

## HEBDEN VISION IN 2020 – DRAFT ACTION PLAN: SECTION 4 – TRANSPORT AND COMMUNICATIONS

### CHANGES AGREED AT WORKSHOP 18.5.13

#### THE RAILWAY STATION

The railway station is a key transport hub. Annual footfall has doubled in past 10 years and now exceeds three quarter of a million.

The station is Grade2 Listed, and retains most of the original (1880s) features (the current station building is the second). The exterior areas of the station envelope have been greatly brightened up in recent years through the planting of flowers and fruit plants by the Friends of Hebden Bridge Station.

Platform 2 (westbound) is not accessible to wheelchair users and others with serious mobility problems; access to/from it is difficult for those with less serious ambulatory disabilities, those with prams/buggies, and those with heavy luggage. It is therefore essential that funding is found to install a lift at the station. This needs to respect the integrity of the Listed part of the station. The preferred option is for a modern lift to be installed in the shaft of the former goods lift; the alternative is for a lift connecting the car park with the open air (west) end of Platform 2.

The safety lines on the platform edges, and on the steps should be repainted, and maintained in good condition, to make the station safer for visually impaired people.

It is noted that both platforms at Mytholmroyd station are wheelchair accessible, but that its use by wheelchair users is curtailed by the lesser train service at that station, and by the fact that the station is unstaffed.

***Proposal 22. We support the campaign being led by the Friends of Hebden Bridge Station to install lifts at the station in a manner which respects the Listed status of the station buildings***

***Proposal XX We recommend repainting the safety lines on the steps and on platform edges.***

Car parking at the station is grossly inadequate, forcing a large number of commuters to park on nearby roads. Additional free car parking space is urgently needed. Ideally, this will be achieved by the relocation of the coal merchant, and the use of the site for a car park extension. One alternative is for a multi-storey car park on the site of the present car park; to preserve the visual attractiveness of the station, this will need to have an exterior designed to closely resemble the former goods depot that occupied the site until it was demolished in the 1960s. A second, more radical proposal is that a car park should be built on the former Victoria Mill site (to the east of ); this would necessitate a new access road from the A646, with new bridges over the canal and the river, and some form of traffic management on the A646.

***Proposal 23 (amended). We recommend that Calderdale Council be asked to urgently progress the extension of the railway car park, with Network Rail, Northern Rail and Metro, and that station ar parking remains free of charge, so as to encourage train use.***

#### THE TRAIN SERVICE (new section)

Hebden Bridge already has a better train service than many larger towns, and this has contributed to the regeneration of the town and its rural hinterland. However, we consider that a number of further requirements are required. We welcome the firm proposals, as part of the Northern Hub, to



This section is already good, but I recommend adding at appropriate places:

- Communications from Metro are poor, in that sensible proposals made by local bus users and potential users are frequently ignored, and the distribution of timetable information is poor; the pilot Eaves and Fairfield services are classic examples of this.
- Hebden Bridger/Metro Connect buses to be fitted with equipment enabling texters to ascertain when the bus will arrive at their stops.
- Hebden Bridger /Metro Connect services to be operated by buses capable of traversing all of the published routes; missing out parts of routes is unacceptable.
- To provide the most comprehensive service to users, there is an urgent need to ensure that coordinating the timings of the Hebden Bridger services with, respectively, the Green Line services to Heptonstall(591) and Old Town (593), and the 500 services to Keighley

#### PARK AND RIDE

The brown's site should also be considered as a Park and Ride base, for motorists arriving from the West. This could be achieved by having a Green Line bus stop on a new park and Ride car park, with a joint ticket issued at the car park building.

NINA SMITH

SECRETARY, UCVR SUSTAINABLE TRANSPORT GROUP, AND CHAIR, FRIENDS OF HEBDEN BRIDGE STATION. Amended 18.5.13