

# THEME 04

## INTEGRATING WEST CENTRAL HALIFAX

### PROPOSITION

West Central Halifax is the nearest, large residential community to the town centre and is home to an array of ethnic communities, the largest group being of Asian origin. But the community makes little use of the town centre. Similarly, people in the town centre make little use of People's Park. In both cases this is in part because of the physical environment of the links into the town centre. These poor connections need to be improved.



The problems of severance - large roads and derelict land - that characterise connections to Dean Clough Mill can also be found on the western edge of the town centre, affecting all the key links to West Central Halifax and People's Park.

Cow Green is a dual carriageway conceived and designed to bypass the town centre, and it contains major junctions that sever pedestrian routes and inhibit pedestrians or oblige them to use unpleasant underpasses to secure the free movement of vehicles. There are very few points at which the vibrant commercial life of the town centre survives much beyond this inner ring road, and the residential communities of West Central Halifax lie some distance from this belt, much of which has a poor quality environment.



COW GREEN

It is less obvious whether there is surplus road space on Cow Green, but this should be reviewed against the same criteria as Broad Street to see how pedestrian space and pedestrian priority can be improved. The aim should be change the road back into a street.

At the south end, the junction with Bull Green should be redesigned as a town square, and the central space, now occupied by a small number of car parking spaces, transformed into a civic space with high quality landscape, a more appropriate setting for the grand buildings that frame it. Pedestrian crossings should be fully integrated and onward walking connections from George Street and Rawson Street made direct and obvious. The improvement of George Street - to become a distinguished town square - and Rawson Street are part of this process and central to the strategy to improve walking in the town.

At the north end of Cow Green, the junction with Pellon Lane needs similar treatment. Pedestrian crossing facilities should be recreated at ground level and the underpass removed.

The area between Cow Green and Burdock Way consists of a poor quality environment that is a considerable deterrent to walking and should be improved.

Pennine 2000 Housing Association have published plans to demolish the three obsolete tower blocks of flats at the east end of Pellon Lane and to redevelop the site for new housing. This offers an opportunity to transform the approach to the town centre from the north west.

As important is the need to close the gap created by Burdock Way in its cutting, perhaps by landscape, perhaps by development in the airspace above the road to create continuous building frontages.

The triangular piece of land between Hopwood Lane and King Cross Street is the worst affected area. It forms a part of the most direct route to the recently restored People's Park, but is a factor contributing to the poor utilisation of the Park despite the fact that it is less than a 10 minute walk from the town centre.

It has considerable potential for regeneration to bring disused buildings back into beneficial use with a much improved streetscape, to be delivered at the earliest opportunity. The Halifax Gateway Study makes a recommendation that the Elsie Whiteley Mill be converted into business and incubator units, to become an economic driver for the area as a whole and to kickstart the regeneration of surrounding dereliction (see Theme 05).



BULL GREEN



HOPWOOD LANE



PEOPLES PARK