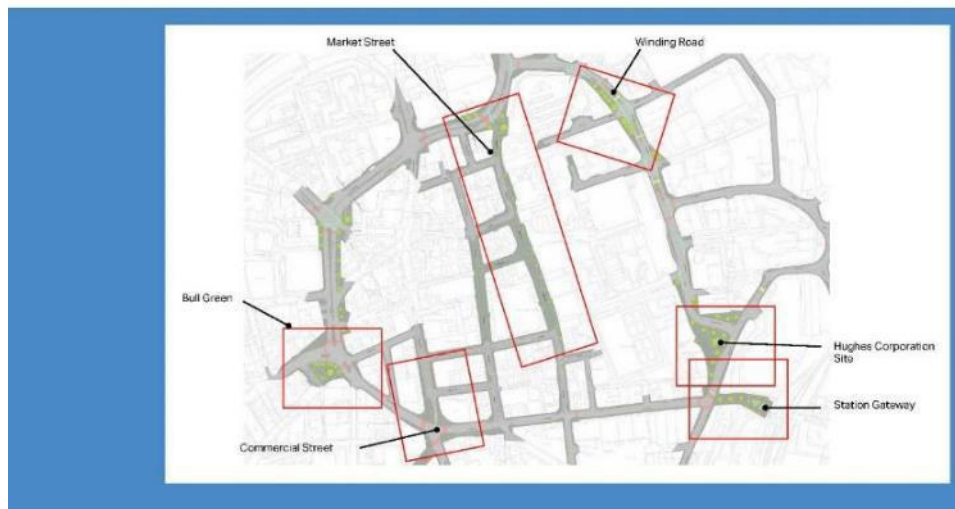
HALIFAX TOWN CENTRE IMPROVEMENTS

CALDERDALE
THE NEXT CHAPTER

KEY AREAS OF FOCUS

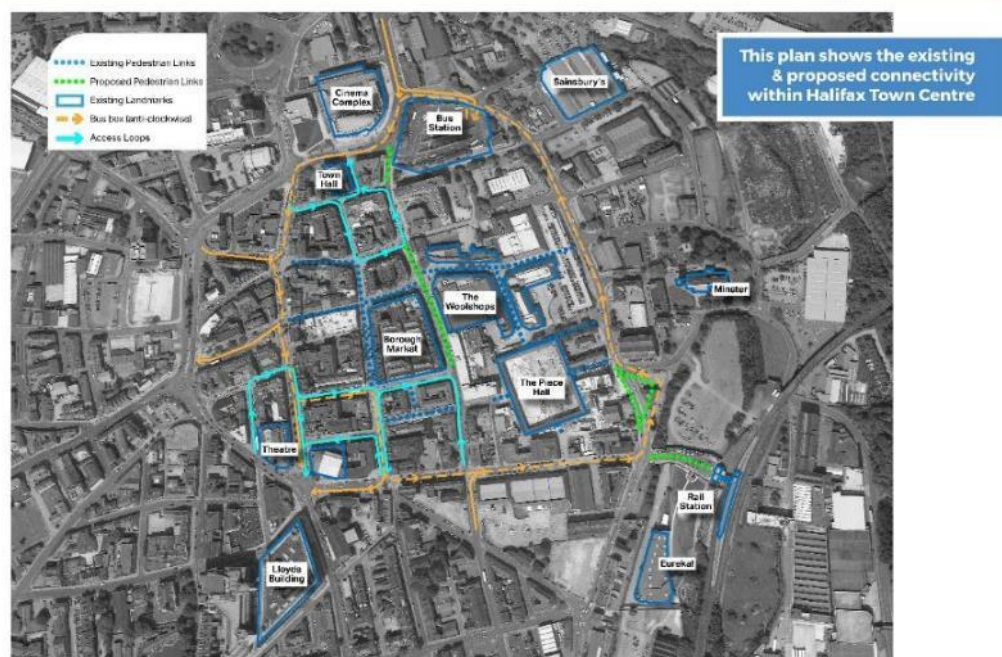
In order to deliver the improvements to the Town Centre, it is necessary to undertake highway improvements to the eastern corridor and western corridor. This will result in improved journey times for through traffic, especially at peak times.

The key areas of focus for our the proposed improvements to Halifax Town Centre are shown below.



