











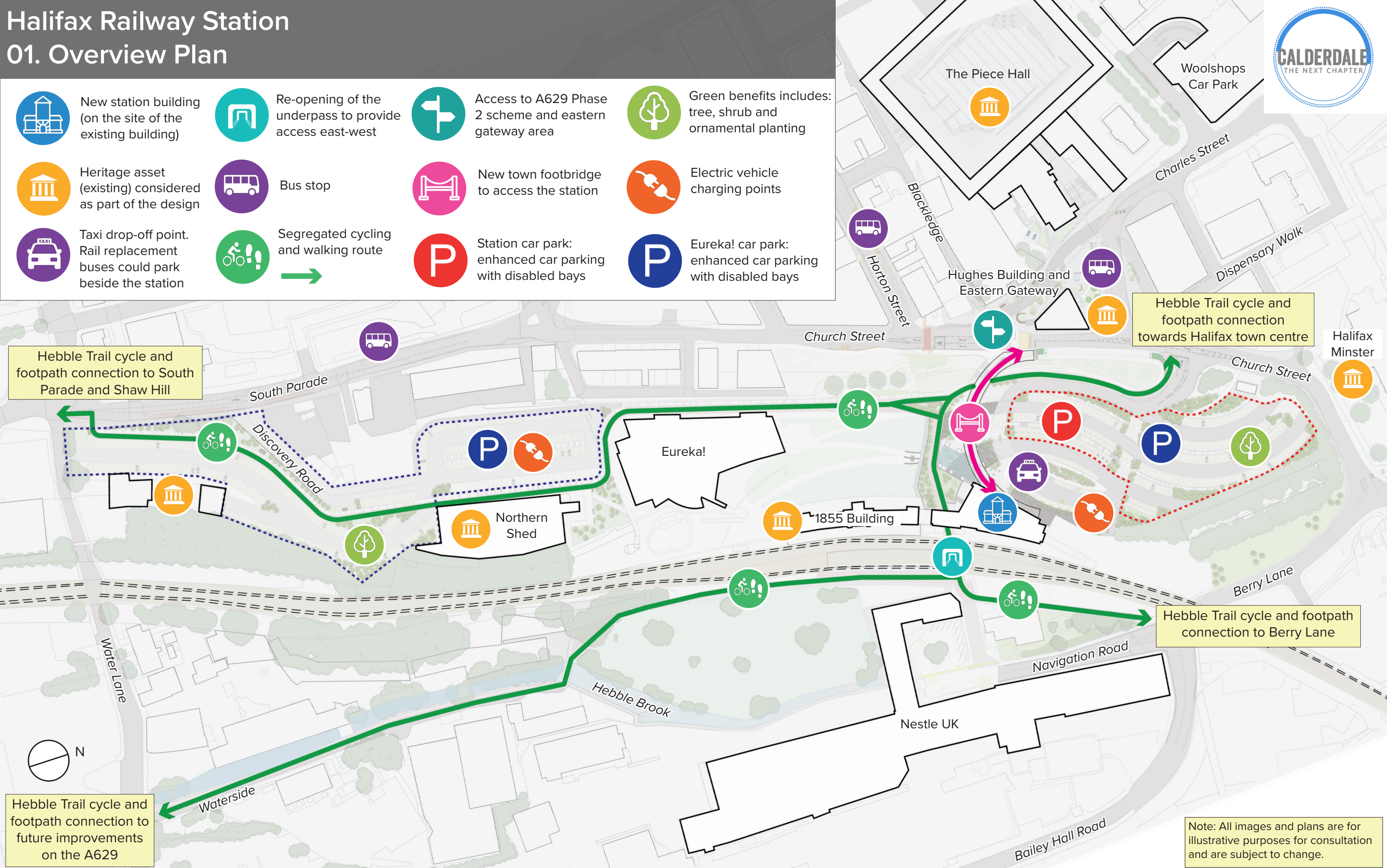


Halifax Railway Station

01. Overview Plan



| | | | |
|--|---|---|--|
|  New station building (on the site of the existing building) |  Re-opening of the underpass to provide access east-west |  Access to A629 Phase 2 scheme and eastern gateway area |  Green benefits includes: tree, shrub and ornamental planting |
|  Heritage asset (existing) considered as part of the design |  Bus stop |  New town footbridge to access the station |  Electric vehicle charging points |
|  Taxi drop-off point. Rail replacement buses could park beside the station |  Segregated cycling and walking route |  Station car park: enhanced car parking with disabled bays |  Eureka! car park: enhanced car parking with disabled bays |



Note: All images and plans are for illustrative purposes for consultation and are subject to change.

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Heritage Assets - There are several heritage assets in the local area that have been considered as part of the design proposals.



A segregated cycling and walking route will be created that will connect to the Hebble Trail. This will improve the connection between the station and the town centre and provide an off-road route for walking and cycling.



