



XXXXXXXXXXXXXXXXXXXX
WE MADE THAT
XXXXXXXXXXXXXXXXXXXX

Stockdale

urban
movement

CONNECTIVITY OF HALESWORTH TOWN CENTRE
PROPOSALS AND MASTERPLAN - FINAL | 02-09-2021

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Urban Appraisal
Engagement and consultation tracker
Cost plan

Revisions tracker

Rev.	Date	Description
-	14-07-2021	Draft issue to client team
A	28-07-2021	2nd draft issue to client team
B	02-08-2021	3rd draft issue to client team
C	05-08-2021	4th draft issue to client team
D	02-09-2021	Final issue to client team

1.0 INTRODUCTION

This section outlines the project location, project information and what this document contains.



INTRODUCTION

About this project

Halesworth Town Council (HTC) in partnership with Halesworth Neighbourhood Plan Steering Group (HNPSG) commissioned architects and urban designers We Made That to develop a Connectivity Study and wider Masterplan for Halesworth Town Centre. The study aims to better connect current assets of the town centre and identify where there are opportunities for improvement in relation to forthcoming development. It will set out a clear vision for the town centre and proposals that will feed into the Neighbourhood Plan currently being developed.

The study and proposals within it set out a vision for Halesworth for a period of a minimum of 5 years. The framework of costed projects will allow HTC and HNPSG to prioritise projects to be brought forward in the near future and those that can be long-term ambitions. It will mean HTC and HNPSG will be ready to apply for funding opportunities as and when they arise. It also sets out opportunities that could be brought forward as part of, or linked to, future development.

About this document

This document is part of a connectivity study for Halesworth that sets out recommendations towards improving connections.

It includes the key findings from the urban appraisal which have formed the basis for an area-wide connectivity masterplan as well as a list of projects arranged into focus areas.

The study is structured by the following:

- A set of key strategic design principles to guide spatial proposals
- Area-wide connectivity masterplan which sets out strategies for walking, cycling and wayfinding
- Four focus areas which set out a number of suggested and costed projects

The suggested projects set out are expected to span many years, in part, due to the costly nature of implementing change to highways and public realm and addressing connectivity challenges over a large area. Choices and priorities will need to be made in order that positive impacts and costs are balanced. The comprehensive costed proposals are expected to support future steps towards delivering change. Whilst development may provide opportunities to incorporate recommended actions, this document serves to build the case for intervention with authorities and funders so that Halesworth Town Council and the Halesworth Neighbourhood Plan Steering Group can take advantage of a generational opportunity to address the connectivity of Halesworth Town Centre.

The document has a number of appendices - which include an urban appraisal document, a consultation and engagement tracker, and a full cost plan.

1.0 INTRODUCTION





Location

Halesworth is located about 10 miles inland from the coast of Suffolk, on the River Blyth and the landward side of the A12. It is served by a rail line connecting Ipswich to Lowestoft and functions as a local centre for retail and a number of cultural venues.

A Neighbourhood Plan is being developed for the town. The Neighbourhood Plan boundary takes in almost the entirety of the settlement boundary. The map shows that much of the central part of the town is within a conservation area. The town centre boundary is defined by the Primary Shopping Area plus the area to the east to Saxons Way.

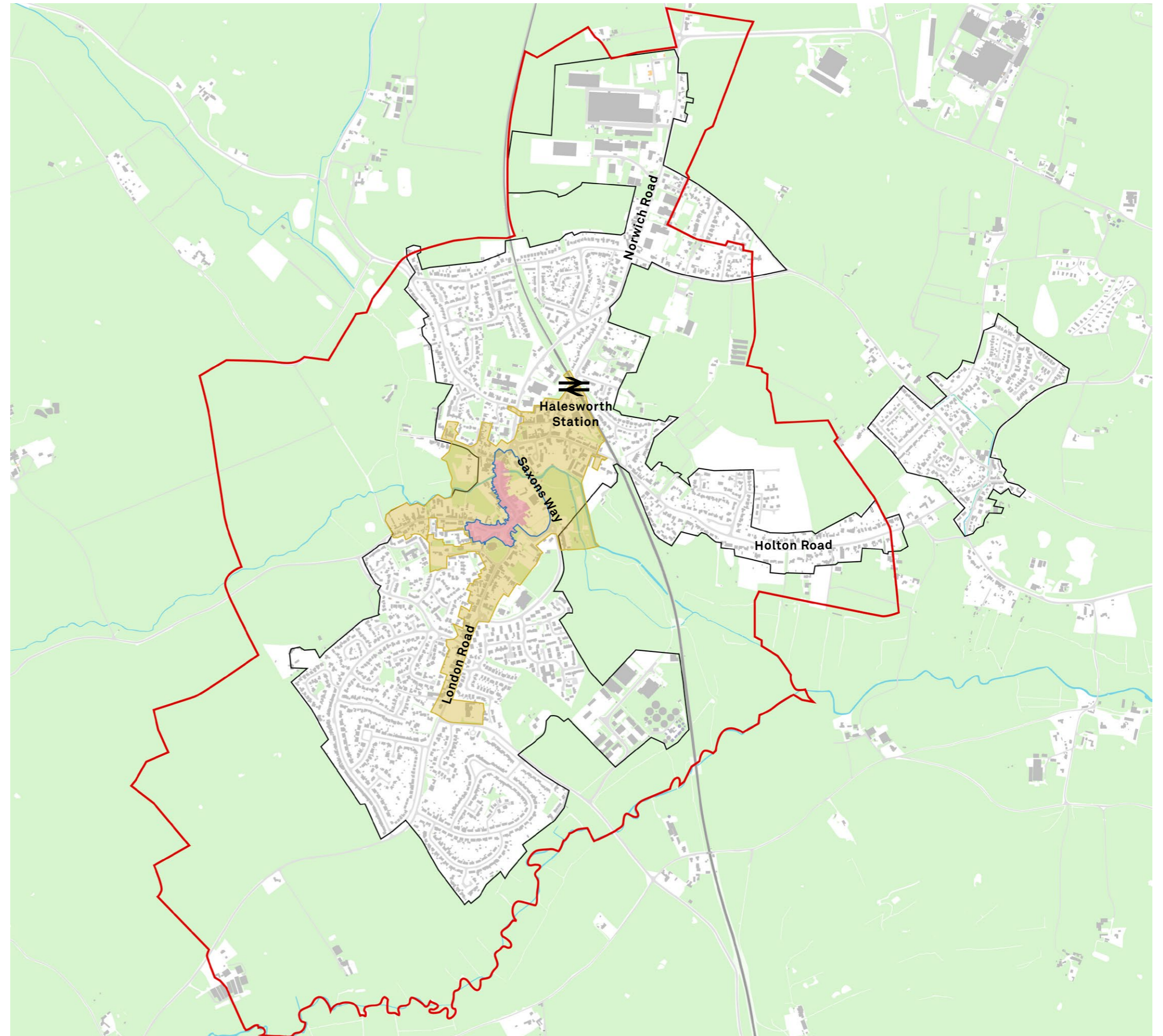
KEY

Waveney Local Plan Policy Boundaries:

-  Town Centre Boundary
-  Settlement Boundary
-  Halesworth Conservation Area
-  Primary Shopping Area

Neighbourhood Plan:

-  Neighbourhood Plan Boundary



2.0 KEY FINDINGS FROM THE URBAN APPRAISAL

The site analysis and urban appraisal work gives us a better understanding of the current use and operation of Halesworth Town Centre, as well as its historic context.

On the ground observational analysis forms a part of this process that reveals more nuanced qualitative aspects that are otherwise hard to capture. This section of the document summarises a number of key maps - based around walking, cycling, connections and local assets - and highlights the key findings from the appraisal work.

The following pages highlight some key maps from the Urban Appraisal and a summary of key findings.



2.0 KEY FINDINGS FROM THE URBAN APPRAISAL

Development context - Planning applications

There are a number of large development proposals around Halesworth in the planning pipeline, which would potentially deliver up to 650 new dwellings. These are all within easy walking and cycling distance of the centre. Improvements to walking and cycling networks would be needed to reduce the use of cars which would add pressure on parking spaces in the town.

1. Norwich Road/ Fairview Road 22 dwellings

2.1 & 2.2 Halesworth Healthy Neighbourhood: Residential /Halesworth Extra Care /Care Home Development 190 dwellings, 100 extra care apartments, 54 bed care home

2.3 Campus Sports: Sports pitches and parking

3. Hill Farm Road 160 dwellings

4. Saxons Way long term parking

5. Chediston Street 200 dwellings

6. Swan Lane west of Saxons Way Site allocated for housing, community centre and under 5's provision

KEY

- Outline planning permission granted
- Awaiting decision
- Other known developments being considered
- 10 minutes walking / 2 minutes cycling
- Town Centre Boundary



2.0 KEY FINDINGS FROM THE URBAN APPRAISAL

Cycle routes: existing

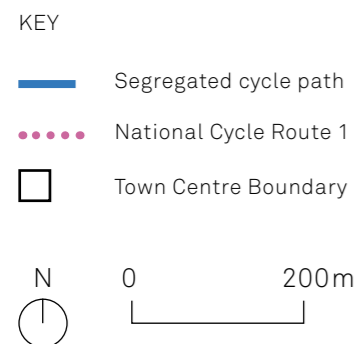
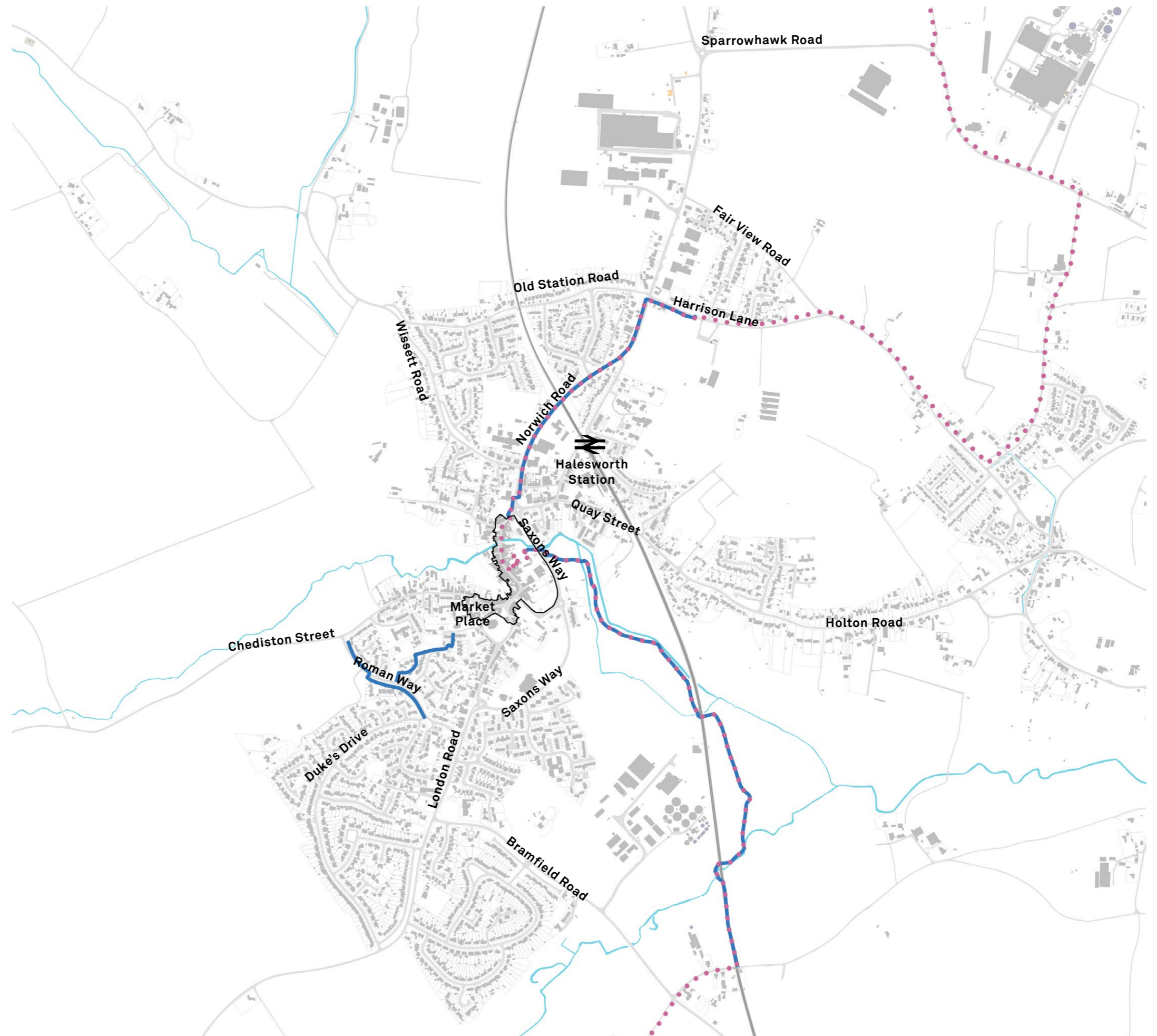
Cycle routes segregated from traffic are limited to a section along the east side of Norwich Road, a short stretch along Roman Way and an off-road route running through Millennium Green.

The Norwich Road section is deemed unsafe as it crosses many vehicle entrances where cyclists have to give way.

The combination of narrow roads and lack of cycle space makes cycling from the outskirts of town into the centre an uninviting prospect, particularly from the south and from Holton to the east.

National Cycle Route 1 (NCR1) runs through Halesworth via Millennium Green. Where it comes through the centre of town it becomes very convoluted, directing cyclists under Saxons Way bridge, through a car-park and along a stretch of Thoroughfare which is one-way for traffic.

To the north, the route takes a long detour down Harrison's Lane and through Holton in order to avoid cyclists joining the carriageway on Norwich Road.

