

Connecting North East Calderdale

Where we started

In 2021, we asked residents and businesses in Hipperholme, Northowram, Shelf, and the wider area for their views on local traffic and transport. People told us:

- Heavy traffic is a problem at the Hipperholme crossroads, the Stump Cross junction, and the Stone Chair junction.
- Air quality is poor because of traffic, raising concerns for health.
- Walking and cycling in the area feels unsafe.
- Travelling by bus takes too long, due to delays from congestion, especially at busy times.

Our vision

We want to make it easier for everyone to get around, whether you travel by foot, bike, bus, or car. Our aim is to make walking, cycling, and public transport as easy and appealing as driving.

By improving bus services and making it safer to walk and cycle, we hope more people will choose these options. This will help reduce traffic, cut pollution, and improve health and wellbeing in our communities.

Where are we now?

We are developing the Connecting North East Calderdale project to improve access to local town centres and key locations. The project will make public transport better and encourage more sustainable ways to travel.

Overall, the project supports Calderdale's wider goals, including economic growth, new housing, and protecting the environment. It also focuses on making travel safer and easier for everyone.

Have your say

Let us know what you think of our proposals. You can reach out using the following methods:

- Scan the QR code to complete our survey online, or ask a member of the team for a paper copy
- Contact us:
 - yourvoice@westyorks-ca.gov.uk
 - Call Metroline 0113 245 7676
 - Freepost : FREEPOST WEST YORKSHIRE COMBINED AUTHORITY



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What does the project include?

New Bank to Stump Cross Bus Priority

We're planning upgrades to help improve bus journeys along the A58, focussing on New Bank and Stump Cross. This is the first phase in our aspirations for the North East Calderdale area.

The plans include:

- Faster and more reliable journeys along two new bus lanes, one on Bradford Road at Stump Cross, and the other on New Bank;
- Safer places to cross at New Bank, Shibden Hall Estate, and Stump Cross Junction;
- Signal upgrades at New Bank, Shibden Hall Estate, and Stump Cross Junction;
- A ramp for better access to Shibden Hall Estate;
- Upgrades to existing bus stops in the area by providing real time service information.

Overall, these improvements will reduce bus journey times and support safer active travel, making transport in the area more inclusive.

Key project aims



Improve public transport links and user experience;



Provide safe, more attractive and inclusive walking environments;



Have a positive impact on the environment.



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Existing situation

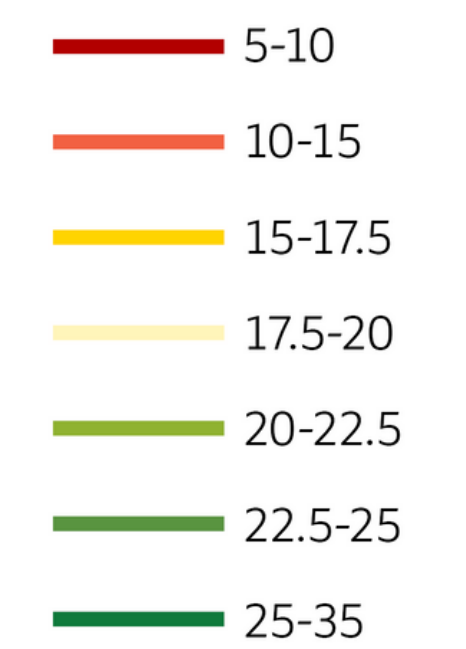
Delays and journey times

We've looked at the current situation between New Bank and Stump Cross. Traffic and bus data show that this stretch gets busy during rush hours. The maps below show where delays happen most in the morning and in the evening rush hours. These maps therefore show where buses are held up by traffic.

Key

○ Bus stop

Bus speeds (miles per hour)



Current bus speeds AM



Current bus speeds PM

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Safety & Access

Stump Cross Junction

The current traffic signals at Stump Cross Junction do not include a dedicated red light phase where all traffic stops so people can cross safely. As a result, there has been a serious incident where a person was injured by a car while trying to cross the road. Recent feedback from local councillors and residents has raised several concerns:



Not enough time to cross for all users, who have a very short gap in traffic to cross safely;



Stress and anxiety levels are high, as people feel they have to rush or run across the road to avoid oncoming vehicles.

This can be particularly difficult, and sometimes frightening, for:

- Older people;
- Children and families;
- People with limited mobility;
- People carrying shopping;
- People using a buggy;
- People with a mobility aid.

Shibden Hall

At Shibden Hall, the steps make it hard or even impossible for people who use wheelchairs, pushing prams, or those who find it hard to walk to get to Shibden Hall. Many people are forced to walk in the road instead, which is unsafe and not designed for people walking or wheeling.

We want to create places that are safe, inclusive and welcoming for everyone, no matter how they travel.



