



Todmorden
Civic Pride

Todmorden “Stronger Towns Fund” Potential Projects



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Executive Summary

In 2003/04, over 2000 people took part in the Renaissance Market Town project. Both then and more recently, Todmordians contributed significantly to that research about the town we want to live in. The Government recently announced that they have allocated up to £25 million of the 'Stronger Towns Fund' (STF) to Todmorden. This document has been compiled to summarise the projects which were chosen by the people of Todmorden over a number of years. Most by sophisticated consultation methods prior to master planning and development proposals. The section on "Credibility through Consultation" outlines the processes of consultation which gives credibility to the need to consider the proposed projects for funding. This leads to a key point that the announcement of the fund, in March this year, came with the ministerial direction of "communities having a say on how the money is spent". And to this end this document initiates our expectation in Todmorden Civic Pride, as a representative town team, being at the heart of community input.

Todmorden Civic Pride, a merged group of Todmorden Civic Society and the original town team, Todmorden Pride, have produced this document to lay out the priorities we feel are overdue and would wish to see considered for funding under the STF.

It is recognised that whilst the STF fund was designed to ultimately "create new jobs, help to train local people and boost growth", we believe that whilst the regeneration projects outlined here are mainly physical, as outputs they would lead to many of the social, economic and 'placemaking' outcomes desired of the STF. We also recognise that the fund could be equally applicable to non-town centre projects which may meet the STF criterion.

Much has been consulted on and drafts produced regarding the 'public realm', particularly in relation to the town centre and around Bramsche Square. We revisit the various consultations and propose this be a priority for attention of the STF. The barriers to much of the previous plans were relating to loss of parking. We believe with such funding available, new opportunities to acquire sites to overcome this barrier are now possible.

The Rochdale Canal has been an important part of the town's heritage and is an attractive feature, however it lacks easy accessibility from the town centre for both locals and visitors. We highlight here the possibilities for such access improvements for activities and leisure.

The railway station is an important asset to the town both as a gateway for visitors and for commuters to the main northern towns and cities. Both disabled and general access into the station and to the platforms are in urgent need of redesign. Pedestrian access to the station from the town and other transport links is limited and could be vastly improved with some new footpaths as proposed here. We put this forward as another priority for use of the STF which will improve disabled access and general accessibility with improved flow of commuters.

Traffic and parking are always contentious issues, however we have outlined some proposals, some historic and some more recent, which we believe should be reviewed as potential options to unify the three divisions within the town centre. Innovative thinking of a one-way traffic flow is included as a marker for longer-term improvements. Consideration to improving a safer bus exit from the current bus station is also discussed.

There are a number of issues in the town centre which offer a poor image of neglect and lack of civic pride, which concern TCP. There is the outstanding refurbishment of the Town Hall railings along Bridge Street and the unsightly patchwork of tarmac slowly replacing the paving stones around the town. There are relatively simple public realm wins that could be achieved with regeneration funding. As a market town, visitors are attracted to both the indoor and outdoor markets and the independent traders' offer. However, many of the shop fronts are in need of refurbishment to reflect the town's distinctive character. Funding to encourage and incentivise such improvement works would be a useful investment.

Visitors to any town like to see good signage and directions. We offer suggestions of improvements to these and propose the removal of obsolete signage to reduce the run-down look that they contribute to. Lighting on the Unitarian Church and the Town Hall provide some pleasant aesthetic background for visitors and locals during the evening, however more of the same would ensure a wider feeling of civic pride and demonstrate a vibrant town. There are also some areas which could be made to feel more secure with improved lighting. Security is also covered in this section with a proposal that CCTV be introduced for some areas of the town such as the Market Hall.

We also support some potential funding for Centre Vale Park, and believe that there is a case for saving and refurbishing the Bandstand to facilitate festivals and other events which could be held at the venue. Likewise, there appears to be a case for refurbishing the bowling clubhouse facilities and we encourage funding for this too.