HALIFAX TOWN CENTRE IMPROVEMENTS

CALDERDALE
THE NEXT CHAPTER



HALIFAX TOWN CENTRE IMPROVEMENTS



NEXT STEPS

Many thanks for taking the time to visit the exhibition.

Over the coming months, the planning application will be finalised and submitted to Calderdale Council for determination. Prior to the submission of the planning application there will be a further opportunity to view and comment on the proposals.

If approved, a full Business Case for the scheme will be prepared and submitted to the West Yorkshire Combined Authority (WYCA) to release the funds required to physically deliver the Town Centre scheme, which is in the region of £40m.

Give us your views

Please take the time to complete a comments form to give us your views on the proposals for Halifax Town Centre.

If you would like to take a copy away with you, please ensure to return it to the address stated on the form by **1st August 2017**.

All comments will be reviewed and further updates on the proposals will be available ahead of submitting a planning application to Calderdale Council later in 2017.

Indicative timeline

-  **Late 2017** - Progress update and planning submission
-  **Mid 2018** - Submission of full Business Case to WYCA
-  **Late 2018** - Approval and release of funding
-  **Early 2019** - Start on site
-  **Completion 2021/2022** - Phased construction programme to minimise disruption

Get in touch

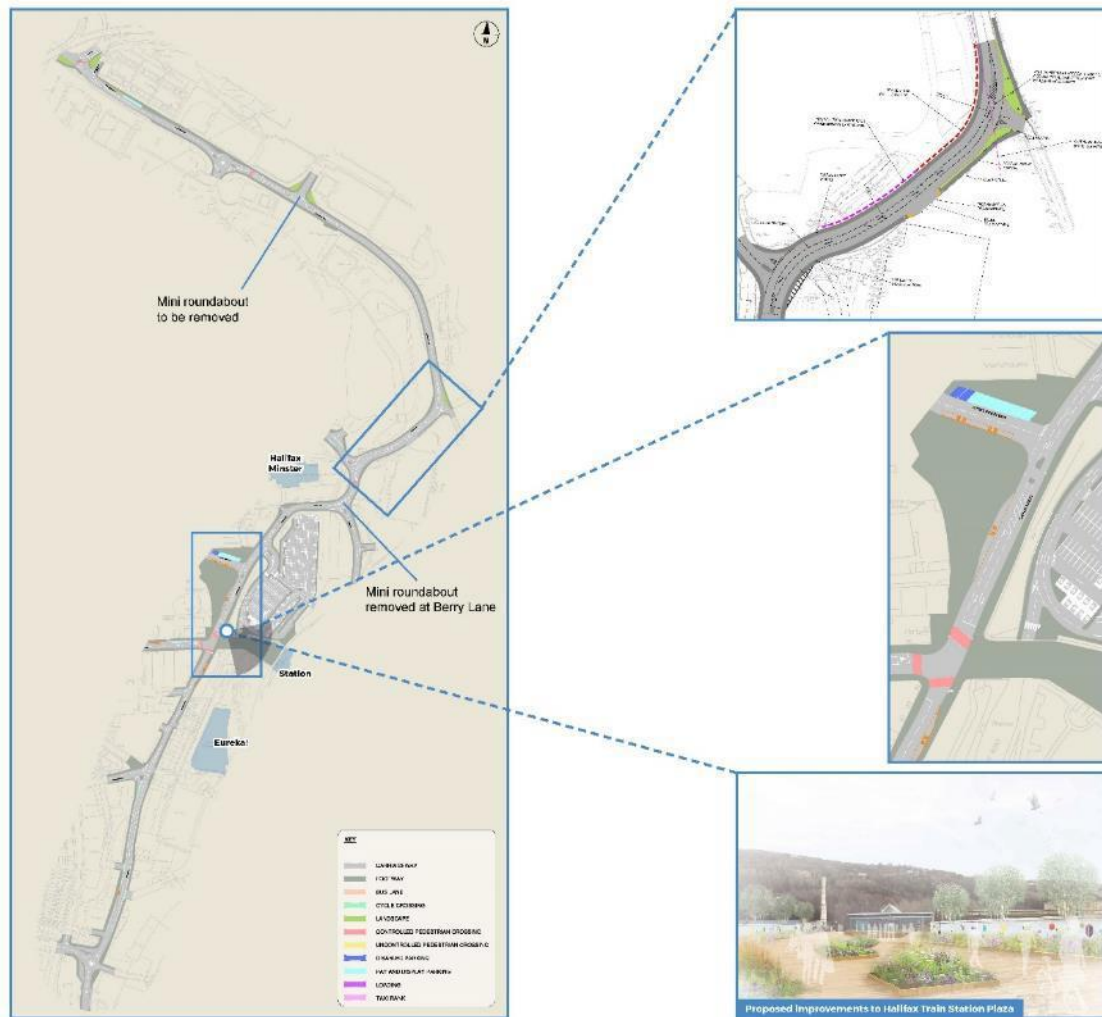
To keep up to date on the project as it progresses, please visit: www.calderdalenextchapter.co.uk

