

1. Integrating pedestrians with road vehicles in the town centre

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 1. We recommend research into the use of shared space schemes elsewhere, with a view to this solution being applied in Hebden Bridge.	46.6% (27)	29.3% (17)	24.1% (14)	58
Proposal 2. We recommend that Albert Street becomes one way (north>south).	36.2% (21)	25.9% (15)	37.9% (22)	58
Proposal 3. We recommend that on-street parking is permitted on both sides of the road (as currently in Crown Street). We estimate that this would create twelve or thirteen new parking places.	43.1% (25)	31.0% (18)	25.9% (15)	58
Proposal 4. We recommend that arrangements be made to ensure that the removable bollards in Bridge Gate are normally raised.	72.4% (42)	24.1% (14)	3.4% (2)	58
Proposal 5. We recommend that the proposal to pedestrianise parts of Crown Street be subject to full public consultation and if accepted progressed as soon as possible.	58.6% (34)	15.5% (9)	25.9% (15)	58
Proposal 6. We recommend, as an immediate priority, that work is undertaken to allow pedestrians to cross on the west side of the main traffic lights. We also recommend that pedestrians should have the facility to be able to cross diagonally (as with the successful arrangement at Oxford Circus in London).	67.2% (39)	20.7% (12)	12.1% (7)	58
Proposal 7. We recommend researching the possibility of hangings to be sited above Market Street (similar in location to the Christmas lights).	41.4% (24)	41.4% (24)	17.2% (10)	58

Proposal 8. We recommend retaining the off-peak parking in Market Street. Removing this parking would, we believe, encourage vehicles to travel faster. We recommend researching other traffic calming measures including wider pavements in places and tree planting.	67.2% (39)	10.3% (6)	22.4% (13)	58
answered question				58
skipped question				0

2. The Canal

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 9. We recommend further discussion about how the canal basin can be better used, including consideration of improvements to the paved surface and of the possibility of a public work of art.	68.4% (39)	21.1% (12)	10.5% (6)	57
Proposal 10. We recommend research into a canal bridge from the canal basin to the park.	54.4% (31)	22.8% (13)	22.8% (13)	57
answered question				57
skipped question				1

3. Accessibility issues

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 11. We recommend that a task force be set up, led by local people, to encourage shop-keepers and office managers to maximise their efforts in making their premises accessible to all.	61.4% (35)	29.8% (17)	8.8% (5)	57
answered question				57
skipped question				1

4. The local economy

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 12. We recommend joint marketing initiatives for the town's businesses, focused on the localism and individuality of our shops.	66.7% (38)	28.1% (16)	5.3% (3)	57
Proposal 13. We recommend that successful relocation of the market should be one of the first priorities for the town. The opportunity of the relocation should be taken to engage in a major regional marketing drive.	59.6% (34)	28.1% (16)	12.3% (7)	57
Proposal 14. We recommend the establishment, in conjunction with Calderdale council, of a market development task group. We recommend researching the idea of specialist markets, with the aim of running pilots as soon as possible.	57.9% (33)	24.6% (14)	17.5% (10)	57
Proposal 15. We recommend that we aim for accreditation by FARMA for a genuine Farmers' Market selling locally produced food and drink, and other locally produced goods.	70.2% (40)	22.8% (13)	7.0% (4)	57
Proposal 16. We recommend the establishment of a visitor economy and strategy group, bringing together local people (including retailers, artists, hospitality providers and arts groups) to work with Calderdale Council and the town council. We recommend the updating of the 2005 Tourism Action Plan, and associated research into visitor profiles and tourism assets.	61.4% (35)	28.1% (16)	10.5% (6)	57
Proposal 17. We recommend funding be sought for a 'Town Promotional Manager'.	33.3% (19)	33.3% (19)	33.3% (19)	57
Proposal 18. We recommend exploring the potential with both Calderdale Council and the existing	75.4% (43)	15.8% (9)	8.8% (5)	57

owners of the former Fire Station site.		
	answered question	57
	skipped question	1

5. Local housing

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 19. We recommend that any consideration of new housing, focus is particularly on land which formerly had housing. We recommend that a significant proportion of the projected increase in homes be provided by housing associations and self-build co-operatives.	71.9% (41)	15.8% (9)	12.3% (7)	57
Proposal 20. We recommend the exploration of greater use of spaces above shops and offices for conversion into rented accommodation.	82.5% (47)	12.3% (7)	5.3% (3)	57
Proposal 21. We recommend that the possibility of rebuilding Buttress Brink be explored further.	38.6% (22)	38.6% (22)	22.8% (13)	57
			answered question	57
			skipped question	1