The visitor economy is not only important to the town but is an area that the town's business team are keen to improve with the "There is MORE in TodMORden" campaign. Successful destination marketing depends on providing facilities for potential visitors. One area in which there is a deficiency is that of visitor accommodation. We highlight research, which has shown this to be the case. Without being prescriptive, we propose to support further market research to establish the kind of accommodation required. We would also like to see further support for the campaign to widen the reach of the town as a destination capable of attracting shoppers and leisure activists from the nearby towns of Burnley and Rochdale.

In conclusion, we believe the projects outlined herein are 'credible by consultation' and should be considered as the people's choice, and as the Minister indicated, the community's priorities should be respected.

1.00 Introduction

1.01 Background

In March 2019, the government announced a funding pot of £1.6 Billion under the Stronger Towns Fund which includes towns within the Northern Powerhouse region to encourage economic growth and regeneration. In September 2019, up to £25m of this fund was allocated to projects in Todmorden.

Announcing the fund, Secretary of State for Housing, Communities and Local Government, James Brokenshire said:

"The fund will be used to create new jobs, help to train local people and boost growth, with communities having a say on how the money is spent.....we want each place to tell us the balance between those priorities for their town.....the prize at stake is: people coming together, the public and private sectors working with their communities to set out what their towns can be if everyone pulls together and works together."

In light of this, we felt it important that local groups such as Todmorden Civic Pride identify the physical projects which we believe will enhance the fabric and character of the town. However, whilst the projects outlined here are generally physical regeneration and capital build projects, we would highlight the need to align this with the fund's desired outcomes of longer-term improved wellbeing, training and employment prospects for our citizens.

The projects should be reviewed and discussed in a manner which is mindful of promoting welfare and a legacy of social capital to support long-term inclusive growth for the town's economy. With the support of the LEP, council and elected members, every effort should be made to deliver agreed improvements for the benefit of our town.

As the Power to Change commented on the fund:

"the success factors in neighbourhood-based regeneration initiatives include greater resident control, long-term investment, flexibility in approach, the development of an asset base in the community, and attention to legacy".

Many of the items included in this document are not new ideas but are consistent with public consultative work carried out by Upper Calder Valley Renaissance, which covered all 5 towns of the Upper Calder Valley and was supported by the Regional Development Agency, Yorkshire Forward. This was reaffirmed at their 2014 'Taking Stock' conference.

The following pages outline projects for discussion and further development which are believed to be beneficial to Todmorden, its residents and local businesses and will promote the wider visitor economy.

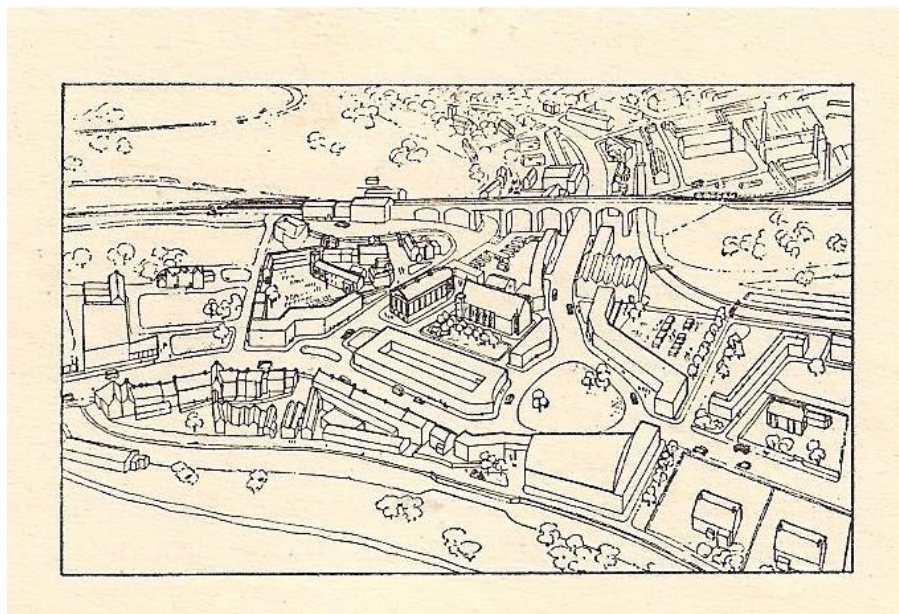
1.02 Credibility through Consultation

There have been many development plans for Todmorden in recent years, some of which have had in-depth consultation with the community. The latest being the neighbourhood plan setting guidelines for development.

