

Kirklees Council

Cleckheaton Blueprint

Community Feedback Report

Reference: 01

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

Arup has been commissioned by Kirklees Council (KC) to develop masterplans for Batley, Cleckheaton and Heckmondwike. This report covers the feedback received from the Cleckheaton public consultation which was live from 27 June 2022 to 27 July 2022.

The Cleckheaton masterplan is being developed to identify areas where growth and revitalisation can occur, to support investment in the town centre. Kirklees Council, led by ward councillors, is working in partnership with local communities, businesses, developers and voluntary groups to encourage investment in the town centre.

Prior to this public consultation, the local community have been involved in providing feedback on their local area and identifying opportunities for improvements through the Place Standard exercise. The emerging concept masterplan proposals and subsequent public consultation have built on the outcomes from the Place Standards Consultation.

The aim of this public consultation was to encourage the local community to take part and provide feedback to help prioritise the masterplan ideas and projects, which will influence the design development and delivery strategy. Engagement and consultation have aimed to be transparent, inclusive and comprehensive.

1.1 Purpose of this report

The purpose of this document is to report on the feedback received from the public consultation carried out for the Cleckheaton Blueprint. The report is set out as follows:

- Section 2: sets out the approach to consultation;
- Section 3: presents the analysis of feedback received and response to key themes raised regarding the design of the masterplan;
- Section 4: provides a conclusion to this report; and
- Appendices A and B: include publicity and consultation materials.

2. Approach to consultation

2.1 Approach

This section sets out the approach to consulting with the local community about the proposed masterplan for Cleckheaton. The aim of the consultation was to raise awareness of the proposals among the local community and to gather feedback from the public about the proposed masterplan and help to prioritise the proposed projects.

The approach to consultation has included a range of traditional and digital methods of engagement to help everybody access the information and provide their views. Traditional methods of engagement included sending notification letters to the local community, putting up posters in local facilities and hosting in-person consultation events for people to talk to the project team. Digital methods of engagement included hosting an online webpage using the Arup Virtual Engage platform where people could interact with consultation boards, find out more information and complete a questionnaire.

The consultation period ran for 4 weeks to allow time for people to access information and to receive any hard copies of materials, if requested, and complete a questionnaire.

2.2 Publicity

Table 1 provides information about the awareness-raising activities Kirklees Council undertook prior to the public consultation.

Table 1: Awareness raising activities

Communication channel	Who	Summary
Notification letters	All residents within Cleckheaton ward and all businesses within a 250m buffer of the town centre boundary	Letters sent 2 weeks prior to the consultation starting to raise awareness of the upcoming consultation events and online Virtual Engage website (example in Appendix 1, Figure 37).
Posters and flyers	Public	Posted in supermarkets and community facilities e.g. local shops 2 weeks prior to the consultation starting to raise awareness of upcoming consultation events
Media	Public	Social media posts via KC Facebook and Twitter pre-public consultation. Press release pre-public consultation.
Project webpage	Public and stakeholders	A dedicated project page on KC website to inform the public about the upcoming consultation events and provide a link to Virtual Engage.

2.3 Consultation activities

The public consultation was live from 27 June 2022 to 27 July 2022.

Following the public consultation, an additional engagement campaign was launched as a targeted Facebook ad for residents in Cleckheaton. This targeted engagement was an opinion poll to understand whether residents were in support of specific concepts proposed in the Cleckheaton town centre masterplan.

2.3.1 Public consultation events

The Council held four in-person public consultation events to provide an opportunity for the public to speak with members of the project team about the masterplan and ask any questions. The events were held on different days, times of the day and locations to reach a wide audience. Physical consultation boards were also available throughout the consultation period in Cleckheaton Market Hall. Hard copies of the questionnaire were available for the public to submit their feedback.

Table 2: Consultation events

Date	Time	Location	Approx. number of visitors
Saturday 2 July 2022	11am to 3pm	St Johns car park, Cleckheaton	90
Tuesday 5 July 2022	6pm to 8pm	Cleckheaton Town Hall	35
Tuesday 12 July 2022	10am to 2pm	Cleckheaton Market	30
Friday 15 July 2022	10am to 2pm	Cleckheaton Library	45

2.3.2 Virtual Engage

In addition to the in-person consultation events, Arup hosted an online website (Virtual Engage) where the public could interact with the consultation materials and submit their feedback by answering the online questionnaire. Figure 38 shows an example of the Virtual Engage webpage.

Table 3: Visitor stats from Virtual Engage

Date range	Total page views	Total users	Source (top 4)
27 June 2022 – 27 July 2022	2051	603	Facebook – 307 Direct – 237 Kirklees.gov.uk – 58 Kirkleestogether.co.uk 22

2.3.3 Consultation materials

Consultation materials sought to provide the public with insight into the proposals to enable them to provide their feedback and to facilitate discussions between the public and the project team. The following materials were provided online and made available in hard copy as requested:

- Virtual Engage consultation boards;
- Physical consultation boards available throughout the consultation period in Cleckheaton Market Hall; and
- Questionnaire (hard copies available at the consultation events and online on Virtual Engage).

The consultation boards provided information about the proposed masterplan; a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis of Cleckheaton; the masterplan principles; phasing and projects (Greenway Connection, Savoy Square & Market, Cheapside, improved public square; Netherfield Works; Church Street; park entrance, and Spen Bottoms), as well as explaining the next steps for the project.

3. Feedback Analysis

45 responses were received through Virtual Engage (however, not all respondents responded to every question), 11 email responses and 5 hard copy responses during the consultation period (27 June 2022 to 27 July 2022). The following section provides analysis of the responses and a response to key consultation themes.

3.1 Types of feedback

Feedback was received through the following channels:

- Virtual Engage questionnaire – responses submitted online via Virtual Engage website.
- Our Local Centres inbox – responses submitted via email.
- Hard copy responses – responses submitted via post.

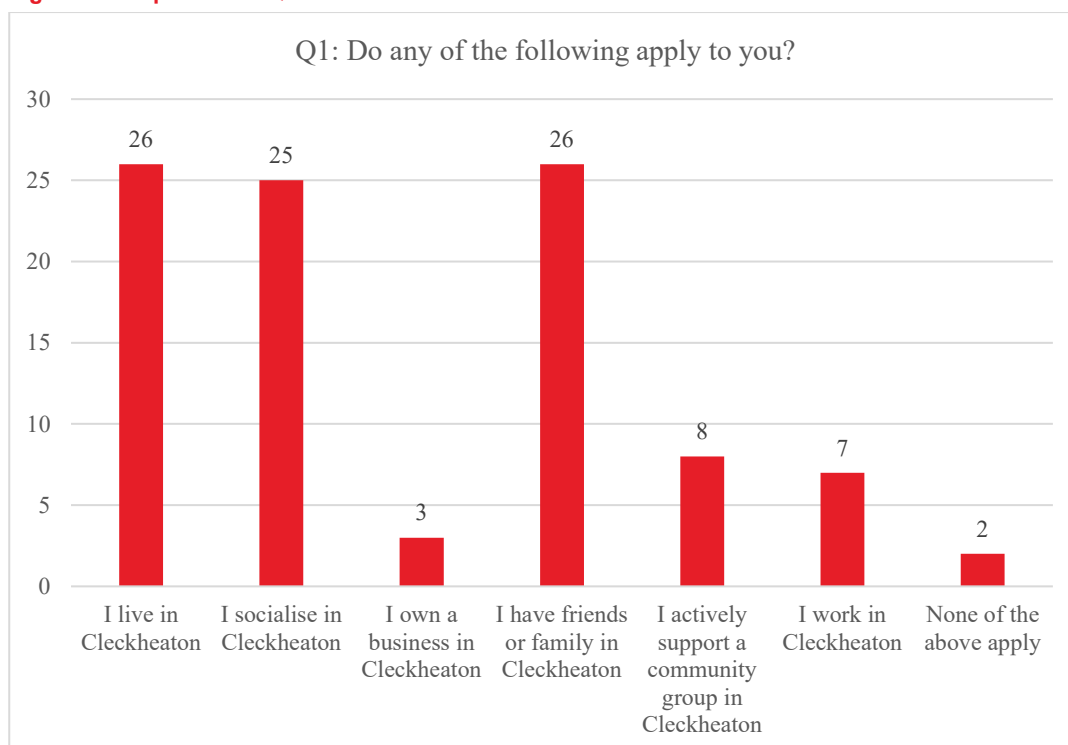
3.2 Questionnaire analysis

There were 31 questions in total which included 29 closed questions and 2 open questions (respondents could also provide reasoning for one of the closed questions), where an open text box was provided for respondents to write additional comments. There was an optional ‘About You’ section which asked questions regarding age, gender and ethnicity.

Question 1: Do any of the following apply to you?

45 respondents answered Question 1. Respondents could select as many answers that applied to them. The most frequent responses were ‘I socialise in Cleckheaton’, ‘I live in Cleckheaton’ and ‘I have friends or family in Cleckheaton’, Figure 1.

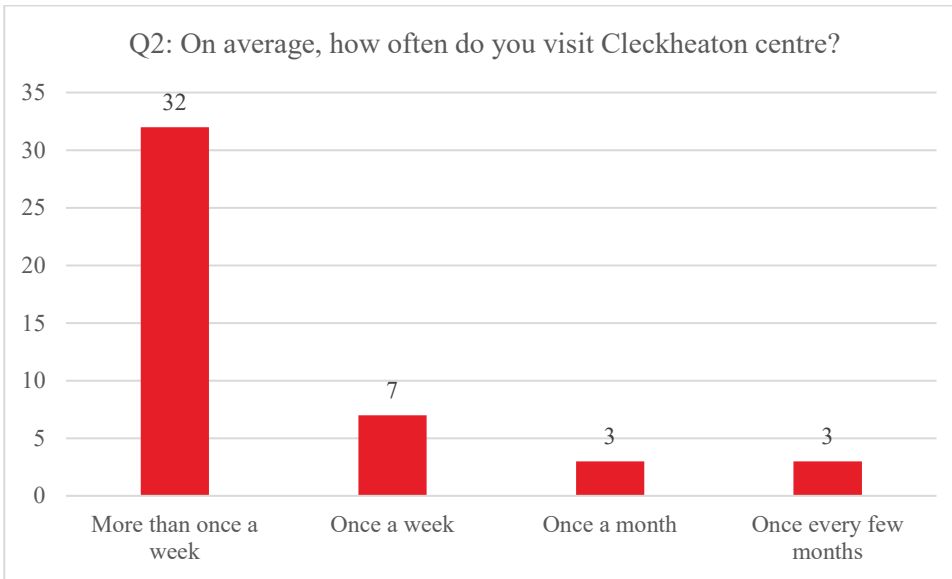
Figure 1: Responses to Question 1



Question 2: On average, how often do you visit Cleckheaton town centre?

45 respondents answered Question 2. The most frequent response to this question was ‘More than once a week’, Figure 2.