6. Transport and communications

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 22. We support the campaign being led by the Friends of Hebden Bridge Station to install lifts at the station. Other simple steps (such as repainting the safety lines on the steps for visually impaired pedestrians) could also make the station more accessible to all.	77.2% (44)	19.3% (11)	3.5% (2)	57
Proposal 23. We recommend that Calderdale Council be asked to progress the extension of the railway car park urgently with Network Rail.	78.9% (45)	15.8% (9)	5.3% (3)	57
Proposal 24. We recommend that active steps be taken to improve the walking route from the town to Hardcastle Crag.	64.9% (37)	29.8% (17)	5.3% (3)	57
Proposal 25. We recommend that long-stay parking for coaches be identified.	70.2% (40)	22.8% (13)	7.0% (4)	57
Proposal 26. We recommend immediate action to create better cycle facilities. Better parking for motorbikes and scooters is also needed.	63.2% (36)	29.8% (17)	7.0% (4)	57
Proposal 27 We recommend that action is taken immediately, linked to the 2014 Tour de France event, to work with local organisations/shops and businesses to engage in Tour-focussed activities which can provide a local legacy for the area.	57.9% (33)	26.3% (15)	15.8% (9)	57
Proposal 28. We recommend the creation of a campaigning and community-led bus users' group, to liaise with Metro over potential improvements to the Hebden Bridge local services.	66.7% (38)	31.6% (18)	1.8% (1)	57
Proposal 29. We recommend that a telecommunications task group be				

created, comprising interested local people, to work with Calderdale Council to ensure high-speed connectivity for Hebden Bridge and the rural parishes.	66.7% (38)	24.6% (14)	8.8% (5)	57
Proposal 30. We recommend discussions as to whether the concept of a park and ride visitor car park on land at the rear of Walkey Canalside Mill is feasible and desirable.	66.7% (38)	19.3% (11)	14.0% (8)	57
answered question				57
skipped question				1

7. Community, social and artistic life

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 31. We recommend that Calderdale Council, the town council and the Friends of Calder Holmes Park develop a strategic plan for the long-term sustainable development of the park.	70.2% (40)	24.6% (14)	5.3% (3)	57
Proposal 32. We recommend reinstating the mini-golf putting green in the enclosed lawn near the pavilion as soon as possible. The tennis courts urgently need attention. We recommend that one tennis court is restored to a high standard. We recommend that the second tennis court is turned into a space for football and for bike polo.	73.7% (42)	17.5% (10)	8.8% (5)	57
Proposal 33. We recommend that a bandstand/performance area be created, perhaps in the area of the former bowling green.	54.4% (31)	24.6% (14)	21.1% (12)	57
Proposal 34. We recommend that further discussions are held on the possibility of new leisure facilities.	64.9% (37)	28.1% (16)	7.0% (4)	57
Proposal 35. We recommend the work to open up the rear of Memorial Gardens to the canal be undertaken.	63.2% (36)	26.3% (15)	10.5% (6)	57
Proposal 36 We recommend that the town council consider the development of a long-term business plan for the development of the Picture House.	77.2% (44)	17.5% (10)	5.3% (3)	57
Proposal 37. Although there is at present no obvious funding source, we recommend that the concept of a new pedestrian footbridge to Fairfield be researched further.	43.9% (25)	35.1% (20)	21.1% (12)	57
			answered question	57
			skipped question	1


8. Greening our valley

	Broadly Support	Neutral	Broadly Disagree	Rating Count
Proposal 38a. We welcome community-led moves to erect wind turbines on appropriate upland sites which are not sensitive in landscape or habitat terms.	58.9% (33)	21.4% (12)	19.6% (11)	56
Proposal 38b. We welcome community-led moves to install micro hydro turbines.	69.6% (39)	21.4% (12)	8.9% (5)	56
Proposal 38c. We encourage more development of community share issues as a way of capitalising such schemes.	57.1% (32)	37.5% (21)	5.4% (3)	56
Proposal 39. We recommend that more work is undertaken to make use of unused local green spaces, particularly land owned by Calderdale Council.	76.8% (43)	17.9% (10)	5.4% (3)	56
			answered question	56
			skipped question	2


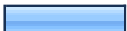
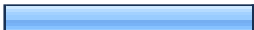


9. Please use this space to provide us with any related feedback and any ideas you have that you think should be considered within the draft Action Plan.