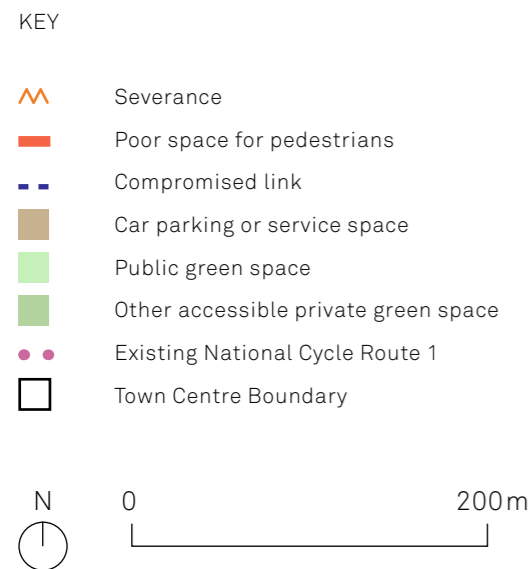


2.0 KEY FINDINGS FROM THE URBAN APPRAISAL

Connections and severance

Halesworth's north-south alignment is coupled with a line of severance dividing its town centre from the ample public green spaces and its train station and museum. Saxons Way and Norwich Road cut a line of wide carriageways through the town with very few places to cross.

Car parks and service spaces, logically facing onto Saxons Way, further add to the sense of disconnection across this traffic corridor.



2.0 KEY FINDINGS FROM THE URBAN APPRAISAL

Community, cultural and leisure assets

These uses are spread throughout the town along the north-south axis. Notable are the cultural uses between the station and Quay Street which currently feel disconnected from the main hub of activity.



- KEY
- Public green space
 - Allotments
 - School
 - Civic
 - Museum/gallery
 - Sport/Leisure
 - Pub
 - Religious
 - Town Centre Boundary

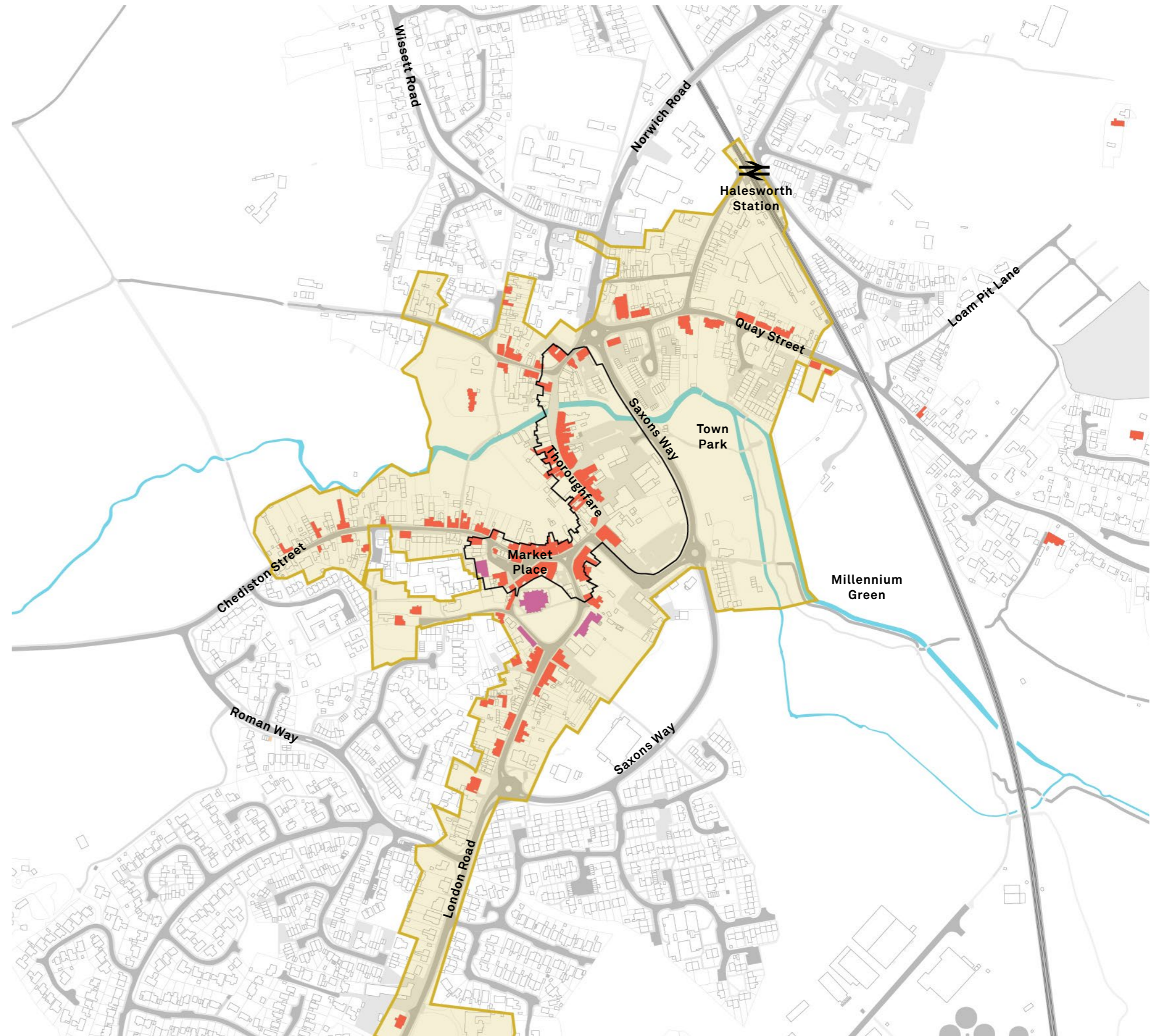


2.0

KEY FINDINGS FROM THE URBAN APPRAISAL

Heritage and conservation

Much of Halesworth's urban fabric is of heritage importance, particularly focussed around Thoroughfare and Market Place. The former industrial buildings close to the station, including the two large maltings are not specifically protected through listing.



KEY

- Halesworth Conservation Area
- Grade II listed
- Grade II* listed
- Town Centre Boundary



2.0

KEY FINDINGS FROM THE URBAN APPRAISAL

Current policy & development

Movement and connections

Local assets, landmarks & uses

Developments provide opportunity - but only with guidance

The Neighbourhood Plan is an opportunity to influence developments to provide improved connections and interrelationships between parts of the town.

Proximity of assets is not a problem - other factors cause the impediments to connectivity

The over-sized roundabouts at either end of Saxons Way present a harsh environment for pedestrians arriving into the town centre.

The road connecting Thoroughfare to Market Place offers a very poor space for pedestrians with very narrow foot-ways.

Legibility will be key to the success of the proposed network for cycling and walking

Currently the provision for walking and cycling is disconnected but also poorly signposted. Any improvements should work towards creating a legible and connected network.

Train station is an important asset which needs to be better connected to the town centre

The station serves people coming to the area, who may well bypass the town centre because of the lack of an obvious link.

There are a number of assets and landmarks between the town centre and the train station that could help improve this link, including the Museum, the moveable platform, The Cut and potentially the maltings building south of the Station.

Market Place is designated as primary retail but is held back by its layout and design

Narrow footways and parked cars mean retail frontages are very inaccessible and concealed. The space also provides a poor environment for people to want to dwell. This contributes to the space performing poorly as retail and leisure space, where it has the potential to anchor the south end of town.

The long-term car-park and Swan Lane development sites offer a real opportunity to create better connections between assets

Both these developments will front onto Saxons Way and could help create a more pedestrian and cycling friendly environment. They should also include meaningful connections to the town centre as well as routes through and across Saxons Way seeking to lessen the severing impact of the road.

Develop guidance for opportunity site and development sites that support the objectives of the Neighbourhood Plan and promote wider links across the town.

Develop interventions to reconnect assets, with people friendly spaces, road crossing and wayfinding.

Develop a strategy for a legible and usefully connected network of walking and cycling routes, with maps and wayfinding.

Enhance the settings of the assets that already exist and ensure the route to and from the station is legible and welcoming.

Consider ways to improve this space as a pleasant environment in which people will want to spend time.

Develop guidance for these sites to ensure they deliver on these aspirations, including links beyond the site boundaries.

3.0 ENGAGEMENT & CONSULTATION: WHAT YOU SAID

This section contains a summary of the engagement work undertaken on the project as part of the design process to inform the proposals.



3.0

ENGAGEMENT & CONSULTATION: WHAT YOU SAID

Introduction

A key part of the connections study was to engage with local stakeholders and community to find out priorities and concerns for the town.

Workshops were held with stakeholders including East Suffolk Council, Suffolk County Council, Town Centre Group and other businesses.

A public engagement webinar was held on the 10th May with 37 attendees. This was followed by a follow up public online meeting on 2nd June, a walking workshop with local residents on 5th June and a public online survey which was live from the 10th May to the 7th June.

The developed connectivity has received support; 55% of respondents agreed with the connectivity objectives (while 19% disagreed). Although key areas of difference emerged through how best to achieve and balance these objectives, the proposals all received higher support and agreement than disagreement.

Stakeholder engagement

Workshop with officers - East Suffolk Council 28th February 2021

Who:

Ruth Bishop - Senior Planner, ESC
Phil Perkin - Principle Planning Officer, ESC
Chloe Smith - Senior Estates Surveyor, ESC
Ben Woolnough - Planning Manager, ESC
Tony Rudd - Valuer, ESC

Key themes raised:

Establishing known issues and opportunities

Workshop with officers - East Suffolk Council and Suffolk County Council 22nd April 2021

Who:

Ruth Bishop - Senior Planner, ESC
Paul Horne - Senior Transport Planner, SCC
Anthony Taylor - Senior Planner, ESC
Joanne Chapman - Economic Regeneration Support Officer, ESC

Key themes raised:

- Cycle segregation would be preferable to shared space
- Crossing should include provision for cyclists

Workshop with business stakeholders 26th April 2021

Who:

Members of the business community

Key themes raised :

- Concerns around reduced parking in Market Place and charges at the station
- Suggestions that proposals should go further to make the whole Market Place pedestrianised
- More wayfinding is required
- Suggestions that accessibility could be improved

Opportunity

- Further provision for cyclists, particularly at crossings
- Ensure proposals improve accessibility for all
- Ensure wayfinding proposals are robust

"During Covid, its become obvious it's difficult for people in mobility scooters who find it hard to move around."

"There needs to be more signage - 'library this way' for example."

"For the crossings on Saxons Way, an option might be a for a 'tiger crossing' - a zebra crossing with marking for cycling next to it."

"We run events in the Market Place, and it seems crazy to only propose half of the Market Place."

3.0

ENGAGEMENT & CONSULTATION: WHAT YOU SAID

Public engagement

Public engagement events

Public webinar on the 10th May
Public online meeting on 2nd June
Walking workshop with local residents on 5th June

Who:

37 webinar attendees
15 online meeting attendees
20 walking workshop attendees

Key themes raised:

- Wire fence to the car park by The Cut should be replaced with something to improve the appearance.
- Concern about removing parking from outside The Cut but also support for improving space for pedestrians
- A level surface from the Thoroughfare over to the library should be considered.
- A new footpath from Bridge Street, along the river to the town park would be a positive transformation.
- Concerns around closing an entrance to the marketplace as it will make vehicle movements difficult
- Concerns as to whether changes would allow the market to grow.
- General support for improving pedestrian space at Market Place

Opportunity

- Highlight the need for a parking capacity study to inform decisions around parking
- Ensure proposals for market place allow for flexible use and for the market to expand
- Highlight the potential for a pedestrian route along the river from Bridge Street to Town Park as part of any development proposals
- Further consideration of parking at The Cut as designs develop

"Surely, wherever you create improved pedestrian access from the central car park to either the Thoroughfare or Town Park, improved cycle access should also be included."

"Delivery access is required for Market Place businesses so one entry / access point at the west end of the Market Place needs to consider this."

"Why are you looking at a pedestrian crossing as opposed to improving the underpass?"

"We need to find ways, maybe through signage, to encourage greater use of the Angel Link car park - we have a reasonable amount of parking spaces but habit and signage take people to the Thoroughfare car park."

"Lots of people use the space outside the Cut to unload art works and other items for events there so that is an issue."

3.0

ENGAGEMENT & CONSULTATION: WHAT YOU SAID

Public engagement

Online survey

10th May- 7th June

Who:

54 responses in total

Key themes

- Signage and wayfinding need improving
- Pedestrianisation of Thoroughfare needs to be better managed
- Swan Lane pathway needs widening
- Traffic calming across the town centre, particularly on Saxons Way
- General support for improving the setting of Market Place and reducing the impact of parking
- Some opposition to parking reductions with concerns for businesses and where visitors will park
- Some suggestions that proposals should go further to remove all parking from Market Place
- Impact on parking changes would need to be assessed
- There should be more greenery, particularly in and around car parks
- There is potential for local artists and makers commissions for signage and planters

Opportunity

- Explore ways to better manage and enforce pedestrianisation of Thoroughfare
- Highlight the need for a parking capacity study to inform decisions around parking
- Explore further locations to introduce greenery into car parks and other spaces
- Suggest opportunity for local artists and makers to be involved in designing and making some interventions
- Suggest 20mph speed limits in the town centre including A roads

"More connected cycle paths to get across Halesworth e.g. shared used on Thoroughfare and Chediston Street"

"Remember people coming into town from the villages. If you get rid of all the car parking you will lose a lot of people as there is no public transport"

"Better walking and cycling routes across the car park would be good. Taking ideas from the courtyard links ideas on the precedents page are all good."

"More focus on the Thoroughfare itself and how to get it better pedestrianised"

"Keep the Market Place as a unified space by extending the pedestrianisation to include the Black Dog frontage."

"And the Saxon Road crossing is an accident waiting to happen, I fear. So something does need to be done about that, somehow."

"Traffic calming needs to be addressed in the proposals. Lower speed limits in the town as is being seen in other market towns."

"Having a cycle hire hub in Halesworth is a reasonable idea but it would be better in the town centre than here, I think"

4.0 DESIGN PRINCIPLES

This section highlights the design principles that emerged from the analysis and engagement work.



4.0
DESIGN
PRINCIPLES

The design principles outlined on this page have been developed as a result of the site analysis and engagement stages and are used to form the basis upon which proposals are developed.