New town footbridge - The new town footbridge will provide walking and cycling access to the new station building at first floor level. The bridge will create a gateway to Halifax as well offering a place to enjoy open views.



Bus Stops – Signage will be improved within the station car park to allow users to better understand where they can catch onward bus services from.



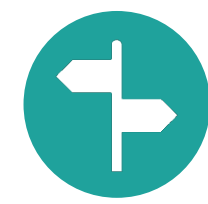
Taxi drop-off point – There will be a taxi drop-off facility within the station car park. This would also be where rail replacement buses will park when there is disruption to services.



New station building - The new station building will include expanded retail options, improved toilet facilities and an improved waiting area facilities to enhance customer experience.



Green Benefits - The design includes several green benefits such as the extension of existing woodlands, creation of a green wall, planting of trees and new planters on the footbridge.



Pedestrian access to town centre via Church Street.



Re-opening underpass - Access to the station will be improved, through the introduction of a step free route beneath the station. New lighting and CCTV will also be installed in the underpass.



Enhanced Eureka! car parking – The design includes disabled, parent and child, and standard spaces. The layout features a curved design to make it easier to walk through the car park and reduce traffic speed.



Enhanced station car parking – The design includes disabled, parent and child, and standard spaces. The layout features a curved design to make it easier to walk through the car park and reduce traffic speed.



Electric Vehicle charging points - The enhanced car park will include electric vehicle charging points at the front of the station to enable more sustainable vehicle use.

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02. Getting Around



KEY



Taxi drop-off point. Rail replacement buses could park beside the station



Bus stop



Bus route



Segregated cycling and walking route



Pedestrian and cycling access route



Pedestrian only access route



New station access points

A Underpass

B First Floor

C Ground Floor

- 1 Re-opening of the underpass to provide walking and cycling access east-west



- 5 Electric vehicle charging facilities



- 6 Taxi, pick-up and drop-off facilities



- 7 Disabled bays are located close to the station ground floor entrance



- 8 New town footbridge for walking and cycling and to provide direct access from Church Street to the new station building