	Response Count
	39
answered question	39
skipped question	19



10. Postcode (your primary address or, if a non-resident of Hebden Bridge, your business address)

		Response Percent	Response Count
Postcode		100.0%	53
answered question			53
skipped question			5



11. Your age group

		Response Percent	Response Count
Under 18		0.0%	0
18-30		1.9%	1
31-45		18.9%	10
46-60		39.6%	21
61-75		34.0%	18
Over 75		5.7%	3
answered question			53
skipped question			5




12. Your gender

		Response Percent	Response Count
Male		41.5%	22
Female		58.5%	31
answered question			53
skipped question			5






13. Do you consider yourself to be a disabled person?

		Response Percent	Response Count
Yes		13.2%	7
No		86.8%	46
answered question			53
skipped question			5




14. If so, are you....

		Response Percent	Response Count
Blind or visually impaired?		14.3%	1
Deaf/ hard of hearing?		0.0%	0
Mobility difficulties?		71.4%	5
Other? (please specify)		28.6%	2
answered question			7
skipped question			51








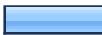

15. Which of these best describes you....

		Response Percent	Response Count
Born and bred in Hebden Bridge		7.5%	4
Very long-term resident (20 years plus)		47.2%	25
Have lived in Hebden Bridge between 10 and 20 years		17.0%	9
Have lived in Hebden Bridge for up to 10 years		17.0%	9
Run a business here but don't live here		11.3%	6
None of these, but I want the best for the town		0.0%	0
		answered question	53
		skipped question	5

16. The following details are optional and will help us keep in contact with you about the work of Hebden Bridge Partnership. Please provide us with your...

		Response Percent	Response Count
Name		96.4%	27
Email address		82.1%	23
Telephone number		39.3%	11
		answered question	28
		skipped question	30

17. Please tell us if you are interested in becoming more actively involved in the Partnership's work, by joining one of the following task groups

		Response Percent	Response Count
Market relocation and development		23.1%	3
Making the town more pedestrian friendly		46.2%	6
Action on accessibility/ (dis)ability		23.1%	3
Visitor economy and town promotion		38.5%	5
Valley Road improvements		7.7%	1
Action on housing		7.7%	1
Bus users' group		23.1%	3
Calder Holmes Park		15.4%	2
Tour de France activities and legacy		7.7%	1
		answered question	13
		skipped question	45

Page 9, Q9. Please use this space to provide us with any related feedback and any ideas you have that you think should be considered within the draft Action Plan.

1	The floods of 2012 are mentioned throughout the document and yet no recommendations are made in relation to these. I would have thought, given the impact, that improved flood defences, improved residential and business resilience as well as the improved management of our urban and rural landscape to reduce runoff would feature as key recommendations in this report.	Jun 11, 2013 10:57 PM
2	Proposal 28: Local buses/Metro: We have been on with this for 2 years ! Youth House and Bridge Gate. 2 more eyesores. "Lift" at station How many more years are we going to have to look at these ? Appalling. The Council Offices. Complete eyesore at the side of the new build Town Hall. "Asset transfer" was for the Council building which is a disgrace Want the best for the town and the surrounding Parishes	Jun 11, 2013 9:57 PM
3	Accessibility of the toilets at HB station which are often closed	Jun 11, 2013 9:47 PM
4	Proposal 6: Providing traffic lights were sensibly synchronised so drivers are not stopped twice. Proposal 8: use cameras to catch speedsters Improvement of recycling facilities in particular in areas of the town where residents have to keep all their recycling etc on the pavement. Not only is this unsightly and unhygienic but dangerous eg for people with visual impairment or physical disabilities	Jun 11, 2013 7:05 PM
5	Proposal 5: Crown St: No, no but yes to full public consultation	Jun 11, 2013 6:58 PM
6	Social housing is badly needed but should be sited with care. I'm concerned that the the town centre potentially becomes the area of choice as shops decline, leading to a transient, bedsit land - not a good idea for the shared community space that the town centre currently is	Jun 11, 2013 6:51 PM
7	Proposal 6: Hebden Bridge - Oxford Circus ? I don't think so Proposal 8: Cross out last sentence: narrowing Mkt St would be insane ! Proposal 9: cross out last couple of words (of a public work of art) and insert words: of benches Proposal 13: Why move the market to a smaller site ? It would also affect the shops and cafes around the present site Proposal 32: Question about restoring one tennis court to high standard etc : I thought the big field is for football - who plays bike polo ?	Jun 11, 2013 6:47 PM
8	Move the market to the marina. Disagree with one-way system on Albert St. More permanent car parking and coach park.	Jun 11, 2013 6:41 PM
9	The individuality and attractiveness of the town is its main asset. No derelictor permanently shuttered shops in the centre. New car parks/coaches a priority within in easy walking distance of town. Disruption on Albert St seems unfeasible.	Jun 11, 2013 6:37 PM
10	I believe that it is important that more parking is made available because I believe that the lack of parking is choking the town	Jun 11, 2013 6:33 PM
11	Plan a very good start - well done to those involved. Go for shared space. re Town Hall: how about a table tennis in large hall when not in use ? Pls ee my 2 poage document re the transport section used as the basis for the transport discussion. I will email re other aspects of the plan. There is a need for getting more of the local population inovled in discussing the plan and its proposals. Perhaps taking into various community group meetings.	Jun 11, 2013 6:30 PM
12	Restoration of Council offices is a priority. Install a green all-weather surface	Jun 11, 2013 6:24 PM