As far back as 1948, a one-way system was proposed. And in 2003 the town was part of a major valley-wide consultation during the first phase of the 25-year "Upper Calder Valley Renaissance" project. A significant consensus was reached on town centre development and a 'Master Plan' was drawn up. In 2014, that plan was reviewed showing that whilst some parts of the valley had achieved progress with their master plans, Todmorden had had only limited success. It is not our purpose here to explain why, but to suggest that the opportunity to complete some of that master plan, designated by the community, has come around again with the Stronger Towns Fund. The significance here is that these were plans drawn up with the local people and were not imposed projects of councils, officers or the Regional Development Agency.

As stated, there were several attempts to plan and regenerate (and protect heritage) in the town centre since the UCVR plan in 2004, these include:

- Conservation Area Character Appraisal 2007
- A Development Brief 2008
- Town Plan 2010
- Town Centre Development Opportunity 2012
- Market Futures Report 2014
- Town Board Development Brief 2016
- Pre-Feasibility Study on development of Todmorden College 2017
- Neighbourhood plan – to be published



One-way system as proposed in 1948.

As the Stronger Towns Fund is not, as we understand it, just about physical regeneration or the town centre, but a range of community support for improving the economy and opportunities, we also point to work carried out to identify and address societal issues e.g. Vital Signs report 2015, and whilst not the remit of TCP, some of our member organisations will have input into these areas which we would support.



Consultation 2014 with the Upper Calder Valley Renaissance Group.



Consultation led by John Thompson JTP Architects.

1.03 The Visitor Economy

In January 2019 UCVR, Todmorden Information Centre and Calderdale Tourism collaborated to hold a workshop called "**Destination Tod**".

This was about bringing together community groups, councillors and businesses to look at how the town could enhance its offer as a place to visit for business, training or leisure.

Should funding be available for economic growth projects then the "**There's MORE in TodMORDen**" promotion could be supported to grow into a more sophisticated Destination Marketing and Destination Management project, perhaps employing someone with the relevant skills to turn Todmorden from just a "Location" to a "Destination", boosting the visitor economy.

2.00 Public Realm / Bramsche Square The “heart of the town”

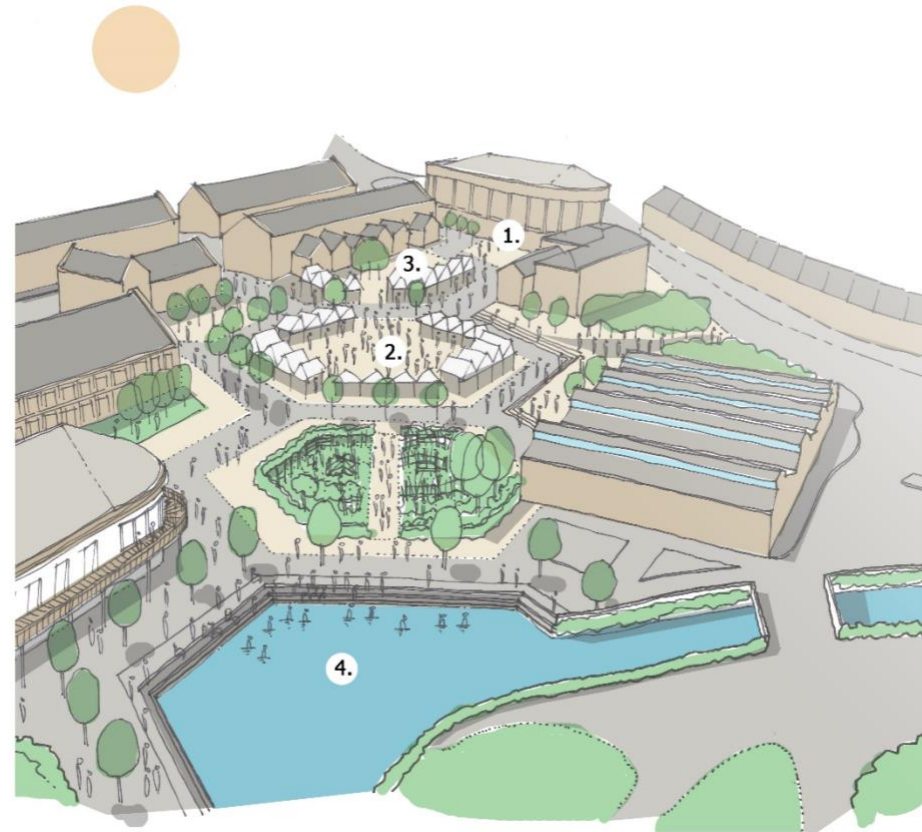
Todmorden has evolved over time as a hotchpotch of development (including modern buildings, car parking and busy roads) which has overshadowed the importance to the historic fabric to the town, notably the Town Hall, a Grade I Listed 19th Century municipal building of breathtaking volume with ornate facades exhibiting the wealth and prosperity of this once industrious town.