- 9 New bus stops for the station on Alfred Street and Horton Street

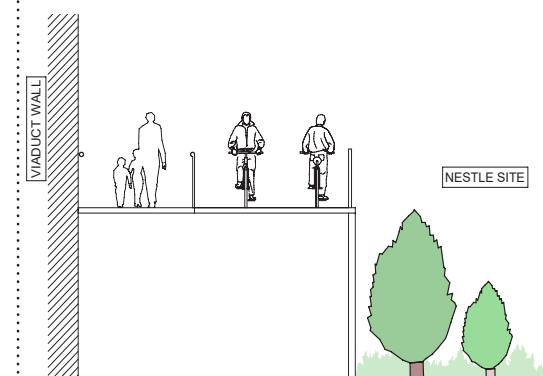


- 10 Western ramped access to underpass



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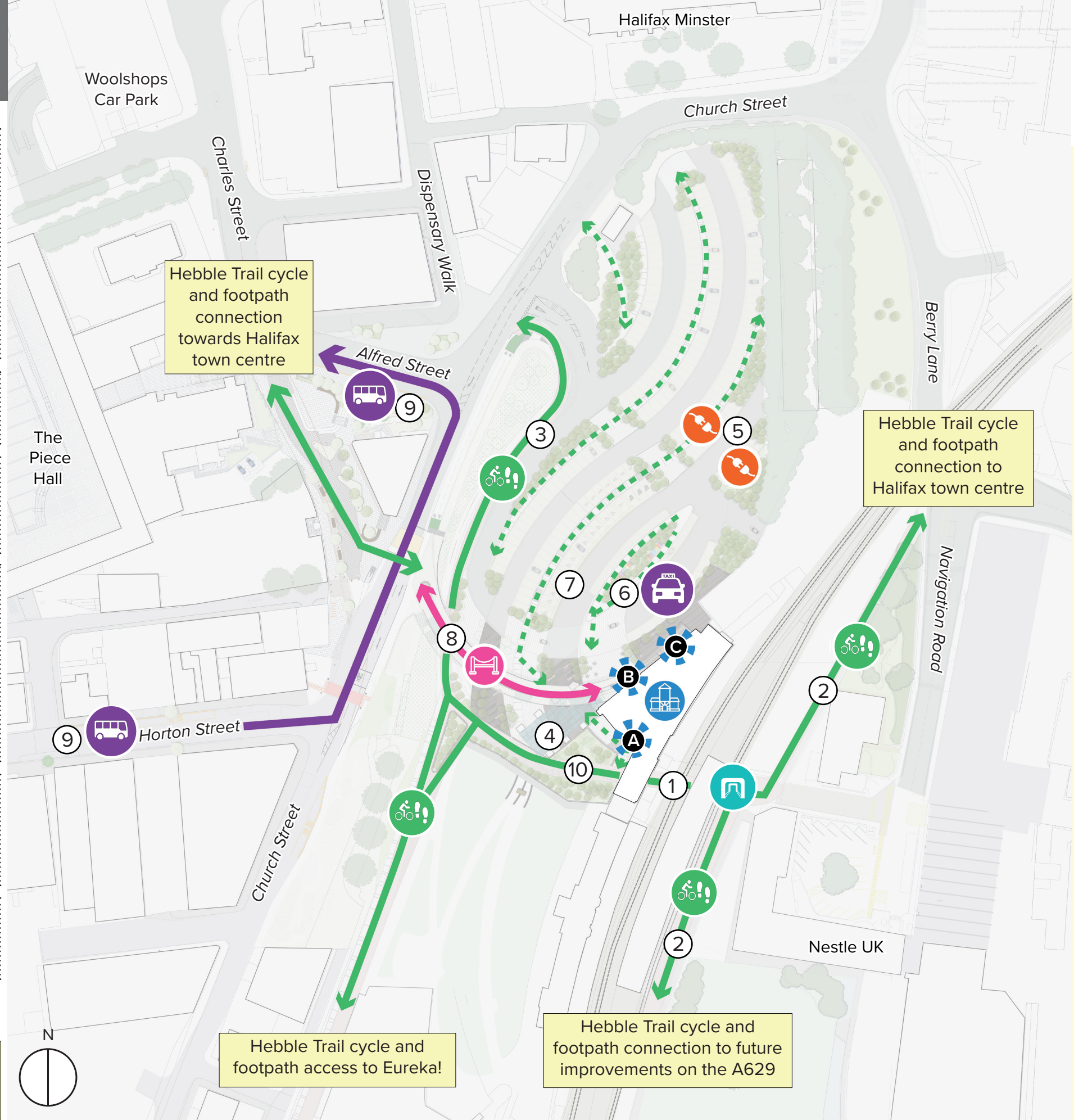
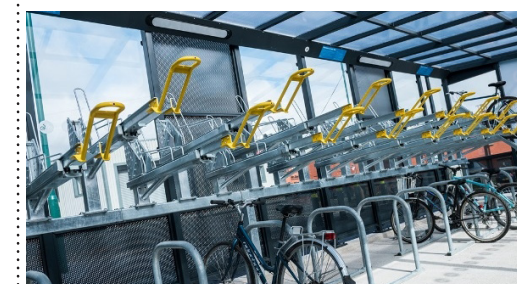
- 2 Ramped walking and cycling access to and from the station via Water Lane and Berry Lane



- 3 Walking and cycling access to and from Church Street



- 4 Bicycle facilities forming one element of the scheme-wide Mobility Hub



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①

The re-opened underpass will create an east-west walking and cycling route under the station site. The underpass will provide step free access for all users and will connect the Hebble Trail to the station building.

②

Walking and cycling access to and from the station via Water Lane and Berry Lane will connect to the existing Hebble Trail and to the improvements on the A629.

③

Walking and cycling access to and from Church Street will join to the Hebble Trail. This will provide an off-road walking and cycling route. This will help users connect with the wider cycle trails within the area and provide a safer route for users to journey on, away from a busy road.

④

Station Mobility Hub is still in design, but it is anticipated that it will offer users a place to go to find information about onward journeys, maps of the local walking and cycling network, cycle storage and information about vehicle hire.

⑤

Electric Vehicle charging points. The enhanced car park will include electric vehicle charging points at the front of the station to enable more sustainable vehicle use.

⑥

Taxi drop-off point – There will be a taxi drop-off facility within the station car park. This would also be where rail replacement buses will park when there is disruption to services.

⑦

Disabled bays. There will be disabled bays in the station car park that will be positioned near to the station ground floor entrance. This will improve access to the station for those users with impaired mobility.

⑧

New town footbridge. The new town footbridge will provide step free access to the station building at first floor level. The footbridge has been designed for both cyclists and pedestrians to use and will include integrated seating so that users have opportunities to rest along the bridge.

⑨

New bus stops for the station on Alfred Street and Horton Street. The new bus stops will be clearly signposted from the station area. This will help make onward journeys via public transport easier for station users.

