

6.4 Calderdale

6.4.1 Factors affecting Calderdale routes

Economic regeneration and growth

Plans are approved for a mixed retail, office and leisure development on a 4 hectare site at Broad Street, to the northern edge of the town centre. Preliminary works were begun in 2008 but the development is currently stalled due to the economic downturn.

Provisional proposals for the redevelopment of Shaw Lodge Mills, a 12 hectare site to the east of Spring Hall on the A629 corridor are also on hold.

Work is nearing completion on a redeveloped east stand and corporate facilities at the Shay sports stadium to the south of the town centre.

All of these developments may generate increased travel demand along all corridors into Halifax.

Housing

The Replacement Calderdale UDP (adopted August 2006) makes provision for approximately 450 additional dwellings per year to be created within the district during LTP2, with a target of some 85% to be built on previously developed land or through conversion of existing buildings. The Yorkshire and Humber Regional Spatial Strategy sets net housing provision across the district at 670 dwellings per year during 2009-16, however Calderdale is one of four Yorkshire districts that have been awarded Growth Point status, with expected delivery 21% above this level.

The most significant housing developments that impact immediately upon Calderdale's congestion corridors are as follows:

- Former Halifax High School site at junction of Prescott Street / A629 – permission for 102 units;
- Former Ford Garage at junction of Caygill Terrace / A629 – permission for 49 units;
- Former Delph Mills at junction of Luddenden Lane / A646 – permission for 30 houses.

Public transport

The annual Halifax cordon modal split surveys indicate a fluctuating bus modal share into Halifax town centre, with a steady decrease in the period 2000 to 2005 (down from 19.3% to 17.5%) followed by a sharp increase to 22.1% in 2007 and 20.7% in 2008. Inbound bus lanes have been in operation along both routes for a number of years. Under the Calderdale Bus Partnership (formerly Yorkshire Bus Initiative) bus stop clearways and infrastructure improvements were implemented along the A629 corridor during 2004/05. A further refreshment / renewal programme along this corridor commenced during 2009 and a similar programme of improvements was substantially completed along the A646 during 2009.

There has been a significant increase in the number of Calderdale residents using rail to travel to work in recent years, with overall share rising from 2.3% in 2001 to 5.9% in 2008. The December 2008 timetable seeks to build on this by introducing an additional hourly service from Manchester to Leeds via Hebden Bridge and Brighouse. It also accelerates one of the existing services via Halifax albeit by removal of stops from smaller stations at Sowerby Bridge, Mytholmroyd and Walsden. Operator Northern expects to generate additional traffic which may see a corresponding reduction in car commuting along the A646. Car parking at stations along the line is currently at capacity and may act as a constraint upon growth. Cycle parking provision has recently been adjusted to reflect levels of demand.

Demand management

Calderdale Council has undertaken a district-wide parking review which reported in July 2009. This examines the link between parking provision and control and issues such as the economic wellbeing of an area, air quality, modal shift, individual independence, access to jobs and services, tourism, investment, congestion and land-use planning. The findings will inform development of a comprehensive parking strategy for the district.

Civil Parking Enforcement was introduced from January 2007. From the same date parking charges were increased in all Council-owned off-street car parks in Halifax. The influence of parking charges on modal shift is limited as only 28% of all day commuter parking in the town centre is under Council control.

Calderdale Forward, the Local Strategic Partnership, has adopted a Transport Vision promoting practical steps that partners can take to support LTP objectives and achieve a modal shift, encouraging alternatives to the private car.

Plan progress and updates to trajectories

Although there are no significant highways schemes planned for either of the Calderdale routes a number of studies and minor projects have been commissioned during 2009 which address issues relating to air quality, congestion and public transport priorities. These have been incorporated into the Congestion Delivery Plan.

Calderdale Air Quality Action Plan (AQAP) was endorsed by the Council in March 2009 and proposes a number of actions along the A629 corridor. These include provision of a bus lay-by at the main inbound stop adjacent to Calderdale Royal Hospital which will remove standing vehicles from the carriageway and improve traffic flows and air quality. This and further proposed AQAP measures will be incorporated into the Congestion Delivery Plan as they are programmed. As it is these specific measures that may deliver benefits to the traffic flows it is felt that it is more appropriate to adopt them as key milestones rather than the endorsement of the AQAP itself.