Page 9, Q9. Please use this space to provide us with any related feedback and any ideas you have that you think should be considered within the draft Action Plan.

	along riverside in part to allow parking for special events	
13	I'm strongly opposed to allowing cycle access through Crags to Gibson Mill. Potential conflict with pedestrians/dogs	Jun 11, 2013 6:13 PM
14	Thank you for the work you have carried out so far	Jun 11, 2013 6:09 PM
15	I support virtually all of the proposals set out in the Action Plan. In relation to Old Gate, a shared space scheme sounds like a good solution. Another would be to remove the existing parking bays and provide a pavement on the east (river) side of the road which could still leave space for the traffic to get through. On general town management I wonder what could be done to encourage dog owners to be more responsible and clear up after their animals. It seems to be a bigger problem in Hebden Bridge than in other places I have lived.	Jun 11, 2013 6:06 PM
16	All great ideas which are not beyond the "can do" ethos. Shop local, yes, but food is very expensive on a small fixed income. The co-op has no competition and provides high prices with bad service. How many who produced this survey shop only in Hebden Bridge ? It's all well and good about activities for young people. They can't wait till they are 18 to go to the pub to socialise. Set up a coffee bar in the Town Hall in the evening. I'll run it. Get a juke box in. It's warm and bright with outside space. Think outside the box. Bigger the tourists for once. People in wheelchairs need to use the station. Why can they not. This should be at the top of any action plan. It's No 22 on this list. shame !	Jun 11, 2013 6:00 PM
17	i always enter hb by albert st, checking onstreet parking spaces, then the carpark/crown st if they are full...most cars parked on albert st are facing into town, and im often behind/ in front of other cars , so i know this is a popular route (whether coming from tod or mytholmroyd) esp mornings, but in the evening most traffic is using albert st to leave hb there are 40+ dealers needing to park outside the antique centre to load/unload, plus customers buying furniture and other heavy goods , plus security vans for the bank...the present system works ok except for buses sometimes causing a logjam, when they park up for 10 mins at a time , which would be even worse with a oneway system! so if this plan went ahead we would need a 3 vehicle loading bay outside the antique centre/bank i would support pedestrianisation of the top end of crown st, but the parking outside natwest and the charity shop is valuable for people with mobility issues , and also for making larger donations to overgate	Jun 10, 2013 2:32 PM
18	More should be done to cash in on long term tourism in Hebden Bridge Camping & Caravanning	Jun 10, 2013 11:03 AM
19	Re proposal 39, I think the site at the end of Stubbing Holme Road is a very good example. If it could be acquired for use as small children's play area with wild flowers and seats, that would be great!	Jun 10, 2013 10:13 AM
20	WHERE IS THE DEVELOPMENT FOR TOURISM IN HEBDEN BRIDGE. WE NEED CARAVAN AND CAMPING SITES TO BE CREATED. I AM A CARAVANNER AND THINK IT STRANGE THAT VERY FEW FULLY INTEGRATED SITES EXIST IN THE CALDER VALLEY. SO MANY PLACES COULD BE MADE AVAILABLE. THIS WOULD CREATE JOBS FOR LOCALS, BRING IN A NEW TYPE OF PEOPLE WHO WOULD SPEND IN THE LOCAL SHOPS, ENCOURAGE WALKERS INTO THE BEAUTIFUL TRAILS WE HAVE IN AND AROUND, PARTICULARLY	Jun 9, 2013 9:51 PM

HARDCASTLE CRAGGS. COME ON CALDERDALE, GET CREATIVE ON TOURISM AND BEFORE THE TOUR DE FRANCE 2014!!