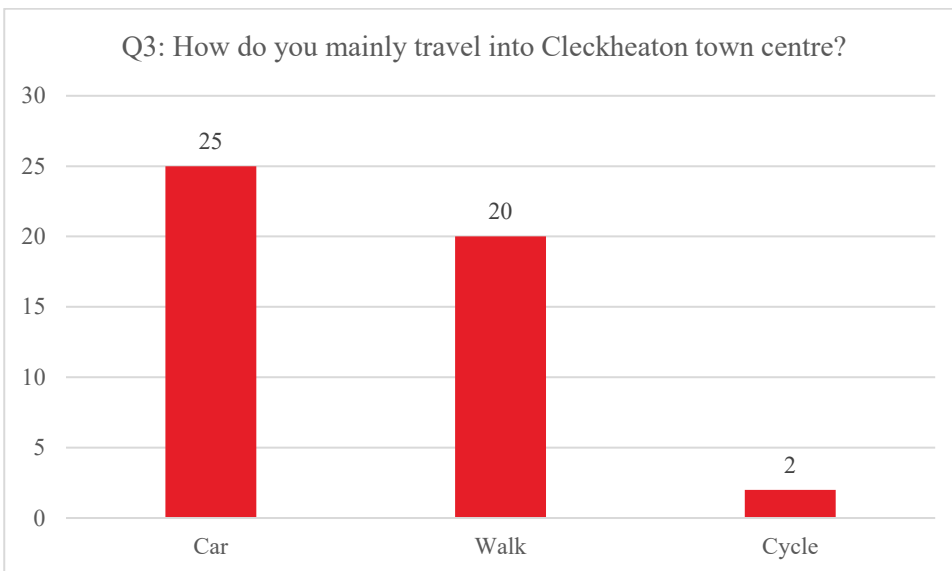
Figure 2: Responses to Question 2



Question 3: How do you mainly travel into Cleckheaton town centre?

44 respondents answered Question 3. The most frequent response to the question was ‘Car’, Figure 3. However, it is notable that almost 50% of respondents walk or cycle to the town centre, highlighting the importance of active travel connections.

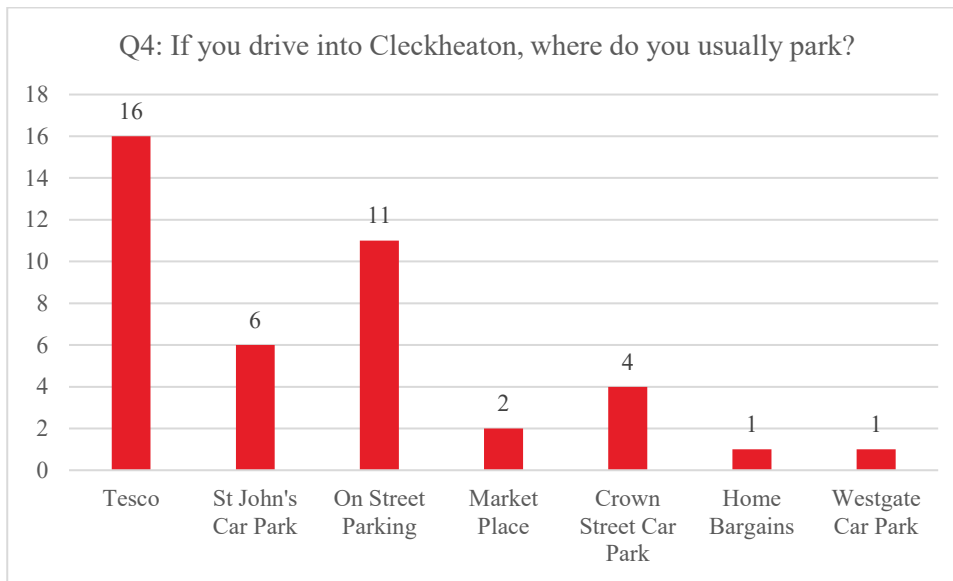
Figure 3: Responses to Question 3



Question 4: If you drive into Cleckheaton, where do you usually park?

40 respondents answered Question 4, some respondents selected more than one answer. The most frequent responses were 'Tesco' and 'On street parking', Figure 4.

Figure 4: Responses to Question 4



Question 5: What would make you visit Cleckheaton more often?

45 respondents answered Question 5. Respondents could select as many answers that applied to them. The most frequent responses were 'Events – from festivals and carnivals to specialist markets', 'Welcoming public spaces and seating areas' and 'Shops and services run by local people', Figure 5. There was also a free text box provided for this question and six respondents provided a response, Table 4.

Figure 5: Responses to Question 5

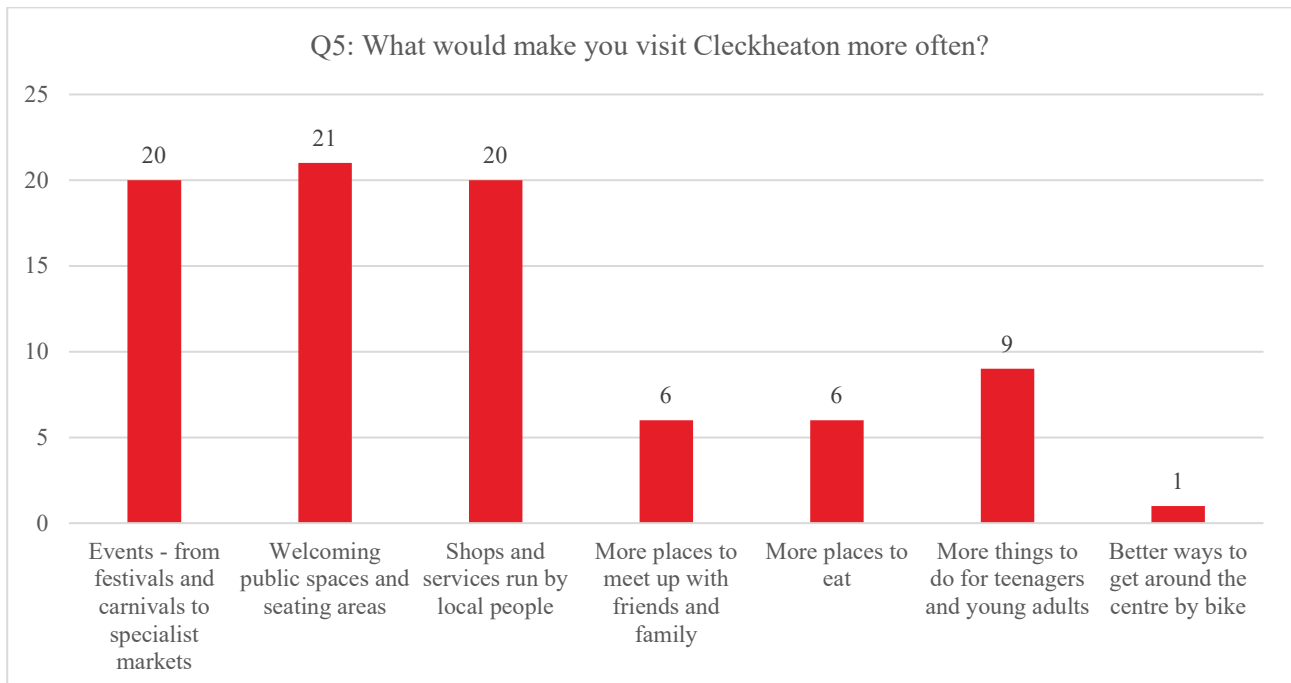


Table 4: Free text box answers to Question 5

Better provision for younger children - park areas are poor in and around Cleckheaton	Nothing I come as often as I need to	Create a high standard wheelchair and other disability accessibility throughout the whole town centre
Make it more disabled/wheelchair scooter friendly accessible with safe kerb drops. The sense of community here is fantastic. Don't kill it by introducing parking fees or stay restrictions. Also, more info boards on luddite and other local history and awareness of them to all.	Too many betting shops, hairdressers, vape shops etc. Shops to offer an attraction to make people come into the centre, markets and a hardware shop.	This survey is not accessible - I am struggling to read the virtual info and access the feedback and I work with computers.

Question 6: Do you agree with the strengths, weaknesses, opportunities and threats for Cleckheaton?

39 respondents answered Question 6. Whilst 49% of people agreed with the SWOT analysis, the most frequent response was 'Neutral', Figure 6. Respondents could provide a reason for their response. These responses have been analysed and themed, Table 5 shows the most frequent themes.

Figure 6: Responses to Question 6

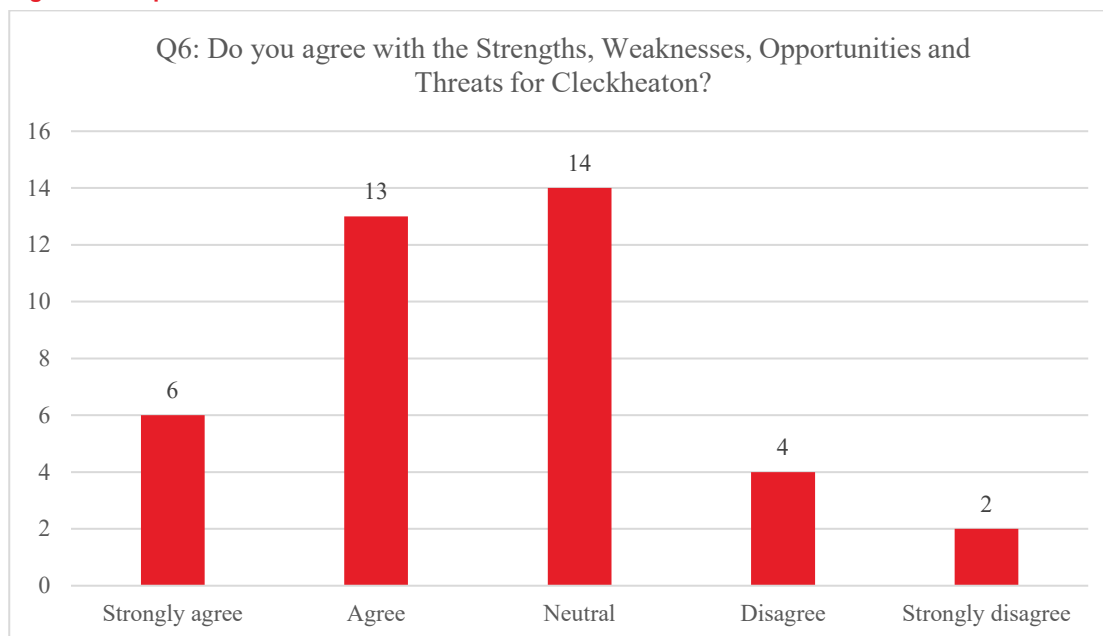


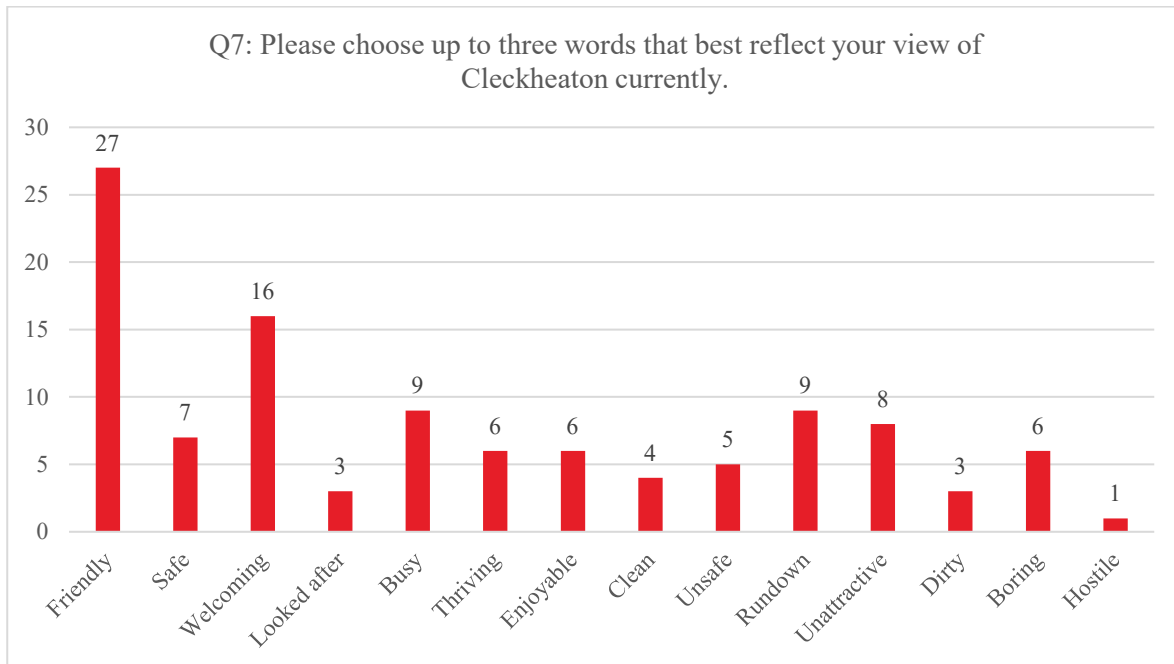
Table 5: Key themes from Question 6

Disability provision is required.	Footpaths to be maintained and more sufficient pedestrian routes.	Existing traffic issues.
Existing anti-social behaviour issues.	Flooding is a threat.	Free parking is a strength.
Would benefit from rail and road links.	Wildlife not to be disrupted.	