Help ensure the sustainability of the town centre and tourism in Halesworth



Ensure Halesworth's many assets stitch together as a cohesive whole



Improve cycling and walking connections to create an attractive alternative to car travel



Improve visual connections between assets for visitors



Create recreational routes for everyone



Set out a network of routes and spaces that ensures existing assets and future developments complement each other

5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

This section describes the proposed area-wide strategies for walking, cycling and wayfinding. These strategies then go on to inform specific projects set out in the Focus Areas chapter.



5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

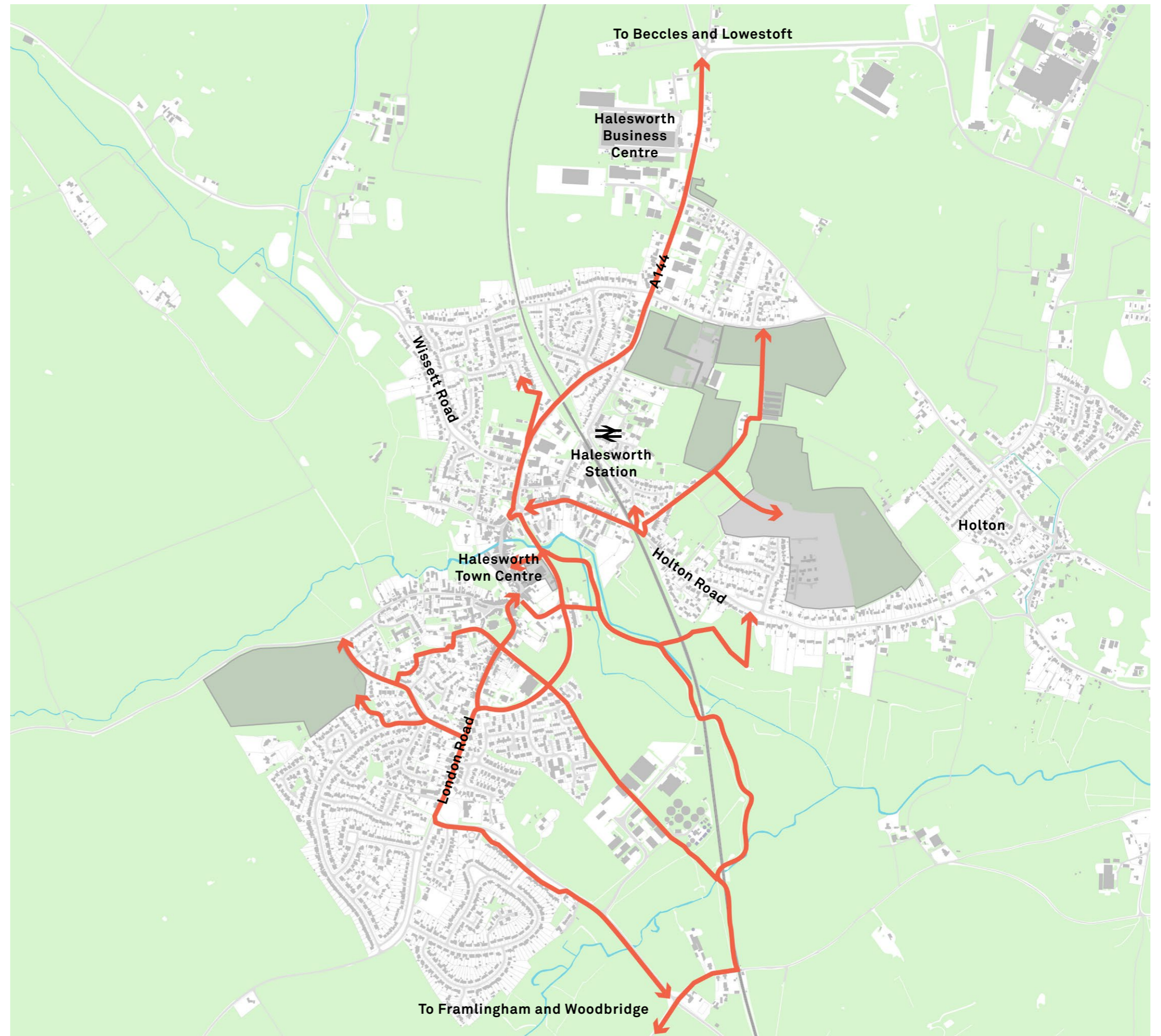
Cycling connections - Strategy

A connected network of cyclable routes is proposed, that joins together existing assets and neighbourhoods, as well as forthcoming development. The network is created through a number of interventions and initiatives including new segregated cycle routes, allowing cycling on appropriate footways, using quieter roads and creating 20mph streets to make cycling safer (and pedestrians safer). This network will provide a useful and attractive alternative to car travel.

KEY

- Proposed cycle network
- Proposed new developments
- Town Centre Boundary











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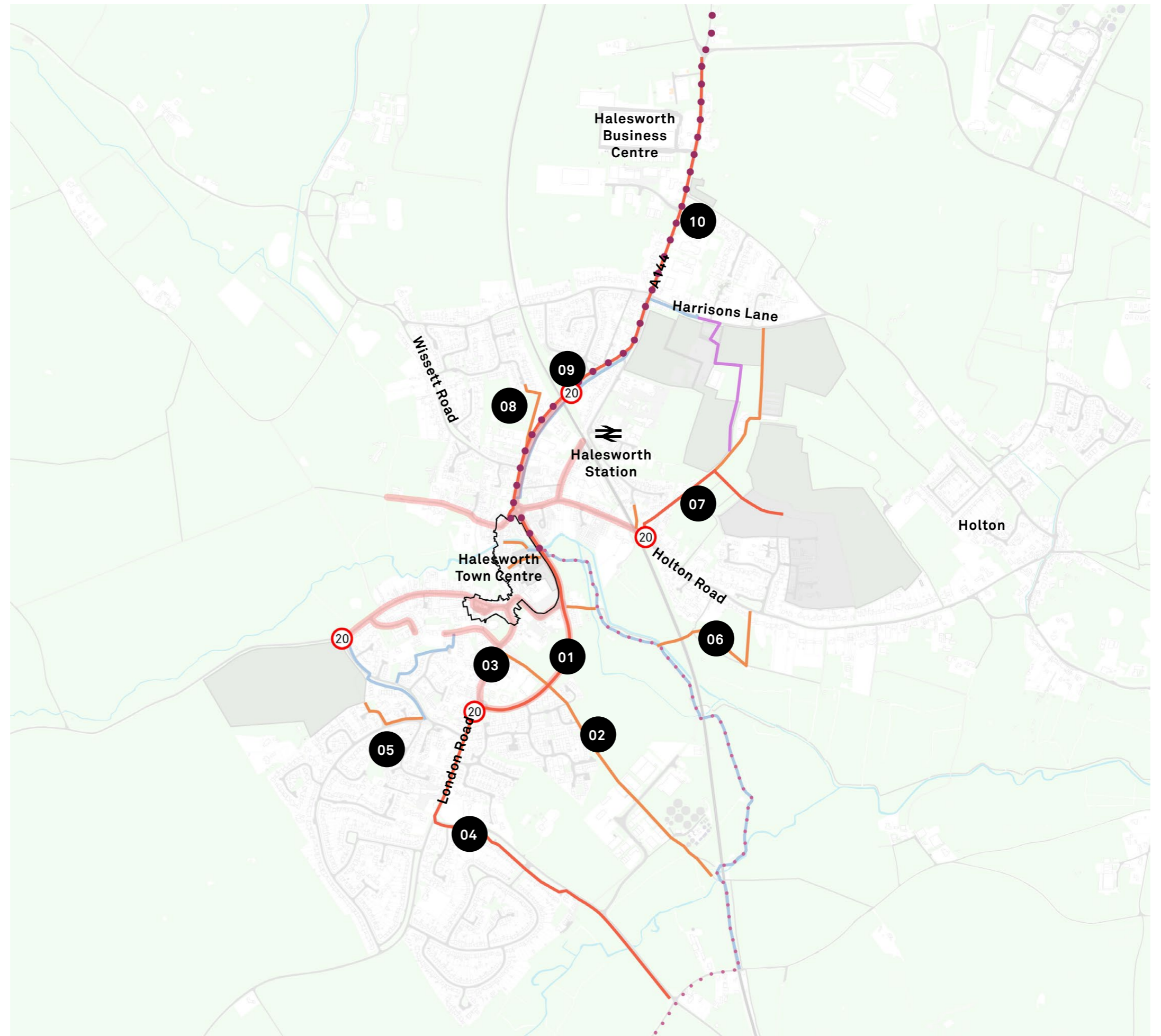


5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

Cycling connections - Proposals

The map on the right describes specific initiatives proposed to achieve the cycling connections strategy on the previous page. A series of new cycle paths segregated from traffic is proposed. These are linked up via off road routes, quieter roads and a 20mph zone, to make cycling on roads safer. Each initiative is described in more detail on the following page.

- KEY
-  Proposed improved cycle path or shared surface (segregated from traffic)
 -  Proposed cycle path or shared surface (off-road)
 -  Existing National Cycle Network route retained
 -  Proposed National Cycle Network route
 -  Existing National Cycle Network route retained removed
 -  New cycle route as part of a development
 -  Existing segregated cycle path
 -  20mph streets
 -  Entrance to 20mph zone
 -  Town Centre Boundary



5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

Cycling connections - Proposals

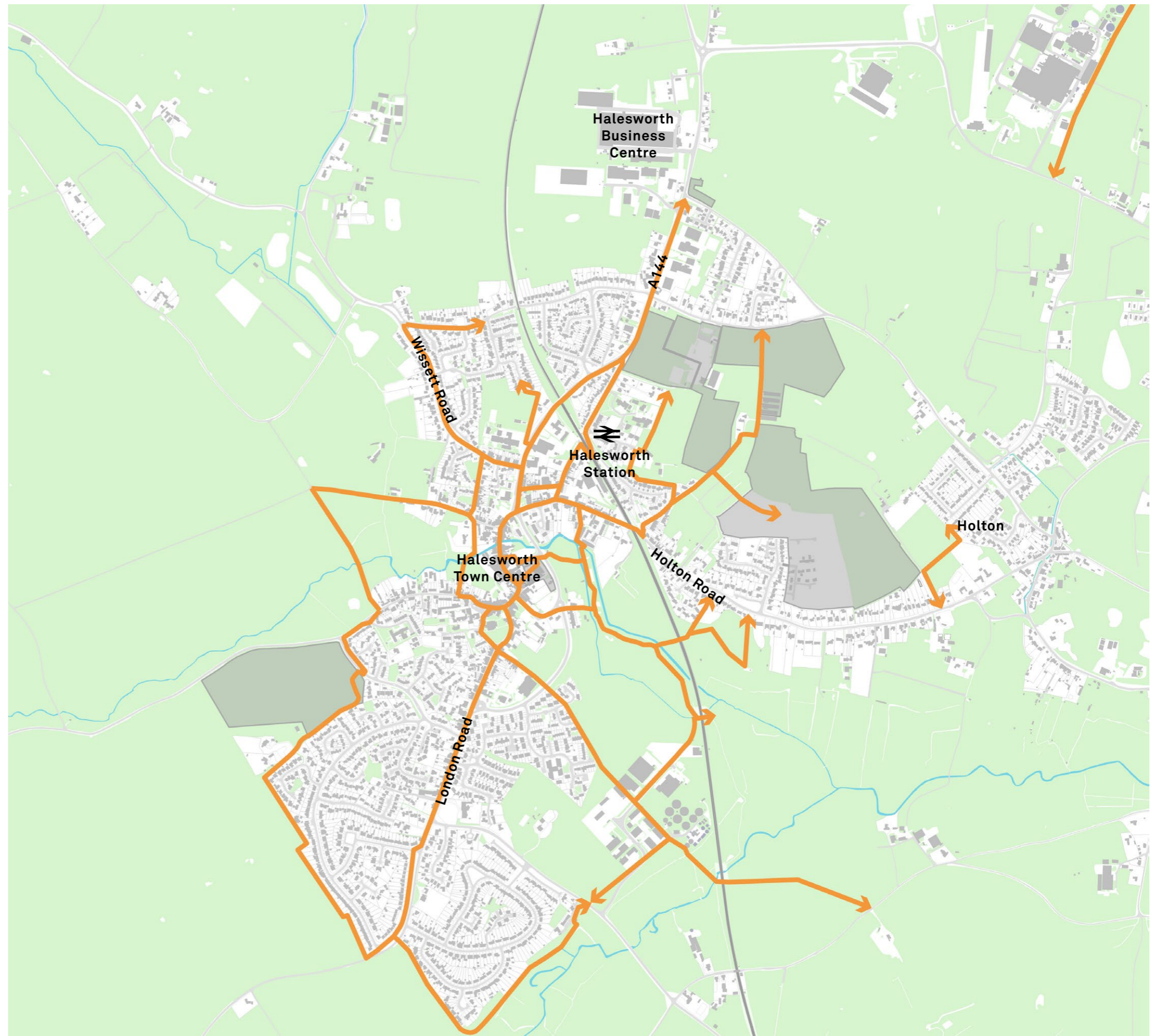
The cycling initiatives described here refer to the map on the previous page.

	Name	Description
01	Saxons Way	New cycle lane at footway grade along the eastern footway of Saxons Way
02	Swan Lane	New cycle route along Swans Lane connecting London Road and Saxons Way to NCR1
03	20mph zone	20mph zone to improve safety for pedestrians and cyclists
04	London Road and Bramfield Road	Improved cycling provision along London Road and Bramfield Road
05	Dukes Drive connection	New cycle connection from the Chediston Street development site through to Duke's Drive and Roman Way
06	Off road connection to Holton	New cycle connection to Holton Road to allow access to the town centre via Town Park avoiding Holton Road and Quay Street
07	Loam Pit Lane	New cycle provision along Loam Pit Lane to connect to new developments
08	Connection to Uplands Way	New connection to allow cyclists to connect from Uplands Way to Norwich Road
09	Norwich Road segregated cycle path	New segregated 2-way cycle path on the western side of Norwich Road to serve the school and replace the inadequate provision on the eastern side
10	Norwich Road NCR1 direct route	Continuation of the segregated cycle path as a new direct route for NCR1, replacing the longer Harrisons Lane route

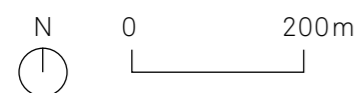
5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

Walking connections - Strategy

The strategy seeks to create a network of useful and recreational walking routes that connect and celebrate assets in the town, and encourage walking. The network links up existing footpaths and rights of way with new links and improved footpaths.