21	<p>Hebden Bridge has a drug and alcohol problem. Health services should reflect this. The planning comments are a nimby's charter. There is a need for more housing, planning rules should be relaxed to account for this. Also a supermarket would be good. Does the person who wrote the document live in Fairfield and want a short cut into town. The document reads like it. Tourism strategy should reflect open access changes to the countryside since the last plan. It is now less common to be followed on the moors by a man with a shot gun. This is good for tourism and should be advertised more. There is plenty of space for a car park at Mytholmroyd station. The document should support large windfarms in the hills around Hebden Bridge. The committee should not be following Hebden Royd Town Council's approach to openness and accountability regarding the publication of minutes etc. There should not be an assumption that every public space needs an artwork or performance area. Any plans for tackling air pollution on market street. I don't think many people would want to live in flats along that street.</p>	Jun 9, 2013 9:43 PM
22	<p>Flat land is a scarce resource in HB. Consider underground parking for cars rather than taking up valuable flat land. While the cost would be greater than surface parking, it would mean the more efficient use of existing parking space especially at the station and potentially in Valley Road. Ensuring that flood resilience is contained with any plan/project in the valley. Ensure a commitment to work with parish councils on all plans.</p>	Jun 9, 2013 6:56 PM
23	<p>We wish to reinforce the installation of micro hydro turbines, small is beautiful and more of them. Our ancestors used the water power from the hill sides, so should we.</p>	Jun 9, 2013 2:17 PM
24	<p>I think there is a feeling of a mix of ideas but not the broader framework and vision in which they fit - from Calderdale, regional, UK and wider perspectives. Given the huge challenges of climate destabilisation, socio-economic change and youth unemployment to mention just a few think there might be scope for looking at these proposals within such a broader framework. Did not see any reference to Dodd Naze, Old town, Heptonstall - were these beyond the remit?</p>	Jun 8, 2013 7:52 PM
25	<p>Affordable, practical rented housing for local families is a huge unaddressed issue which needs far more focus.</p>	Jun 7, 2013 9:46 PM
26	<p>Less spending of public money on consultants, more on the project.</p>	Jun 4, 2013 8:13 AM
27	<p>Detailed comments on certain proposals: No 1. The shared space in Poynton does not work; I was there this week and the only effect was massive traffic queues and thus I missed my train. No 2 & 3. During the last traffic review, thousands of hours were spent on ensuring the best possible flow of vehicles, even to the extent of testing the Albert St entry with a large articulated lorry. Further, Albert St was never one-way, save for the small section between Croft St and New Road. Retention of Albert St for two-way traffic is essential for the traffic flow in the town. It would be far better to close the bottom half of Hope Street and send the buses up Albert St. Further, nothing can be done to modify traffic patterns unless the junction at the bottom of Birchcliffe is totally remodelled. No 5. Pedestrianisation of Crown Street may seem desirable from some points of view, but I have no doubt that shop-owners will not want it. Further and more importantly, it will again</p>	May 31, 2013 9:02 AM

scramble the bus service. The essence of the bus service is that there is a bus to Halifax every ten minutes from the stop outside Hope Baptist. If the 593 from Old Town cannot pass down Crown St, then the regular service becomes impossible, with one bus per hour departing from a secret location. No 8. There is a difference between 'traffic calming' and traffic blocking. This parking on Market St was only retained by the furious insistence of one shop-owner. It would be far better to remove this parking so that traffic could flow freely (at the legal speed limit) and thus reduce air pollution and highway delays. To retain this parking will only reinforce the entirely valid argument that the West side of town gets all the free parking, whilst the East side gets all the bills. No 9. I am pleased that you do not use the word 'marina', but historically 'wharf' would be correct as there is not a canal basin there. Parts of the surface would benefit from relaying, but to replace the setts with a smooth surface would be a severe mistake. No 10. Complete and utter madness. There is already a bridge 50 yards away, from the memorial gardens. Much more importantly, this would ruin the wharf. This is one of the very few places where boats can be loaded with cargo (yes, it still does happen) or boats can be lifted in or out by crane. A bridge would destroy this. No 29. Too late; FTTC is already being installed in Hebden Bridge No 33. No thank you. I managed to fight off the last proposal for a bandstand; I do not want to do it again. No 37. This would not be a footbridge, but rather a ladder. Can anyone understand contour lines on a map? No 38. Anyone who thinks that wind turbines are a good idea has forgotten the coldest time last winter when there was no wind at all for a full fortnight. Bring on nuclear power! Finally, why do you imagine that you have the remit to act as an alternative town council? I wrote the original Memorandum and Articles of Association for the partnership and took it to its limited company status. The partnership was always intended only to act as support and as a grant-finder for other smaller groups. If you wish to run the town, then the next elections for HRTC are due in May 2014.