Question 7: Please choose up to three words that best reflect your view of Cleckheaton currently.

41 respondents answered Question 7. The most frequent responses were ‘Friendly’ and ‘Welcoming’, Figure 7.

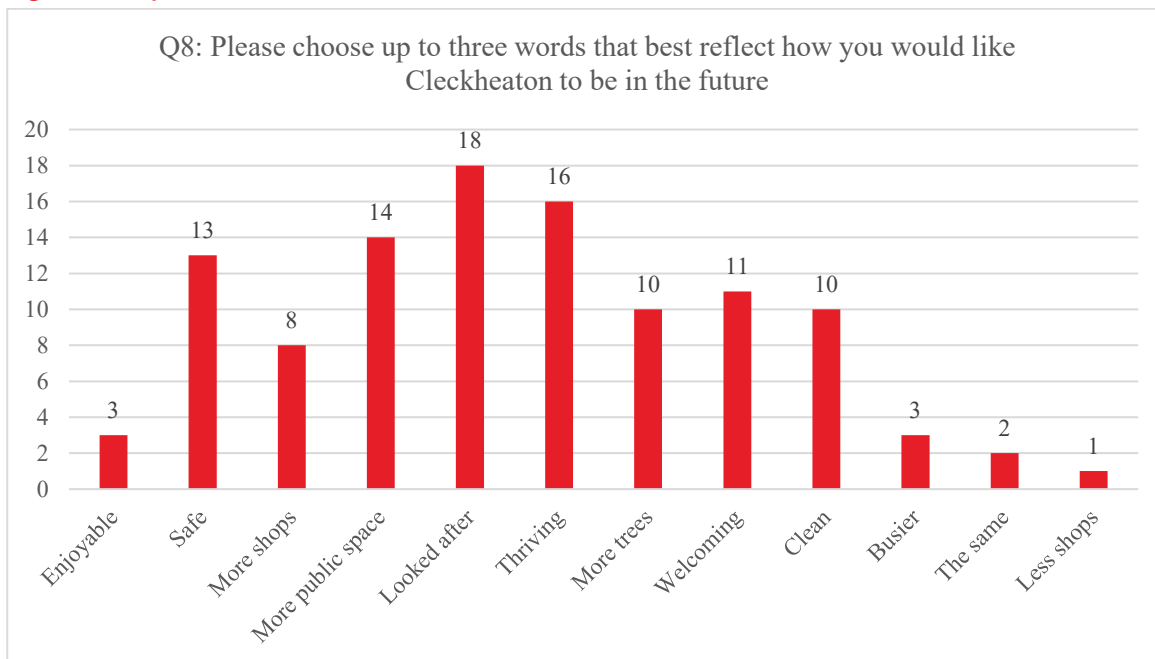
Figure 7: Responses to Question 7



Question 8: Please choose up to three words that best reflect how you would like Cleckheaton to be in the future.

41 respondents answered Question 8. The most frequent responses were ‘Looked after’ and ‘Thriving’, Figure 8.

Figure 8: Responses to Question 8

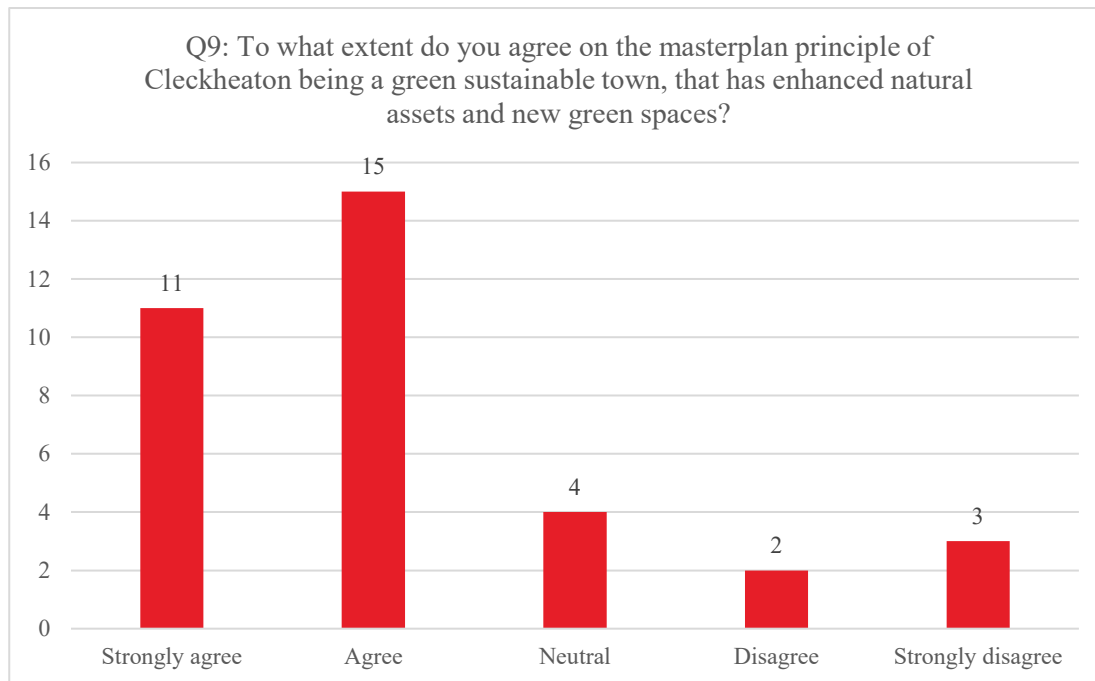


Question 9: To what extent do you agree on the masterplan principle of Cleckheaton being a green sustainable town, that has enhanced natural assets and new green spaces?

35 respondents answered this question. The most frequent response was ‘Agree’, Figure 9.

The total of those in support (agree/ strongly agree) of this masterplan principle is 74%. The total of those unsupportive (disagree/strongly disagree) of this masterplan principle is 14%. The remaining 12% of respondents responded ‘Neutral’.

Figure 9: Responses to Question 9

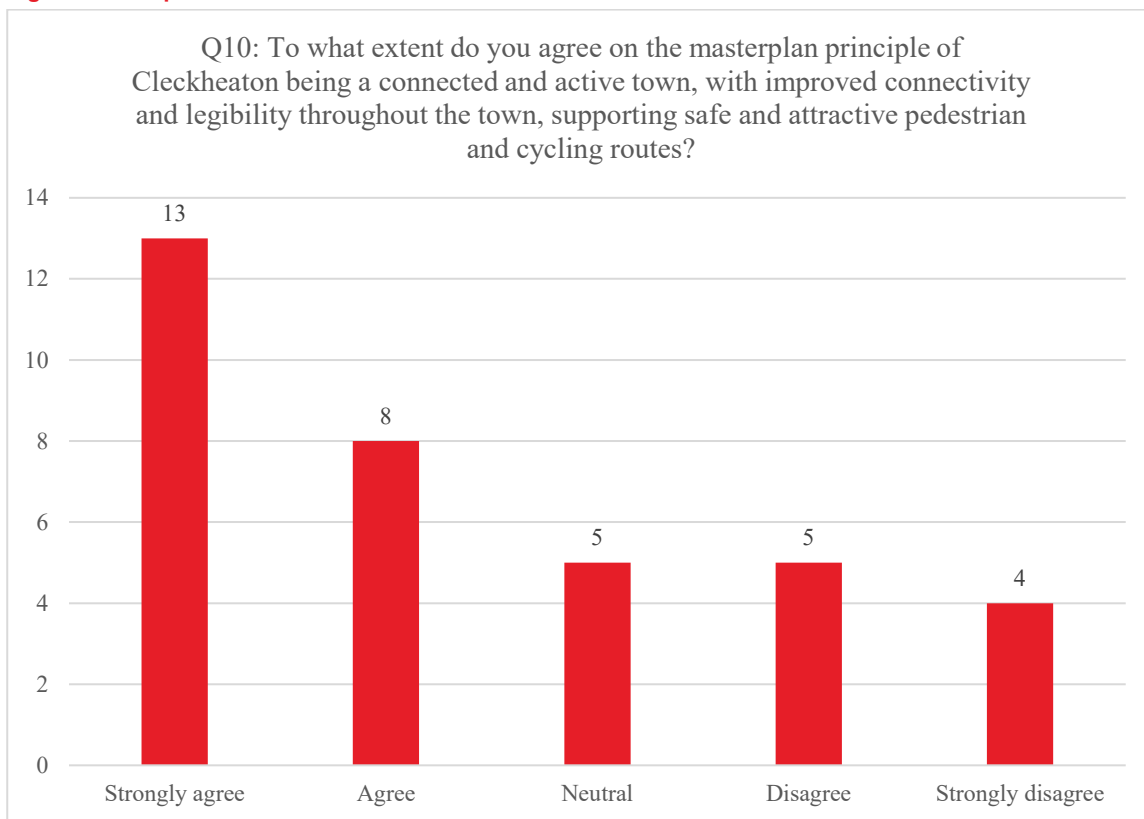


Question 10: To what extent do you agree on the masterplan principle of Cleckheaton being a connected and active town, with improved connectivity and legibility throughout the town, supporting safe and attractive pedestrian and cycling routes?

35 respondents answered Question 10. The most frequent response was ‘Strongly agree’, Figure 10.

The total of those in support (agree/ strongly agree) of this masterplan principle is 60%. The total of those unsupportive (disagree/strongly disagree) of this masterplan principle is 26%. The remaining 14% of respondents responded ‘Neutral’.