Stepped access at Shibden Hall



Existing access to Shibden Hall

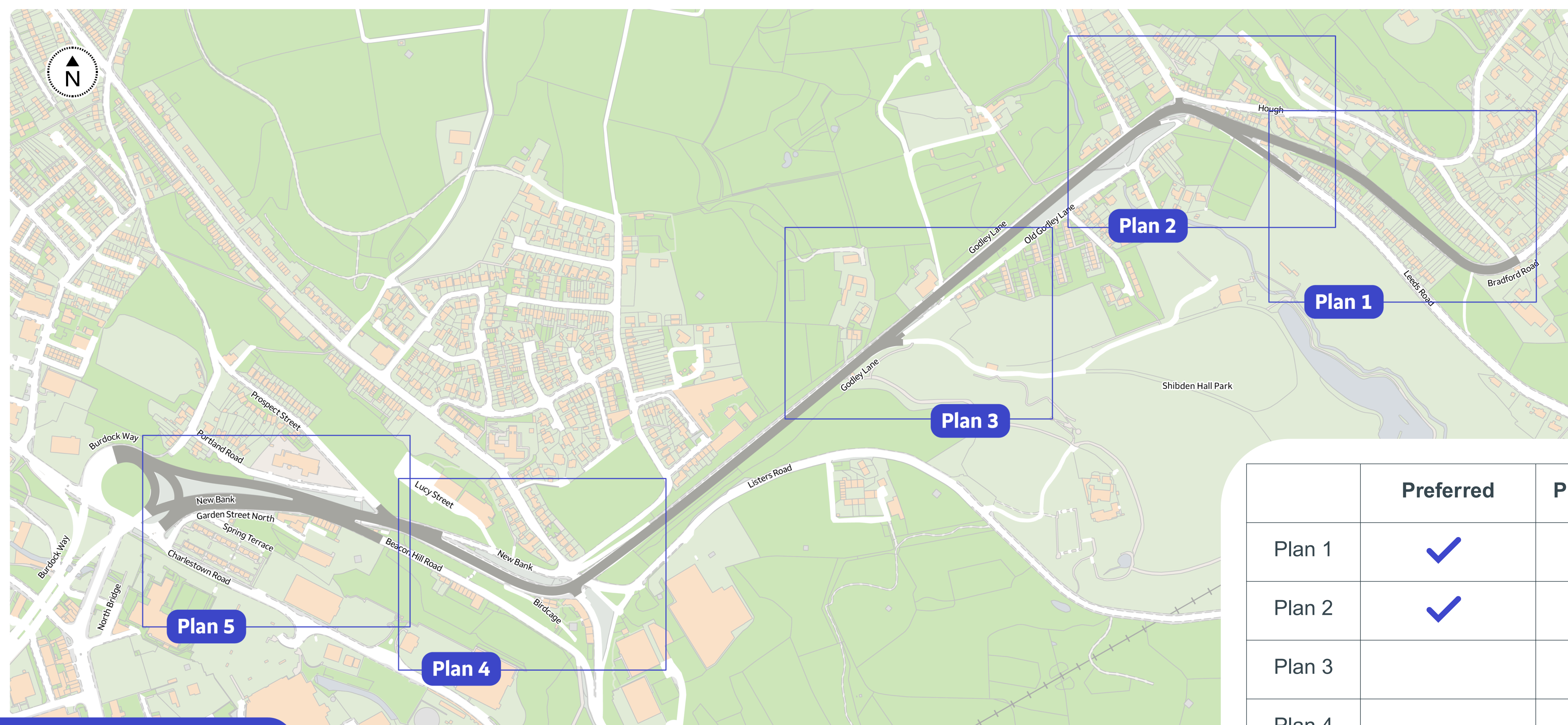


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Scheme overview

The proposals are presented in detail across the following boards. Each plan represents a different section of the scheme area. The table shows which plans are included in the different option packages for the scheme. The Preferred package is deliverable within current funding availability and associated timescales, but Preferred Plus and More Ambitious packages are potential future phases if funding is available. We would like your feedback on all the packages at this stage.

	Preferred	Preferred Plus	More Ambitious
Plan 1	✓	✓	✓
Plan 2	✓	✓	✓
Plan 3		✓	✓
Plan 4			✓
Plan 5			✓