Alternatively you can get in touch at thenextchapter@calderdale.gov.uk.

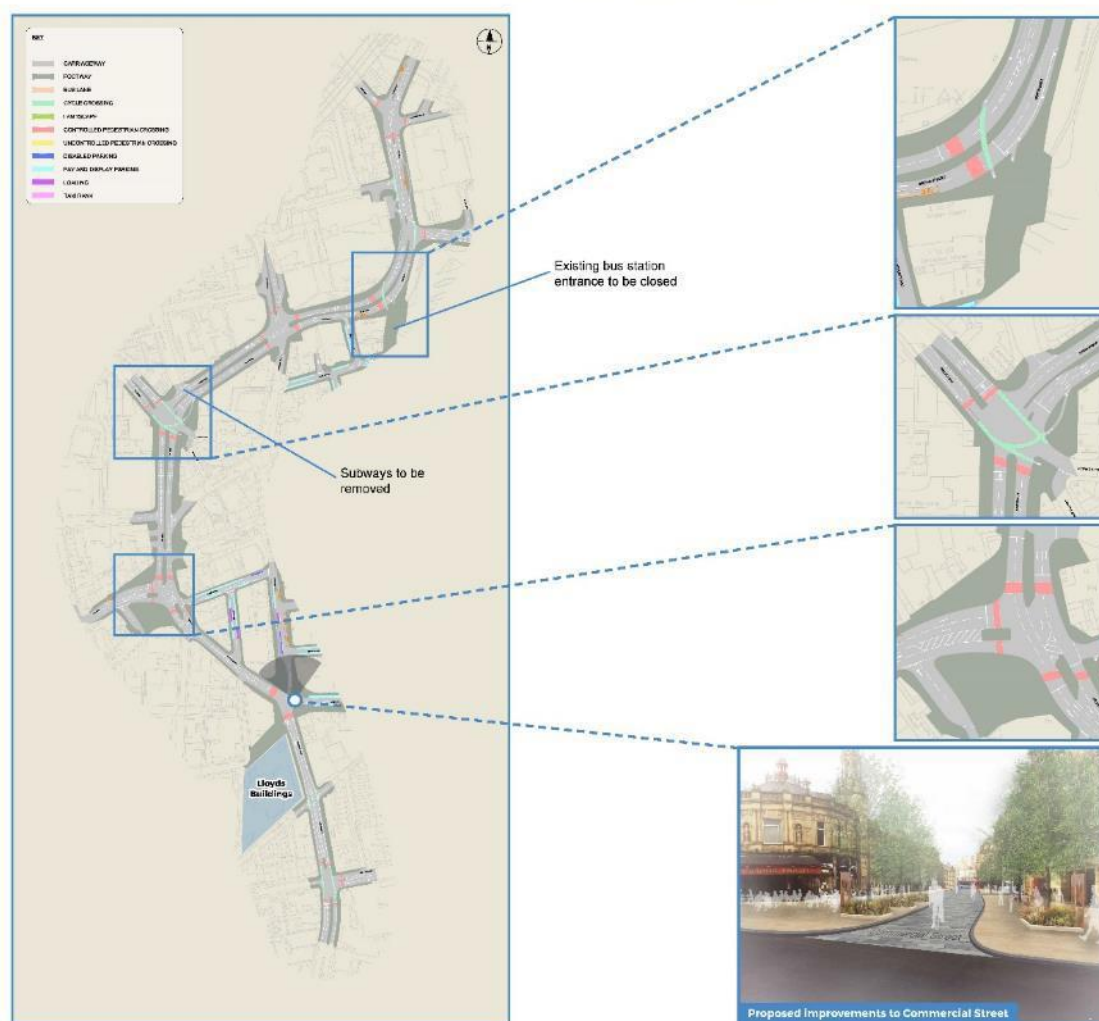