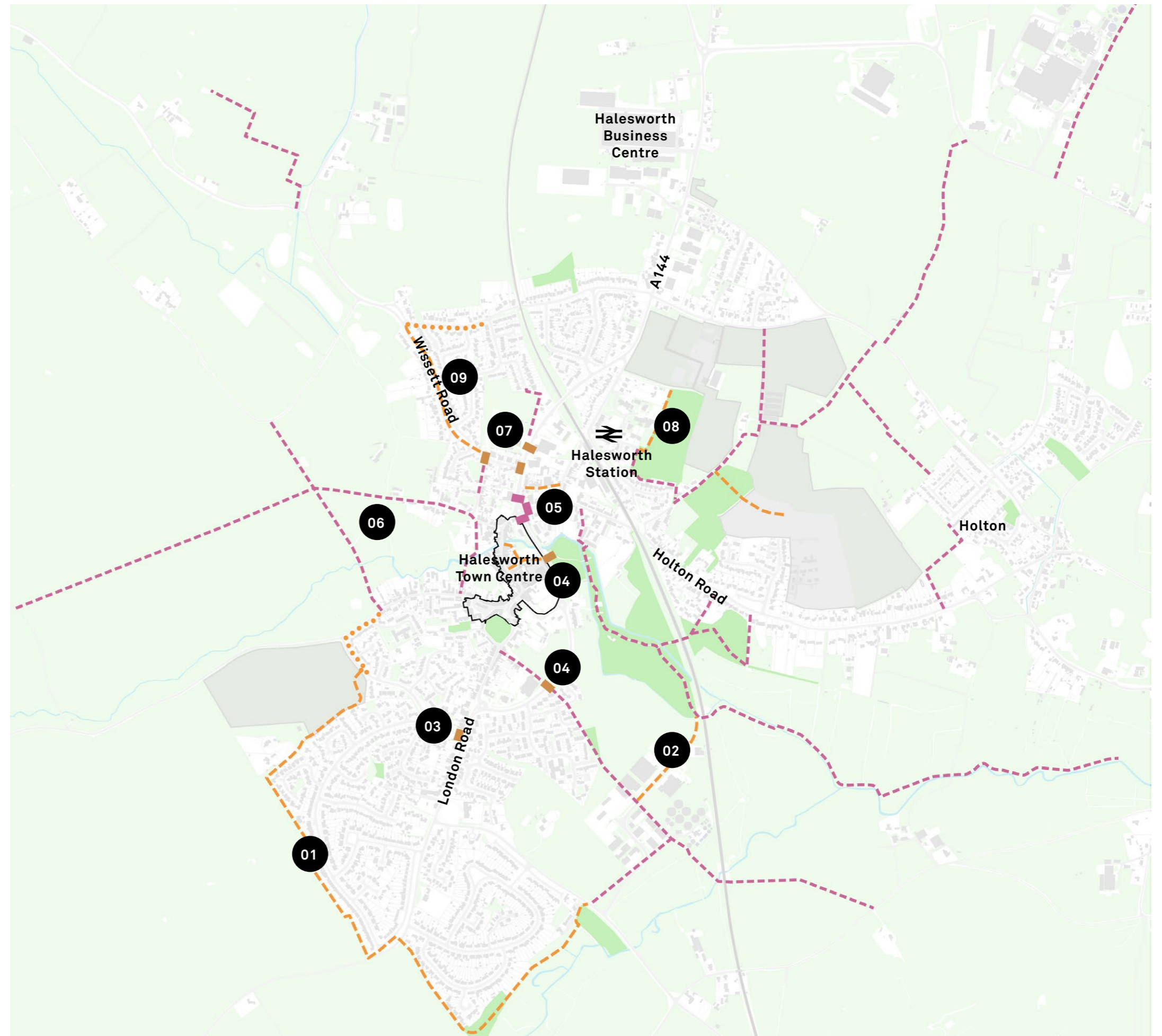
- KEY
- Proposed walking network
 - Proposed new developments
 - Town Centre Boundary



5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

Walking connections - Proposals

The map on the right describes specific initiatives proposed to achieve the walking connections strategy on the previous page. New crossings are proposed to connect existing walking routes to improve safety and connectivity. New pedestrian links are proposed where they are considered to be lacking provision, such as on Wissett Road which currently has no footway. A new route around the southwest of the town is proposed to create access to nature here. Each initiative is described in more detail on the following page.



- KEY
- Existing formal pedestrian crossing
 - Proposed new pedestrian crossing
 - - - Existing public right of way
 - - - Proposed foot-way improvement or new footpath
 - New connection using existing footpath
 - Publicly accessible greenspace
 - Town Centre Boundary



5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

Walking connections

- Proposals

The walking initiatives described here refer to the map on the previous page

	Name	Description
01	New green corridor	New green corridor/walking route around the South/Western edge of the town
02	Blythe Road connection	Improved walking connection through Blythe Road Industrial Estate linking to Millennium Green
03	Roman Way pedestrian crossing	New pedestrian crossing at Roman Way/London Road junction to improve the route into the town centre from the south
04	Saxons Way crossings	New pedestrian and cycle crossing across Saxons Way
05	New Cut	Improved space for pedestrians along New Cut
06	Formalised new circular routes	Formalise newly devised circular walks to the West and North East of the town, that use existing public rights of way through SCC map creation
07	Crossings around Edgar Sewter Primary School	New pedestrian crossing around Edgar Sewter Primary School linking across Norwich Road and Wissett Road
08	Dairy Hill link	New pedestrian connection linking to the proposed Halesworth Healthy Neighbourhood and Campus Sports
09	Wissett Road footway	New footway on the western side of Wissett Road to allow safe walking towards the Edgar Sewter Primary School

5.0 AREA-WIDE CONNECTIVITY MASTERPLAN

Wayfinding - proposals




A Coordinated wayfinding signage strategy is proposed along key movement routes, sign-posting to places of interest such as the Town Park, Halesworth Art Gallery, St Mary's church, The Cut Arts Centre and to indicate the circular town centre walk. Suitable flank walls of buildings have been identified for large scale signage to aid wayfinding and mark out particular arrival points.

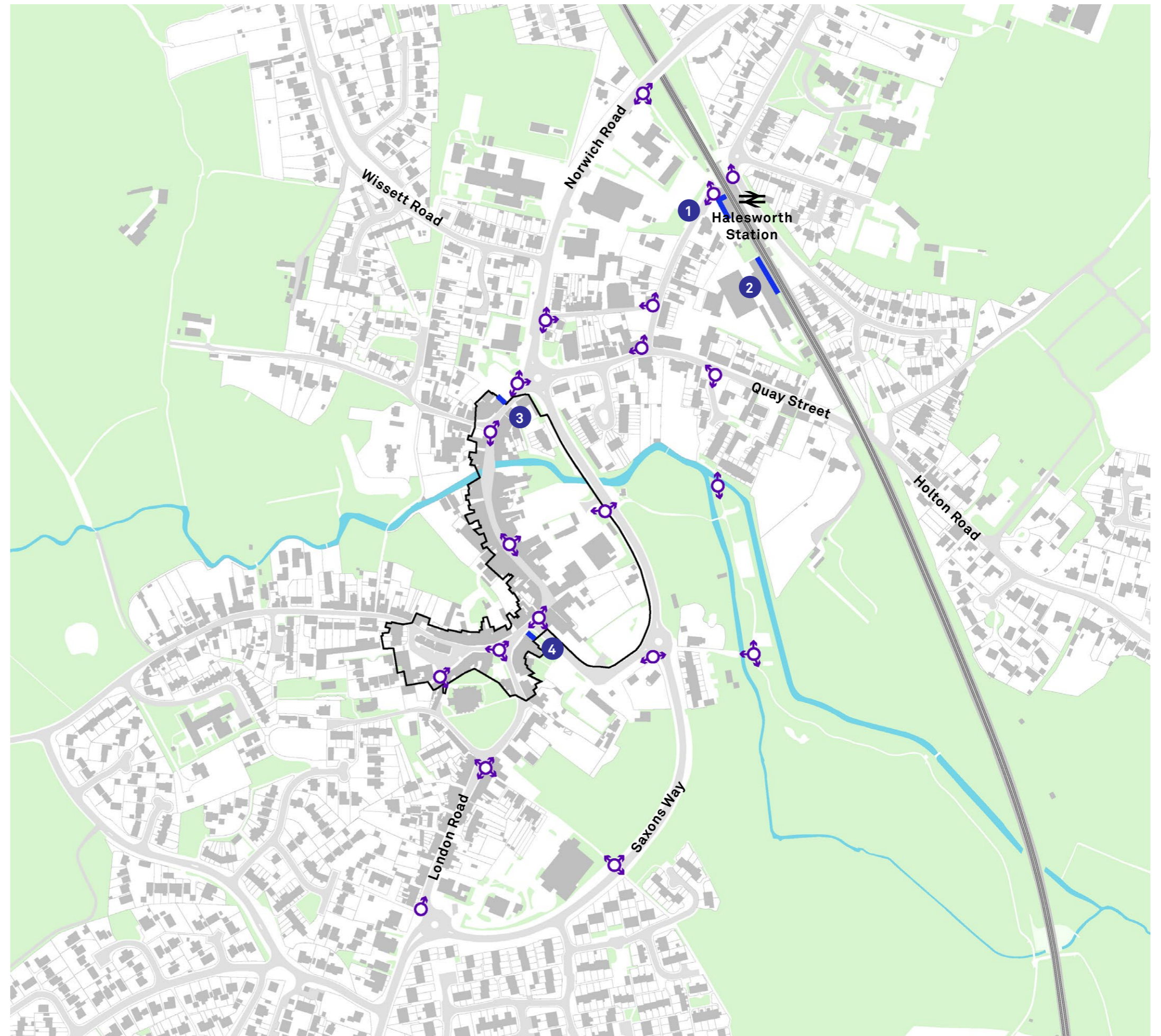
There is an opportunity for local artists to be involved in the design of signage that best reflects Halesworth. This idea came up through the engagement process and has been suggested by the emerging Neighbourhood Plan.

Flank wall signage opportunities

- 1 Halesworth Museum
- 2 Buildings adjacent to the railway
- 3 'The Hawk' building, Bridge Street
- 4 No. 34 Thoroughfare (Van Dijk Accountants)

KEY

-  Proposed wayfinding finger post locations
-  Opportunities for flank wall signage
-  Town Centre Boundary



6.0
FOCUS AREAS



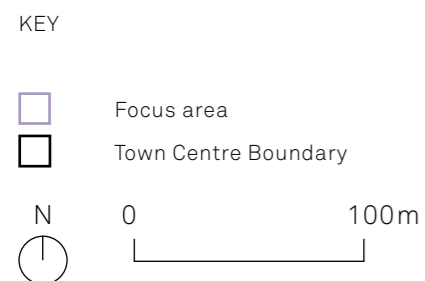
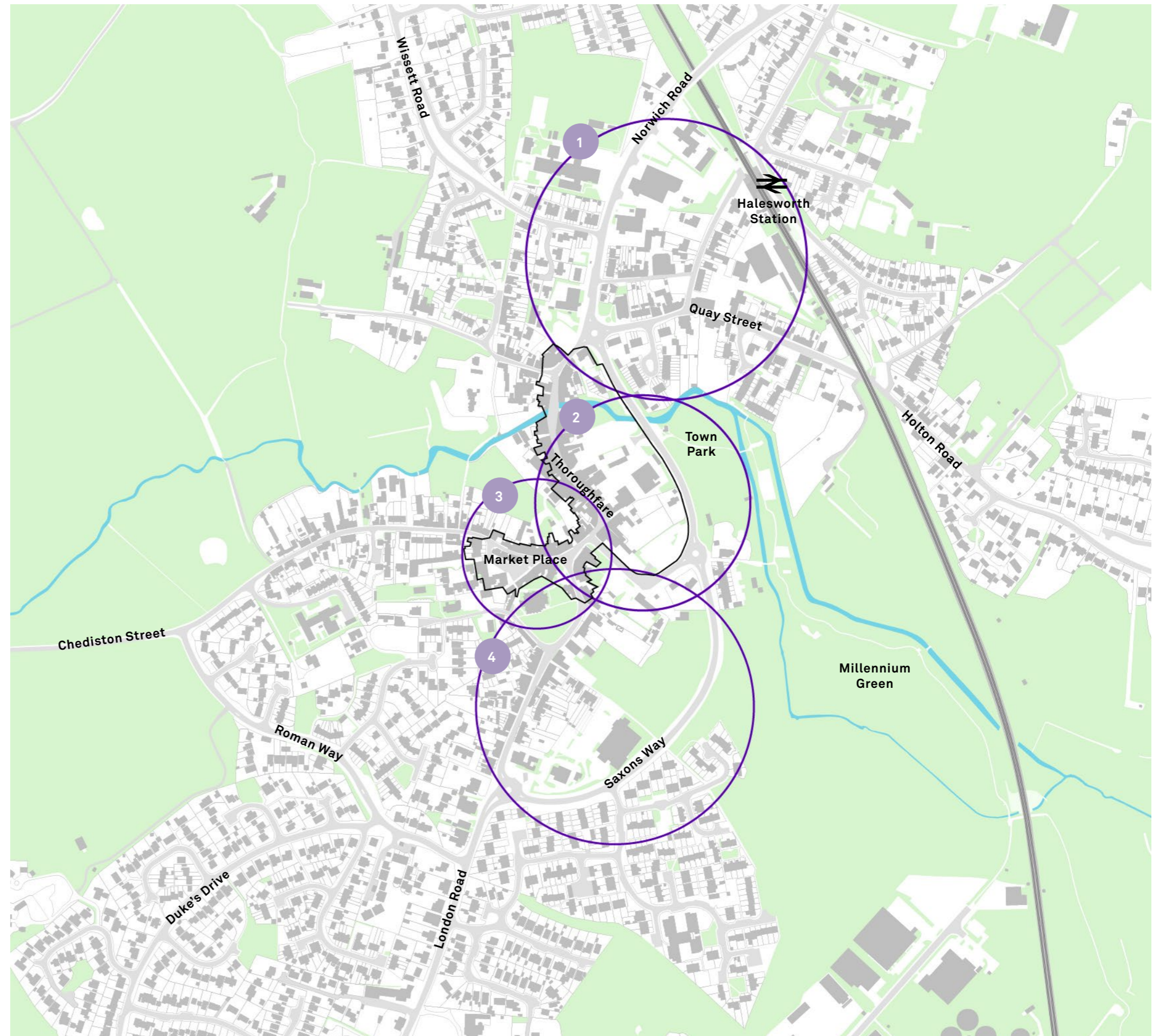
6.0 FOCUS AREAS

Introduction

This section sets out the locations of the key focus areas and identifies a number of proposed projects to improve connectivity in Halesworth. The focus areas are determined by clusters of projects which share a geography and tackle particular connectivity issues.