In tandem with the historic fabric becoming blurred, the town centre has also turned its back on the River Calder, and its heart is dominated by car parking.

A boldly designed public realm could swiftly turn around this predicament, creating a ‘heart of the town’, with historic buildings honoured and space for celebrations.

Proposals could include:

1. Todmorden Town Hall Plaza – an apron to the municipal building, with views opened up to it – encouraging use of the hall and importance as a tourist destination.
2. A re-imagined Bramsche Square (in place of parking which would be relocated as part of a wider parking strategy) – for relocated pop-up market, arts and festivals.
3. Studio developments – for small business and craftspeople.
4. The River Calder Basin – opened up for water attenuation and recreation as a riverside park.



Bird's eye view of town centre indicating a newly flourishing heart of the town.

2.00 Public Realm / Bramsche Square, continued

Investing in public realm makes sound business sense. Putting more emphasis on landscape can lead to economic, social and environmental benefits, in detail:

- Improving footfall to local businesses.
- Increasing sale and rental values of housing and commercial property bringing out the full potential of the development site.

Put simply, investment in a new “heart of the town” could be the catalyst for wider regeneration and investment in the town.

The redevelopment of the area adjacent the Town Hall would involve the purchase and demolition of the dilapidated 1960s building on Bridge Street.

The building’s existing tenants including One Stop, Post Office, Euro Discount Store and Sue Ryder are all essential contributors to the life of the town centre but could be relocated either in existing vacant premises, or alternatively in new development around the town centre.

Ideas for a creative media centre as a focal point in the town centre have also previously been proposed and could add life and an additional attraction for visitors to the area.



The 1960s building facing the Town Hall.

3.00 The Rochdale Canal

3.01 The Canal from the Town Centre East

The Rochdale Canal is one of Todmorden's greatest assets, providing potential for leisure activities and a tourist attraction as well as a reference to the town's industrial past and a link throughout the Calder Valley.

Although some investment has been made in improving the locks and towpath, with works currently ongoing, links to the canal from the town centre are poor, except for the small section on Lever Street and adjacent to the Golden Lion (see front cover). Visibility from the town centre is screened by buildings, high walls and fences. The section adjacent B&M has a small stepped access from their car park but the towpath is screened by a continuous wall and further to the east by the medical centre.

Although there is a stepped access from the rear of the Lidl supermarket car park area, boarded fencing to the site also screens the towpath turning its back on the canal and visitors to the town cannot easily find access to the towpath.

Access to the canal from Stack Hills Road, between the medical centre and Lidl has long since been lost although the landing for a stepped access still remains. The site adjacent to the new Lidl store originally earmarked for further development now acts as storm water holding pond but is boarded off from Halifax Road the canal and Stack Hills Road with an 1800mm high fence, and although this provides a "green space" near to the town centre it is not easily visible, and access is not available.



View from the canal bridge on Stack Hills Road.