Figure 10: Responses to Question 10

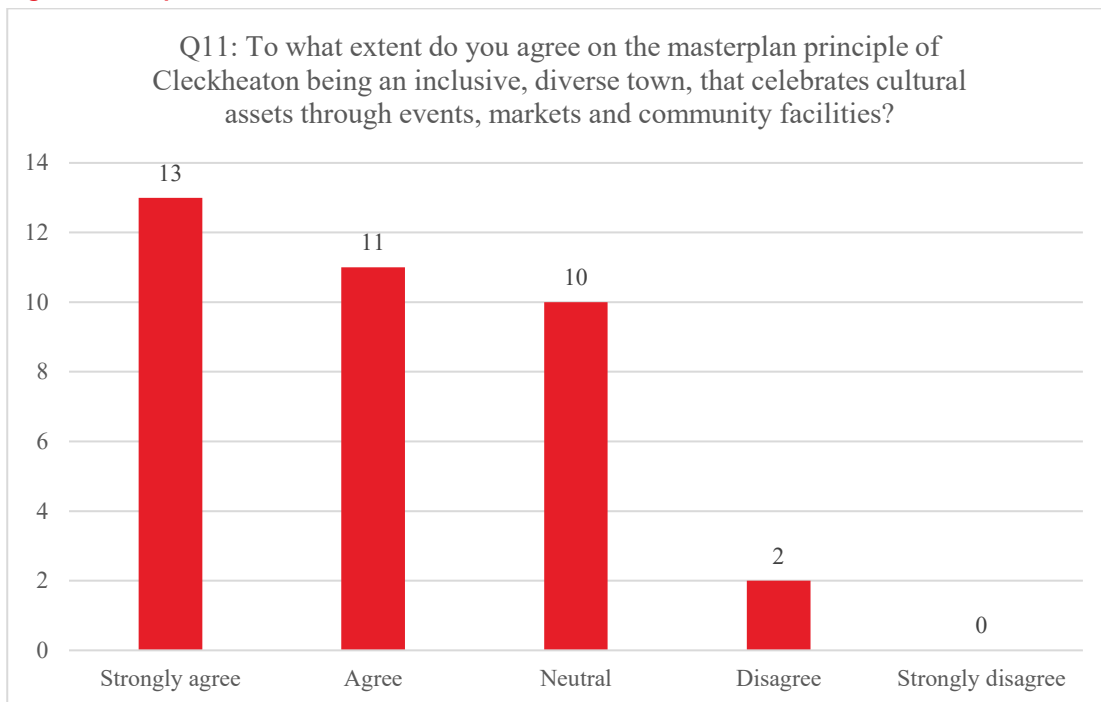


Question 11: To what extent do you agree on the masterplan principle of Cleckheaton being an inclusive, diverse town, that celebrates cultural assets through events, markets and community facilities?

36 respondents answered Question 11. The most frequent response was ‘Strongly agree’, Figure 11.

The total of those in support (agree/ strongly agree) of this masterplan principle is 67%. The total of those unsupportive (disagree/strongly disagree) of this masterplan principle is 5%. The remaining 28% of respondents responded ‘Neutral’.

Figure 11: Responses to Question 11



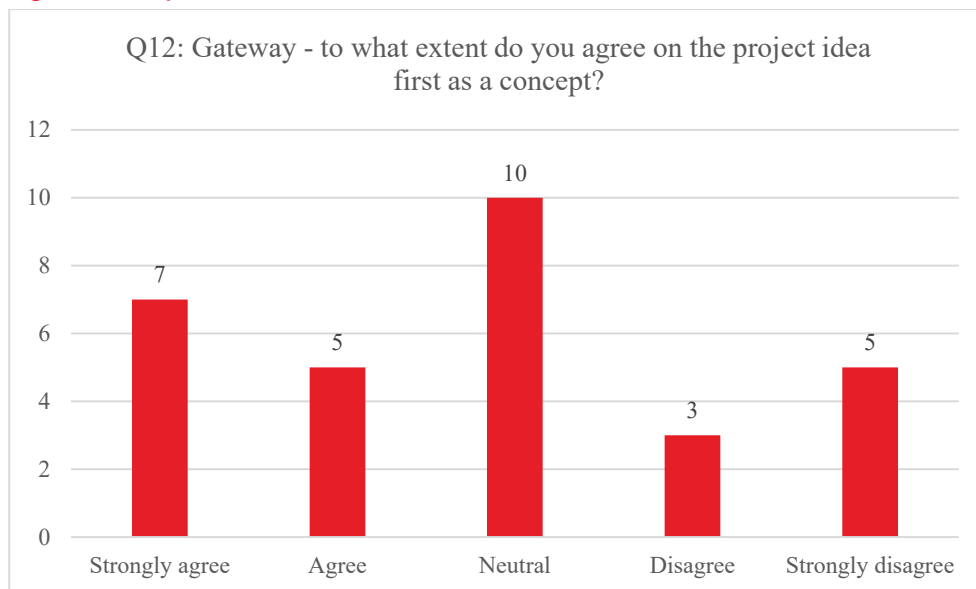
Questions 12 – 29 related to project ideas. The project ideas were presented on the consultation boards at the public consultation and on Virtual Engage. Respondents were asked whether they agreed with the project idea and how they think the project should be prioritised.

Question 12: Gateway – to what extent do you agree on the project idea first as a concept?

30 respondents answered Question 12. The most frequent response was ‘Neutral’, Figure 12.

The total of those in support (agree/ strongly agree) of this concept is 40%. The total of those unsupportive (disagree/strongly disagree) of this concept is 27%. The remaining 33% of respondents responded ‘Neutral’.

Figure 12: Responses to Question 12

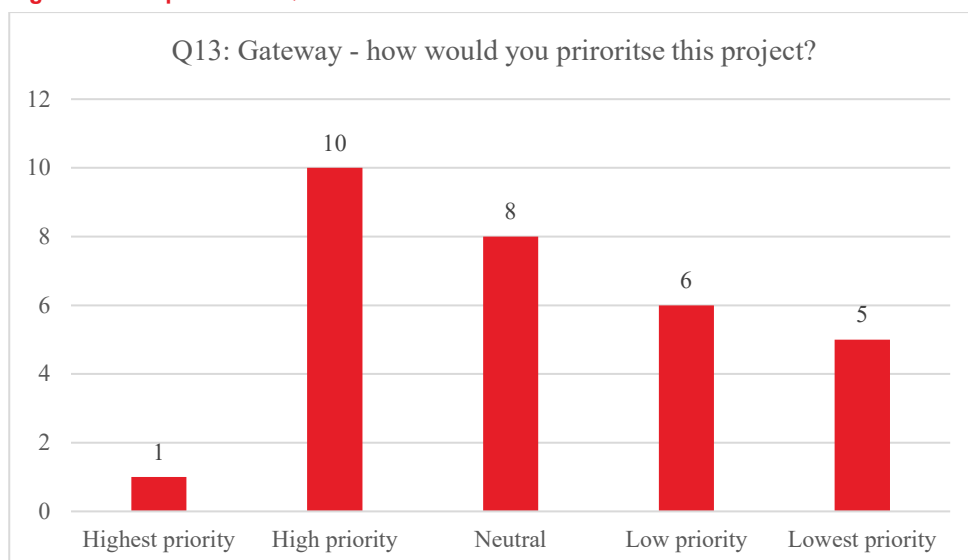


Question 13: Gateway – how would you prioritise this project?

30 respondents answered Question 13. The most frequent response was ‘High priority’, Figure 13.

The total of those in support (high priority/ highest priority) of the Gateway project is 37%. The total of those unsupportive (low priority/lowest priority) of the Gateway project is 37%. The remaining 26% of respondents responded ‘Neutral’.

Figure 13: Responses to Question 13

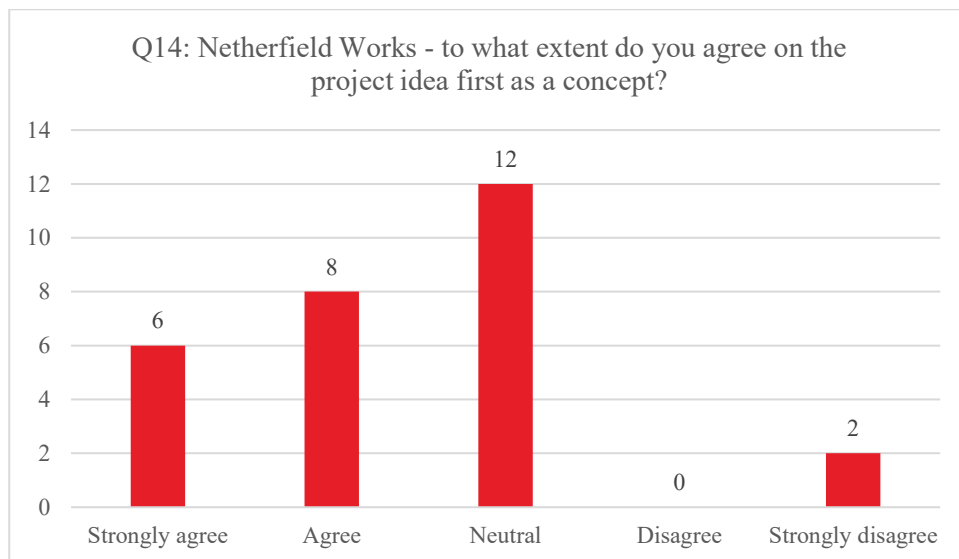


Question 14: Netherfield Works – to what extent do you agree on the project idea first as a concept?

28 respondents answered Question 14. The most frequent response was ‘Neutral’, Figure 14.

The total of those in support (agree/ strongly agree) of this concept is 50%. The total of those unsupportive (disagree/strongly disagree) of this concept is 7%. The remaining 43% of respondents responded ‘Neutral’.

Figure 14: Responses to Question 14

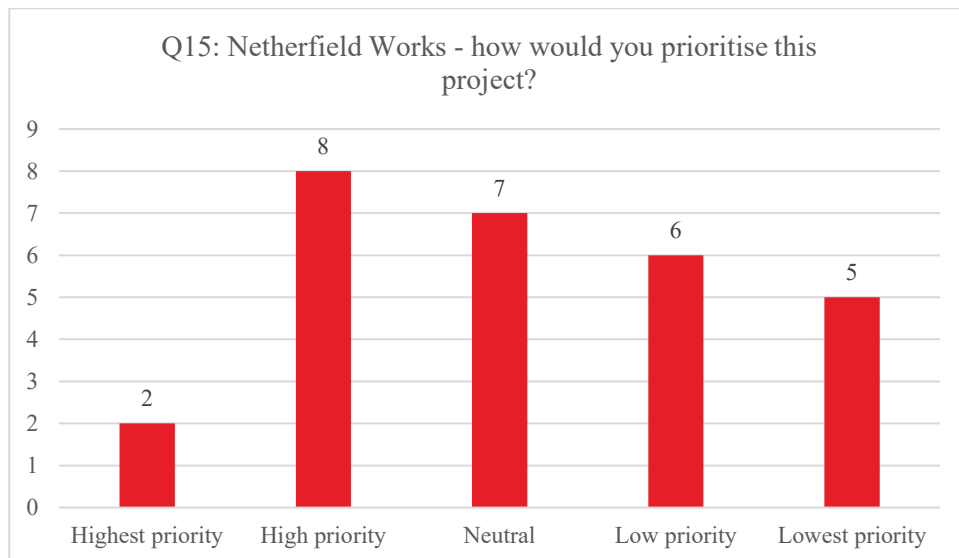


Question 15: Netherfield Works – how would you prioritise this project?

28 respondents answered Question 15. The most frequent response was ‘High priority’, Figure 15.

The total of those in support (high priority/ highest priority) of the Netherfield Works project is 36%. The total of those unsupportive (low priority/lowest priority) of the Netherfield Works project is 39%. The remaining 25% of respondents responded ‘Neutral’.