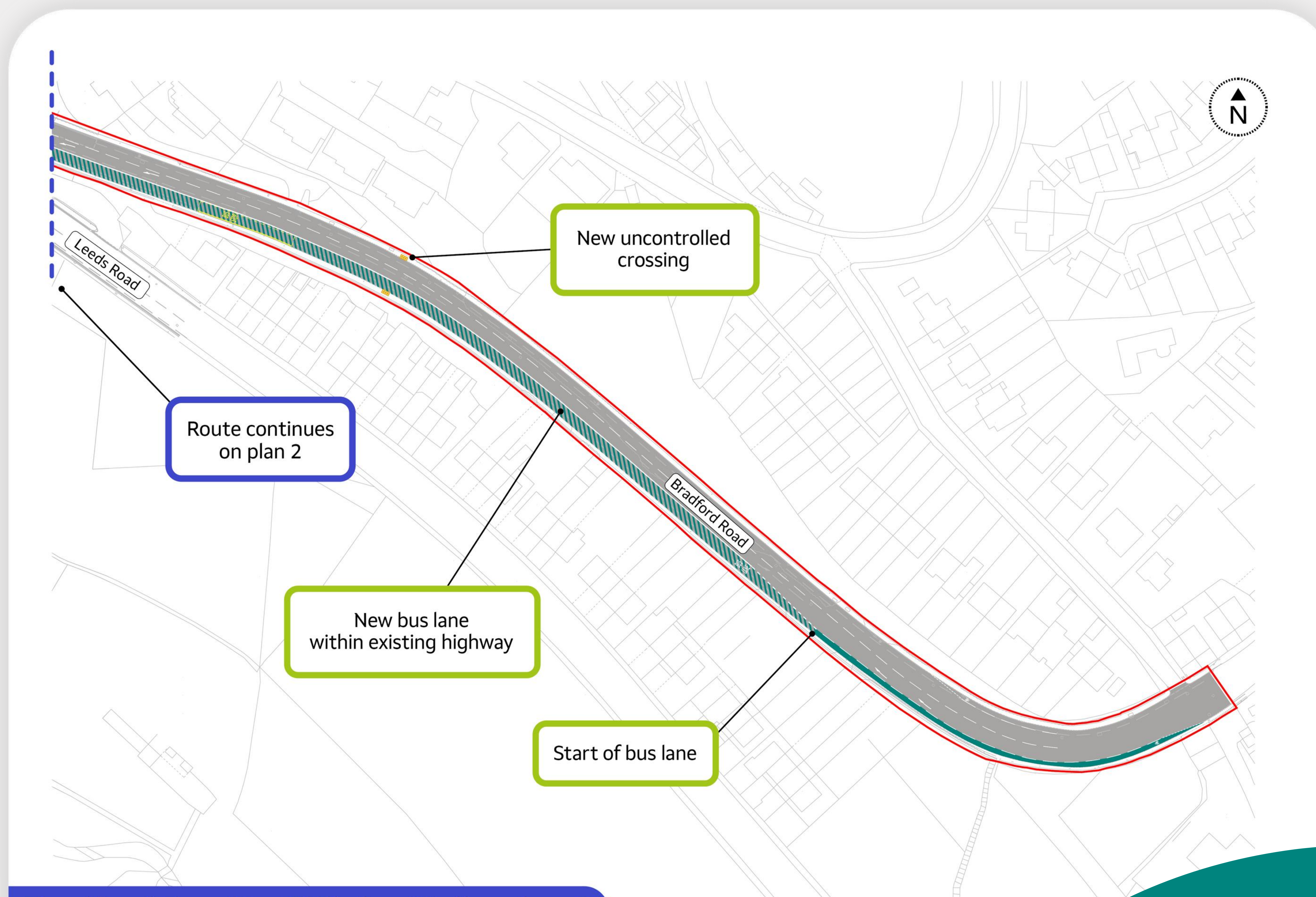


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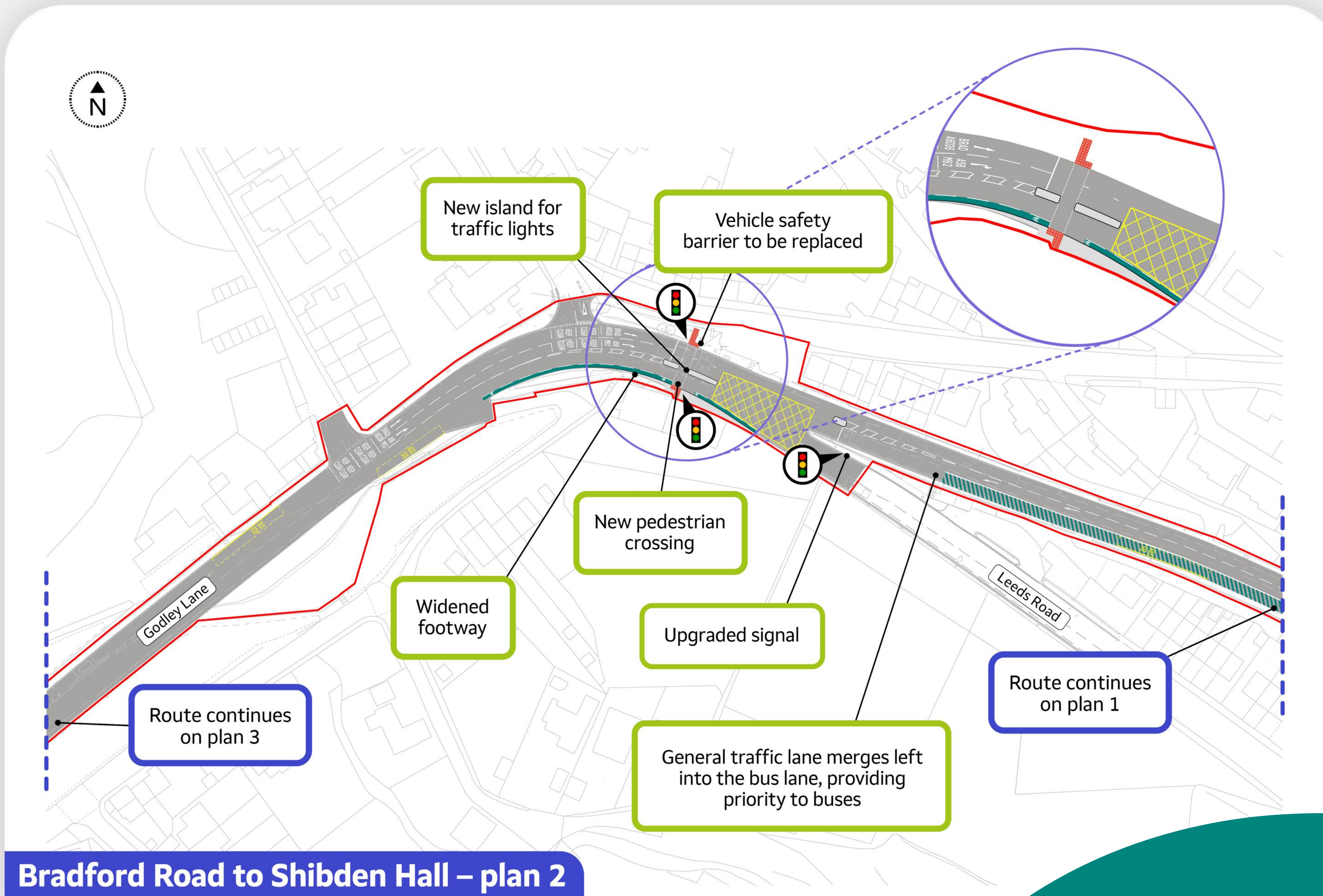


Key

-  Carriageway
-  Shared cycle and bus lane
-  Cycle lane
-  Footway
-  Tactile paving
-  Proposed kerb
-  Works boundary
-  Proposed signals