Focus areas

1. Station Links
2. Long-term car park site and Town Park
3. Thoroughfare to Market Place
4. Swan Lane environs



Context

The area between the rail station and the town centre contains a number of historic and cultural assets, most notably the Halesworth Museum and The Cut arts centre. These assets are currently under-celebrated in their setting. Routes between the station and the town centre are dominated by roads and parking, so there is an opportunity to create better public realm that improves settings for important buildings and better space for pedestrians, creating a series of moments along a route between station and town centre.



6.1
STATION LINKS

Projects overview







Interventions aim to improve settings for important buildings (The Cut, Halesworth Museum and Halesworth Library) and better space for pedestrians, creating a series of moments along a route between the station and the town centre.

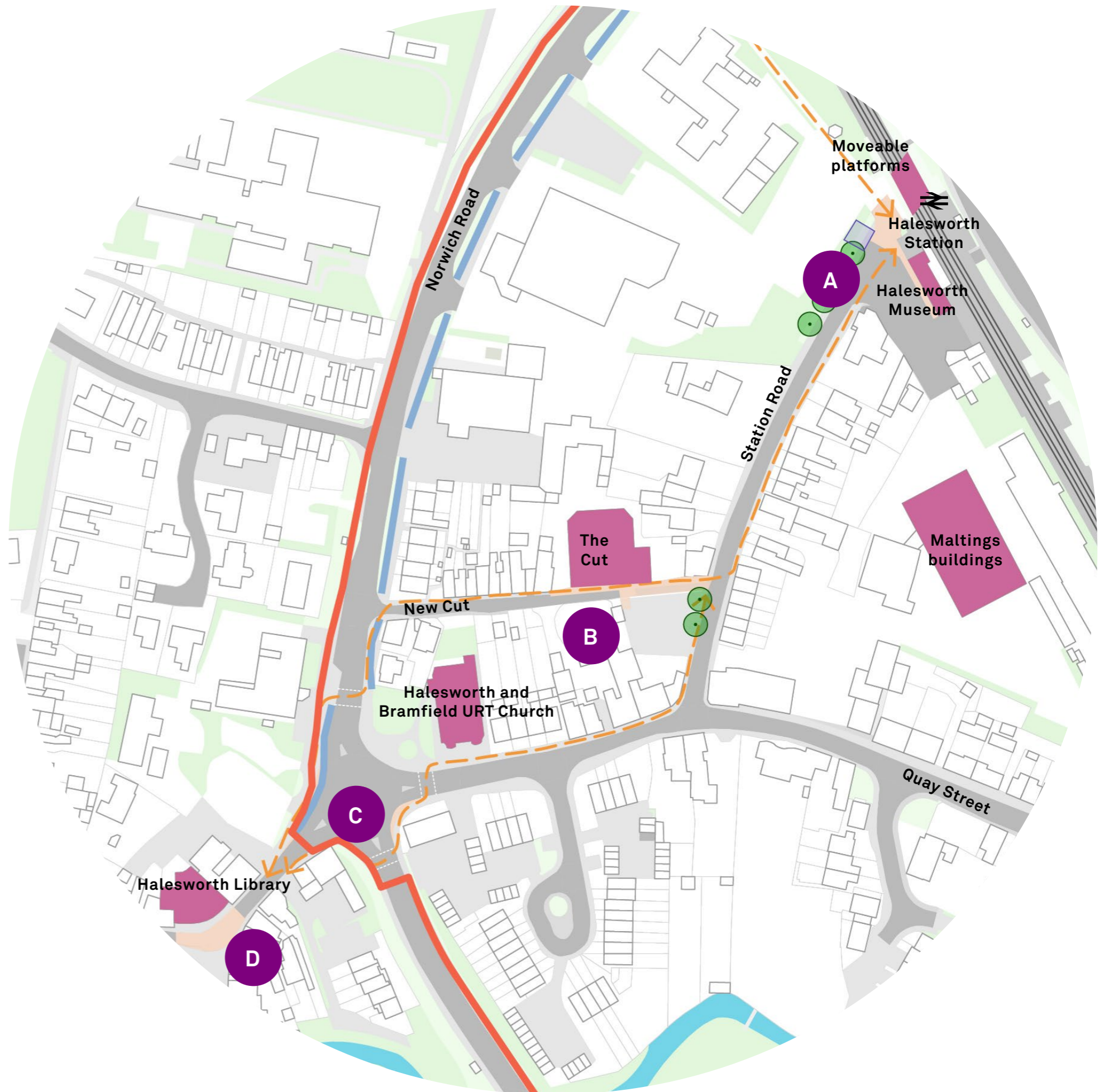
- Create a network or routes between the station and town centre that help lead visitors.
- Celebrate the buildings and uses in this area.
- Create a better moment of arrival at the station.

Projects

- A. Station and museum setting
- B. New Cut
- C. Quay Street Roundabout
- D. Library crossing

KEY

-  Building of interest
-  New/improved pedestrian space or crossing
-  Meaningful pedestrian links to be delivered
-  Proposed cycle route
-  Existing cycle path
-  Ownership boundary



6.1
STATION LINKS

A. Station and museum setting

On approach to the station building along Station Road, new hardscape public realm creates a better setting and an opportunity to dwell and appreciate the moveable platform. New signage advertises the presence of the museum and moveable platform, and wayfinding points to the town centre, The Cut, and other destinations.

A1
Improve the setting for the station, museum and moveable platform

- New timber bench - 2no.
- New timber seating - 3 no.
- New information board -
- New heritage paving - 220m²
- New trees - 10 no.
- New rainwater garden - 10m²
- New wayfinding sign - steel finger post




A2
Create signage for the museum

- New high level stainless steel lettering - 5m x 300mm

A3
Provide cycle parking and possible cycle hire

- New timber pavilion structure - 15m²
- New stainless steel cycle stands - 5 no.

KEY

-  New heritage paving
-  Wayfinding sign post
-  Existing kerb line



6.1
STATION LINKS

A. Station and museum
setting

PRECEDENTS

This page highlights a number of relevant precedents for the proposed project.



Cycle parking on the street and potential facilities to support and encourage cycling. Hardscape interventions and signage celebrating heritage and uses.



6.1
STATION LINKS

B. New Cut

A new footway and new carriageway treatment to New Cut create an inviting setting for The Cut Arts Centre. This will make the centre more visible when approaching along Station Road. The new footway creates a safer approach to the entrance. A new stair creates a direct link between the car park and The Cut, while the accessible route via Station Road is improved. A raised planter on the Station Road boundary to the car park replaces a chainlink fence and improves the appearance of the area.

B1
Create new footway & raised table





- Heritage stone paving to match The Cut car park surfacing - 140m²
- Raised table - heritage setts - 120m²

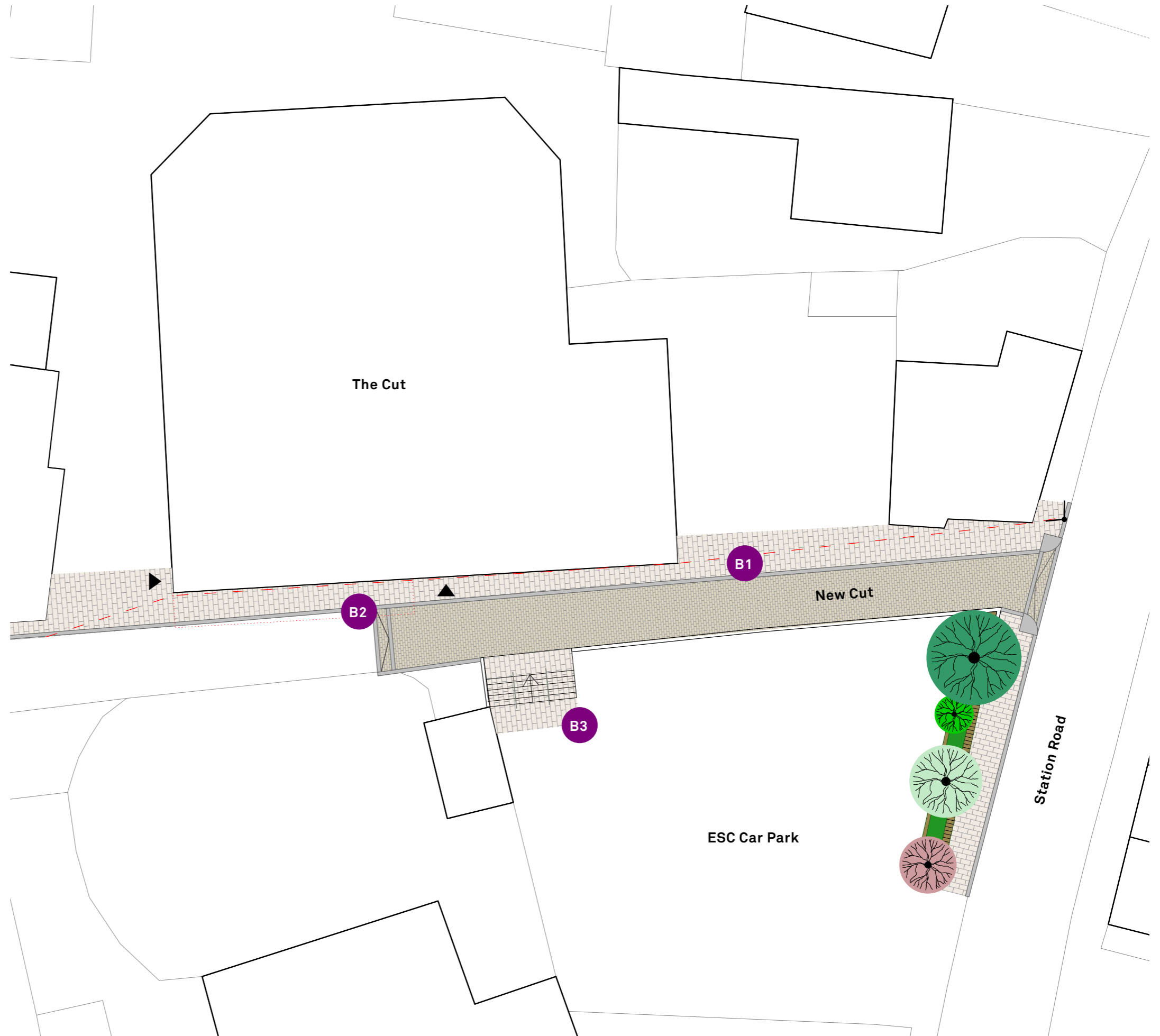
B2
Remove on-street parking from in front of The Cut

- Parking options will need to be tested in detailed design

B3
Consider creating a direct link to the ESC car park and improving boundary to Station Road

- New steps - 20m²
- PPC steel handrails
- New raised brick planter with SUDS and timber bench to boundary edge to Station Road- 22m²

- KEY
-  New heritage paving
 -  New planting
 -  Wayfinding sign post
 -  Existing kerb line



6.1
STATION LINKS

B. New Cut

PRECEDENTS

This page highlights a number of relevant precedents for the proposed project.



Decorative railings and raised planters to mark out space



Signage embedded in the public realm and applied to buildings



Footway treatments extended across the carriageway to highlight an entrance

Projects list

Name	Description	Impact	Complexity	Estimated cost	Responsibility	Challenges	Priority	Next steps
A. Station and museum setting	Improved setting for the station, museum and moveable platform	●●●●○	●●●●○	£268,000	Halesworth Museum/HTC/ESC/Sustrans	<ul style="list-style-type: none"> — Land-ownerships — Vehicular access 	Medium term	<ul style="list-style-type: none"> — Further with land-owners and local stakeholders (Halesworth Police Station and Halesworth Museum) — Concept design and detailed design — Further public engagement
B. New Cut	New footway, crossing and link to the adjacent car park	●●●○○	●●●○○	£272,000	HTC/ESC//The Cut	<ul style="list-style-type: none"> — Accessibility — Parking provision outside The Cut 	Medium term	<ul style="list-style-type: none"> — Further engagement with land-owners and local stakeholders (The Cut) — Concept design and detailed design — Further public engagement
C. Quay Street Roundabout	A further detailed study to improve roundabout for pedestrians and cyclists	●●●●○	●●●●●	£10,000 (for detailed study)	HTC/SCC Highways/HTC/Sustrans	<ul style="list-style-type: none"> — Vehicle tracking 	Medium term	<ul style="list-style-type: none"> — Further engagement with SCC Highways — Detailed transport study
D. Library crossing	Improved setting for the library and crossing into Bridges Street/Thoroughfare	●●●●○	●●●○○	£160,000	HTC/ESC/SCC Highways	<ul style="list-style-type: none"> — Vehicle tracking 	Short term/ quick win	<ul style="list-style-type: none"> — Further engagement with SCC Highways — Concept design and detailed design — Further public engagement

6.2

LONG-TERM CAR PARK AND TOWN PARK

Context

Town Park is separated from the town centre by Saxons Way and the long-term car park. The car park plays a valuable role in serving the town centre for those arriving by car, but creates a hostile environment for pedestrians and cyclists. The link between the town and the park is unclear, and the pedestrian route to the park is an underpass accessed from the car park, with no street level crossing.