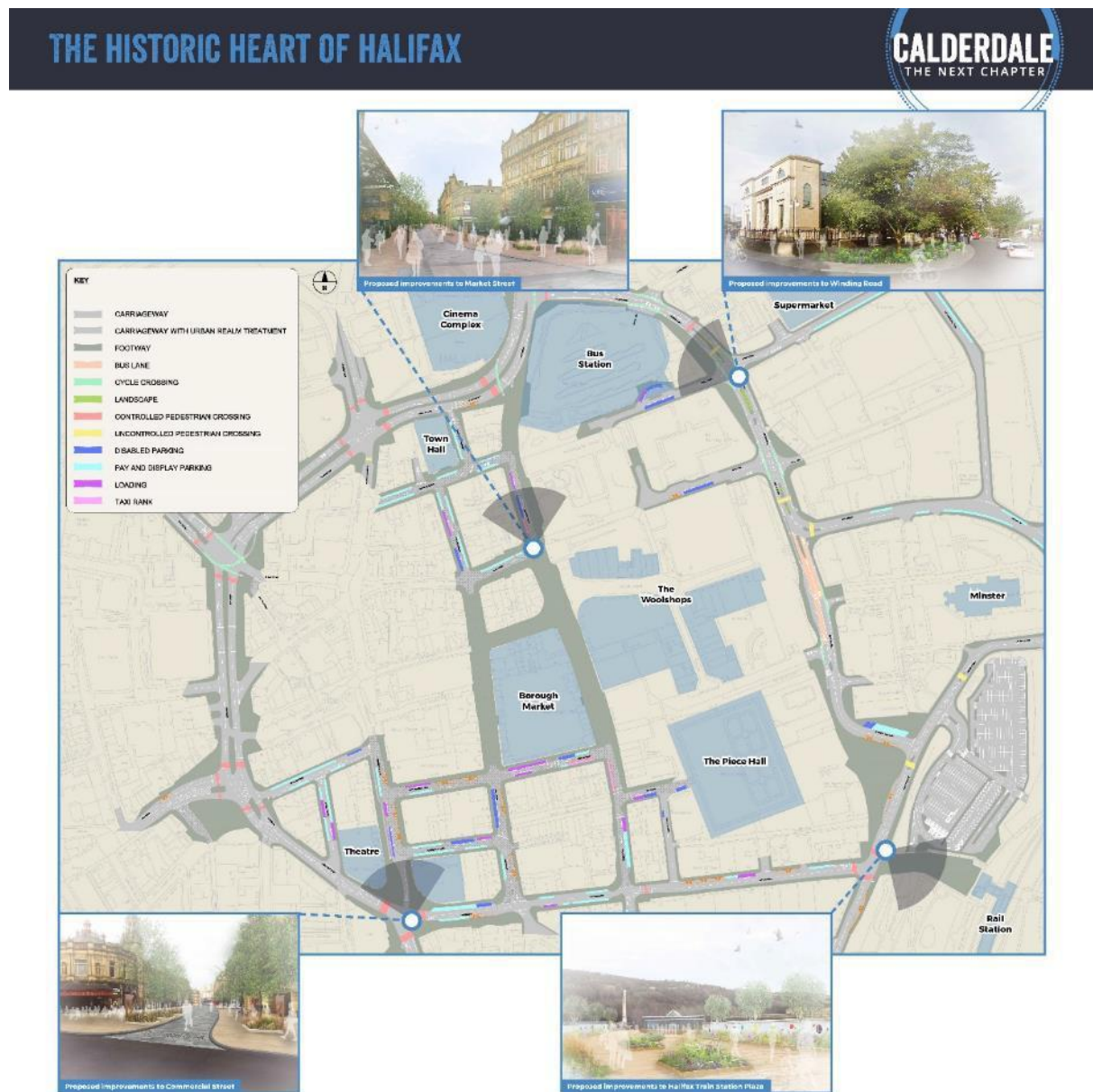
HALIFAX TOWN CENTRE – EASTERN ROUTE IMPROVEMENTS – CHURCH STREET, CRIPPLEGATE AND CHARLESTOWN ROAD