3.01 The Canal from the Town Centre East, continued

The following measures are suggested as potential improvements to the section of the canal adjacent Todmorden Town Centre:

- a) Provide a boardwalk extending from the pedestrian area adjacent to the Golden Lion to link with the lock gates and towpath to the east.
- b) Form breaks in the towpath wall adjacent B&M car park with railings or fret cut metal "artwork" panels to provide greater visibility of the canal, signpost the access point from Halifax Road.
- c) Provide similar treatment to the fence to the Lidl site.
- d) Provide steps and a pedestrian link to the towpath from Stack Hills bridge.
- e) Provide tree planting to screen the ugly facade of Lidl from the town centre and open up the storm water holding area as a fully landscaped public asset. This could possibly include some parking spaces for visitors and tourists and small units adjacent the towpath with an Equality Act compliant ramped access to the canal side.



3.02 The canal from the Town Centre West



The Great Wall and fenced off derelict site.

The area opposite the "Great Wall of Tod" currently includes derelict land which is sectioned off from the towpath with unsightly metal barrier fencing. There are also some small businesses which currently turn their backs on the towpath in this area but could be incorporated into a new mixed use waterside development with a new canal-side square fronting on to the towpath.



The path near Dobroyd Road. The stone pier is a remnant of the old gantry from the former Waterside Mill to the railway sidings.

Further to the west, a pedestrian and cycle track already exists running from the railway over-bridge at the head of Dobroyd Road through pleasant natural woodland to Lock 20. There is however, no link from the towpath onto Dobroyd Road. Although space at the bridge is tight, a new link would enhance the choice for walkers and cyclists in this area.

4.00 Pedestrian Links from the Railway Station

Todmorden Railway Station provides an important link for visitors to the town both from Leeds and Bradford to the East and Manchester to the West. Currently there is no satisfactory disabled access from the eastbound platform and pedestrian links to the town centre are poor. It is reported that proposals for disabled access to the eastbound platform are under consideration, but this has been a matter for discussion for a prolonged period.

The exit from the station is directly onto a narrow footpath with railings immediately adjacent to the car park entrance and a right-angled turn in the road at the head of Rise Lane. This becomes congested, particularly with passengers from returning commuter trains and cars exiting the car park.



Current Station Entrance.

Pedestrian routes to the town centre include:

- Rise Lane, which falls steeply to meet Rochdale Road to the west of the town centre
- Steps to White Hart Fold which has no defined footpath and arrives at a narrow path at the mini roundabout and busy crossing point adjacent the Town Hall.
- Footpath crossing Ridge Road beneath the railway arches on to Princess Mary Way, which discharges onto the side of Burnley Road near the crossing to the Market. This is also defined as a cycle route.



4.00 Pedestrian Links from the Station, continued



Proposed New Station Entrance.

Egress from the station could be improved by cutting back the embankment adjacent the entrance and forming a wider footpath and doors to the side of the current entrance so that passengers discharged parallel to the road and nearer to the current crossing point. This would also lead directly to an existing local bus stop on the station approach.



Back North Street from White Hart Fold.



End of Back North Street from Princess Mary Way.

There is also potential to create a new pedestrian link via Back North Street which currently terminates at sheds below the railway viaduct. There is a wall with a change in level of approx. 1.0m below the viaduct but this could be linked with a gradual ramp across the current grassed area adjacent Princess Mary Way. With improved lighting, a new paved surface and maintenance of the adjacent landscaping this would provide a much more user-friendly pedestrian route from the station and form easier safer access with wheelchairs or pushchairs.

Businesses backing onto Back North Street could also be encouraged to open up frontages onto this area. Of the three pedestrian routes from the station, Princess Mary Way leads to the most suitable arrival point in the town centre where it is relatively safe to cross to the market and Town Hall, however it falls steeply and there is a narrow right-angled bend creating a blind spot for cyclists and pedestrians at the head where it leads to Ridge Road.

5.00 Traffic and Parking

Todmorden town centre is currently divided in three by busy main roads from Halifax, Burnley and Rochdale. The link between the characterful area of Water Street and Fielden Square and the market and Town Hall is weakened by the difficulty in crossing Halifax Road.