⑩

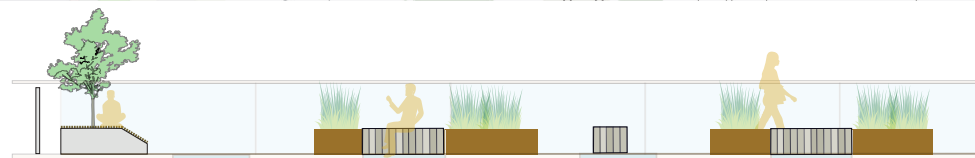
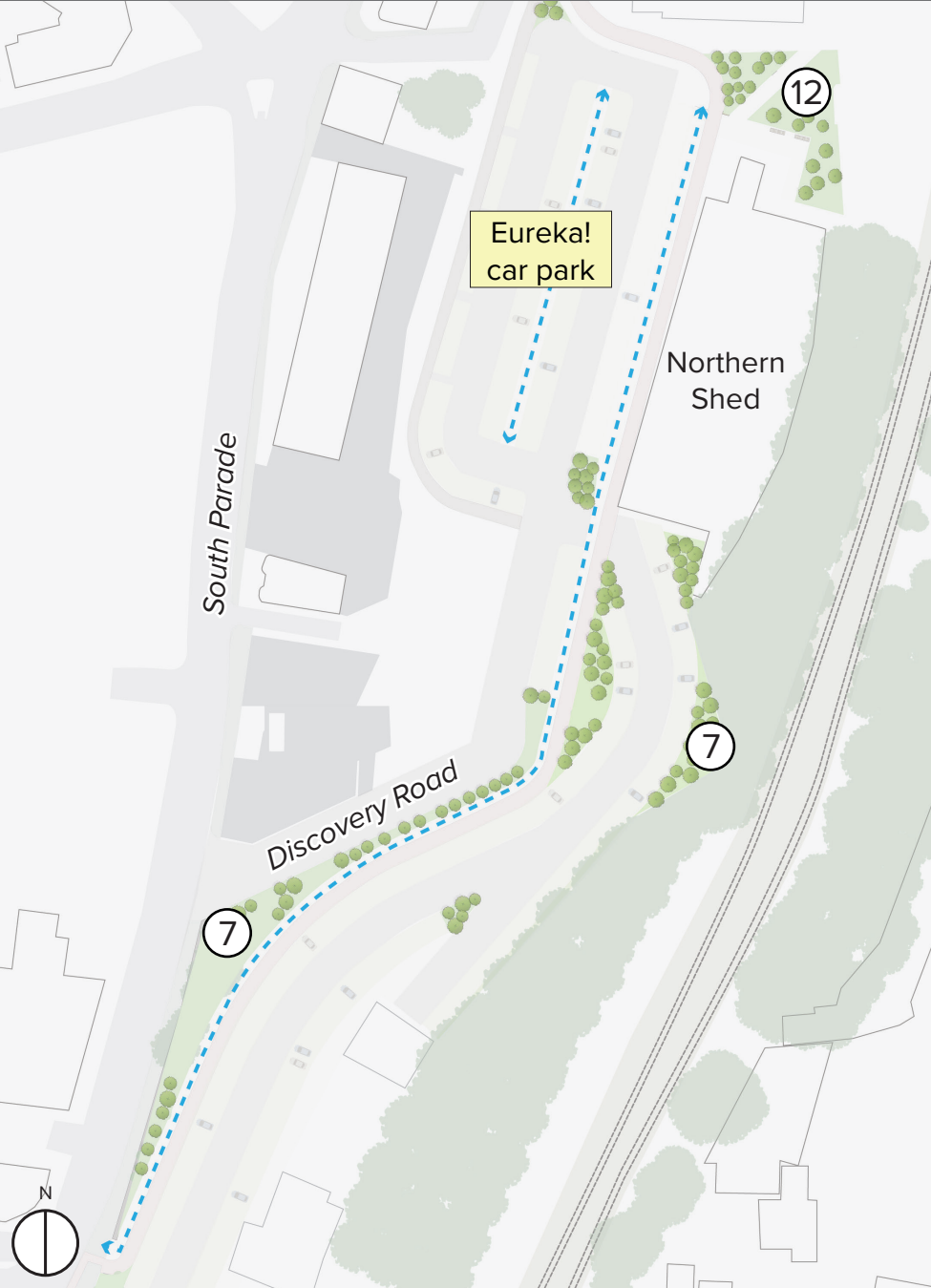
Western ramped access to underpass. The re-opened underpass will create a walking and cycling route under the station. The underpass will provide step free access for all users and will connect the Hebble Trail to the station building.

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03. Landscape Plan



Concept design for the planters on the town footbridge



Note: All images and plans are for illustrative purposes for consultation and are subject to change.



KEY

- Existing trees (retained)
- Tree planting
- Shrub planting
- Green wall
- Planters along town footbridge
- Walkways, incorporating hard and soft landscaping, forming railway track design
- 11 Small trees, shrub and perennial planting within graded slopes
- 12 Fruit trees with wildflower or flowering lawn

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①

The new town footbridge will have integrated seating and planting. The planters will use materials such as concrete, wood and steel to reflect the railway heritage of the site.

②

Integrated seating will be provided at the Church Street entrance to the town footbridge, the seating may incorporate trees or other planting, to create an attractive focal point to the bridge entrance.

③

Shrubs will be planted that have varying textures and colours to provide interest to the landscape. The planting has been chosen to be in keeping with an industrial environment as well as being easy to maintain.