There is interest in developing the sites to the south of the long-term car park, which opens up the potential to improve connections across this area and into Town Park.



LONG-TERM CAR PARK AND TOWN PARK

Projects overview

Scenario 1

Proposals for this area set out principles which will be applicable to the three potential development scenarios set out over the following pages:

- Improved pedestrian and cycle routes across the car park
- A well designed route through any potential development
- A new pedestrian and cycle crossing over Saxons Way
- Improved pedestrian link from River Lane into Angel Link

Projects

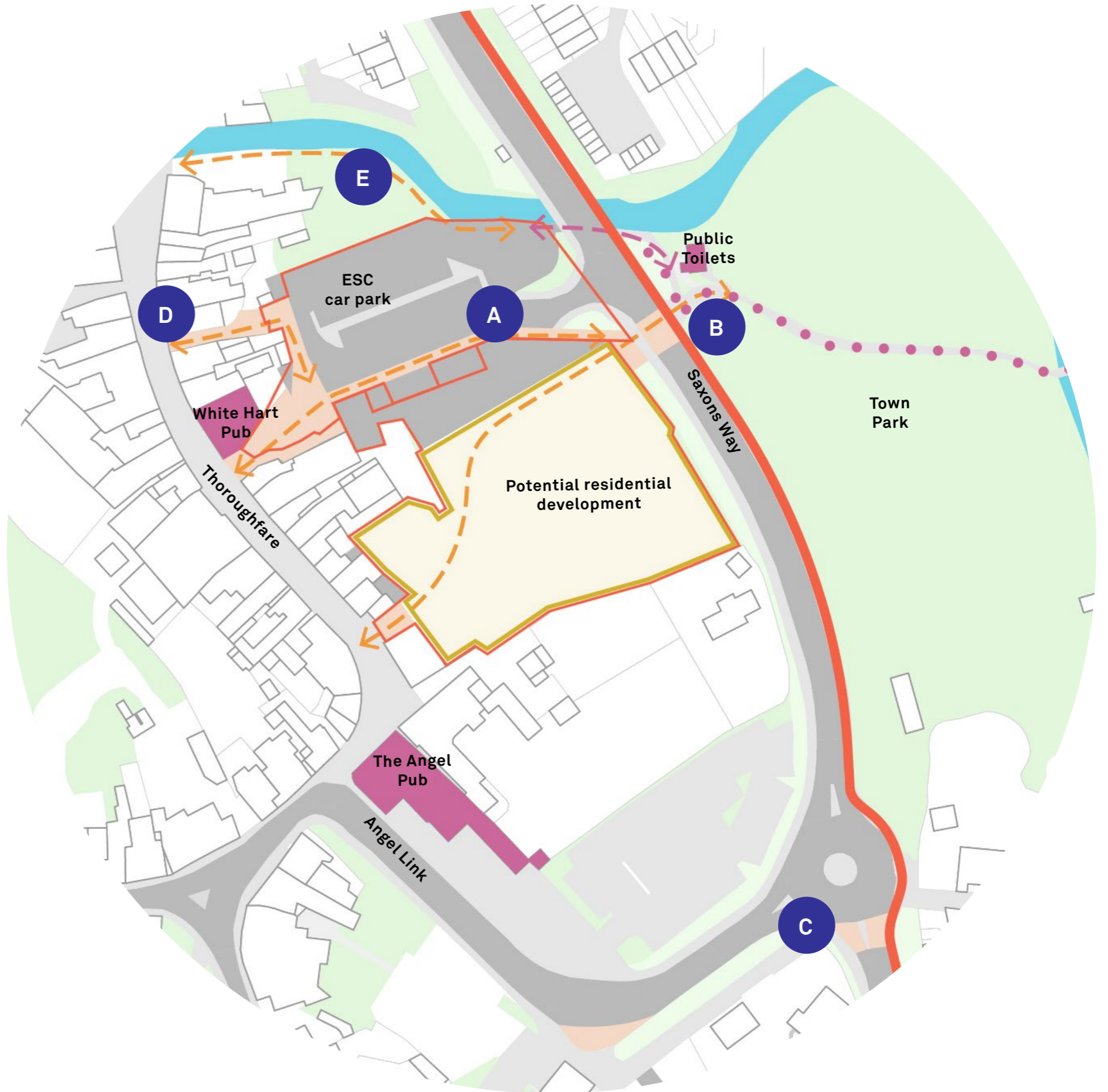
- A. Car park route
- B. Saxons Way crossing
- C. Angel Link
- D. Further pedestrianisation of Thoroughfare
- E. Potential river connection including improvements to the underpass

Development scenario 1

- Single site for residential
- Ensure good pedestrian links through
- Pedestrian crossing to Town Park

KEY

- Building of interest
- Suggested location for residential development
- New/improved pedestrian space or crossing
- Pedestrian link existing
- Meaningful pedestrian links to be delivered
- Proposed cycle route
- Ownership boundary
- Existing NCR 1 cycle route



6.2
LONG-TERM CAR PARK AND
TOWN PARK

Projects overview
Scenario 2

Development scenario 2

- Single site for residential with community uses
- Ensure good pedestrian links through.
- New public courtyard space
- Pedestrian crossing to Town Park

Community uses at this location would create an active use adjacent to Thoroughfare, and diversify the town centre's offer. The location of the community use should therefore be located close to the Thoroughfare, and this would offer the opportunity of creating an inviting public courtyard space as an entrance to a pedestrian link through to Town Park.



KEY

- Building of interest
- Suggested location for residential development
- Suggested location for Community uses
- New/improved pedestrian space or crossing
- Pedestrian link existing
- Meaningful pedestrian links to be delivered
- Proposed cycle route
- Ownership boundary
- Existing NCR 1 cycle route



LONG-TERM CAR PARK AND TOWN PARK

Projects overview

Scenario 3

Development scenario 3

- Consolidated site with larger retail use
- Ensure good pedestrian links through.
- New public space
- Pedestrian crossing to Town Park

A retail use would need to complement the thoroughfare offer, and not compete. It should therefore be well integrated with good access and frontage focussed on Thoroughfare, not towards car parks. There is again the opportunity to create an inviting public courtyard space, with a mix of small scale retail, as an entrance to a pedestrian link through to Town Park.



KEY

- Building of interest
- Suggested location for retail development
- New/improved pedestrian space or crossing
- Pedestrian link existing
- Meaningful pedestrian links to be delivered
- Proposed cycle route
- Ownership boundary
- Existing NCR 1 cycle route



6.2
LONG-TERM CAR PARK AND
TOWN PARK

B. Saxons Way
Crossing

A dedicated pedestrian and cycle route across the car park directs pedestrians to a new crossing over Saxons Way which links into an improved entrance into Town Park. This new entrance space also creates a better connection to the river with places to sit and enjoy the river and park.

A. Create a dedicated pedestrian route across the car park

- Heritage paving with large inset granite kerbs - 700m²
- Timber benches - 2 no.
- Steel wayfinding post - 2 no
- Planting beds - 50m²
- New trees - 3 no.

B1. Create a new pedestrian crossing over Saxons Way

- Heritage setts - 45m²
- Tiger crossing
- New line markings & Belisha beacons




B2. Improve the entrance into Town Park

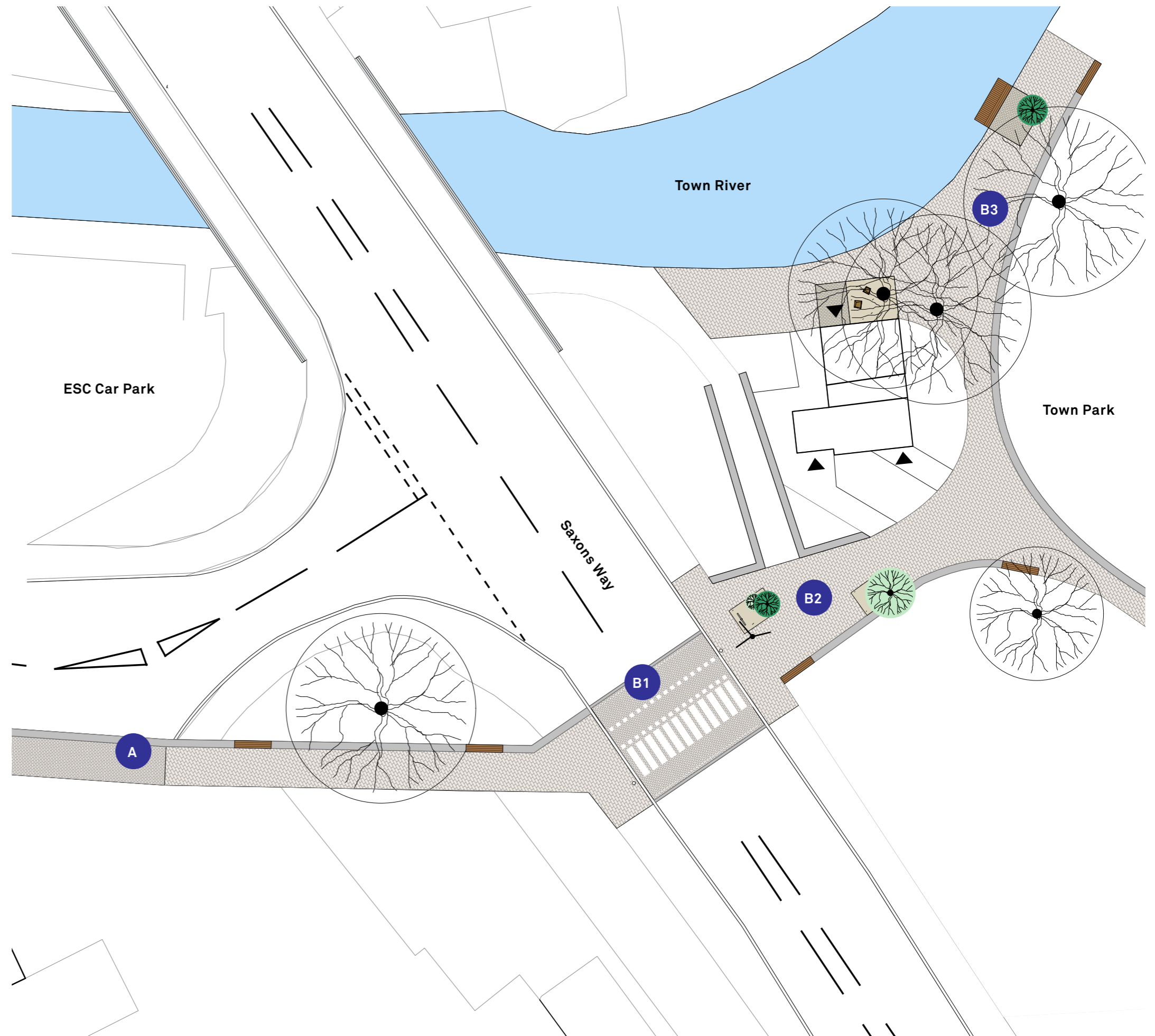
- Heritage paving - 270m²
- Raised brick planters - 1 no.
- Compacted gravel - 6m²
- Timber benches - 4 no.
- New trees - 2 no.
- Steel wayfinding post - 2 no.

B3. Create a stronger relationship to the river

- Raised brick planters - 1no.
- Compacted gravel - 10m²
- Heritage setts - 10m²
- Timber deck to the river - 5m²

KEY

-  New heritage paving
-  Town River
-  Wayfinding sign post



6.2
LONG-TERM CAR PARK AND
TOWN PARK

B. Saxons Way
Crossing

PRECEDENTS

This page highlights a number of relevant precedents for the proposed project.



Cycle provision at crossing and through car parks



Landscaping options and river access for Town Park



6.2

LONG-TERM CAR PARK AND TOWN PARK

D. Further pedestrianisation of Thoroughfare

A key finding from engaging with the public in Halesworth was that the recent pedestrianisation of Thoroughfare as a temporary measure for social distancing, has proved popular and should remain, but that it is not well managed. According to feedback, servicing vehicles are an ongoing issue throughout the day. To mitigate this, a system of timed and managed access would need to be implemented. This would require measures to temporarily close the street to vehicles.

The current TRO (Traffic Regulation Order) that has restrictions between 10am and 2pm is in a trial period until March 2022. Then SCC will decide whether this should be a permanent restriction. Costs for automatic barriers have been looked at in the past and the issue of getting a power connection was raised. Three options are listed on this page with their relative merits and drawbacks.



Removable bollards

Pros

- Easy to install
- Inexpensive

Cons

- Bollards would need to be carried and stored somewhere when not in use
- Will require someone to take responsibility for removing and replacing them



Retractable bollards, manual operation

Pros

- Relatively easy to install
- Relatively inexpensive

Cons

- Will require someone to take responsibility for removing and replacing them



Retractable bollards, automatic

Pros

- Once installed authorised service vehicle can gain access without the need for others

Cons

- Expensive and complex to install
- Will require power
- Will require management of pass-codes
- May become expensive to maintain

6.2

LONG-TERM CAR PARK AND TOWN PARK

Projects list

Name	Description	Impact	Complexity	Estimated cost	Responsibility	Challenges	Priority	Next steps
A. Car park route	Pedestrian route through the long-term car park connecting Thoroughfare to Town Park	●●●●●	●●○○○	£544,000	ESC	— Retaining parking space numbers	Medium term	<ul style="list-style-type: none"> — Further engagement with ESC — Concept design and detailed design — Further public engagement
B. Saxons Way crossing	Pedestrian and cycle crossing across Saxons Way	●●●●●	●●●●○	£404,000	ESC/SCC Highways	— Concerns around maintaining traffic flows along Saxons Way	Medium term	<ul style="list-style-type: none"> — Further engagement with SCC Highways — Detailed traffic modelling — Detailed design — Further public engagement
C. Angel Link	Improved provision for cycling and walking including traffic calming on Saxons Way and removing the mini-roundabout on Angel Link	●●○○○	●●○○○	£324,000	ESC/SCC Highways		Long term	<ul style="list-style-type: none"> — Further engagement with SCC Highways — Concept design — Further public engagement — Detailed design
D. Further pedestrianisation of Thoroughfare	Measures to allow managed or timed vehicle access to Thoroughfare for servicing and disabled access. (Automatic retractable bollards option is costed here)	●●●○○	●●○○○	£107,000	HTC/ESC/SCC Highways	— Management and maintenance	Short term/ quick win	<ul style="list-style-type: none"> — Further public engagement — Detailed design and implementation
E. Potential river connection	New pedestrian connection between Bridge Street and Town Park following the river, as part of any development or change that comes forward on this site	●●●●●	●●○○○	£204,000	HTC/ESC/private landowners	— Working with landowners	Short term/ quick win	<ul style="list-style-type: none"> — Engagement with landowners

6.3

THOROUGHFARE TO THE MARKET PLACE

Context

Market Place forms part of the Primary Retail Area of Halesworth which should be continuous from Thoroughfare. There is a dramatic change in public space from the shared level surface of the Thoroughfare Pedestrian Zone to the narrow foot-ways where it connects to Market Place. This means the perception is that the retail space stops here.