Figure 15: Responses to Question 15

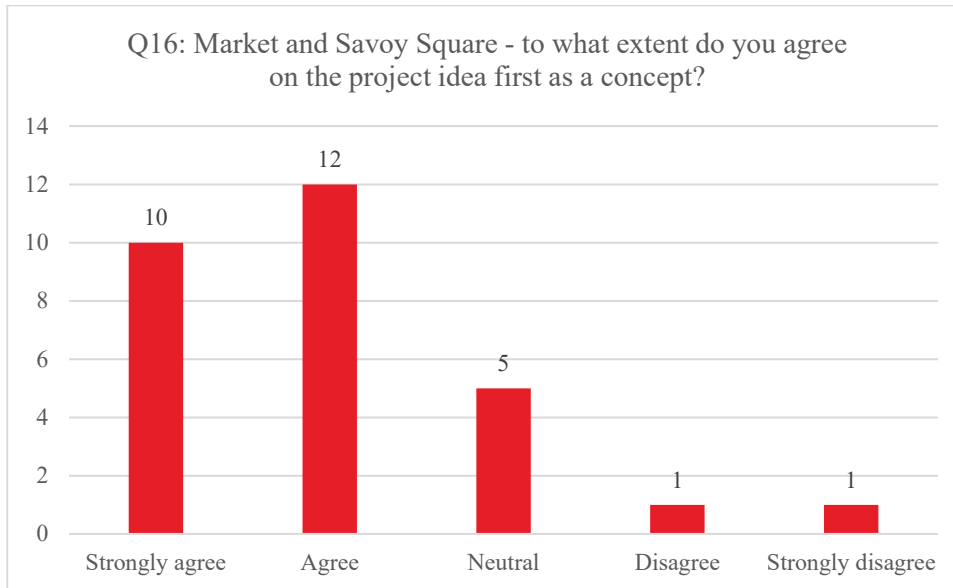


Question 16: Market and Savoy Square – to what extent do you agree on the project idea first as a concept?

29 respondents answered Question 16. The most frequent response was ‘Agree’, Figure 16.

The total of those in support (agree/ strongly agree) of this concept is 76%. The total of those unsupportive (disagree/strongly disagree) of this concept is 7%. The remaining 17% of respondents responded ‘Neutral’.

Figure 16: Responses to Question 16

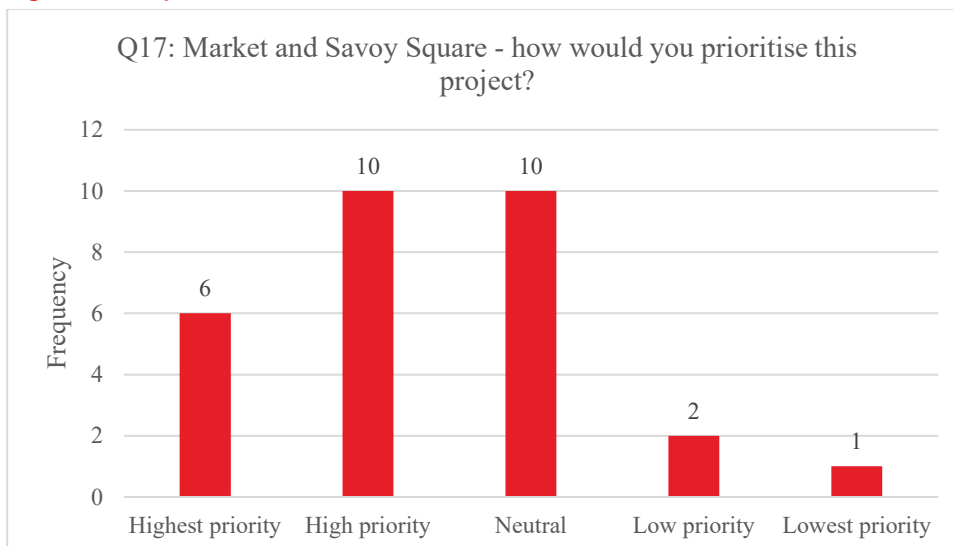


Question 17: Market and Savoy Square - how would you prioritise this project?

29 respondents answered Question 17. The most frequent responses were ‘High Priority’ and ‘Neutral’, Figure 17.

The total of those in support (high priority/ highest priority) of the Market and Savoy Square project is 55%. The total of those unsupportive (low priority/lowest priority) of the Market and Savoy Square project is 10%. The remaining 35% of respondents responded ‘Neutral’.

Figure 17: Responses to Question 17

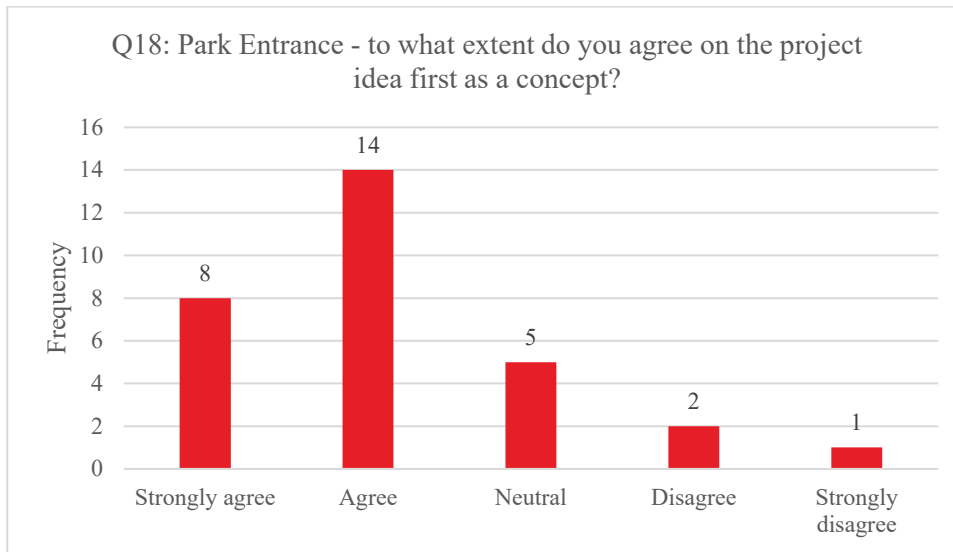


Question 18: Park Entrance - to what extent do you agree on the project idea first as a concept?

30 respondents answered Question 18. The most frequent response was ‘Agree’, Figure 18.

The total of those in support (agree/ strongly agree) of this concept is 73%. The total of those unsupportive (disagree/strongly disagree) of this concept is 10%. The remaining 17% of respondents responded ‘Neutral’.

Figure 18: Responses to Question 18

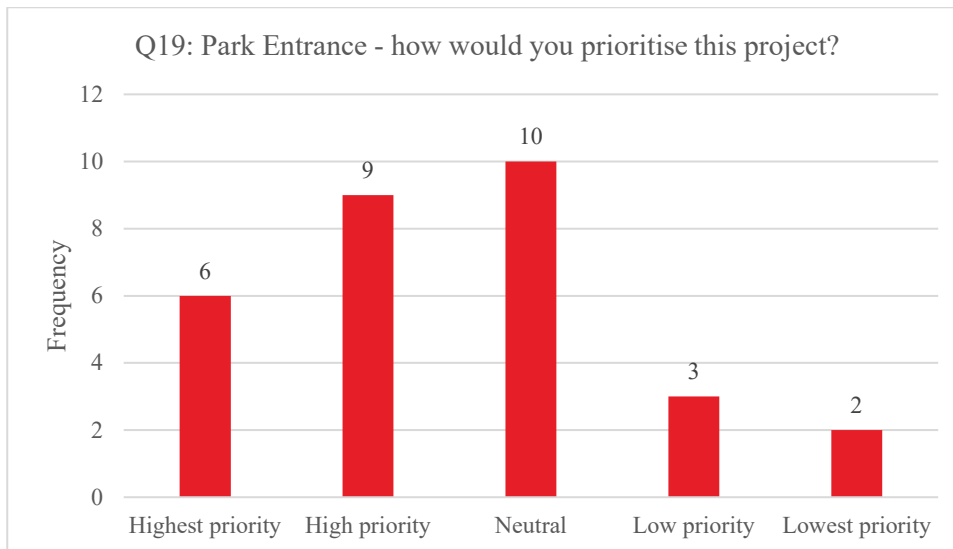


Question 19: Park Entrance - how would you prioritise this project?

30 respondents answered Question 19. The most frequent responses were ‘High Priority’ and ‘Neutral’, Figure 19.

The total of those in support (high priority/ highest priority) of the Park Entrance project is 50%. The total of those unsupportive (low priority/lowest priority) of the Park Entrance project is 17%. The remaining 33% of respondents responded ‘Neutral’.

Figure 19: Responses to Question 19

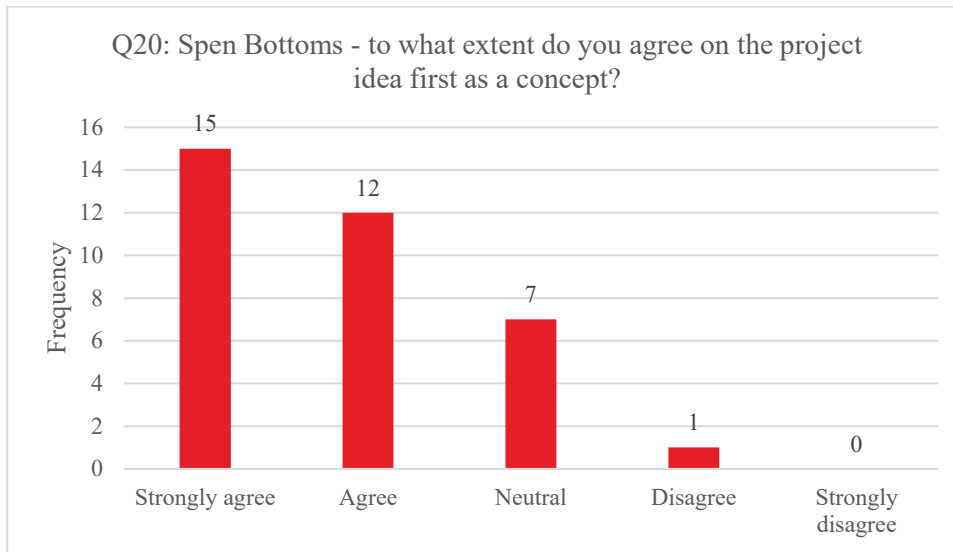


Question 20: Spen Bottoms - to what extent do you agree on the project idea first as a concept?

35 respondents answered Question 20. The most frequent response was 'Strongly Agree', Figure 20.

The total of those in support (agree/ strongly agree) of this concept is 77%. The total of those unsupportive (disagree/strongly disagree) of this concept is 3%. The remaining 20% of respondents responded 'Neutral'.

Figure 20: Responses to Question 20

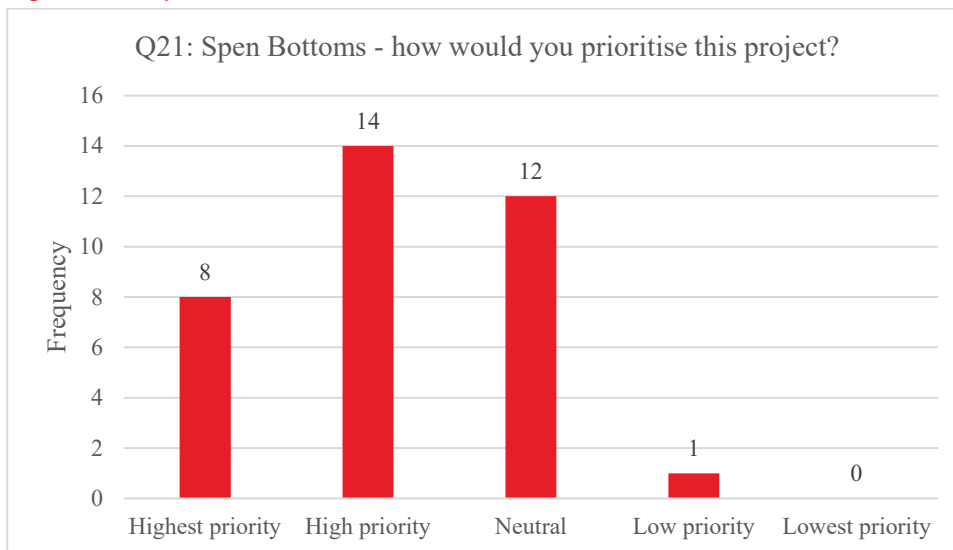


Question 21: Spen Bottoms - how would you prioritise this project?