④

Larger shrubs will be planted to add colour and texture to the landscape.

⑤

A green wall will be installed to provide a different texture to the site as well as creating differentiation between the Eureka! and Halifax Railway Station sites. This may include plants such as climbing roses and clematis.

⑥

A wide variety of shrubs will provide colour, scent and texture within the landscaping.

⑦

The site will feature several areas of new tree planting using species such as the Himalayan and Red Birch as a dominant tree species in the North and South areas of the site. There will also be more traditional parkland trees used near the town footbridge such as Cherry, Horse Chestnut and Lime. There will also be tree ferns used beside the new bridge at ground level and near the re-opened underpass.

⑧

Native shrub species will be included as part of the planting palette to increase biodiversity.

⑨

Area where urban street trees will be planted.

⑩

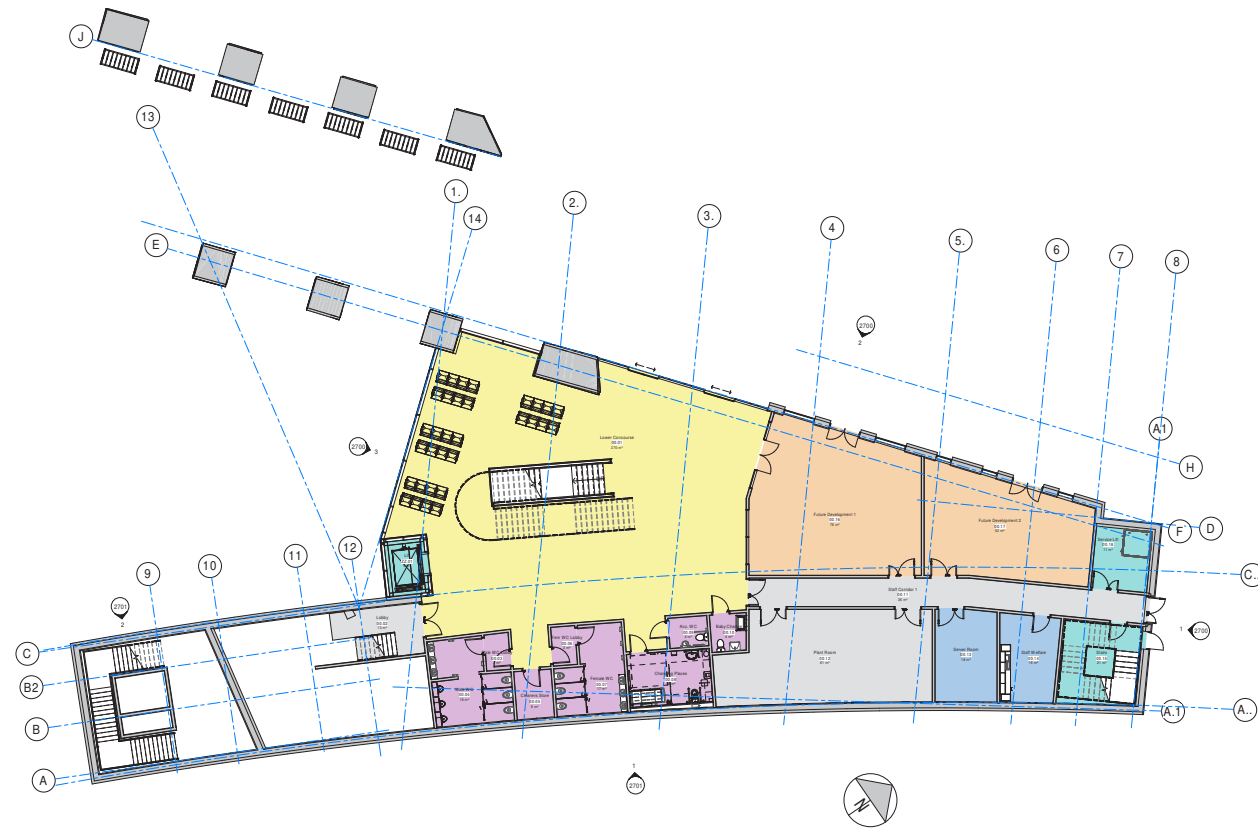
Area of grassland with a mixture of grasses and wildflowers. This will help to improve the biodiversity of the Halifax Railway Station area.

⑪

Area of planting that will consist of small trees, shrubs and perennials planted within gently graded slopes.

⑫

Planting of fruit trees with a wildflower or flowering lawn. This will create a public amenity space for people to enjoy when walking or cycling through the Halifax Railway Station area.



Ground floor plan

Key

- | | |
|---------------------|------------------|
| Waiting lounge area | Stairs and lifts |
| Toilet facilities | Staff only area |
| Retail area | Staff only area |

Access to the station will now be possible at ground floor level from the station car park. There will be a lift that will take passengers to the re-opened underpass and the first floor. The toilet facilities will be transformed to include accessible toilets and a Changing Place, within the station building.