28 2. I have spent hours on traffic reviews in 1994 and 2004 - still have the information. Albert St was the only street that could get articulated lorries round safely (this was tested by Calderdale) so should remain two way. Hope Street should not be used. At the time of the review the police had a say about Hope Street. Now the police have gone, why not alter Hope Street, possibly close it from the main road. Buses could go up Albert Street. Make access to Croft St from Albert St only (reversing current direction) which would be better for brewery deliveries. Look at implications for Cheetham Street if Hope St. altered. No right turn out of Commercial Street onto A646 and no left turn from A646 into Commercial St or look at making it one way from Birchcliffe to A646 with left turn only at the end. Walls and fences get damaged here by large vehicles trying to do these manoeuvres and also hard to cross for pedestrians. 5. Worried about the effect on the bus service that has to come from North and get to New Road bus stops pointing in the right direction. Lots of unadopted ginnels, steps, streets like this one mentioned in the document could be lost to Hebden Bridge. 8. Tree panting not appropriate on Market Street. Some traffic calming measures can cause excessive vibrations for buildings alongside road. Could the backs of the properties in Market Street be made more use of? Encourage people not shopping to use pedestrian way from Holme Street to Central Street, towpath and Garnett Street on other side. 9. It is neither a canal marina nor a basin, but a canal wharf. Part of the paving is already suitable for wheels, but needs extending. Ensure that the wharf can still be used for loading and unloading with a crane if required. Make dry dock a covered one so it is of more use for boaters. Would also be better for residents over Thai restaurant

May 29, 2013 10:41 PM

- less noise, dust etc from work being done in dock. Towpath in Hebden Bridge is already earmarked for improving this year, but collapsed wall at Stubbings has been shelved. 10. What is wrong with using the bridge from the memorial gardens especially if the path around the Thai restaurant to that bridge was fully opened as was intended when that development was first proposed. Visitor mooring for restaurant also originally suggested. I would rather see a bridge over the river to Fairfield. 35. Rather than remove the fence in the Memorial Garden, I propose that the canal is made suitable for visiting boats to moor there and a gate with Waterways key (which boaters have) be put in the fence. This means the boats will feel secure for their overnight stay. The removal of some of the trees and shrubs to make these moorings would lighten up that part of the park and discourage undesirable. 37. Rather than a bridge at Holme Street end where there is already a path to Fairfield, consider one from the middle of the park nearer the Station end or better still improve the access under the railway to Fairfield. 39. Also look at "waste" land owned by others not just Calderdale. e.g. alongside Commercial Street, end of Stubbing Holme Road.

- | | | |
|----|---|-----------------------|
| 29 | <p>As indicated, I broadly support most of the recommendations of the report, particularly as in many cases what is being supported is further research into a proposal or idea. I would like to see the report include a commitment of development of a low carbon economy. This should be one of the fundamental considerations informing all decision-making. Mention is made of the proposals of Incredible Edible Mytholm for Brown's site. This proposal, if it goes ahead, has the potential to provide an important visitor attraction, which is significant with reference to page 11, which would be consistent with the demands of a low carbon economy. Something I am sure Dongria Kondh has already brought to your attention - on page 20 reference is made to peat moors, tree planting and Treesresponsibility. This section should be re-written to make clear that Treesresponsibility does not and would not plant trees on the peat moors. The proposals with relation to traffic are interesting. I would recommend caution with regard to Albert Street and the proposal to make it one-way. The pedestrianisation scheme has been a success and it is important not to do anything with the circulation of traffic which could risk that success. I support the part-pedestrianisation of Crown Street, which was, I believe, a proposal which the Traffic Review Steering Group considered at the time. Shared space is a very interesting concept and I agree that it could be a way to address the problems of Old Gate, which remains a difficult area for pedestrians, and could also be a useful measure in the St. George's Bridge area. However, I am also interested in the potential of this approach at the A646/Bridge Gate junction, as dicussed at the consultation meeting. It might not be possible but is definitely worth exploring. Meanwhile, as the report recommends, there is a need for a crossing facility on the west side of the lights there and also a facility for diagonal crossing of the junction. The bus user group is a very good idea and one in which I would be interested in participating.</p> | May 27, 2013 6:40 PM |
| 30 | <p>I object to the moving of the market to Lee's yard. Using the Marina for all markets would be better. Better to turn Hope street rather than Albert street into car parking. I would prefer to see less cars in the town rather than more. Turning as many roads into shared pedestrian traffic areas is good. I would like it for the A646 to be shared as well though they may be just a step too far for many. Cars are ruining our society the less around the better. They are an eye sore and stop people relaxing. sure about the very short turn dead line I think it should be extended. Cheers Duncan</p> | May 27, 2013 12:34 PM |

Page 9, Q9. Please use this space to provide us with any related feedback and any ideas you have that you think should be considered within the draft Action Plan.