The Council is progressing a scheme to provide CCTV coverage of all major signal controlled junctions along the A629 and A646 corridors. This will allow traffic conditions to be monitored and enable 'real-time' adjustment of signal timings in response to any unusual conditions. The Council is also investigating provision of Variable Message Signs (VMS) at strategic points along the A646. The nature of this route means that it is highly susceptible to disruption due to bad weather or traffic incidents. VMS will advise drivers of any problems and enable them to adjust their routes accordingly.

Calderdale Bus Partnership Action Plan and the Calderdale Performance Improvement Partnership Agreement prioritise the A629 Huddersfield Road bus corridor for bus priorities and refreshment / enhancement of bus stop infrastructure during 2009/10 and 2010/11. The Council has commissioned complementary studies to investigate potential improvements to the major Calder and Hebble junction and, in partnership with Metro, to other identified congestion hot-spots between Halifax town centre and the Kirklees boundary at Ainley Top.

Delivery of the Halifax Traffic Model in summer 2008 has prompted commissioning of a further study into traffic flows and priorities within and around Halifax Town Centre and this may lead to future proposals that may influence traffic flows along the congestion corridors. Monitoring of traffic flows along the A646 corridor for the Congestion Delivery Plan has also identified a number of pinch-points where traffic delays frequently occur. A minor study into bus stop facilities, waiting restrictions and pedestrian access at Luddenden Foot is programmed for Spring 2010, to be funded through the Congestion Performance Fund.

6.4.2 Calderdale routes

Table 6.6 A629 Huddersfield Road, Halifax

WY04 A629 Huddersfield Road: Calder and Hebble junction – Ward’s End junction	
Context	Recognised issues
<p>The main radial route between Huddersfield, the M62 and Halifax town centre. It also carries a significant proportion of through traffic travelling to north Halifax and beyond.</p> <p>The section commences at the end of the Elland By-pass – a dual carriageway running from the M62 at Ainley Top. This merges into a 3-lane single-carriageway at its junction with the A6026 and B6112 before climbing steeply (2 lanes inbound) to signal-controlled junctions with access to the main district hospital. The route continues on the level into Halifax with mixed residential, commercial and recreational frontages and an inbound bus lane to Wards End.</p>	<p>Public transport</p> <ul style="list-style-type: none"> • High frequency bus corridor – most bus stops in main carriageway with impact on traffic flows. <p>General</p> <ul style="list-style-type: none"> • Air Quality Management Area (NO2) – A629 and adjacent streets from the bottom of Salterhebble Hill to Spring Hall. • Traffic flows significantly influenced by HGV and PCV traffic on Salterhebble Hill. • Significant queues along Elland By-pass before merger into single carriageway and start of monitored section.

ENABLING ACTIONS AND DELIVERY LEVERS

Interventions		Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
Use of existing highway infrastructure								
1	Calderdale Air Quality Action Plan (AQMA No.1 Salterhebble Hill) Package of measures to influence traffic volumes, speeds and flows.	Overall cost not quantified – subject to feasibility studies of individual measures	Potential conflict with economic regeneration objectives. Potential opposition to identified measures – politicians, developers, transport operators, local residents, general public.	Halifax Traffic Model to test interventions. Fully involve CMBC Regeneration in plan development. Establish sound argument for need to develop/deliver plan; encourage active participation by all stakeholders – Air Quality Partnership. Consider national initiatives and statutory measures.	Improve traffic flows along the A629 corridor.	✓✓	Adopted March 2009. Up to £135k capital programmed (2009/10)	Yes: Further development subject to resources.
	Salterhebble AQMA bus Lay-by (AQAP Action S1)	£60k estimate	Subject to land covenant issues.	Develop alternative design options.	Remove standing vehicles from carriageway and improve traffic flows.	✓✓	09/10: £25k (Congestion Fund) Programmed - design brief issued for delivery 2010/11.	Yes
2	CCTV / Real-time Traffic Control and VMS CCTV coverage and real-time control of all major junctions along A629 and A646 congestion corridors.	£195k estimate	Annual revenue cost implications of day-to-day operations. VMS subject to bid for additional funding (Congestion Fund)	Adjustment of revenue budgets between Council directorates. Bid for additional funding.	Improved management of unusual traffic conditions	✓	09/10: £100k (Congestion Fund) Programmed – design brief issued for delivery March 2010	No. Final delivery slipped to Summer 2010 (subject to revenue implications being addressed)