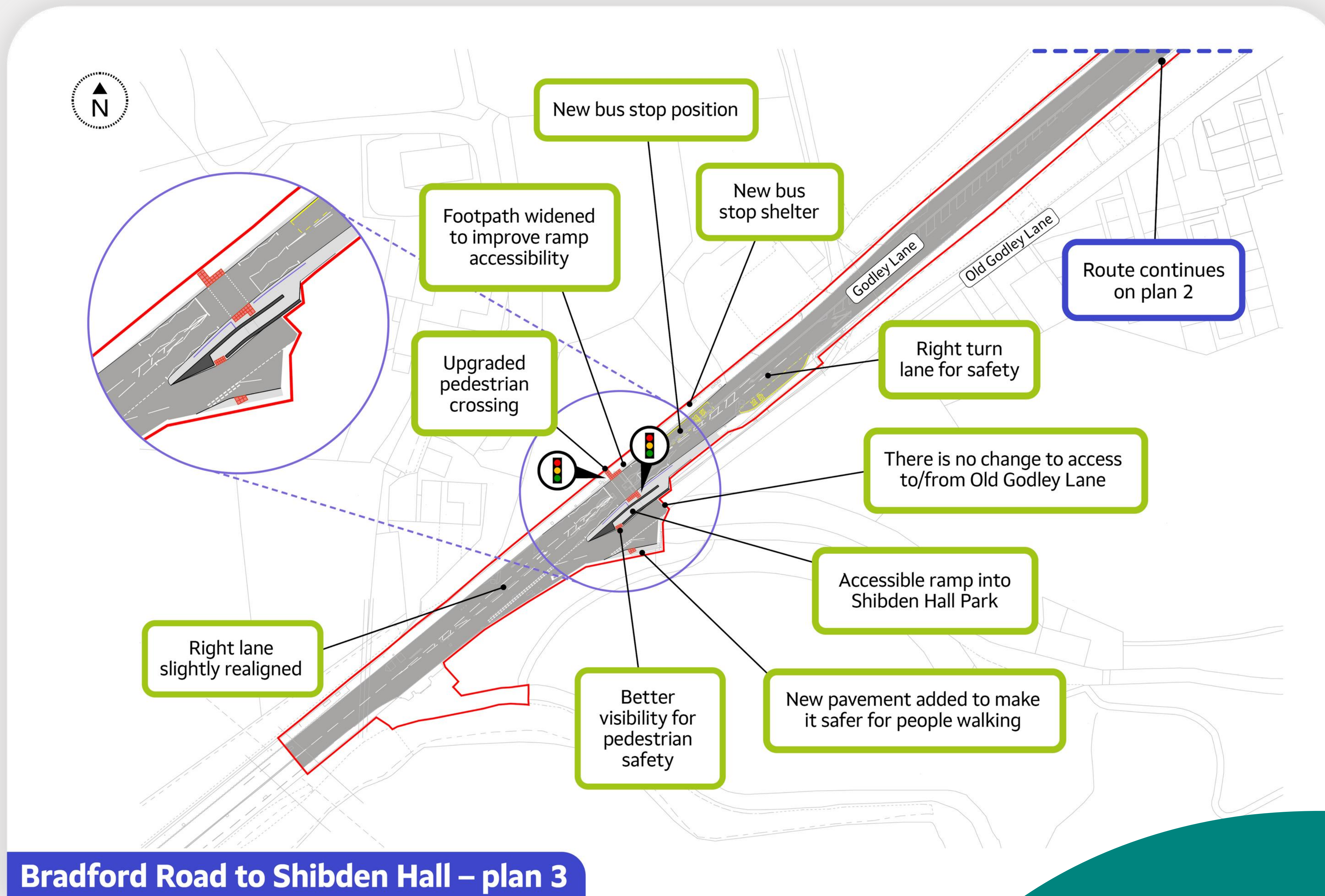
Bradford Road to Shibden Hall – plan 1

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Bradford Road to Shibden Hall – plan 2

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Key

-  Carriageway
-  Footway
-  Tactile paving
-  Proposed kerb
-  Works boundary
-  Pedestrian guardrail
-  Proposed signals