Visualisation

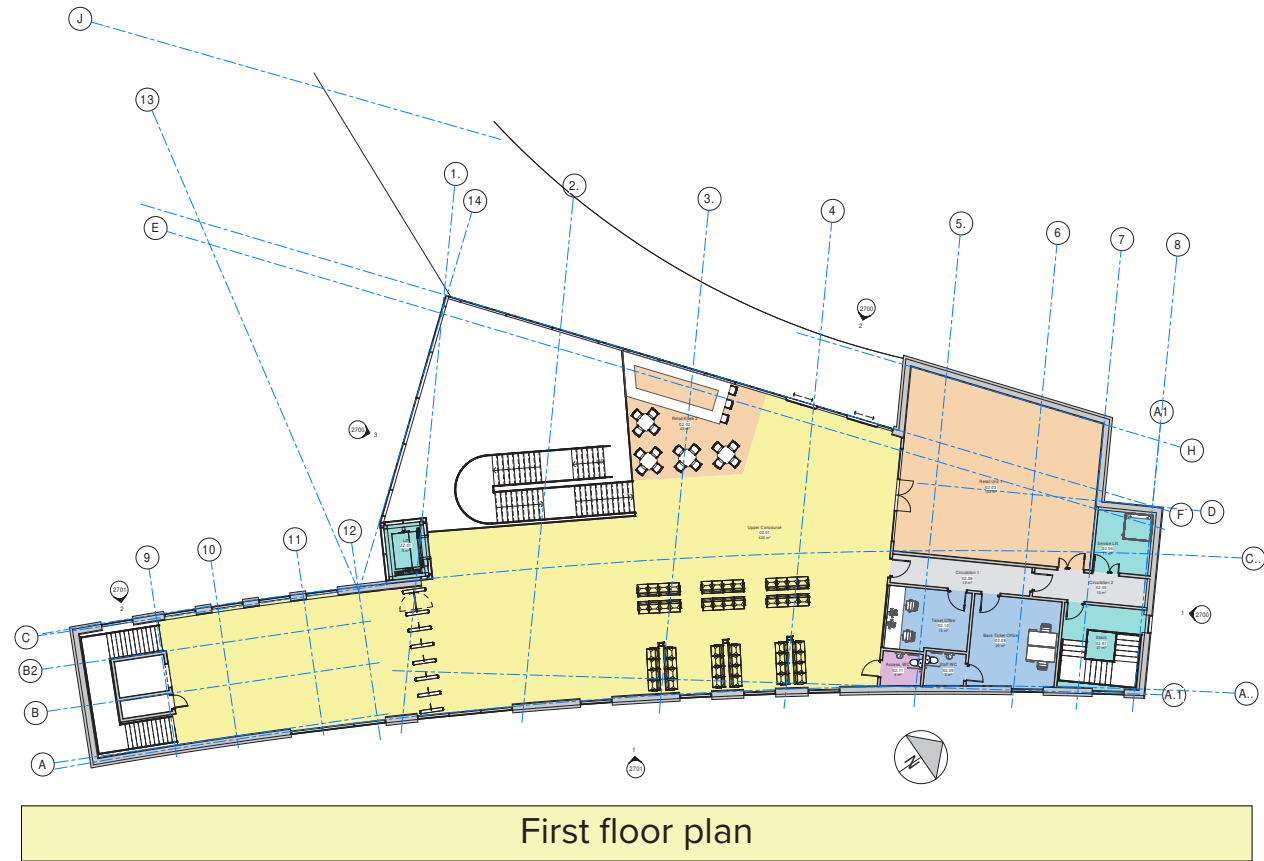


Visualisation

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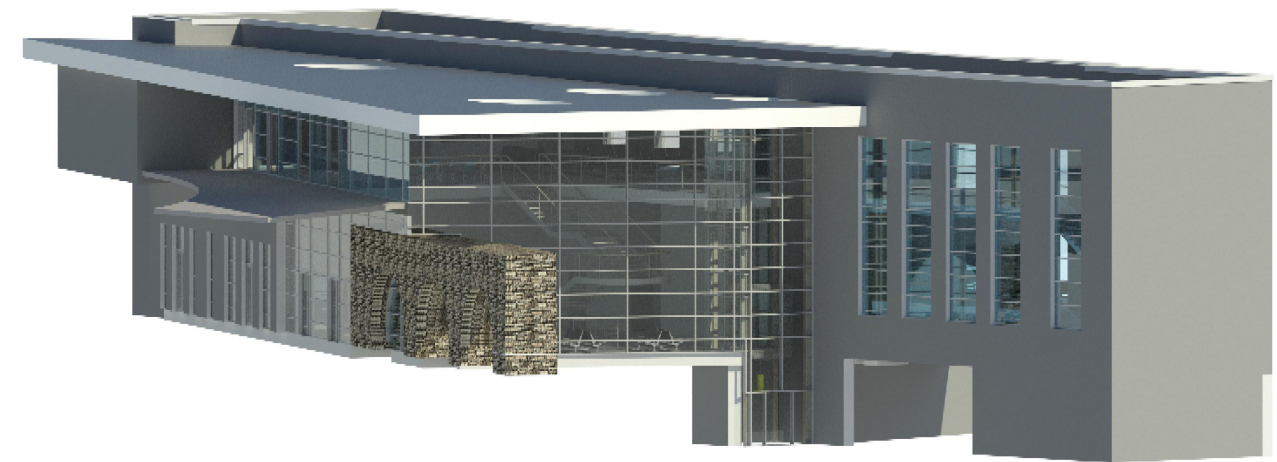
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Key