ENABLING ACTIONS AND DELIVERY LEVERS

3	Calder and Hebble Junction Study Study into traffic flows through the junction and potential improvements to layout / operation with particular regard to public transport priority.	£10.5k	Delivery subject to feasibility – restricted site, potential barriers due to geography and available finance.	Develop robust business case. Bid for additional funding.	Improve public transport journey times and punctuality.	✓	Study complete. Awaiting outcome of A629 bus corridor study.	Yes: Subject to feasibility
4	Halifax Town Centre Study Study to investigate and prioritise pedestrian and traffic movements around the town centre.	£20k	Recommendations may not address aims of Congestion Delivery Plan. Potential opposition to identified measures –political / local business / residents / general public.	Halifax Traffic Model to test interventions. Establish sound argument for need to develop/deliver recommendations - encourage active participation by all stakeholders.	Improve traffic flows around the town centre and thus reduce delays at town centre gateway on the A629 corridor.	✓	May 2009: study brief issued	Yes: Subject to feasibility
Demand management								
5	Bus Partnership initiative AVL Prioritisation at traffic signals and crossings.	£40k	COMPLETED	Monitor impact	Improve punctuality of bus services	✓	June 2009	COMPLETED
	A629 Huddersfield Road bus corridor study. Development of package of bus priority measures between Ainley Top and Halifax.	£25k	Delivery subject to feasibility – restricted sites, potential barriers due to geography and available finance.	Develop robust business case. Bid for additional funding.	Increase bus mode share on corridor through punctuality improvements	✓	October 2009: study brief issued. In progress.	Yes: Subject to feasibility
	A629 Huddersfield Road bus corridor refresh	£25k (CMBC) plus additional Metro (not quantified)	Staff resources	Ensure robust programme management in place	Increase bus mode share on corridor through quality improvements.	✓	May 2009: design brief issued. In progress.	Yes

ENABLING ACTIONS AND DELIVERY LEVERS

	Bus service improvements, including introduction of modern low-floor vehicles, punctuality and information initiatives.	Not quantified - Operator & Metro.	Private investment subject to market conditions	Continued dialogue through Bus Partnership Group.	Increase bus mode share on corridor through quality and reliability improvements	✓	Provisional – limited progress	No
6	Walking and cycling Calder Valley Cycleway surfacing improvements, link to Hebble Trail and extension to Cooper Bridge - provide alternative off-road strategic route into Halifax town centre.	£110k (2008/09) £330k (2009/10)	Tensions between cycle use and other users of canal corridor. Access agreements and land negotiations required. Environmental issues. British Waterways regional policy differences.	License agreements with British Waterways. Consultation with user groups. Negotiate with landowners. Identify alternative route options. Liaise with British Waterways Ecology officers and CMBC Countryside & Forestry.	Increase walking and cycling mode-share for short-/mid-distance commute.	✓	2008/09: £110 Copley – Calder & Hebble Basin complete. 2009/10 - £80k Calder & Hebble to Woodhouse Mill complete; Woodhouse Mill – Brighouse and Sowerby Bridge – Luddenden Foot programmed – design brief issued.	Calder & Hebble Navigation (BWB Leeds) – Yes. Rochdale Canal (BWB North West) – No.
7	Healthy Halifax 'Walk It': community-based promotion of walking into Halifax town centre as an alternative to the car; development of high quality pedestrian routes.	£94k (2009/10 – 2010/11) revenue plus capital match from LTP (not quantified)	Lack of 'buy-in' by local communities. Limited staff resources.	Appoint project co-ordinator. Work closely with Park and Ovenden / Mixenden community management initiatives.	Increase walking mode-share for shorter commute.	✓	Revenue secured through successful bid to 'Healthy Halifax'. Up to 75 capital programmed (09/10)	Yes
Travel choices and behaviour								
9	Workplace Travel Plans Calderdale Royal Hospital	Hospital Trust ongoing revenue commitment	Lack of 'buy-in' by staff. Lack of commitment from management.	CMBC / Metro / WYTWP officer support through Hospital Travel Steering Group.	Reduce car commute mode share by provision and promotion of alternatives.	✓✓	Development of 'Green Travel Strategy' endorsed October 2002 – ongoing development.	No