Bradford Road to Shibden Hall – plan 3

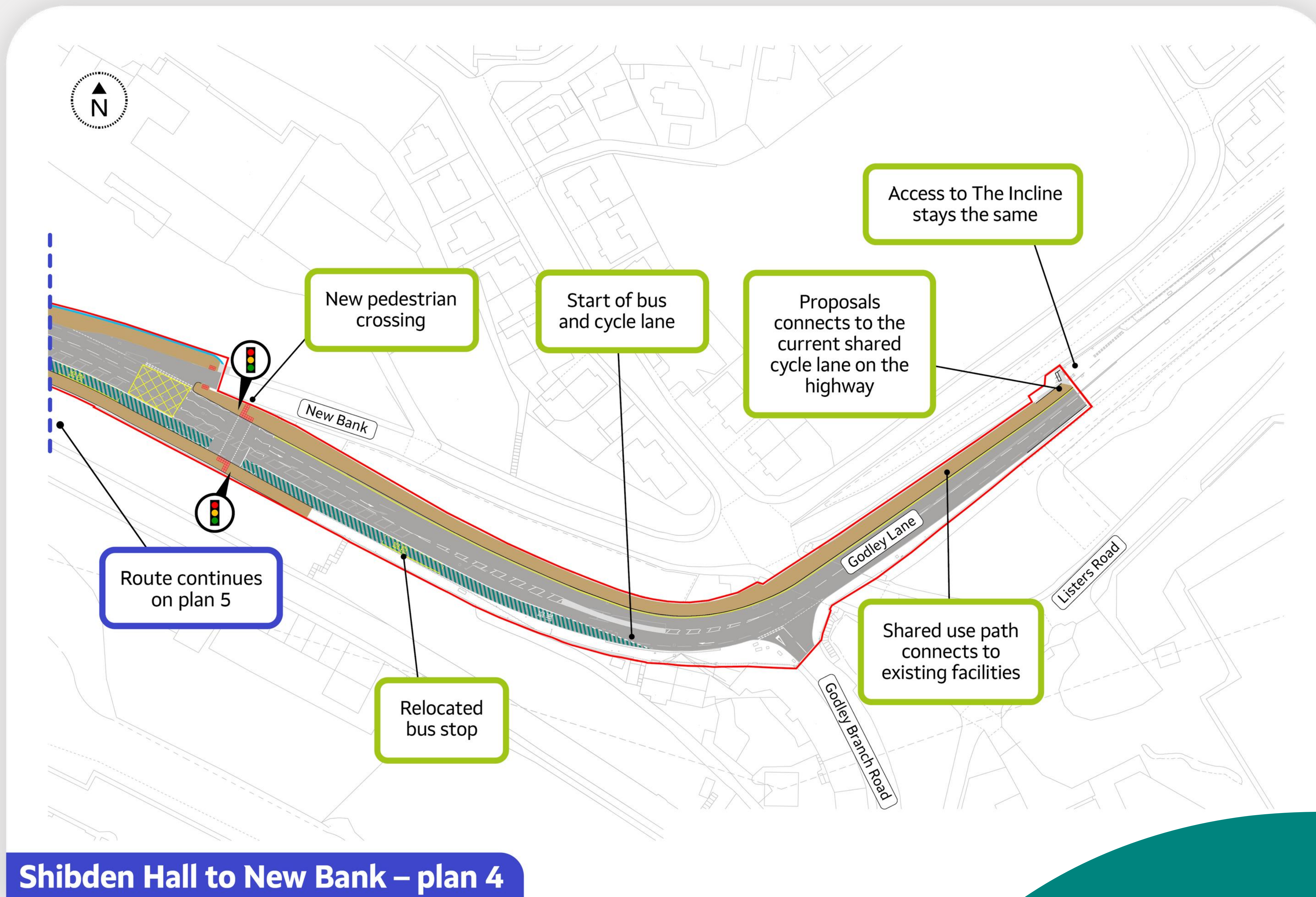


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Key

- Carriageway
- Shared cycle and bus lane
- Footway
- Shared use footway
- Tactile paving
- Proposed kerb
- Works boundary
- Retaining wall
- Proposed signals