- | | |
|---------------------|------------------|
| Waiting lounge area | Stairs and lifts |
| Toilet facilities | Staff only area |
| Retail area | Staff only area |

The first floor of the station will be accessible via the new town footbridge and by a lift from underpass and ground floor level. The first floor will have new passenger retail options, a ticket office and ticket turnstiles. Enhanced and additional waiting lounge facilities will be provided within the station building. People will be able to see the platforms and real time information will be displayed. The toilet facilities will be transformed to include accessible toilets and a Changing Place, within the station building.



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We have developed some design themes for the new town footbridge which will provide an attractive gateway to the town centre. We want to understand what features are important for us to consider within the bridge design.



The bridge will have integrated seating and planters in the centre. It features opaque glazed floor sections to allow natural light to filter beneath the bridge. The sides of the bridge will be glazed, enabling more users the opportunity to see views of Halifax. Heritage information boards may also be included in the design that will help people explore some of the key views from the bridge as well as the history of Halifax.

The design of The Cradle is influenced by the industrial heritage of Halifax. A lattice structure design that will support the sides and wrap the bridge deck and box beam below. The design will continue onto the station balcony to provide a cohesive design. The bridge will appear as a ribbon like strip in the style of an industrial truss with slender supports. The cradle would be built from Corten steel with glass balustrading to the rear. The lattice will feature diamond shaped segments supported by straight steel bars and tubular steel supports.

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The design of Twisted Weave is inspired by the Halifax cloth industry. It uses the concept of the process of spinning raw wool into yarn, then weaving it into cloth. The bridge is designed to appear like a ribbon of cloth, wrapping, twisting and spiralling around the bridge deck. The design will unfold as you approach the street entrance so that it looks more like strands of yarn. It is a striking and unique modern design acting as a gateway and will be visible within the immediate vicinity. The woven structure would be constructed from either wood or steel. It will feature open and glazed/perforated steel elements in the spiral around the deck.

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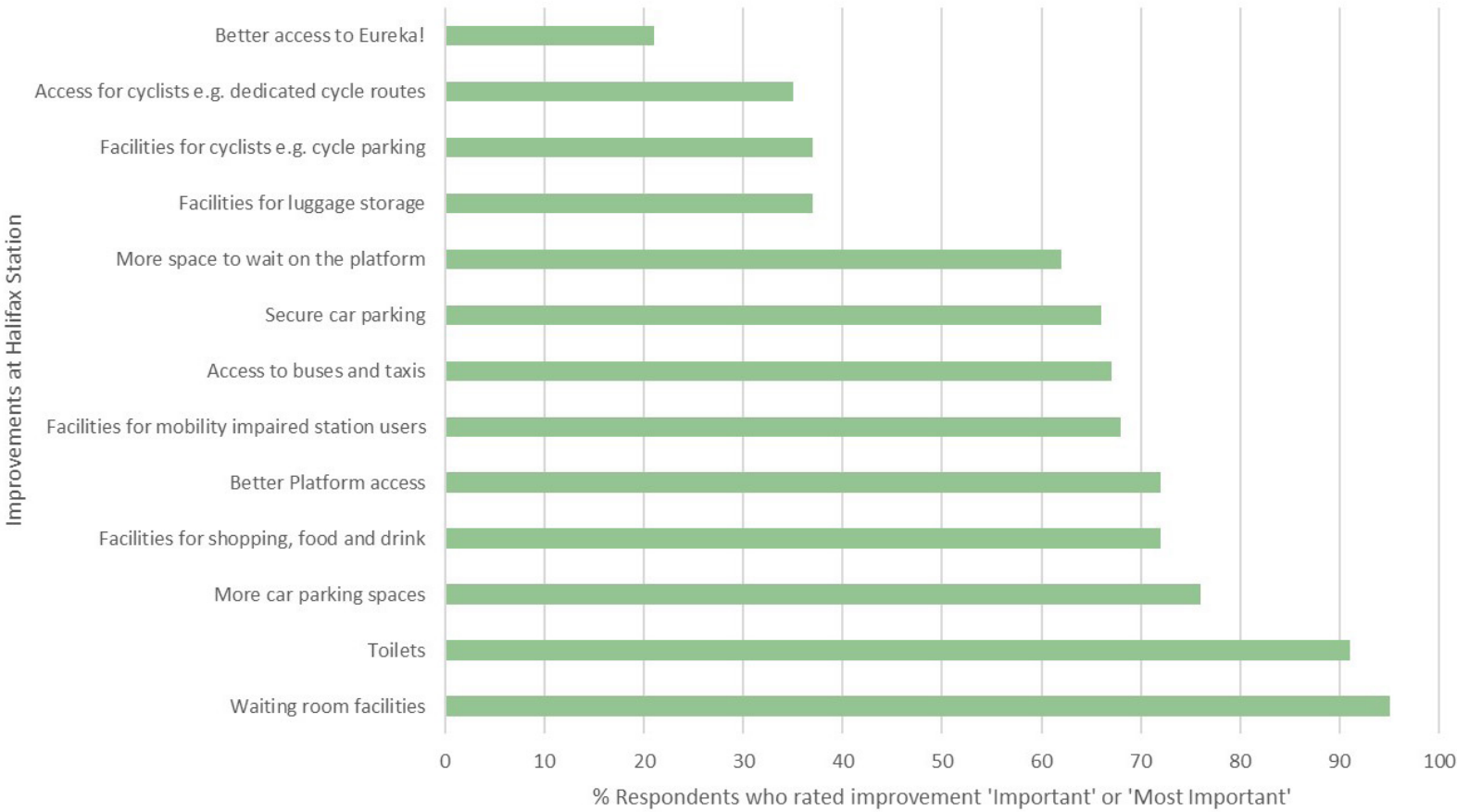