A bus stop, adjacent to the Wellington Public House and close to the mini roundabout by the Town Hall leads to further tailbacks and congestion at the crossing point from Bridge Street to Water Street. Buses on this route are every 10 mins.

Similarly, Burnley Road becomes congested, particularly on market days with delivery vehicles to the market, dray wagons servicing the businesses to the north side of Burnley Road and regular buses turning into the bus station along with through traffic to and from Burnley.

A bus stop on Rochdale Road, close to the mini roundabout also leads to tail backs at this busy junction. (See content page).

Although there is substantial parking space adjacent the market, the last remaining free parking area behind the fire station has recently been taken over and charges in the town centre are on average 60p/hr. Some believe that this encourages those arriving by car to utilise parking at local supermarkets to the detriment of small shops and market traders in the town centre.



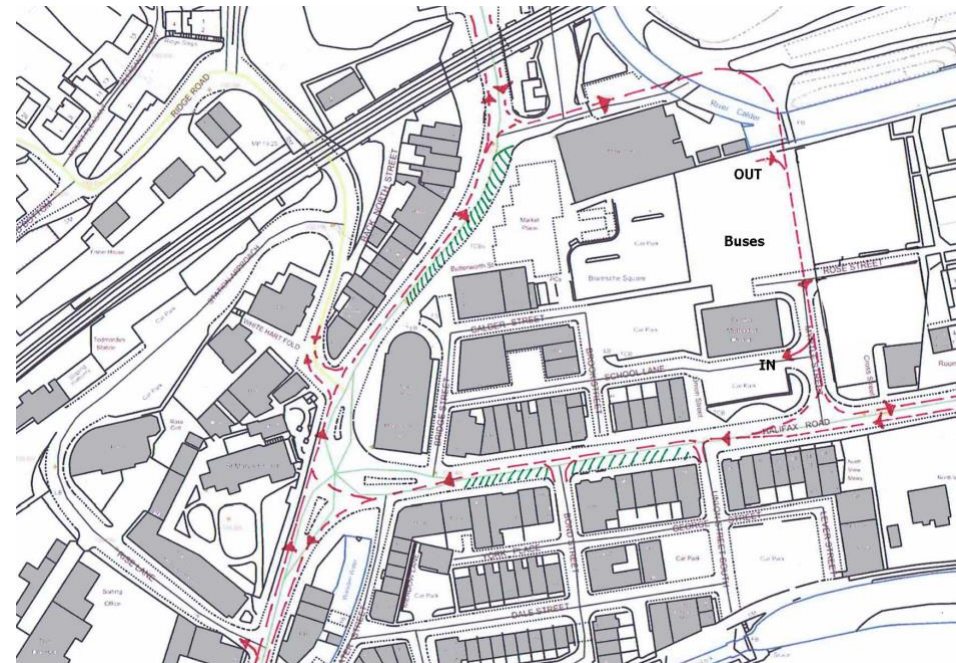
Bus stop and tailback on Halifax Road.

5.00 Traffic and Parking, continued

There is no potential for a bypass to the town centre to reduce traffic flow, and any long-term solution will require radical changes to the current arrangements to unify the town centre and help the market and small businesses continue to function and grow.

The vacant Rose Street site which was previously occupied by the former medical centre, built in the 1980s, provides a unique opportunity to introduce a third leg to the current road network so that a link from Burnley Road could be constructed to join Halifax Road via Myrtle Street. This would then enable a clockwise one-way system to be introduced to the town centre

The current two way roads could then be reduced to a single lane with the remaining lane becoming a landscaped strip (hatched in green) with short term parking for servicing of the market and adjoining shops and businesses without restricting the flow of traffic. The introduction of traffic calming measures such as rumble strips would ensure that pedestrians crossing the one-way system could do so more easily. The pedestrianisation of Bridge Street, so that this is utilised by service vehicles only outside of normal trading hours would provide a strong link to Water Street and businesses to the south of Halifax Road.



Potential One Way System.

5.00 Traffic and Parking, continued



Pedestrian Bridge behind the market.