35 respondents answered Question 21. The most frequent response was 'High Priority', Figure 21.

The total of those in support (high priority/ highest priority) of the Spen Bottoms project is 63%. The total of those unsupportive (low priority/lowest priority) of the Spen Bottoms project is 3%. The remaining 34% of respondents responded 'Neutral'.

Figure 21: Responses to Question 21



Question 22: Church Street - to what extent do you agree on the project idea first as a concept?

29 respondents answered Question 22. The most frequent response was 'Agree', Figure 22.

The total of those in support (agree/ strongly agree) of this concept is 52%. The total of those unsupportive (disagree/strongly disagree) of this concept is 21%. The remaining 27% of respondents responded 'Neutral'.

Figure 22: Responses to Question 22

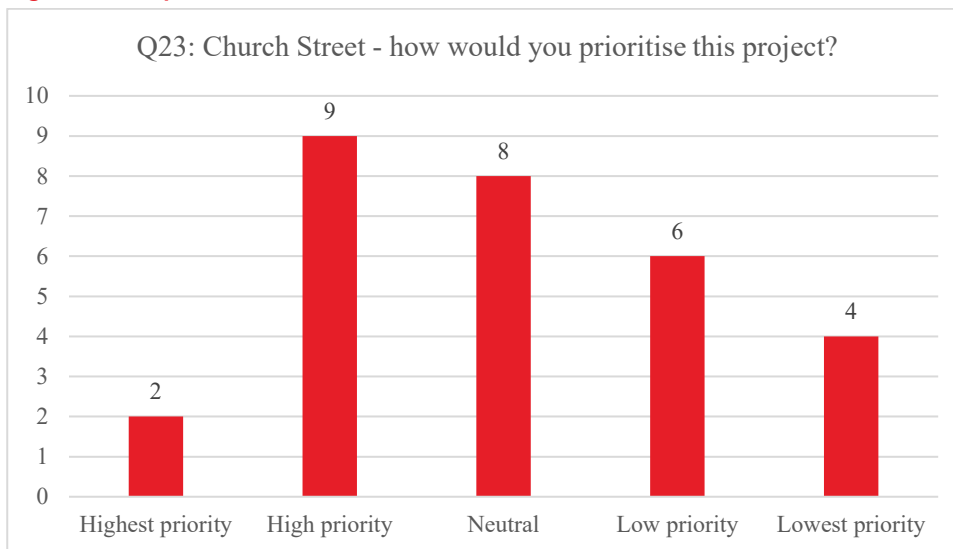


Question 23: Church Street - how would you prioritise this project?

29 respondents answered Question 23. The most frequent response was 'High Priority', Figure 23.

The total of those in support (high priority/ highest priority) of the Church Street project is 38%. The total of those unsupportive (low priority/lowest priority) of the Church Street project is 34%. The remaining 28% of respondents responded 'Neutral'.

Figure 23: Responses to Question 23

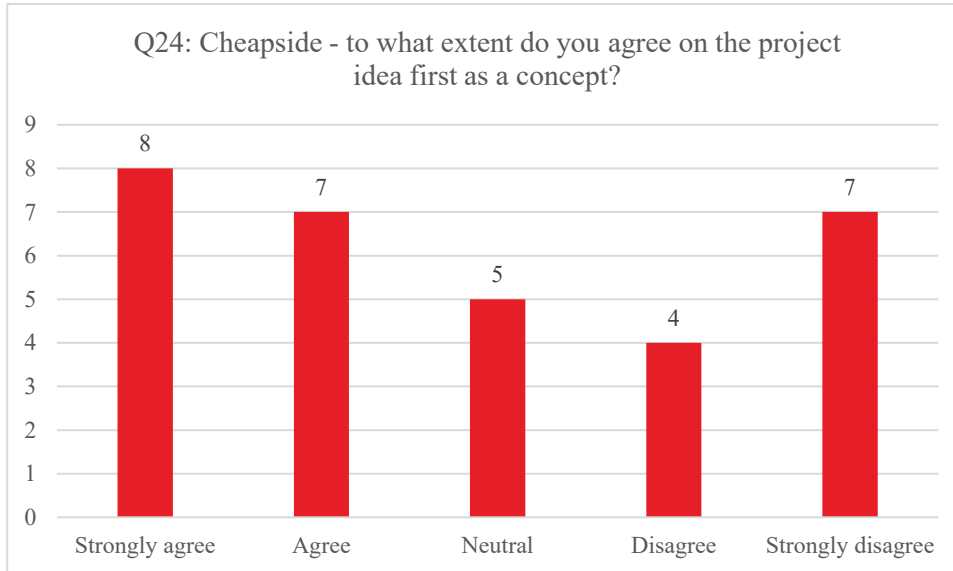


Question 24: Cheapside - to what extent do you agree on the project idea first as a concept?

31 respondents answered Question 24. The most frequent response was 'Strongly Agree' and although 7 respondents selected 'Strongly Disagree', proportionately, 15 respondents agree with the proposal and 11 respondents disagree, Figure 24.

The total of those in support (agree/ strongly agree) of this concept is 48%. The total of those unsupportive (disagree/strongly disagree) of this concept is 36%. The remaining 16% of respondents responded 'Neutral'.

Figure 24: Responses to Question 24

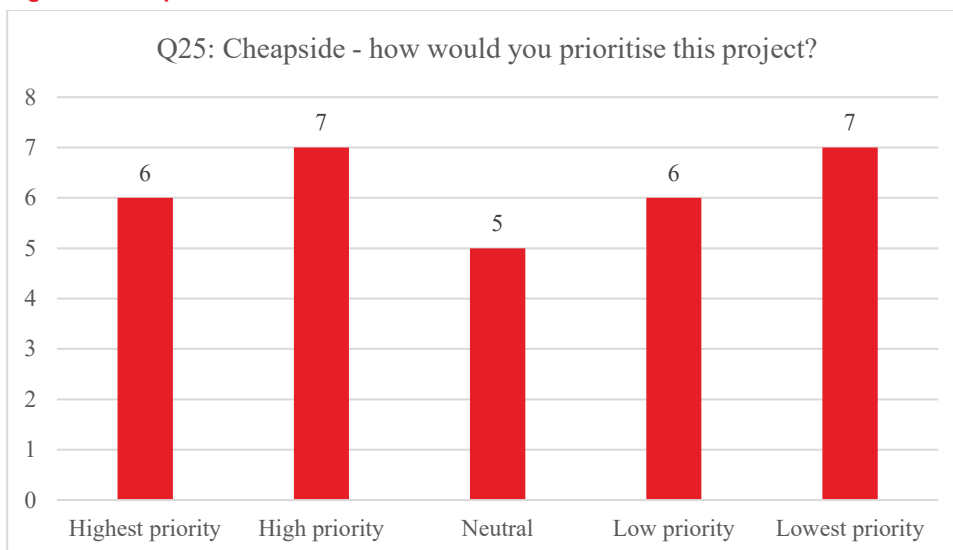


Question 25: Cheapside – how would you prioritise this project?

31 respondents answered Question 25. The most frequent responses to this question were of opposing opinions, 'High Priority' and 'Lowest Priority', Figure 25.

The total of those in support (high priority/ highest priority) of the Cheapside project is 42%. The total of those unsupportive (low priority/lowest priority) of the Cheapside project is 42%. The remaining 16% of respondents responded 'Neutral'.

Figure 25: Responses to Question 25

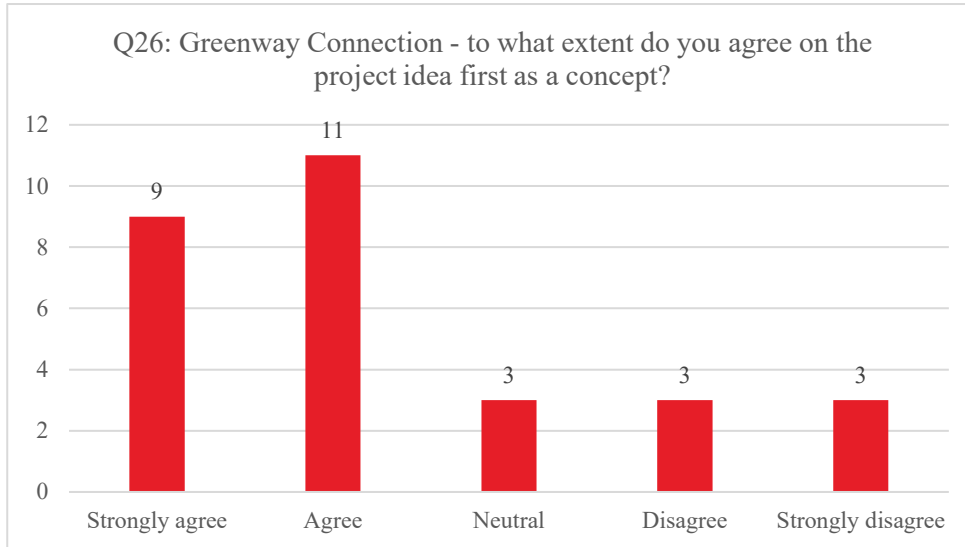


Question 26: Greenway Connection – to what extent do you agree on the project idea first as a concept?

30 respondents answered Question 26. The most frequent responses were ‘Agree’ and ‘Strongly agree’, Figure 26.

The total of those in support (agree/ strongly agree) of this concept is 70%. The total of those unsupportive (disagree/strongly disagree) of this concept is 20%. The remaining 10% of respondents responded ‘Neutral’.

Figure 26: Responses to Question 26

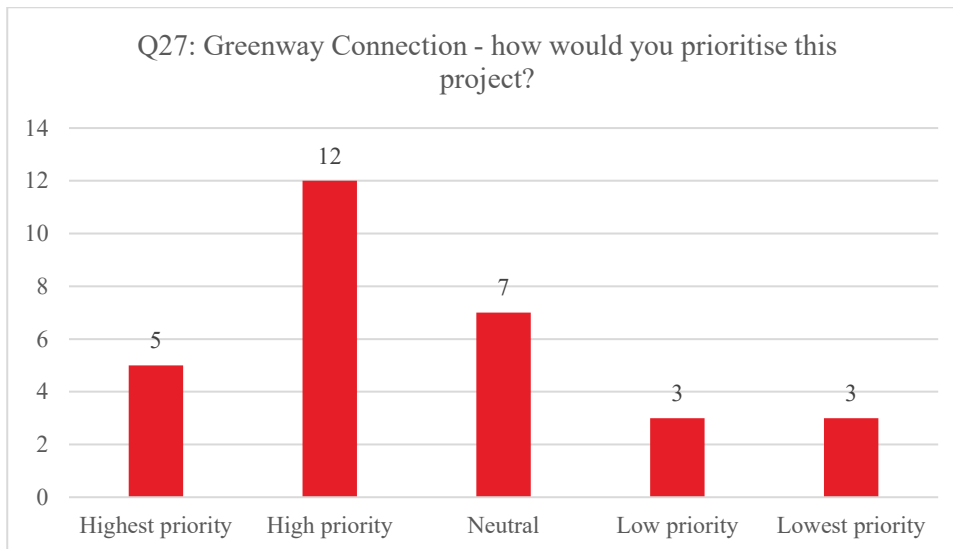


Question 27: Greenway Connection – how would you prioritise this project?