Market Place itself is out of view from the end of the Pedestrian Zone, but it is the nature of the street-scape and narrow foot-ways that suggests there is nothing more to discover beyond this point.

Market Place itself is dominated by car parking, which combined with such narrow foot-ways, makes the retail frontages almost inaccessible. These conditions have limited the types of successful businesses found on Market Place.



6.3

THOROUGHFARE TO THE MARKET PLACE

Projects overview

Interventions here aim to create a better visual and accessible link between Thoroughfare and Market Place. Rather than creating a continuation of the material treatment, which could be dangerous given the change in function, there is scope to increase footway widths and create much more pedestrian space at the junction of Market Place and London Road. A second initiative is to create a sense of arrival at Market Place, which is currently dominated by parked cars.




- Create an improved visual connection between Market Place and Thoroughfare
- Test the temporary reduction of parking spaces within Market Place to create more space for pedestrians
- Create a permanent pedestrian plaza at the eastern end of Market Place

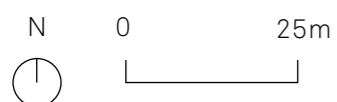
Parking provision and capacity in Halesworth will need to be assessed in order to properly determine impacts of any proposed changes.

Projects

- A. Market Place/Thoroughfare
- B. Market Place (Trial and long-term vision)

KEY

-  Building of interest
-  New/improved pedestrian space or crossing
-  Meaningful pedestrian links to be delivered



6.3 THOROUGHFARE TO THE MARKET PLACE

A. Market Place/ Thoroughfare





On approaching Market Place from Thoroughfare an extended pedestrian space creates an inviting space at this junction and entrance to the church-yard. Planting and seating encourage people to dwell and create a visual link from Thoroughfare suggesting further activity in Market Place.

A1. Extend the north foot-way to remove the need to the central island and reduce unnecessary carriageway space

- Raised table with heritage paving - 70m²
- Heritage paving to extend pedestrian space to the junction - 220m²
- Raised brick planters - 5 no.
- SUDS/rainwater garden - 25m²
- Timber seating - 4 no.
- New trees - 5 no.

Carriageway widths should be designed to a minimum of 4.8m except where this is not possible due to existing building lines. Detailed designs based on measured topographical data will be required to determine if required footway and carriageway widths can be achieved. An option could be explored to include 'point narrowing', giving priority to a single direction of traffic at designed narrow points. One-way traffic function could be explored if the above options are not achievable, though this would require much more planning, traffic modelling and consultation, which would add substitutional costs and time to delivering the project.

KEY

-  New heritage paving
-  New SUDS/planting
-  Wayfinding sign post
-  Existing kerb line



6.3
THOROUGHFARE TO THE
MARKET PLACE

A. Market Place/
Thoroughfare

PRECEDENTS

This page highlights a number of relevant precedents for the proposed project.



Extended pedestrian space, seating and planting

6.3
THOROUGHFARE TO THE
MARKET PLACE

B. Market place: existing
parking provision

Market Place is currently entirely dominated by car parking, which undermines its former (and potential) role as the social and economic heart of the town, as well as obscuring its heritage buildings.

Total parking spaces: 30



KEY

Existing parking spaces

N 0 10m

6.3
THOROUGHFARE TO THE
MARKET PLACE

B. Market place:
Option 1 (vision)

On arriving from Thoroughfare, a new paved pedestrian space creates an improved setting for listed buildings and businesses surrounding the square. Planting and public seating provide places to dwell, while the otherwise open 'plaza' allows for a variety of activities including the weekly market, and café seating.

B1. Part pedestrianisation

- Heritage paving - 630m²
- Raised brick planters - 1 no. - 8m²
- Compacted gravel patches - 100m²
- Long timber bench - 8m, 1 no.
- Timber bench - 2m, 1 no.
- Timber seating - 4 no.
- New trees - 4 no.
- SUDS/rainwater planting - 25m²

B2. Reduction of parking from 30 to 20 (less 10 spaces)



KEY

- New heritage paving
- New SUDS/planting
- Wayfinding sign
- Existing kerb line



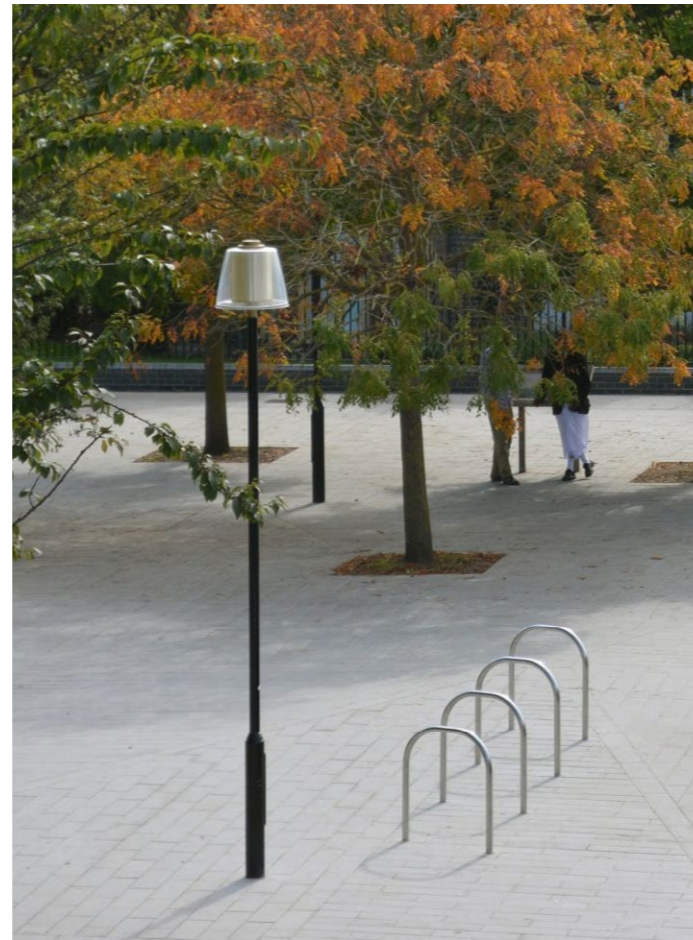
6.3

THOROUGHFARE TO THE
MARKET PLACE

B. Market place:
Option 1

PRECEDENTS

This page highlights a number of relevant precedents for the proposed project.



Town squares and public spaces



6.3
THOROUGHFARE TO THE
MARKET PLACE

B. Market place: Option 2
(Trial)

In order to trial the part pedestrianisation of Market Place, temporary planters bring greenery to the square and also create temporary barriers to vehicles defining a space that is safe for pedestrians and can be used for seating and other activities.




B1
Test part pedestrianisation of Market Place

Introduce moveable planters to temporarily block traffic and create a space for pedestrian space.

- Movable timber planters with planting and trees - 10 no.
- Timber tables and seating - 9 no.

B2
Temporary reduction of parking from 30 to 20 (less 10 spaces)

KEY

-  Existing parking temporarily removed
-  Wayfinding sign
-  Existing kerb line



6.3

THOROUGHFARE TO THE MARKET PLACE

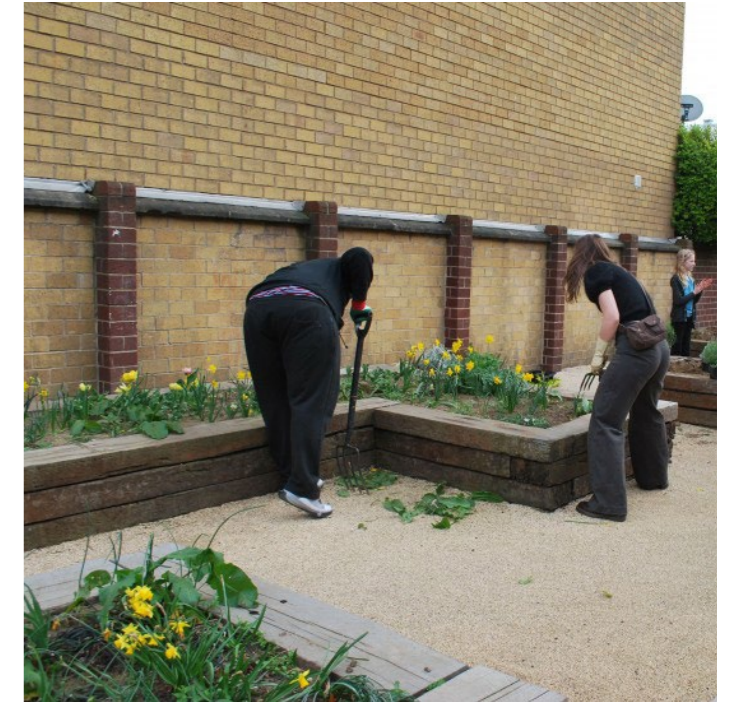
B. Market place: Option 2 (Trial)

PRECEDENTS

This page highlights a number of relevant precedents for the proposed project.



Moveable and temporary planters improving public spaces, with the opportunity for community involvement in planting, designing and producing the planters



6.3

THOROUGHFARE TO THE MARKET PLACE

Projects list

Name	Description	Impact	Complexity	Cost	Responsibility	Challenges	Priority	Next steps
A. Market Place/ Thoroughfare	Extended pavement, level crossing, rainwater gardens and seating to junction	●●●●●	●●●○○	£292,000	HTC/ESC/SCC Highways	— Balancing traffic requirements against creating generous and welcoming provision for pedestrians	Medium term	<ul style="list-style-type: none"> — Further engagement with SCC Highways — Concept design — Further public engagement — Detailed design
B1. Marketplace Option 1 (Vision)	Part pedestrianisation of Market Place	●●●●●	●●●●○	£605,000	HTC/ESC/SCC Highways	— Loss of car parking spaces	Long term	<ul style="list-style-type: none"> — Engagement with market traders and adjacent businesses — Concept design — Further public engagement — Detailed design
B2. Marketplace Option 2 (Trial)	Test part-pedestrianisation of Market Place	●●●●○	●●○○○	£132,000	HTC/ESC	— Engagement with adjacent businesses to temporarily activate space	Short term/ quick win	<ul style="list-style-type: none"> — Engagement with market traders and adjacent businesses — Detailed design of temporary features — Implementation of temporary trial

Context

Swan Lane and the area it connects to is in many ways the historic centre of Halesworth, centred around St. Mary's Church and connecting into Market Place. The Halesworth Gallery sits within a listed building overlooking the church-yard, along with a pub, a chip shop, and a number of other small outlets.

Swan lane itself is a well used footpath connecting from residential neighbourhoods to the southeast. But footways in the area are very narrow to non-existent, and though London Road is relatively quiet at this point, it still feels unsafe to be in the road when traffic is around.



Projects
overview

Interventions in this area are about making useful links more usable by creating improved road crossings and improving entrances and gateway moments.

Suggestions are also made for the Swan Lane development site, should this come forward. This includes an alternative location for community provision to that set out in the Local Plan, if this is included, which should be located close to the town centre.