Shibden Hall to New Bank – plan 4

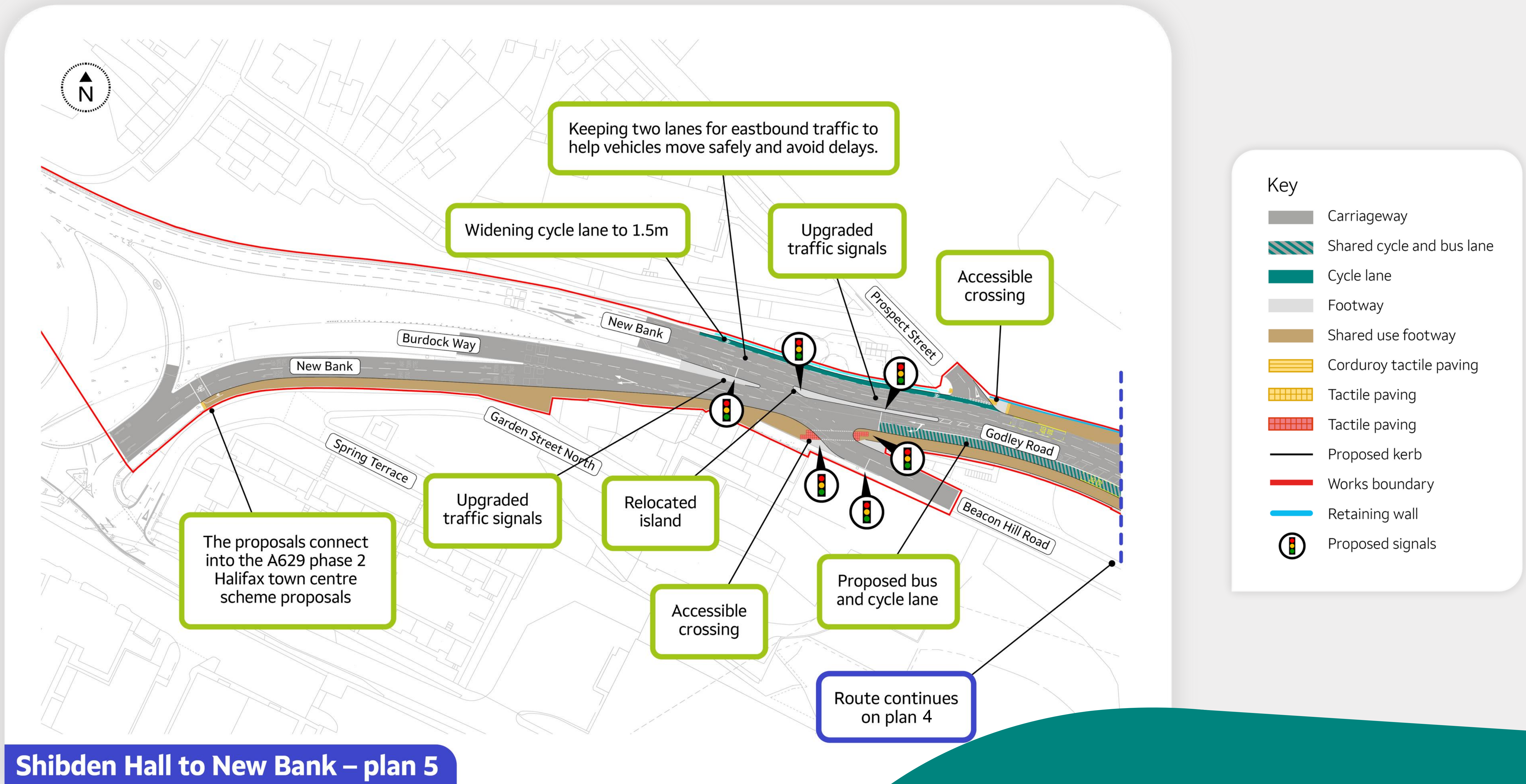


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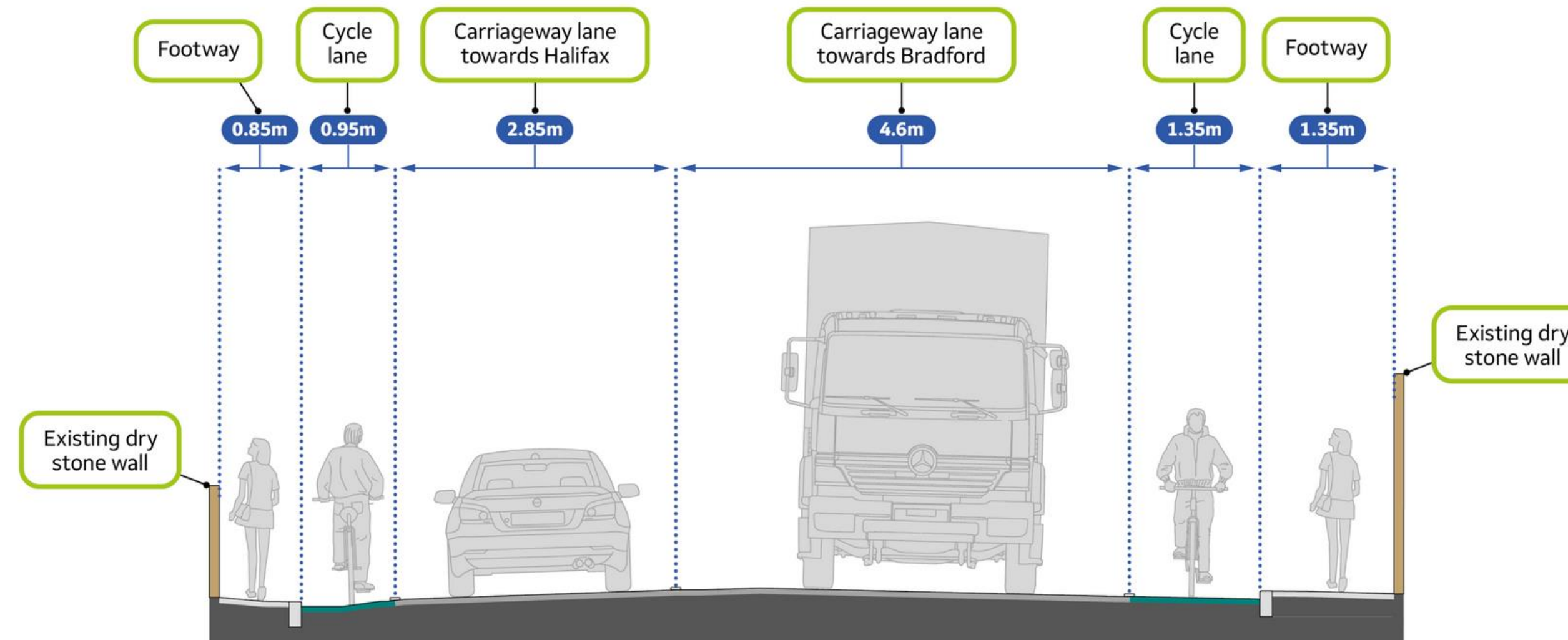