31	No mention of doing anything about air pollution from slow moving cars in the middle of Hebden Bridge. You should be recommending full size wind turbines as well as small ones All brownfield land should be considered for housing not just land that previously had housing on it. The UK has moved towards an economy based on services, retail, and hospitality. Most people want a supermarket. Hebden needs more visible drug and alcohol services NHS/Calderdale should be doing something about this.	May 24, 2013 5:59 PM
32	I THINK IT IS WRONG TO SUGGEST MAKING ALBERT STREET ONE WAY, AND ALLOWING PARKING ON BOTH SIDES OF THE STREET. MAKING ALBERT STREET ONE-WAY WILL SERIOUSLY HARM THE EXISTING TRAFFIC FLOW, AND KEEPING IT TWO-WAY WILL ALLOW BETTER ACCESS TO THE TOWN, AND PARTICULARLY THE GARDEN STREET CAR PARK, WHICH IS USED TO CAPACITY MOST DAYS. I DISAGREE WITH ALLOWING PARKING ON BOTH SIDES OF ALBERT STREET, AS NOT ONLY WOULD THIS SERIOUSLY DISRUPT TRAFFIC FLOW, BUT WOULD HAVE A DETREMENTAL EFFECT FOR THE BUSINESSES ON ALBERT STREET, ONE OF WHICH IS ONE OF THE LARGEST AND BUSIEST BUSINESSES IN THE TOWN. A BETTER PLAN WOULD BE TO DEVELOP MORE PARKING ON HOPE STREET, AND AROUND THE CINEMA.	May 24, 2013 11:17 AM
33	Many of the concepts consist of two or more concepts where you may agree in part but there is no facility to disagree with or clarify your thoughts - le, proposal 26 - agree re cycle facilities but disagree that we want to encourage more motorbikes.Proposal 19 - agree focus on land that previously had housing however some areas I would object to (such as the Heptonstall road/Bridge Lanes triangle) and disagree that self-build should form a significant proportion of the increase etc. aalso consultation period way too short and should have included a facility to discuss and debate everyone else's suggestions, not just those your group have 'decided' they liked in advance. VERY POORLY CONSTRUCTED CONSULTATION AND PROPOSALS	May 22, 2013 11:35 AM
34	Hebden Bridge Walkers Action support recommendation 24 to improve the walking route to Hardcastle Craggs. However we would wish to approach landowners jointly with the National Trust and Heptonstall Parish council to propose a new walking route. There is no guarantee that a new route is achievable, given it's dependance on gaining permission for a path across private land. Hebden Bridge Walkers Action does not support that part of proposal 26 to urge the Walshaw and Lancashire Moors estate to permit cycling in Harcastle Craggs on the main track between Midgehole, Gibson Mill and Walshaw. The track is a popular walking route for children and families some of whom use pushchairs on the route. Cyclists would pose a safety hazard for them. There is an acceptable cycling route above the Craggs to Walshaw from Midgehole. It is accepted that this means cyclists are unable to reach Gibson Mill but this must be set against the real risk they would pose to public safety. Moreover mountain bikers are already using the hillside paths in the Craggs unofficially, causing considerable damage to them. Cyclists don't need further encouragement to enter the Craggs.	May 20, 2013 10:12 PM
35	You should seek to provide your resources to the similar process that is driven Calderdale Council - you are not mandated to act on the community's behalf. The answers given ought not to be taken to indicate a tacit mandate. Setting that aside among many of the ill-thought out proposals is the moving of the market to an area that is regularly passed by noisy traffic has	May 20, 2013 6:38 PM

insufficient space for vendors to park and unload, and will get far less passing footfall. It's present location serves the needs of the users and vendors well. One suspicion is that the desire to move it is underpinned by some desire to have more parking near the town hall office complex which is ironic given the number of parking places that were removed to allow for its building. Perhaps a thorough consultation if users and vendors of the market rather than those who have the time and means to respond to this survey would be better (given the two groups are unlikely to be the same).