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The design of the tree-structure takes its inspiration from the trees found on-site. The support of the bridge will start as a steel column that will fan out to suggest the branches. The balustrade of the bridge will also feature leaves, either etched in glass or steel, to continue the tree design onto the bridge. The use of trees will echo the landscaping around the station, connecting the south and north sides of the station area. The tree design can be incorporated into the building design, to achieve cohesion within the station.

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Question: What potential improvements at Halifax Railway Station are important to you?



Feedback received through the 2018 'Halifax Rail Station satisfaction survey' has helped shape the current design proposals.



The new station building will have an expanded choice of retail units, including food and drink options.



The proposed design will have enhanced and additional waiting area facilities within the new station building. The waiting lounge facilities will be positioned so that people can see the platforms from the waiting area. People will also be able to check the status of their journey via real time information boards.



The enhanced car parking facilities include new taxi and replacement bus drop-off points. Signage has been improved to allow people to better understand where they can catch onward bus services from.



Access to the station will be improved, through the introduction of a step free route beneath the station as well as a pedestrian footbridge. The designs also include improved step free access to Eureka! A lift within the station will help people access both floors of the building.



Improved car parking will be provided. This will include better drop-off facilities, Electric Vehicle (EV) charging points, new lighting and CCTV.



The toilet facilities will be transformed to include accessible toilets and a Changing Place, within the station building.

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Halifax Railway Station will deliver several key benefits for railway passengers, local people and for the wider Halifax area.



The brand new two-storey station building will deliver improved facilities in the form of transformed toilets for all station customers, enhanced and improved waiting facilities, expanded retail options and an iconic town footbridge that will act as a ‘Gateway’ to Halifax.



The improvements to Halifax Railway Station will encourage more people to visit Halifax. This will provide a boost for local businesses, visitor attractions and hospitality businesses within Halifax.



The proposed designs will offer environmental benefits due to the planting of broadleaved trees, fruit trees and a wide variety of shrubs that contribute to biodiversity in the area. The scheme will create additional planting as well as extending existing woodlands nearby. The proposed green wall will offer yet more opportunities for environmental benefits whilst helping to separate the boundary between the station and Eureka!



The improvements to Halifax Railway Station will improve the accessibility for all station users within the station building and across the site. Step free access will be created that will connect the station with Eureka! This will make it easier for visitors to access the museum site. The re-opening of the existing underpass will create step free access between the east and west sides of the site, improving the connectivity between the station site and businesses to the east and west. The new station building will include lifts to help users negotiate the different levels within the building itself.



The improvements to Halifax Railway Station will encourage local employers to invest in more jobs within Halifax, offering greater opportunities for local people.



The scheme will deliver improvements to cycle and pedestrian access through the creation of a new segregated walking and cycling route connecting to the existing Hebble Trail. This will provide an off-road route for cycling and walking. There will also be a mobility hub providing dedicated cycling facilities that will encourage people to cycle more.

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