Shibden Hall to New Bank – plan 5

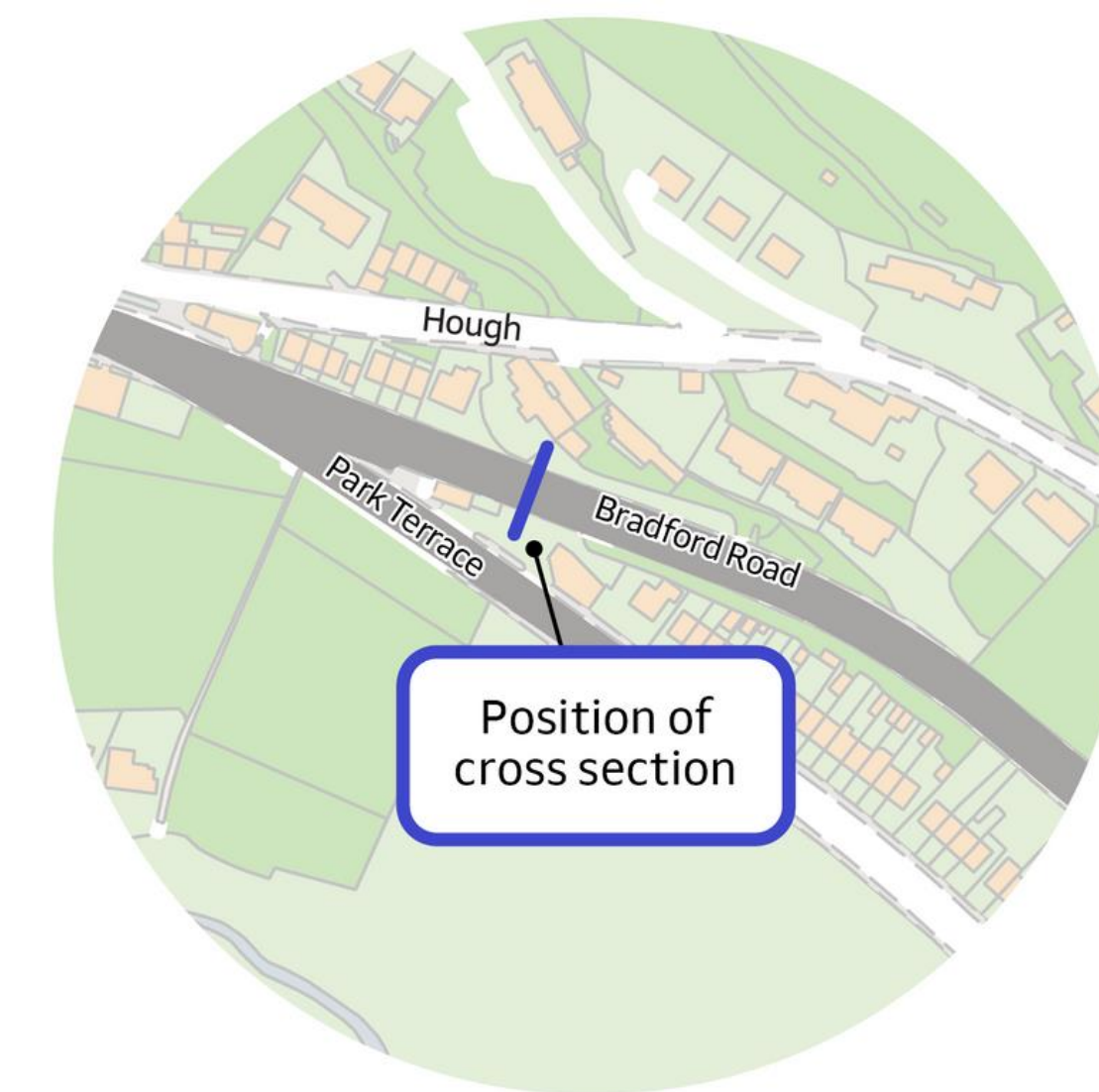
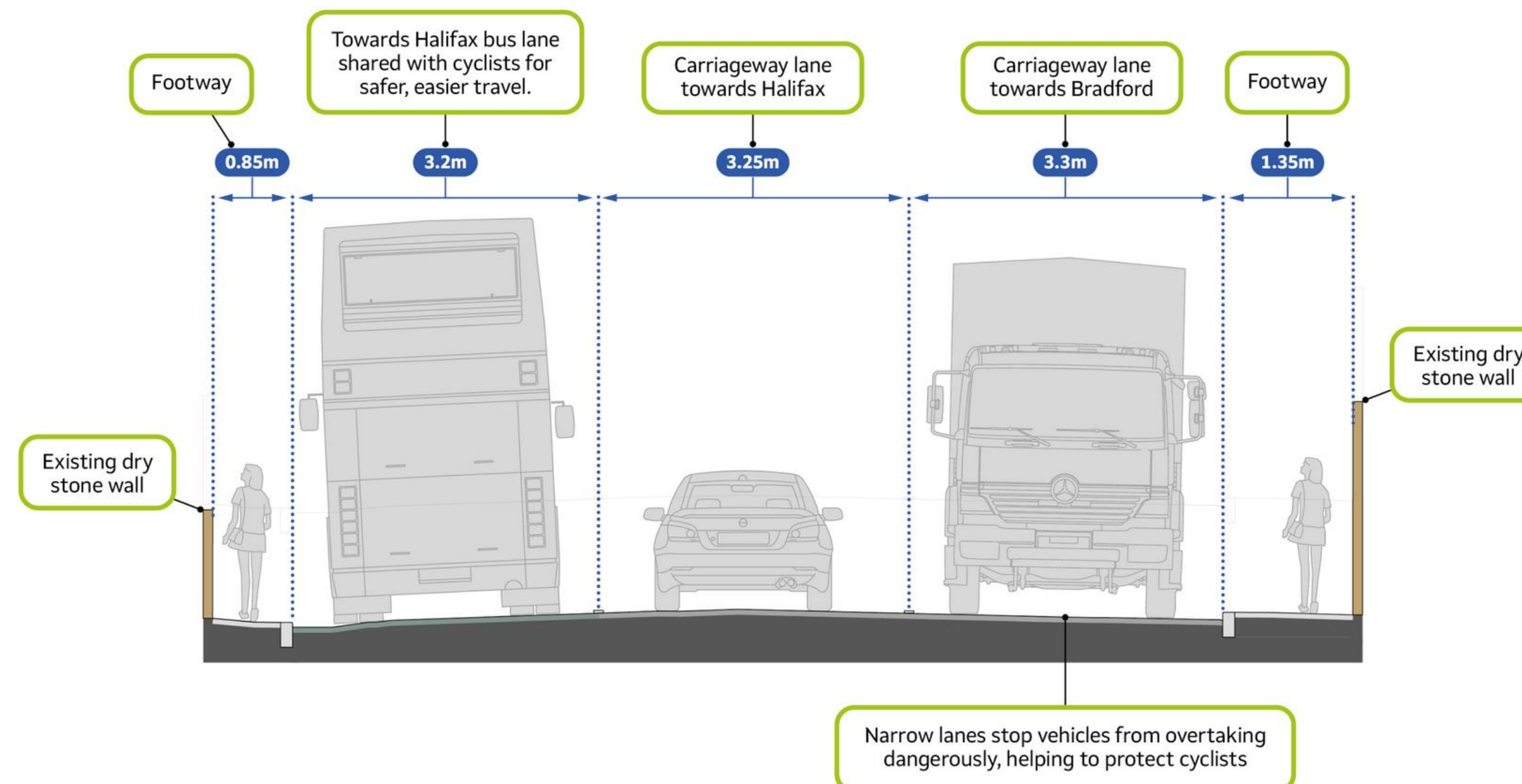
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Cross section Bradford Road