30 respondents answered Question 27. The most frequent response was ‘High Priority’, Figure 27.

The total of those in support (high priority/ highest priority) of the Greenway Connection project is 57%. The total of those unsupportive (low priority/lowest priority) of the Greenway Connection project is 20%. The remaining 23% of respondents responded ‘Neutral’.

Figure 27: Responses to Question 27

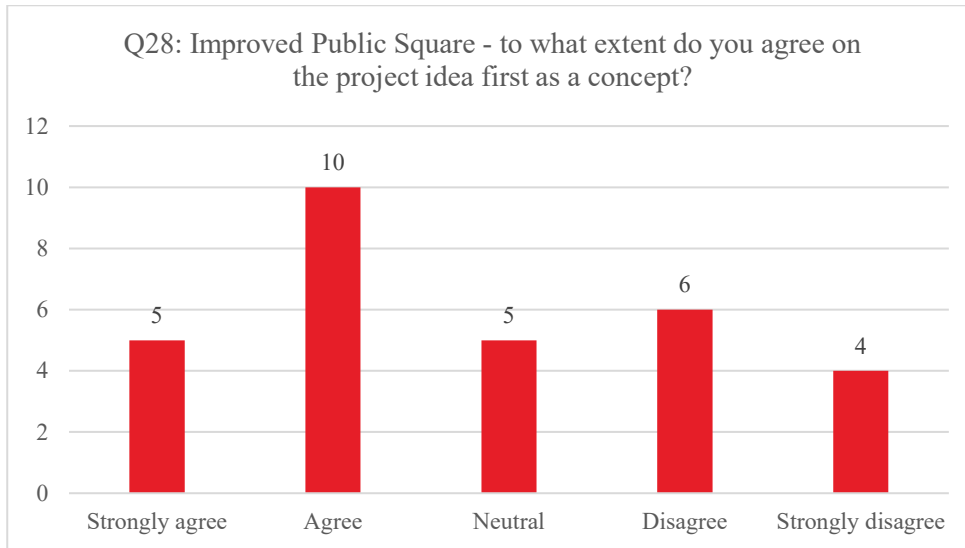


Question 28: Improved Public Square – to what extent do you agree on the project idea first as a concept?

30 respondents answered Question 28. The most frequent response was ‘Agree’, Figure 28.

The total of those in support (agree/ strongly agree) of this concept is 50%. The total of those unsupportive (disagree/strongly disagree) of this concept is 33%. The remaining 17% of respondents responded ‘Neutral’.

Figure 28: Responses to Question 28

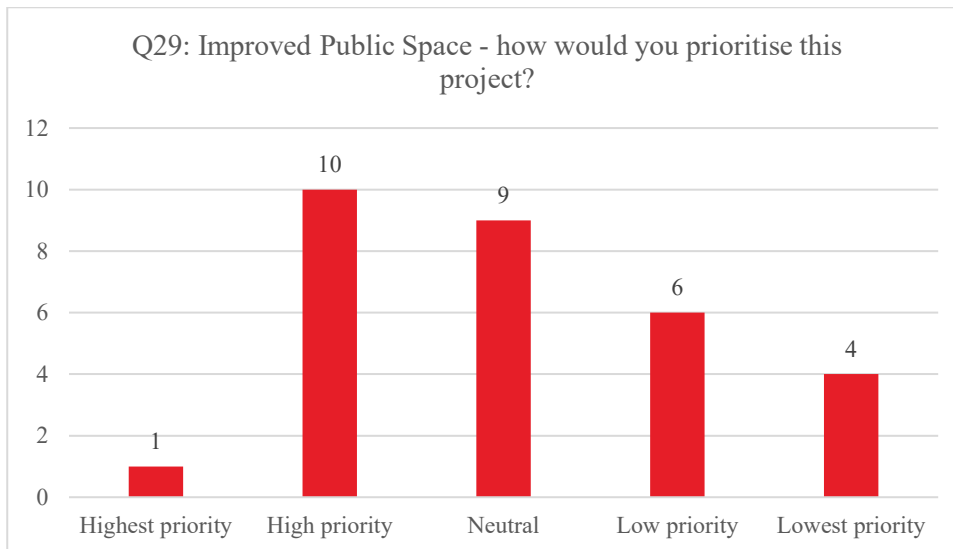


Question 29: Improved Public Space - how would you prioritise this project?

30 respondents answered Question 29. The most frequent responses were ‘High Priority’ and ‘Neutral’, Figure 29.

The total of those in support (high priority/ highest priority) of the Improved Public Space project is 37%. The total of those unsupportive (low priority/lowest priority) of the Improved Public Space project is 33%. The remaining 30% of respondents responded ‘Neutral’.

Figure 29: Responses to Question 29

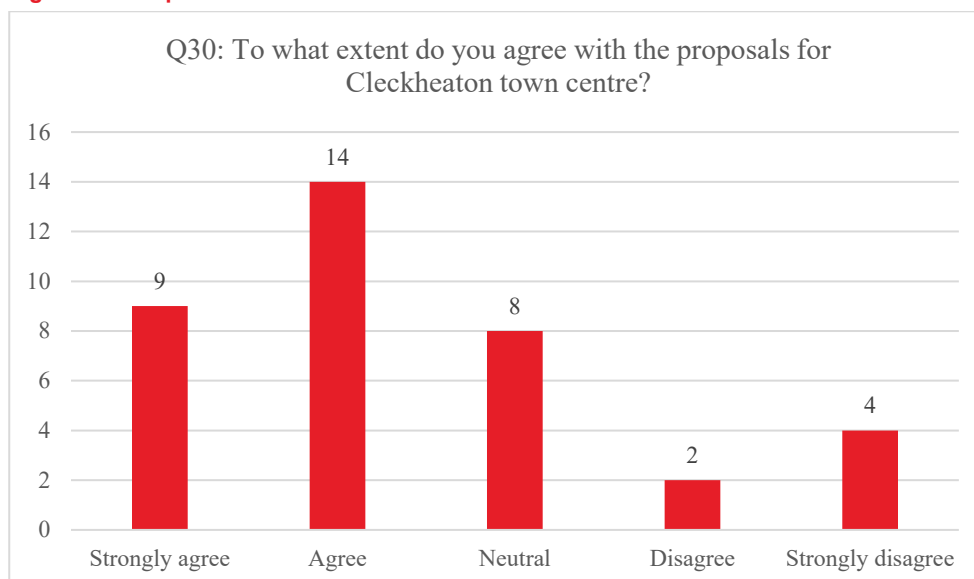


Question 30: To what extent do you agree with the proposals for Cleckheaton town centre?

37 respondents answered Question 30. The most frequent response was ‘Agree’, Figure 30.

The total of those in support (agree/ strongly agree) of the proposals is 62%. The total of those unresponsive (disagree/strongly disagree) of the proposals is 16%. The remaining 22% of respondents responded ‘Neutral’.

Figure 30: Responses to Question 30



Question 31: Do you have any further comments regarding the proposals for Cleckheaton?

29 respondents answered Question 31 which was an open question for respondents to write any comments. The responses have been reviewed and analysed pull out high-level themes.

Table 6: Question 31 summary of key themes

Key themes	Summary
General support	<ul style="list-style-type: none"> Some support overall proposals. Development on Spen Bottoms and Netherfield Works is supported. Support for better access to Greenway. Support for proposals to make Cleckheaton a destination.
General objection	<ul style="list-style-type: none"> Some object to overall proposals and believe the money could be spent more effectively.
Wildlife	<ul style="list-style-type: none"> Masterplan to be sympathetic to wildlife. Suggestion for Biodiversity Net Gain. Would like to see more planters.
Traffic & road use	<ul style="list-style-type: none"> Masterplan will worsen traffic. Important to keep vehicle access to businesses. Suggestion to re-phase traffic lights at Dewsbury Road and A643 to reduce congestion. Junction at Northgate/ Serpentine/ Horncastle needs pedestrian crossings and calming measures. Traffic calming needed at Cheapside and Northgate.
Parking	<ul style="list-style-type: none"> Reducing parking will negatively impact on the town centre and trade. Keep as many free car parking spaces as possible. More parking required. Remove car parking bays on North Street. On street parking is important for those with limited mobility.
Public transport, pedestrians,	<ul style="list-style-type: none"> Better public transport to access the town centre is required. Support for pedestrianisation and cycle network in the masterplan.

cyclists and accessibility	<ul style="list-style-type: none"> • More cycle lanes required for safety. • Accessibility for the ageing population is important. • Suggestion to widen footpath between Cheapside and Albion Street – cars currently park here and it’s a narrow footpath. • Town centre currently allows people to walk around easily. • Existing pedestrian links are poor and existing pavements require improvements.
Funding and maintenance	<ul style="list-style-type: none"> • Concerns around who will maintain public spaces and a suggestion included volunteers will be needed to maintain the additional green space. • Concerns the proposals will cost too much money. • Money should be spent on youth services and repairs to existing roads.
Retail and leisure	<ul style="list-style-type: none"> • Need more high quality shops and independent shops. • The proposals should provide space for activities, such as badminton.
Other suggestions	<ul style="list-style-type: none"> • Move local library to Town Hall to improve town centre footfall. • The proposals should prioritise upgrading the Town Hall to make it more usable. • Upgrade the Memorial Park and replace benches. • Request for local workers to support the proposals. • More frequent road cleaning is required.

3.2.1 Email responses

11 responses submitted feedback by email. This feedback did not follow the questionnaire and so has been reviewed and analysed separately to pull out high-level themes.

Table 7: Summary of key themes from email responses

Key themes	Summary
Consultation	<ul style="list-style-type: none"> • Concern around minimal input from businesses and local people. • Concern around ease of using Virtual Engage. • Local people haven’t been kept informed about the plans. • More consultation is required with groups (such as Cleckheaton in Bloom, Traders and Civic Society)
Cheapside	<ul style="list-style-type: none"> • Support for pedestrianisation. • Existing pavements are in need of repair. • Lack of disabled access.
Improved public square	<ul style="list-style-type: none"> • Support for community use building. • Support for a safer link to Memorial Park.
Netherfield Works	<ul style="list-style-type: none"> • Recommendation for more youth activities. • Recommendation to redevelop old industrial buildings as part of Cleckheaton’s history.
Greenway Connection	<ul style="list-style-type: none"> • Shared paths with walkers and cyclists can be dangerous – clear signage that it is a multi-user pathway will be needed. • Support for pedestrian links between the Greenway and Spen Bottoms.
Spen Bottoms	<ul style="list-style-type: none"> • Suggestion to repair the boardwalk. • Pedestrian footways with ecology friendly lighting to be provided from Balme Road/ Kestral View to Spen Bottoms.
Market and Savoy Square	<ul style="list-style-type: none"> • Support for the refurbishment of the indoor market. • Unhappy with the wooden structure proposed in the plans. • Savoy Square should remain flat. • More tree planting and landscaping.
Community centre	<ul style="list-style-type: none"> • Who would run the community centre? • There are existing neglected buildings that could be used for this e.g. the Town Hall, library and church halls. • Needed for young people and activities.