- | | | |
|----|--|-----------------------|
| 36 | <p>Very concerned about your proposal to alter traffic flow on Albert Street. Will provision be made for existing businesses to have loading and unloading areas at their premises. There are 3 pubs, numerous shops all requiring access. Also cutting off access from the A646 directly into Albert street is a major concern to all business owners, why have you decided to make it a north to south flow? My proposal for altering traffic flow and creating more parking in this area of town involves the use of Hope Street. As you know Albert street has two entry points into Garden Street carpark, this carpark is a highly used parking area and one of the largest in the town and is essential to our economy. I would like to see a similar layout applied to Hope Street. The entire street to be a carpark, from the A646 entry point opposite the picture house up to the north end at Lloyds Bank/library. Through traffic to be allowed as is the case in Garden street carpark in one direction. I estimate you will be able to create a minimum of 40 new car parking spaces. I see this as a viable solution to the towns urgent parking needs with minimal disruption to existing properties as there are few to consider. One side of Hope street is the church grounds and library, minimal disruption here. The other side is Francine Turner letting, the old police station and approximately three terrace houses which currently do not have on street parking and would quite likely benefit from car spaces which would be free after 6pm. I would imagine the letting agency would also welcome parking at their doorstep. Buses could be moved to the adjacent Albert street. Hope street is a very quiet street with little traffic or footfall, other than buses and passengers. To summarise, the main advantages would be: 1. A carpark opposite the Picture House cinema 2. Daytime town centre car parking spaces which are badly needed 3. A carpark for library users 4. No disruption to existing traffic flow or businesses on Albert Street 5. A carpark near to the memorial gardens/canal side walks 6. Improved overnight car parking facilities for residents of Hope street and nearby residents 7. No need to alter traffic light systems at junction of Albert street and A646 8. Existing pedestrian crossing on New Road connecting Hope Street to Picture House/ tourist information/ memorial gardens is already in place 9. Access from this new Hope street carpark to Crown street will benefit a number of businesses I would hope you will see the benefits of such a scheme and the comparatively low cost of implementation, yours sincerely Patricia Banyard, 01422 846561 Hebden Bridge Antiques Centre.</p> | May 20, 2013 12:37 AM |
| 37 | <p>General comments - There are far too many proposals for 'task groups' rather than just getting stuff done. Also, I don't think the balance between meeting the needs of local people and visitors is quite right, particularly in relation to the 'local economy'. Please see below. Specific comments on some sections of the action plan: Infrastructure - there is far too much time and energy wasted on car parking issues in Hebden Bridge. The idea to have a park & ride at the old walkely's clogs site (proposal 30) would negate a lot of the proposals to increase car parking in the town centre, where pedestrians should be given priority (except for loading/unloading and those with mobility issues). Local economy - I like the idea of a proper farmers'</p> | May 19, 2013 2:15 PM |

Page 9, Q9. Please use this space to provide us with any related feedback and any ideas you have that you think should be considered within the draft Action Plan.

market but I don't think we need any more markets selling useless crafts. Likewise, I think more should be done to encourage shops selling things of use to local people. I'm all for independent shops and it's all very well having an economy based on soap and cupcakes but where can you buy normal stuff like a black t-shirt or a pair of socks? Housing - I agree that the main issue is with affordable housing and broadly agree with the proposals. However, I think the proposal to rebuild 'Buttress Brink' is a bit of a pointless gimmick.

- | | | |
|----|---|-----------------------|
| 38 | The report mentions the poor state of the canal towpath but makes no proposal for upgrading it. If this were upgraded, with an improved surface, more people would be able to access one of our most attractive resources. The canal towpath (Greenway) between Sowerby Bridge and Brighouse is well used by pedestrians, cyclists, wheelchair users and families with buggies. The canal towpath between Littleborough and Manchester is, mostly (apart from a short section), a smooth hard surface. If the towpath between Hebden Bridge and Littleborough were improved we would have a greenway all the way to Manchester! If it were improved from Sowerby Bridge to Hebden Bridge we would have a greenway from Brighouse through Hebden Bridge to Manchester. | May 18, 2013 10:31 PM |
| 39 | On both main entrance roads to Hebden Bridge on the A646 (East: Burnley Road near Station Road and West: King Street near Stubbings Wharf) the road should be narrowed to create a kind of entrance situation slowing the traffic down - and widening the pedestrian paths on the south side from currently 5 inches to about 2 feet wide. At the same time the road width should be reduced to slow cars down and make the crossing distance from one side to the other for pedestrians shorter. This could be repeated in Bridge Lanes, Market Street and New Road. | May 18, 2013 5:50 PM |