ENABLING ACTIONS AND DELIVERY LEVERS

Calderdale Council	£100k ongoing District-wide revenue commitment over 5 years.	Lack of 'buy-in' by staff. Lack of commitment from management.	Staff resource to develop, promote and monitor travel schemes and flexible / home working policies.	Reduce car commute mode share by provision and promotion of alternatives.	✓	July 2005 adopted – ongoing.	Yes
HBOS plc – Copley Travel Plan and Group Green Travel Initiative	HBOS ongoing revenue commitment	Lack of 'buy-in' by staff. Lack of commitment from management.	Staff resource to develop, promote and monitor travel schemes and flexible / home working policies.	Reduce car commute mode share by provision and promotion of alternatives.	✓	Copley Travel Plan - adopted 1999, updated 2004.	Yes
West Yorkshire Travel for Work Partnership (WYTWP) – promotion of Workplace Travel Plans in Calderdale.	£175k – Yorkshire Forward district-wide commitment over 3 years	Lack of interest or resources amongst local employers. Perceived lack of alternatives to the car for travel to work.	Dedicated officer – consultation and promotion. Enforce planning obligations where applicable.	Reduce car commute mode share by provision and promotion of alternatives.	✓	3-year programme – April 2007 to March 2010	Yes

Goals

A projected increase of 3% in throughput resulting in a maximum 5% increase in journey times by 2011.

Table 6.7 A646 Burnley Road, Halifax

WY05 A646 Burnley Road : Mytholmroyd New Road junction – King Cross junction							
Context				Recognised issues			
<p>Part of the A646 trans-Pennine route linking Halifax with the Upper Calder Valley and Lancashire/Greater Manchester. This section commences at Mytholmroyd and is essentially a single carriageway rural route until the outskirts of Halifax where there is an inbound bus lane on the approach to King Cross.</p> <p>It forms a low-level alternative to the M62 in times of bad weather.</p> <p>Restrictive geography dictates very little scope for highway improvements and there are major pinch-points where the route passes through valley settlements at Mytholmroyd, Luddendenfoot and Friendly.</p>				<p>Public transport</p> <ul style="list-style-type: none"> High frequency bus corridor – most stops in main carriageway with impact on traffic flows <p>General</p> <ul style="list-style-type: none"> Restrictive route geography – traffic flows significantly influenced by HGV and PCV traffic, highway works and bad weather Air Quality Management Area (NO2) declared in Sowerby Bridge, close to route. Package of measures to be developed may influence traffic flows on corridor 			
Interventions	Cost (£000s)	Risk to delivery	Management Measures	Effect	Impact	Approval / Programmed funding (£000s)	On Track
Use of existing highway infrastructure							
1	<p>Luddenden Foot highway and access improvements.</p> <p>Review of bus stop siting, waiting restrictions and pedestrian crossing facilities.</p>	<p>£20k (original estimate). Scheme now expanded to investigate broader issues.</p>	<p>Limited staff resources.</p>	<p>Ensure robust programme management in place</p>	<p>Improved traffic flows. Improved access to public transport facilities.</p>	<p>✓</p> <p>2009/10 £20k (Congestion Fund) Programmed.</p>	<p>No: Delayed due to staff resources.</p>

ENABLING ACTIONS AND DELIVERY LEVERS

2	CCTV / Real-time Traffic Control and VMS CCTV coverage and real-time control of all major junctions along A629 and A646 congestion corridors. Provision of VMS at strategic points along the A646.	£195k estimate	Annual revenue cost implications of day-to-day operations. VMS subject to bid for additional funding (Congestion Fund)	Adjustment of revenue budgets between Council directorates. Bid for additional funding.	Improved management of unusual traffic conditions	✓	09/10: £100k (Congestion Fund) Programmed – design brief issued for delivery March 2010	No. Final delivery slipped to Summer 2010 (subject to revenue implications being addressed)
Demand management								
3	Bus Partnership / Performance Improvement Partnership Bus stop clearways; improvements to passenger access and waiting facilities.	£215k	Design and implementation ongoing.	Promote facilities. Investigate additional bus priority opportunities.	Encourage mode shift from car to bus for travel along the corridor.	✓	2007/08 £133k 2008/09 £117k 2009/10 £25K capital programmed.	No: A number of sites delayed due to specific issues – completion end 2009/10.
	Minor bus priority measures. Bus service improvements, including introduction of modern low-floor vehicles, punctuality and information initiatives.	Not quantified - CMBC, Operator and Metro	Priority measures subject to feasibility studies Private investment subject to market conditions	Continued dialogue through Bus Partnership Group.	Increase bus mode share on corridor through quality and reliability improvements.	✓	Provisional – limited progress	No
4	Caldervale Rail Line Rail service enhancement / increased capacity.	Not quantified – Operator	Ongoing service development	Promote and monitor.	Increase rail mode share. Reduce longer distance car commute.	✓	December 2007: peak hour trains strengthened December 2008: additional Leeds – Manchester and accelerated services	Yes