CALDERDALE
THE NEXT CHAPTER



HALIFAX TOWN CENTRE – WESTERN ROUTE IMPROVEMENTS – FOUNTAIN STREET, COW GREEN AND BROAD STREET





Appendix D - Preliminary design consultation handout

HALIFAX TOWN CENTRE IMPROVEMENTS

CALDERDALE
THE NEXT CHAPTER

Thank you for taking the time to visit the exhibition. We hope you find this summary of the information on display helpful.

INTRODUCTION TO A629 HALIFAX TOWN CENTRE PROPOSALS

The transport infrastructure investments proposed for Halifax Town Centre comprise three key elements, the delivery of which is targeted to be completed for 2021:

- Upgrade of the eastern corridor (Church Street, Bank Bottom, Berry Lane, Charlestown Road) including developing an 'Eastern Gateway' through the creation of a public square and provision of improved pedestrian and cycle facilities from the Rail Station into Halifax Town Centre.
- Upgrade of the Northern Gateway (Northbridge, Broad Street, Cross Hills) into Halifax Town Centre and extensive public realm improvements in Halifax Town Centre including improvements to Market Street and the reconfiguration of bus movements.
- Enhanced Southern and Western Gateways (Wards End, Bull Green, Cow Green) in Halifax Town Centre.

THE VISION FOR HALIFAX

Enhancing the Historic Heart of Halifax through....

- Safety – reducing potential for conflict between vulnerable road users and motor vehicles
- Environment – reducing noise and air pollution
- Accessibility – increasing pedestrian and cycling activity and creating an environment where children and mobility impaired users feel more confident
- Economy – evidence from elsewhere demonstrates that improvements in the quality of Streetscape have led to a more vibrant local economy

KEY AREAS OF FOCUS

In order to deliver the improvements to the Town Centre, it is necessary to undertake highway improvements to the eastern corridor and western corridor. This will result in improved journey times for through traffic, especially at peak times.

The key areas of focus for the proposed improvements to Halifax Town Centre are shown below.



JULY 2017

HALIFAX TOWN CENTRE IMPROVEMENTS



THE WEST YORKSHIRE PLUS TRANSPORT FUND

The West Yorkshire Plus Transport Fund (WY+TF) has been created to specifically increase housing, employment and economic good growth across the West Yorkshire region and York. Part of this funding is designated to the 'A629 Halifax - Huddersfield Corridor' programme which will create an even better place to live, work and visit through road junction improvements and improvements to access and movements for all types of vehicles, cyclists and pedestrians.

Great progress has been made to date by Calderdale Council working in partnership with stakeholders to secure the necessary funding to take the proposals for Halifax Town Centre from concept ideas through to detailed design.

What is the WY+TF?

- £1bn investment in transport schemes across West Yorkshire & York to unlock 'Good Growth'
- Coordinated alongside LEP investment
- Once in a generation opportunity
- Calderdale have secured 15% of the fund value (for 8% of population)
- Calderdale's WY+TF schemes are:
 - The A629 corridor - £150m value scheme
 - Station Gateway
 - A641
 - Elland Station
 - A58

NEXT STEPS

Over the coming months, the planning application will be finalised and submitted to Calderdale Council for determination.

Prior to the submission of the planning application there will be a further opportunity to view and comment on the proposals.

If approved, a full Business Case for the scheme will be prepared and submitted to the West Yorkshire Combined Authority (WYCA) to release the funds required to physically deliver the Town Centre scheme, which is in the region of £40m.

GIVE US YOUR VIEWS

If you have taken away a comments form to complete at your leisure, please ensure to return it to the address stated on the form by 1st August 2017.

All comments will be reviewed and further updates on the proposals will be available ahead of submitting a planning application to Calderdale Council later in 2017.