Existing cross section



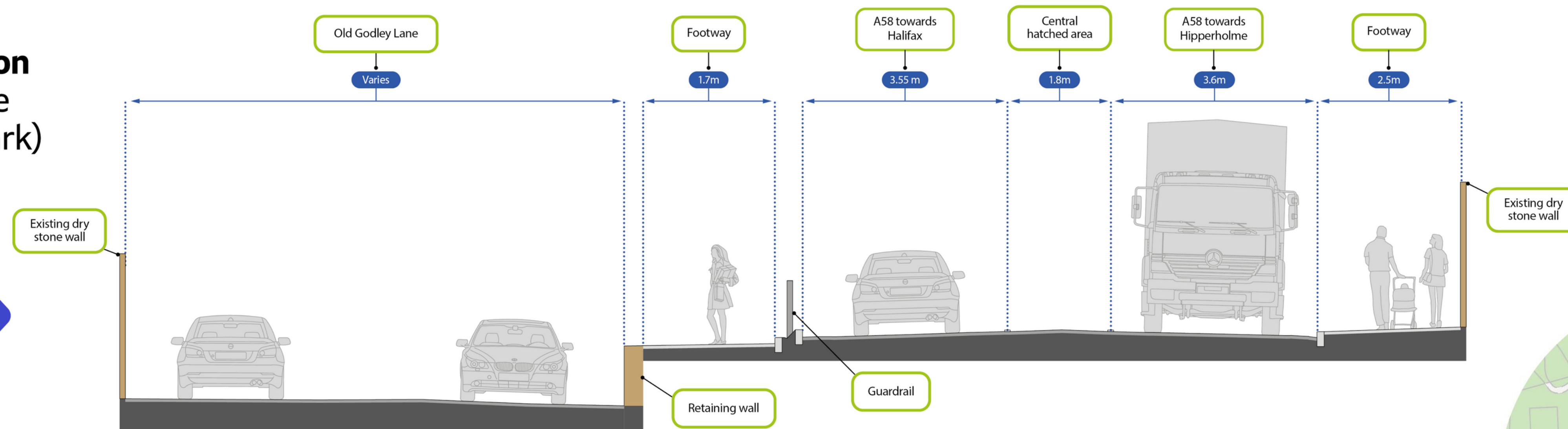
Typical proposed cross section



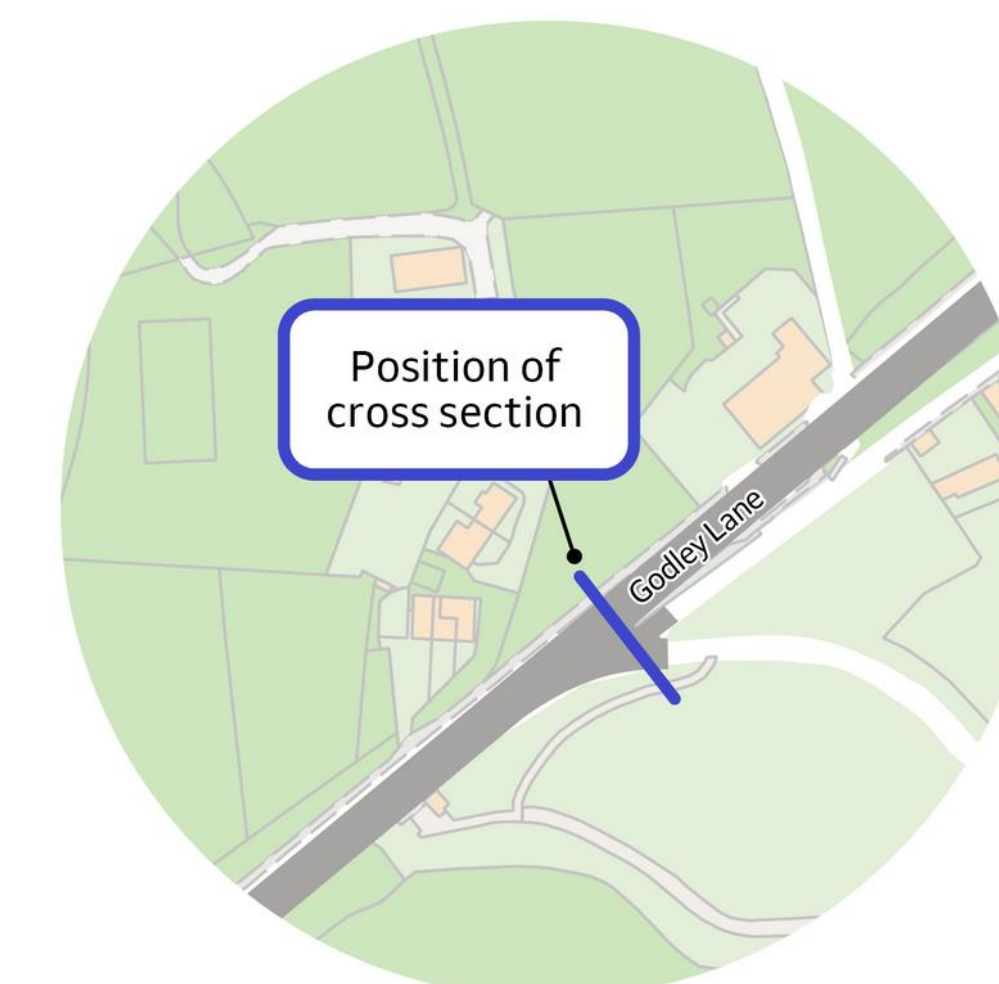
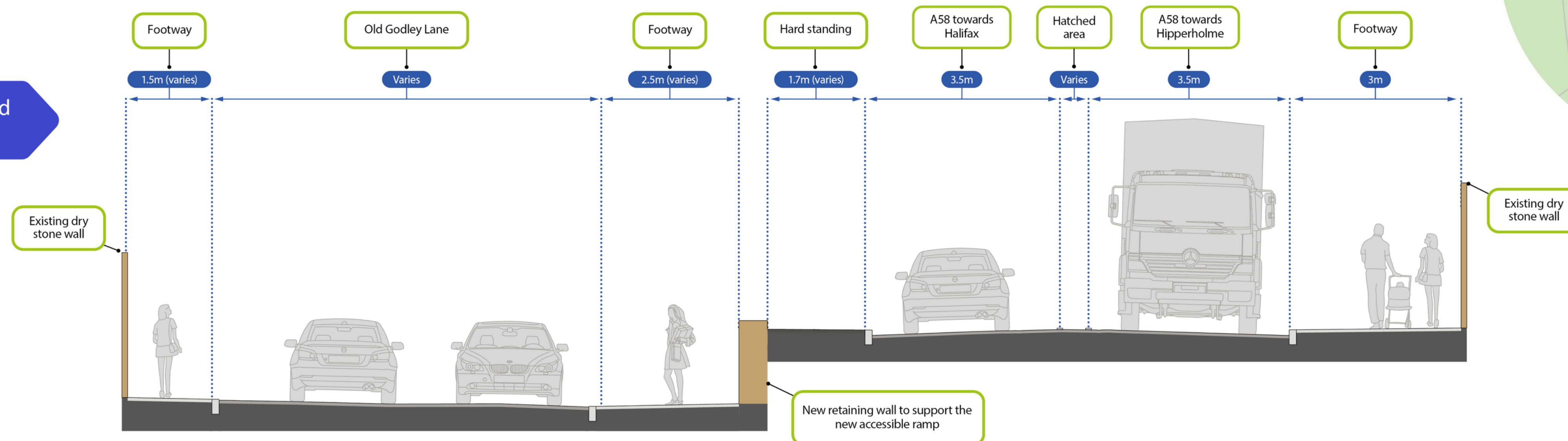
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Cross section Godley Lane (Shibden Park)

Existing
cross section



Typical proposed
cross section



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Timeline

Current Milestone



How is the project being funded?

£830 million has been given to the West Yorkshire Combined Authority by the Department for Transport as a funding stream to improve transport links, make travel easier, and encourage greener choices.

The Preferred package of this phase of Connecting North East Calderdale is being progressed under this funding stream, with funding for Preferred Plus and More Ambitious potential future phases to be confirmed. The West Yorkshire Combined Authority has allocated £3.9m.



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