ENABLING ACTIONS AND DELIVERY LEVERS

5	Walking and cycling initiatives Calder Valley Cycleway spur extensions at Brearley and Mytholmroyd - Safer Route to Calder High School.	£70k (2010/11)	Lack of school resources to promote new cycle route.	Support from CMBC School Travel Plan Officer and Cycling Officer.	Increase cycling mode share for travel to Calder High School. Reduce congestion around school site.	✓	Provisional subject to negotiations with British Waterways.	No
	Calder Valley Cycleway surfacing improvements, link to Hebble Trail and extension to Cooper Bridge - provide alternative off-road strategic route into Halifax town centre.	£110k (2008/09) £330k (2009/10)	Tensions between cycle use and other users of canal corridor. Access agreements and land negotiations required. Environmental issues. British Waterways regional policy differences.	License agreements with British Waterways. Consultation with user groups. Negotiate with landowners. Identify alternative route options. Liaise with British Waterways Ecology officers and CMBC Countryside & Forestry.	Increase walking and cycling mode-share for short-/mid-distance commute.	✓	2008/09: £110k Copley – Calder & Hebble Basin complete. 2009/10 £80k Calder & Hebble to Woodhouse Mill complete; Woodhouse Mill – Brighouse and Sowerby Bridge – Luddenden Foot programmed – design brief issued.	Calder & Hebble Navigation (BWB Leeds) – Yes. Rochdale Canal (BWB North West) – No.
Travel choices and behaviour								
7	School Travel Plans Calder High and Sowerby Bridge High School STP's.	Officer support.	Lack of school resources to implement Travel Plan measures. Parental perceptions.	Support from CMBC School Travel Plan Officer and Cycling Officer.	Reduce car mode share for journeys to school. Reduce congestion around school site.	✓✓	March 2004: adopted – ongoing.	Yes
	Luddendenfoot J & I School STP Includes 'park-and-stride' scheme to remove parking from main road.	Officer support	Lack of school resources to implement Travel Plan measures. Parental perceptions.	Support from CMBC School Travel Plan Officer.	Reduce car mode share for journeys to school. Reduce congestion around school	✓	March 2009: adopted. Development of measures from start of 2009/10 school year.	Yes

ENABLING ACTIONS AND DELIVERY LEVERS

			Recruitment / retention of school crossing patrol		site.			
8	Workplace Travel Plans Calderdale Council	£100k ongoing District-wide revenue commitment over 5 yrs.	Lack of 'buy-in' by staff. Lack of commitment from management.	Staff resource to develop, promote and monitor travel schemes and flexible / home working policies.	Reduce car commute mode share by provision and promotion of alternatives.	✓	July 2005: adopted – ongoing.	Yes
	HBOS plc – Copley Travel Plan and Group Green Travel Initiative	HBOS ongoing revenue commitment	Lack of 'buy-in' by staff.	Staff resource to develop, promote and monitor travel schemes and flexible / home working policies.	Reduce car commute mode share by provision and promotion of alternatives.	✓	Copley Travel Plan - adopted 1999, updated 2004.	Yes
	West Yorkshire Travel for Work Partnership (WYTWP) – promotion of Workplace Travel Plans in Calderdale.	£175k – Yorkshire Forward county-wide commitment over 3 years	Lack of interest or resources amongst local employers. Perceived lack of alternatives to the car for travel to work.	Dedicated officer – consultation and promotion. Enforce planning obligations where applicable.	Reduce car commute mode share by provision and promotion of alternatives.	✓	3-year programme – April 2007 to March 2010	Yes

Goals

A projected increase of 3% in throughput resulting in a maximum 5% increase in journey times by 2011.