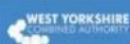
Indicative timeline

- | | | |
|---|-----------------------------|--|
|  | Late 2017 | - Progress update and planning submission |
|  | Mid 2018 | - Submission of full Business Case to WYCA |
|  | Late 2018 | - Approval and release of funding |
|  | Early 2019 | - Start on site |
|  | Completion 2021/2022 | - Phased construction programme to minimise disruption |

Get in touch

To keep up to date on the project as it progresses, please visit: www.calderdalenextchapter.co.uk

Alternatively you can get in touch at thenextchapter@calderdale.gov.uk.



Appendix E - Preliminary design comments form



Comments Form

Calderdale Council is registered with the information Commissioners Office (ICO) under the provisions of the Data Protection Act 1998. The Council takes its responsibilities under the Act very seriously.

The information provided by you is collected purely for the purposes of our consultation records and for providing you with updates on the proposed scheme going forward. We need to collect this information in order to include you on our email mailing list if you so wish. Your postcode provides us with an idea of where visitors to this public exhibition live in relation to the proposed scheme. It will not be used in a manner which would allow identification of your individual responses or shared with any third parties. Completion of this form/sharing your information with us constitutes explicit consent from you for us to process your data for this purpose. You may withdraw this consent at any time by writing to: Chris Hoesli, Corporate Projects, Calderdale Council, Town Hall, HX1 1UJ. In addition you have the right to see what information is held about you, to have inaccurate information corrected, to have information removed from our system unless we are required by law or a statutory purpose to keep it and the right to complain to the Data Protection Officer if you feel that your data has not been handled in accordance with the law. The Councils Data Protection Officer is Tracie Robinson and can be contacted at information_management@calderdale.gov.uk

Your name, contact details and eligibility are recorded electronically on our system to maintain up to date records. This information will be kept for a maximum of 10 years or until such time as the data is reviewed by us or removed at your request.

Name: Postcode:

Email:

PART 1: The first part of this form focuses on travel within Halifax Town Centre.

Q1) How often do you travel into Halifax Town Centre?

☐

Every day

☐

2 – 3
times a week

☐

Once a week

☐

Once a fortnight

☐

Once a month

☐

Other

If 'Other', please state here:

Q2) What modes of transport do you typically use within the Town Centre?

☐

Car

☐

Bus

☐

Taxi / Private hire

☐

Train

☐

Cycle

☐

Walk

☐

Other

If 'Other', please state here:

Q3) What is your opinion of the proposals for Market Street - similar to the Southgate area (street outside 'Wilkinson's')?

☐

Good idea

☐

Bad idea

☐

Undecided

Please state the reason for your response here:

Q4) Would you like to see Commercial Street (outside the theatre) closed to traffic in the evening?

☐

Yes

☐

No

☐

Undecided

Please state the reason for your response here:

HALIFAX TOWN CENTRE IMPROVEMENTS



PART 2: The next part of this form relates to our proposals to make sustainable improvements to the public areas in Halifax Town Centre and create a greater sense of place.

Q5) Which features would you most like to see included in the public space in each of the following locations?

Bull Green:

☐

Seating

☐

Area for seasonal events

☐

Landscape planting

☐

Playful feature

☐

Accessible parking provision

☐

Creative lighting solutions

☐

Other

Market Street / Commercial Street:

☐

Seating

☐

Space for street trading or stalls

☐

Space for café seating

☐

Planters and trees

☐

Art/ sculpture

☐

Other

New 'Town Square' (outside Piece Hall / Library / Square Chapel):

☐

Seating

☐

Art / sculpture

☐

Planting / trees

☐

Way finding and visitor information

☐

Sustainable water feature

☐

Other

If 'Other' for any of the above, please state your suggestions here:

PART 3: Finally, on the basis of what you know and understand about the scheme, and the information presented at the public exhibition, we'd like to ask:

Q6) What do you think will be the main benefits of the proposed Town Centre improvements?

☐

Less traffic in the Town Centre

☐

Improved air quality

☐

Safer for pedestrians

☐

Improved accessibility

☐

Economic benefits

☐

Other

If 'Other', please state here:

Q7) Do you support the proposal for Halifax Town Centre improvements?

☐

Yes

☐

No

☐

Undecided

Q8) As a result of the proposed improvements to Halifax Town Centre, are you likely to travel into the town....?