Construction of the new link would involve the creation of a new road bridge over the River Calder on the line of the current pedestrian bridge. With good design this could become a landmark feature of the town centre and help to integrate the riverside with the town centre. This could also be combined with proposals for the river as outlined in Section 2).



Stansfield Road showing a bus emerging from the bus station. This is also the main exit route for fire engines.
The "Free Parking" sign on the left is now redundant.

The new link with Burnley Road would involve the current bus station access road. The current exit from the bus station onto Stansfield Road is dangerous as buses have to swing over the opposite lane immediately adjacent to the mini roundabout on Burnley Road and this junction will become ever more congested if the former Abraham Ormerod site is developed. There is potential to relocate the bus station on part of the Rose Street site, reducing the need for passengers to cross the main traffic flow. The existing bus station area could then provide short term parking or lay-over space.

6.00 Bridge Street Railings and Paving



Town Hall railings.

The Town Hall railings along Bridge Street and Halifax Road are corroded and in urgent need of cleaning down and repainting. Their current condition undoubtedly detracts from the Grade I Listed building and has a detrimental effect on the quality of the town centre. This may require temporary removal of the railings for bead blasting, however redecoration would positively enhance this area.



Pavement outside the "One Stop" building.

The paving on Bridge Street, particularly in front of the "One Stop" shop is a patchwork of repairs in tarmacadam, and again detracts from the area. Ideally, Bridge Street should be designated as a pedestrian area, restricting delivery vehicles to outside of normal trading hours. Resurfacing of the area in block paving would greatly improve the appearance.

7.00 Shop Fronts



Halifax Road shops.

Visitors to the town, encouraged by Todmorden's "market town" status, are at present confronted by an array of differing and often clashing shop fronts along all approaches. In recent years a number of local businesses have undertaken improvement works to a high standard, using sustainable materials and employing traditional tradespeople, and these are to be welcomed, although the cost for such works may be deterring other establishments from following suit.



Improved shop fronts in traditional design.

A shop front improvement scheme, providing grants for new frontages in keeping with the town's Conservation Area would improve the appearance of the town centre and would have a positive impact within the community. Evidence gathered from similar schemes that have been introduced in towns and cities throughout the UK, indicates that this would benefit local businesses in terms of increased footfall and attracting more visitors to the area.

8.00 Signage, Lighting and Security

General improvements to signage and lighting throughout the town centre are required, including removal of obsolete signage, providing clear signage to key areas of the town and providing enhanced lighting to buildings and features, which make Todmorden a unique venue.

Work has already been carried out at the Unitarian Church, a Grade I Listed building, to light the tower, however lighting to other buildings and features such as the railway viaduct where this crosses Burnley Road would also help to provide more interest at night.

Directory boards in key locations would also be a helpful feature for visitors.

Some signage is simply poorly maintained and creates a run-down appearance to the centre. For example, the "No Entry" signs at the south end of Water Street are so washed out that they are hardly noticeable.

The provision of CCTV to the internal market hall and immediate surroundings would help to discourage theft and provide a useful tool for the local police.



Water Street from Rochdale Road.

9.00 Centre Vale Park

9.01 The Bandstand



The bandstand in Centre Vale Park is an iconic feature of the park but has been closed for a number of years and is affected by rotten timbers and repeated instances of vandalism with the area to the rear susceptible to “antisocial activities”.

Storah Architects have carried out a study of the structure with proposals for its renovation, and whilst it is not an essential part of Todmorden’s heritage, the potential uses of this facility for entertainment and events in the park would be enhanced if this was brought back into a sustainable condition.

9.02 The Bowling Club building



The Bowling Club in Centre Vale Park forms another potential focus for visitors and events in the park, however the facilities in the current building, particularly toilets, disabled facilities, kitchen and meeting rooms are not adequate to meet the needs for national competitions.

Upgrading and extension of the clubhouse would provide potential for further leisure activities to be brought in to the park.