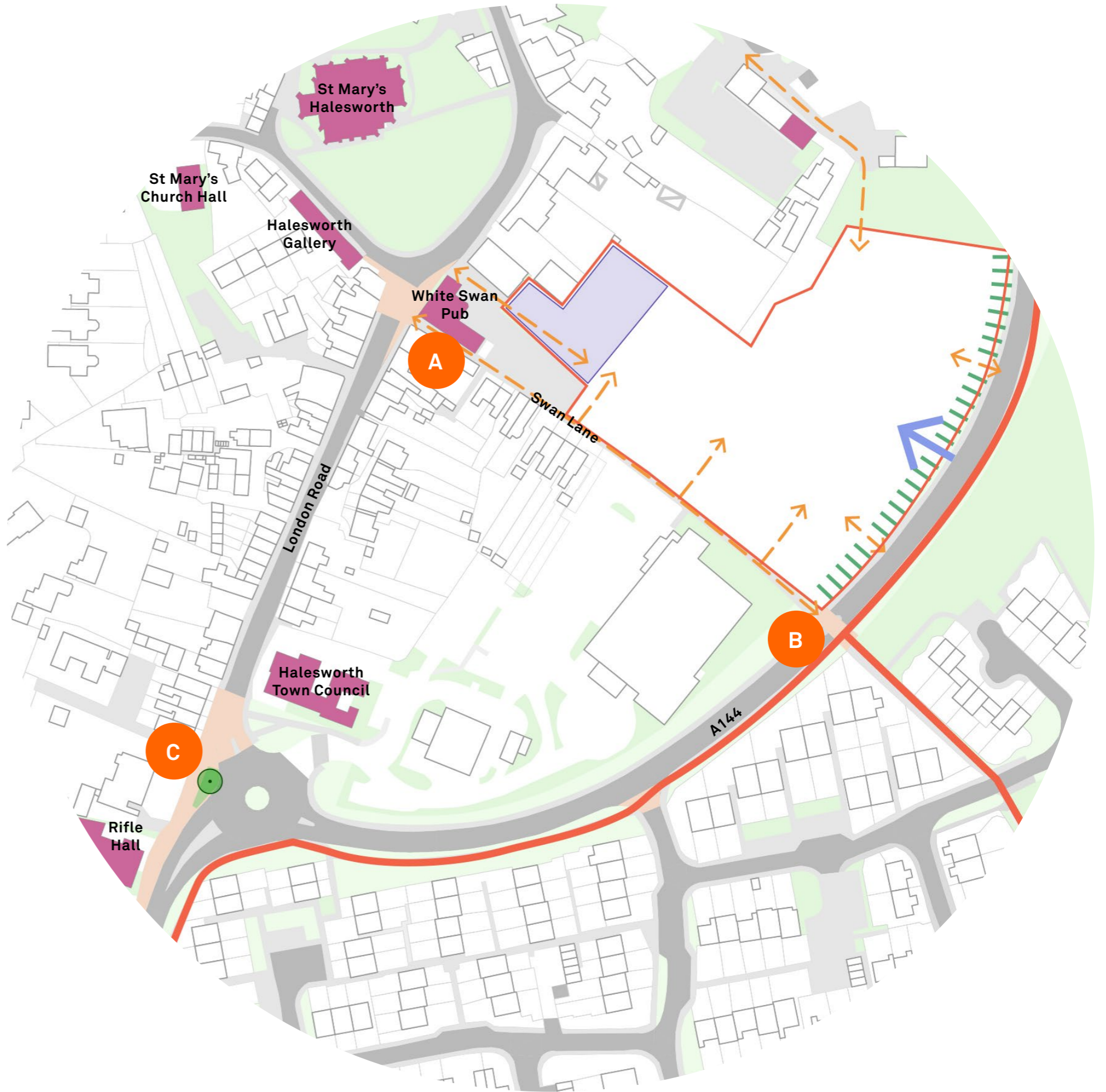
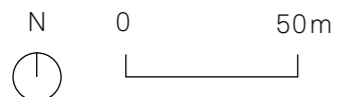
- Create links across roads from Swan Lane to better connect to Halesworth Gallery and into Market Place
- Create a better gateway into London Road with landscaping and planting
- Create an engaging frontage onto Saxons Way
- Create vehicle access from Saxons Way to any proposed development to create a through route.
- Consider locating community uses at Swan Lane to bring more active uses to this end of the town centre

Projects

- A. Swan Lane entrance
- B. Saxons Way crossing
- C. London Road gateway

KEY

- Building of interest
- Suggested location for Community uses
- Meaningful pedestrian links to be delivered
- Suggested vehicle access
- Permeable frontage to Saxons Way
- New/improved pedestrian space or crossing
- Proposed cycle route
- Site boundary



SWAN LANE ENVIRONS

A. Swan Lane entrance

Arriving along London Road to Swan Lane, hardscaping and planting create an improved setting for the shops, pub and gallery at this junction. Extended footway on the western side of London Road creates an improved setting for the White Swan Public House and more space for pedestrians to access the other businesses here. A raised table creates better access between Swan Lane and Steeple End, the gallery, the church and Market Place beyond. The raised table will also calm traffic speeds and bring a sense of pedestrian priority.




A1
Improvements to junction

- Raised table with heritage paving - 100m²
- Heritage paving to extend pedestrian space to junction - 260m²
- SUDS/rainwater garden - 10m²
- New trees - 4 no.
- Space for seating/active forecourt to White Swan Pub

A2
Improvements to Swan Lane

- Timber framed community noticeboard - 4m x 1m

KEY

-  New heritage paving
-  New SUDS/planting
-  Existing kerb line



A. Swan Lane entrance

PRECEDENTS

This page highlights a number of relevant precedents for the proposed project.



Community notice boards and honesty box for selling home-grown produce.



Planting and paving to extended pedestrian space

6.4
SWAN LANE ENVIRONS

C. London Road gateway

Arriving along London Road from the south an area of planting, trees and seating creates a welcoming gateway into Halesworth Town Centre. A raised table crossing point across the entrance into London Road indicates to traffic to slow down.




C1
Improvements to pedestrian space

- New planting with SUDS
- Heritage paving to pedestrian space - 80m²
- Timber bench
- New Trees - 3 no.

C2
Improved pedestrian crossing

- Raised table with heritage paving - 70m²

KEY

-  New heritage paving
-  New SUDS/planting
-  Existing kerb line



C. London Road gateway

PRECEDENTS

This page highlights a number of relevant precedents for the proposed projects.



Planting, seating and paving to extended pedestrian space



Projects list

Name	Description	Impact	Complexity	Estimated cost	Responsibility	Challenges	Priority	Next steps
A. Swan Lane entrance	Improvements to junction and entrance to Swan Lane including raised table and rainwater planting	●●●○○	●●○○○	£293,000	ESC/SCC Highways	— Narrow pavement widths	Long term	— Engagement with land-owners and local stakeholders (White Swan Pub and Halesworth Gallery)
B. Saxons Way crossing	New pedestrian crossing at Swan Lane across Saxons Way	●●●●○	●●●●○	£193,000	ESC/SCC Highways	— Concerns around maintaining traffic flows along Saxons Way	Short term/ quick win	— Further engagement with SCC Highways — Concept design — Further public engagement — Detailed design
C. London Road gateway	Landscaping and public realm treatment at London Road junction with Saxons Way: planting, seating, wayfinding, signage	●●○○○	●●○○○	£209,000	HTC/ESC		Short term/ quick win	— Further engagement — Concept design — Detailed design

7.0 PROJECT LOGISTICS

This section outlines the key project logistics, including planning and statutory permissions, costs, sustainability, and accessibility.



Moving forwards

There are a number of key topics that will effect the development trajectory, project aims and outputs of the connectivity project. These require Halesworth Town Council support and action as outlined in this section, especially through onwards design stages.

The suggested projects set out are expected to span many years, in part, due to the costly nature of implementing change to highways and public realm and addressing connectivity challenges over a large area. Choices and priorities will need to be made in order that positive impacts and costs are balanced. The comprehensive costed proposals are expected to support future steps towards delivering change and partners will need to coordinate in order to harness the resources required to move towards implementation.

Funding

In the face of limited resources, funding will need to be sought from a variety of sources. This may involve investment from Community Infrastructure Levy (CIL), Section 106 or similar development-related funding, East Suffolk Council, Suffolk County Council and other potential funding streams.

Neighbourhood CIL (a proportion of CIL which is passed to parish and town councils. Town and parish councils receive 15% of CIL funds which are raised from development in their town or parish. A further 10% will be available for councils that have an adopted neighbourhood plan in place) could be used to cover parts of projects and quick wins.

It will also be necessary to target a range of external funding opportunities including, but not limited to; central government funds, heritage and conservation funds, biodiversity and community funding, and other crowdfunding initiatives. Future funding streams may also emerge, and the existence of the Connectivity Study will allow swift action to secure funding support.

Planning and other statutory permissions

It is expected that a number of consents will be required for the proposals including planning, advertising and other statutory permissions:

- Consent from SCC Highways will be required for any amendments to Highways and/or impact on bus service
- Planning and/or advertising consent may be required for elements of the works such as wayfinding, building frontage and signage proposals. A review meeting with the relevant East Suffolk Council Planning Officer should be arranged to review early stage proposals to advise and confirm if either of these consents is required
- Statutory consultation in relation to rearrangement of parking, access and servicing will be required

Planning, advertising and other statutory permissions introduce risk to the project. It will be important to establish required processes on the basis of the concept proposals.

A review meeting with the relevant Planning Officers should be arranged as soon as possible to review concept proposals. SCC Highways should confirm processes in relation to implementing highways works.

Sustainability

Proposals will be developed to be sustainable in terms of both their environmental impact and their longevity:

- Planting proposals and greening should be encouraged to enhance the existing biodiversity, improve air quality and mitigate the urban heat island effect
- Planting proposals should be low maintenance, and of low water-use
- Designs should reduce waste during the construction period
- Materials should be chosen to reduce embodied energy where possible, whilst bearing in mind the need for robust and vandal-proof installations
- Proposals should also support socio-economic sustainability by supporting the commercial and public open space future of the area
- Opportunities for Sustainable Urban Drainage solutions should be sought
- Public realm improvements should seek to improve pedestrian routes and encourage cycling through improved infrastructure to encourage a modal shift towards healthy living
- Ongoing maintenance and replacement of materials should be considered
- Planting should consider a mixture of native and non-native species.

Accessibility

The strategy sets out a commitment to inclusive design throughout the proposals in accordance with the Suffolk Design Street Guide. Onwards design development should support diversity by considering the needs of those of all ages and abilities.

Any developed graphic proposals, wayfinding and signage should be reviewed to ensure that contrast and scale are appropriate for those with visual impairment or difficulty with reading.

Public realm proposals should ensure free movement and passing for all, and should remove clutter where possible. The aim is to make an inclusive, safe and accessible public realm for people to use and spend time in Halesworth Town Centre.

Appropriate gradients for any new pathways must be maintained. In addition, the project aims to provide furniture that must meet the aspirations and needs for all generations and range of abilities.

7.0

PROJECT LOGISTICS

Costs

This page summarises the outline costs for the proposed projects. A full cost plan can be found as an appendix to this document. Quantity Surveyors Stockdale have prepared a cost plan in support of the developed proposals and strategy.

Assumptions.

Procurement route unknown.
Tender process unknown.
Contract type unknown.
Existing ground and structures are free from hazardous materials/substances. Others - refer to elemental detail.

Exclusions.

- VAT and tax fluctuations.
- Insurance premiums.
- Community Infrastructure Levy, costs associated with Section 106 type agreements.
- Toxic / hazardous material removal.
- Effects of party wall agreements, Building Regulations and planning consent/conditions. Resultant effects on design following site investigations and surveys.
- Costs associated with delays or phasing.
- Extraordinary site investigation work.
- Specialist groundworks.
- Utility connections unless otherwise stated.
- Temporary or permanent services diversions.
- Upgrades to existing services or highways infrastructure to support the development.
- Data installations other than cables or cable ways as stated.
- Specific acoustic installations.
- Fittings / fixtures / furniture & soft furnishings other than those specifically stated. Land/ property acquisition or sale costs - associated fees and taxes.
- Artworks, artwork installation.
- Costs associated with finance/ lending.
- Costs associated with use of performance bonds.
- Costs associated with contract amendments i.e. implementing the use of ESCROW accounts. Relocation expenses and storage costs.
- Specialist end-user fit-out.

Focus area	Project	Cost	Contractors Preliminaries 20%	Risk on Construction 15%	Professional Fees / Surveys 20%	Total
1. Station links	A. Station and museum setting	£162,000	£32,000	£29,000	£45,000	£268,000
	B. New Cut	£164,000	£33,000	£30,000	£45,000	£272,000
	C. Quay Street roundabout	£10,000 (further study)	-	-	-	£10,000
	D. Library crossing	£97,000	£19,000	£17,000	£27,000	£160,000
2. Long-term car park and Town Park	A. Car park route	£328,000	£66,000	£59,000	£91,000	£544,000
	B. Saxons Way crossing	£244,000	£49,000	£44,000	£67,000	£404,000
	C. Angel Link	£196,000	£39,000	£35,000	£54,000	£324,000
	D. Further pedestrianisation of Thoroughfare	£64,000	£13,000	£12,000	£18,000	£107,000
	E. Potential river connection	£123,000	£25,000	£22,000	£34,000	£204,000
3. Thoroughfare to the Market Place	A. Market Place/Thoroughfare	£176,000	£35,000	£32,000	£49,000	£292,000
	B1. Market Place option 1 (vision)	£365,000	£73,000	£66,000	£101,000	£605,000
	B2. Market Place option 2 (trial)	£80,000	£16,000	£14,000	£22,000	£132,000
4. Swan Lane Environs	A. Swan Lane entrance	£180,000	£36,000	£32,000	£50,000	£293,000
	B. Saxons Way crossing	£117,000	£23,000	£21,000	£32,000	£193,000
	C. London Road gateway	£120,000	£24,000	£22,000	£33,000	£209,000

8.0 NEXT STEPS

This section outlines the key next steps based on the study and recommendations..



8.0

NEXT STEPS

This study sets out a number of recommendations and next steps, tested against the established design principles. Opposite are some key actions and steps for HTC and HNPSG towards delivering the recommendations.

This document serves to build the case for intervention with authorities and funders so that Halesworth Town Council and the Halesworth Neighbourhood Plan Steering Group can take advantage of a generational opportunity to address the connectivity of Halesworth Town Centre. These decisions will form a focused action and delivery plan, supported by the strategic and illustrative projects identified in this document.

Immediate actions for HTC/HNPSG (1 - 3 months)

- Prioritise projects for potential CIL funding or Section 278 agreement
- Engage with Printworks site landowners to establish ambitions for connectivity
- Further engagement with Stakeholders such as The Cut and Halesworth Museum to establish specific ambitions and concerns
- Liaise with market traders and businesses around Market Place to determine concerns and establish ambitions for the space
- Work with ESC and The People and Places Partnership to commission a parking capacity study once people's movement is back to pre-Covid levels
- Continue to work with ESC and SCC highways to develop cycling strategies
- Continue to work with ESC Planning Department to guide connectivity issues relating to upcoming development

Short term actions for HTC/HNPSG (4 months - 1 year)

- Engage architects/landscape designers to undertake design development of priority projects that could be funded through CIL
- Commission local artists to develop designs for wayfinding and signage
- Continue to work with Sustrans, ESC, and SCC to develop a strategy for re-routing NCR1
- Continue to work with ESC Planning Department to guide development in meeting the principles set out in the connectivity study

Medium to long term actions for HTC/HNPSG (1 year - 5+ years)

- Continue to work with ESC Planning Department to guide development to meeting the principles of the connectivity study
- Work with ESC to seek funding and delivery the wayfinding strategy
- Work with ESC Planning and Highways to identify and deliver highways projects to be delivered by developers via section 278 agreements
- Identify other funding opportunities to deliver other projects in the connectivity study

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