☐

More often

☐

Less often

☐

At a similar frequency

☐

Unsure


If you have any further comments please state them here:

Thank you for completing this comments form.

To keep up to date on the project as it progresses, visit: www.calderdalenextchapter.co.uk

If you would like to post this comments form, the deadline is Tuesday 1 August 2017. Please send to the following address: **FAO WY+TF team, Calderdale Council, 1st Floor, Northgate House, Halifax, HX1 1UN**




Appendix F - Initial detailed design exhibition feedback form



Thank you for taking the time to visit the exhibition.
We hope you find this summary of the information on display helpful.

Please take two minutes to fill in our feedback form

How do you feel about our plans for Halifax Town Centre?
(circle your answer)

- Better for buses
- Will improve access
- Improves Halifax centre
- Improves air quality
- Better for cyclists
- Better for pedestrians
- Better for bus users
- Better for motor vehicles
- Safer on foot
- Safer for cyclists
- Reduces congestion
- Better for rail access

- Worse for buses
- Will improve access
- Improves Halifax centre
- Reduces air quality
- Worse for cyclists
- Worse for pedestrians
- Worse for bus users
- Worse for motor vehicles
- Dangerous for pedestrians
- Less safe for cyclists
- Will cause traffic delays
- Worse for rail access

What other issues and improvement opportunities would you like to see?

.....

.....

.....

Name.....

Email.....

.....

Tick if you have read our privacy statement overleaf and would like to register for our Next Chapter newsletter ☐

Appendix G - Initial detail design library exhibition

SOUTHERN AND WESTERN GATEWAYS



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 Skircoat 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 queuing 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

NORTHERN GATEWAY



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



BUSES

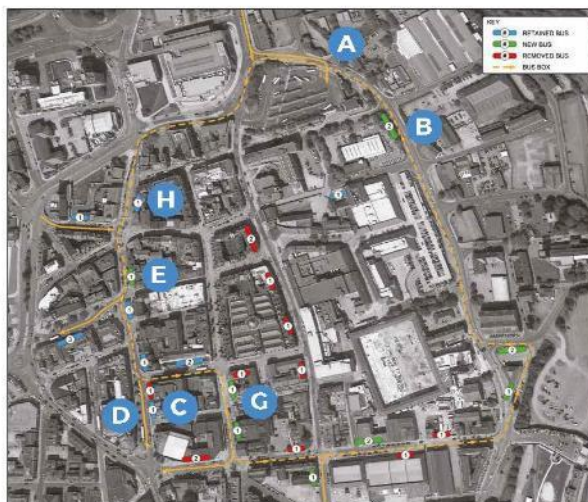


To maximise public transport access to the town centre and keep walking distances short, particularly for elderly people and those with mobility impairments, we're improving the bus routes. The improvements will provide greater operational flexibility for bus operators and will be convenient for bus 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.



CYCLING



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.

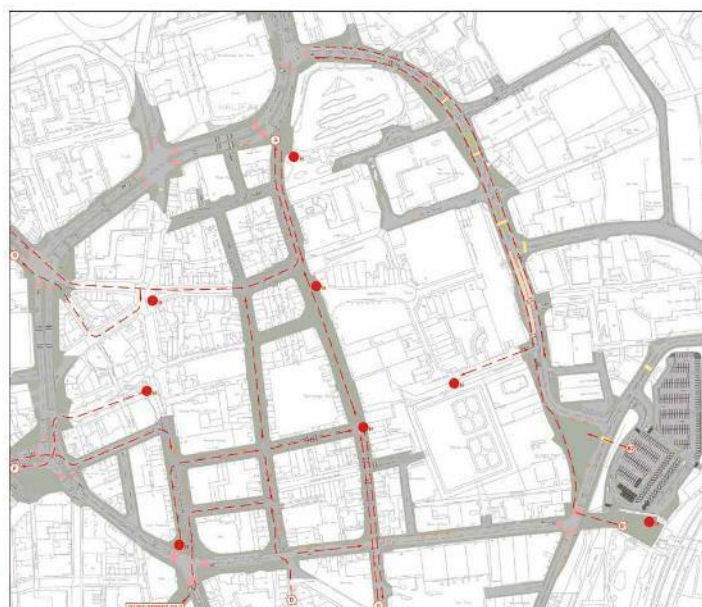
We have carefully designed the urban realm to clearly define cycling areas.