10.00 Visitor Accommodation

For a number of years, it has been said that there is shortage of visitor accommodation in the town. This came from a range of research documents from 2005 to 2018:

- Hotel futures study (2010) Calderdale Council – “scope for a small independent hotel in Todmorden”
- Upper Calder Valley Tourism Action Plan Spring 2005
- Briefing Paper to Todmorden Town Hall Development Board 2016
- The Economic Impact of Tourism on Calderdale 2014 and 2015
- Calderdale Tourism Strategy 2015-18

The most recent evidence can be found in the UCVR Pre-feasibility research on the potential use of the community college for accommodation. This showed there to be more demand than supply for a range of accommodation needs: weddings, business visitors, festivals, gigs and tourists.

This document touches on the importance of the visitor economy to the town and valley. More accommodation would play an important part in supporting that economy.

11.00 Summary

Todmorden Civic Pride have researched the funding and whilst the detail of the STF is yet to be defined by the potential fund-holders, the evidence on the government's own website clearly suggests that Todmorden is a town listed as one of those not having to bid for the funding as a whole. There may be a need to promote specific projects to access the funds. Those projects should be community led and implemented by due consultation and involvement with the people of the town.

As there has already been sophisticated consultation in the past and plans drafted on that basis, TCP are putting forward those plans as 'credible by consultation'. The majority of the projects outlined above are derived from such consultation and as such we believe they need to be prioritised at an early stage.

With such funds available, there is an opportunity to complete major outstanding regeneration of sites in the town centre, acquire previously unattainable sites to facilitate this, and provide overdue cosmetic improvement to the appearance of some streets, street furniture, lighting, signage and buildings. An element of improved security can be incorporated such as CCTV in vulnerable areas. There are also opportunities to enhance the heritage and leisure elements of the town together with transport gateway improvements.

The visitor economy is potentially an area of growth for the town. The business team and visitor centre should be encouraged with funded projects, in order that the town is promoted to the widest possible arena as place to live, work trade and visit. The indicated lack of visitor accommodation can also be addressed with initial research into the needs of visitors in this respect.

In the wider context, this will also enable a discussion relating to the traffic issues currently facing the town and could potentially resolve some of these issues at this point in time.

12.00 Conclusions

From our research into the STF, Todmorden is listed as one of one-hundred towns that does not have to compete for the fund but does have to apply for the £25 million allocation with applicable projects.

We believe that the projects outlined above are ones that would lead to fulfilment of the wider objectives of STF. We also believe the projects outlined are 'credible by consultation' and that **they are the choice the community**.

One of the stated aims of the STF is to increase social capital as an investment in the town's development into the future. There is already a reasonable level of social capital to enable those active in the community to collaborate and bring most of these projects to fruition.

As Todmorden held a Placemaking conference last year, it could be argued that we have a better understanding of building a strong sense of place than many other towns. The sense of place was most recently evidenced by the collaboration during the Incredible Festival of Ideas, the Great British High Street win last year and the MORE in TodMORden campaign this year. We do however, need to encourage the social capital of future generations

The town has discussed ad infinitum the possibilities for developing certain sites in the town centre and this funding, where applicable, used wisely opens up some new opportunities to resolve the outstanding improvements needed. We already have more plans than we can possibly undertake so we believe that reviewing rather than reinventing the wheel is the way forward.

As will always be the case, there will be conflicting interests so there will need to be compromises and a willingness to work collaboratively for this opportunity to be maximised and the widest possible benefits to be achieved for the town. It is hard to argue that such projects will not benefit the social and economic wellbeing of the town as a whole.

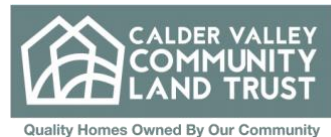
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About Todmorden Civic Pride

In 2019, Todmorden Pride, the long established Town Team dating back to 2004 and the Upper Calder Valley Renaissance Towns project, merged with the equally well established Todmorden Civic Society. Both groups had similar aims and the merger has brought a wider range of skills and commitment under one umbrella. At the heart of the group's objectives are regeneration with mindful attention to our heritage.

Active group members of Todmorden Civic Pride:



For more information on Todmorden Civic Pride contact:

Chair, Simon Brearley

Email - Simon.Brearley@walkersingleton.co.uk

Tel. 07817259626