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



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	We did
The buses need to come closer to the market	We diverted the bus route onto King Edward Street
We need to be able to turn right out of George Street	Traffic signals at the George Street / Cow Green junction will allow a right turn
We want stronger pedestrian links between the town centre and Park Ward	Traffic signals introduced at Bull Green with improved pedestrian crossing facilities
Crossing facilities at Prescott Street are poor	The re-designed junction has much better facilities for pedestrians
Let's have less street clutter	The newly pedestrianised Market Street will have much less clutter
The bollards on Crown Street and Southgate don't work	These will be replaced as part of the project
We need access south from Commercial Street	One lane of traffic can leave Commercial Street, travelling south, at the Wards End junction
Enforce the bus gate on Commercial Street and Market Street	Market Street will be pedestrianised and Commercial Street will have Automatic Number Plate Recognition enforcement
We don't feel safe in subways	The subways at Cow Green / Pellon Lane will be removed and replaced with pedestrian crossings
We need to be able to turn right into Rawson Street when travelling north on Fountain Street	Changed traffic flow and introduced a right turn into Powell Street
The proposed rail interchange on the Eureka! car park significantly increases the journey times for buses	A bus-rail interchange will be located between the town centre and the railway station



TOWN CENTRE PROJECT OVERVIEW



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.

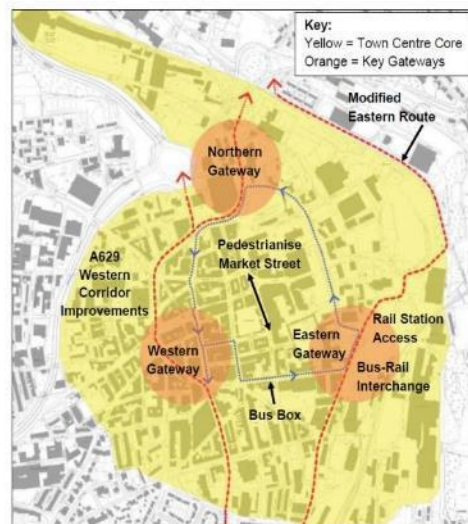
The project will also deliver modern multi-modal transport infrastructure enhancements across the town centre.

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 'Peece 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



CALDERDALE THE NEXT CHAPTER



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



£150m annual economic benefit



Creating 2,000 job opportunities



Adding £2.4bn per year to the economy by the mid-2050s



@CALDERDALE #CALDENEXTCHAPTER



@CALDERDALE



CALDERDALE COUNCIL

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



LEEDS CITY REGION
ENTERPRISE
PARTNERSHIP



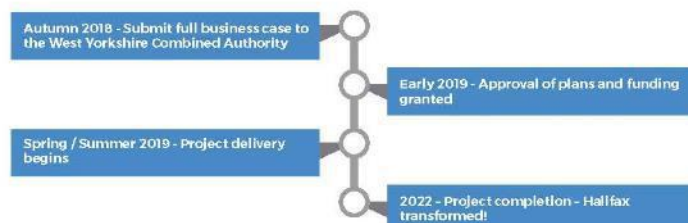
KEEP UP TO DATE



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



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.calderdale.nextchapter.co.uk

Get in touch at: Thenextchapter@calderdale.gov.uk

Northgate House



Leisure Centre



RAIL STATION



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



RAIL STATION



PIECE GARDENS AND RAIL STATION



Hughes Square Key

- Scoutmoor Yorkshire Paving
- Scoutmoor Linear Yorkshire Paving
- Scoutmoor Yorkshire Setts
- Amenity Grass
- Reingarden 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

PIECE GARDENS



2017 was a big year for Halifax Town Centre.

Major changes:

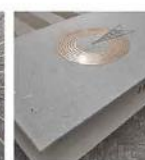
- Piece Hall
- Square Chapel
- New Library and Central Archive

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 - MOOD BOARD



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.

PIECE GARDENS



EASTERN GATEWAY



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 eastern corridor route, making it an alternative route for all traffic.



Key areas:

- Church Street
- Bank Bottom
- Berry Lane
- Charlestown Road

BULL GREEN



Appendix H - Initial detailed design library exhibition photographs