Wildlife	<ul style="list-style-type: none"> • Minimise impact on wildlife. • Recommends Tesco creates a green way as part of the masterplan greening. • Who will maintain additional green space? • Retain as many existing trees as possible. • Promote awareness of wildlife to the local community.
Parking	<ul style="list-style-type: none"> • Parking to remain free. • All day parking required. • Reducing parking will have negative impacts on disabled users accessing the town centre. • Reducing parking will have negative impacts on the town and local businesses. • Westgate Short Stay car park must remain.
Public transport	<ul style="list-style-type: none"> • Toilets are needed at Cleckheaton bus station. • A light rail/ tram system to link Cleckheaton with Bradford, Leeds and Dewsbury would be beneficial.
Traffic calming and congestion	<ul style="list-style-type: none"> • Traffic calming on narrow roads could cause congestion. • How will emergency services get quick access? • Closing roads will create more congestion. • Recommendation that traffic should be discouraged from using Northgate by enhancing Crown Street Car Park.
Cycling	<ul style="list-style-type: none"> • Having more secure locations for cyclists to store their bikes will encourage cycling. • There is enough cycle provision for cyclists that is not being used.
Pedestrianisation	<ul style="list-style-type: none"> • Support for pedestrianisation, particularly around the town centre. • Pedestrianisation of too many roads will cause congestion elsewhere.
Anti-social behaviour	<ul style="list-style-type: none"> • Lack of policing. • Existing anti-social behaviour issues. • Support for new park entrance to reduce anti-social behaviour.

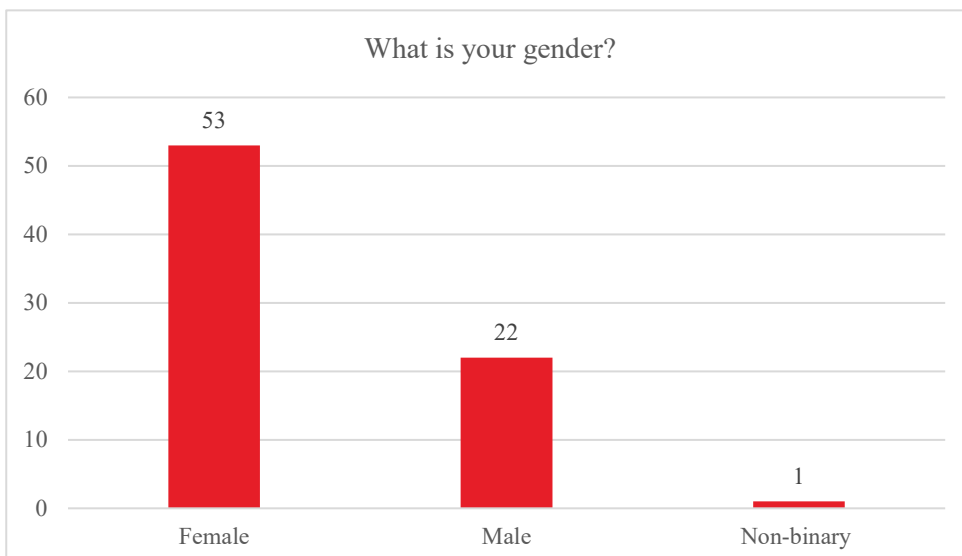
3.2.2 'About You'

As part of the questionnaire, there was an optional 'About You' section which asked questions regarding age, gender and ethnicity.

What is your gender?

76 respondents answered this question. 'Female' was the most frequent response, Figure 31.

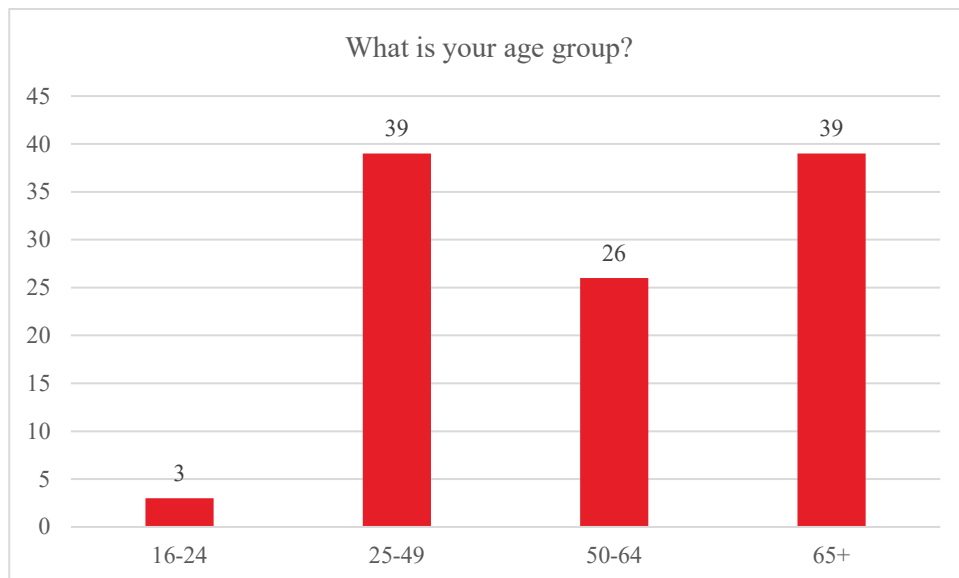
Figure 31: What is your gender?



What is your age group?

107 respondents answered this question. 25-40 and 65+ age groups were the most frequent responses, Figure 32.

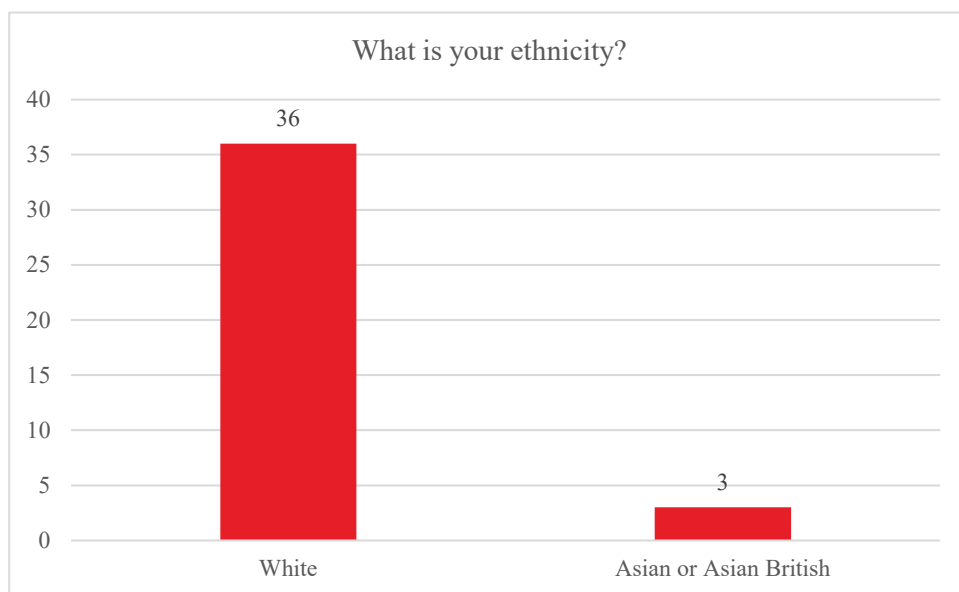
Figure 32: What is your age group?



What is your ethnicity?

68 respondents answered this question. 'White' was the most frequent response, Figure 33.

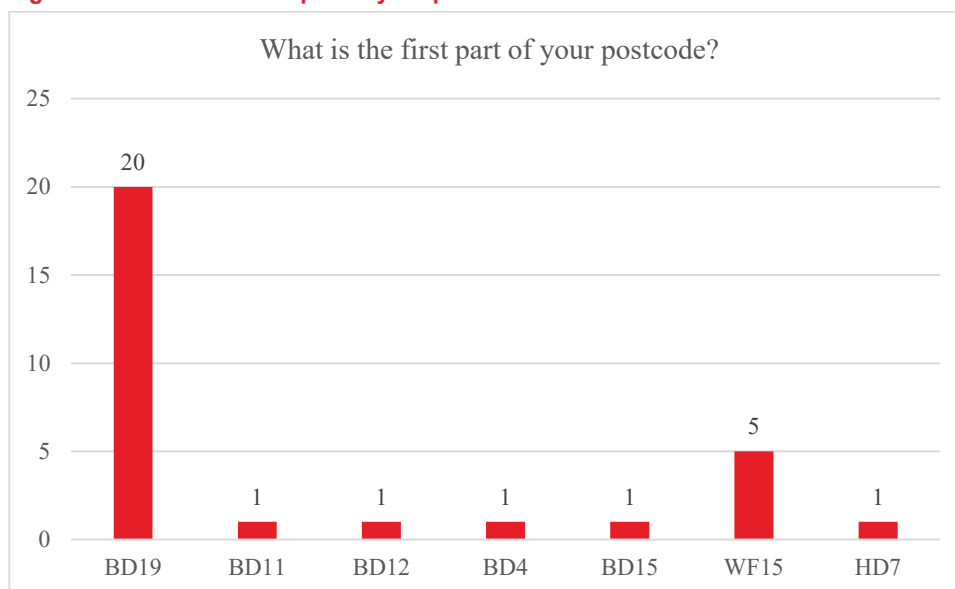
Figure 33: What is your ethnicity?



What is the first part of your postcode?

32 respondents answered this question. 'BD19' was the most frequent response, Figure 34.

Figure 34: What is the first part of your postcode?



4. Discussion of consultation responses and next steps

4.1 Discussion

It is evident that a significant proportion of respondents visit Cleckheaton on a regular (at least weekly) basis – as residents, to socialise or to visit friends and family in the town. There is a roughly 50/50 split between people accessing Cleckheaton by car, and by active modes. Those who do drive tend to park at Tesco or use on street parking, with a smaller number using St John’s car park. [Q1 – Q4].

The survey responses suggest there is support for a programme of events to be held in the town, supported by welcoming public spaces and seating areas. There is a desire to see local, independent traders. Whilst an increase in provision for teenagers and young adults came across less strongly in the multiple-choice answers, written responses also indicate support for this. A desire for improved accessibility is a notable theme of the responses, including for disabled people. [Q5].

Respondents view Cleckheaton as friendly and welcoming. Suggestions for improvements include greater safety and security, more public space, improved care and maintenance, and encouraging increased footfall and activity. [Q6 – Q8].

There is clear buy-in to the masterplan principles of a green and sustainable town, a connected and active town, and an inclusive and diverse town. [Q9 – Q11].

Further analysis of the feedback relating to individual projects suggests that Spen Bottoms, Market and Savoy Square and Park Entrance are the top three most supported projects and the top three priority projects, see Table 10 and Table 13.

Table 13. There is evidently broad support for the proposals presented. [Q12 – Q30].

4.1.1 Calculating an overall score for each of the projects

In order to identify the projects which have received the greatest/least level of support, an overall score has been calculated for each of the projects based on the responses received, as follows:

1. The answers ‘Strongly agree’, ‘Agree’, ‘Neutral’, ‘Disagree’, ‘Strongly disagree’ have been given a corresponding score, as shown in Table 8.
2. The frequency of responses recorded against each answer has then been multiplied by the corresponding score.

3. An overall score has then been calculated for each question so that the projects can be ranked by level of support.

An example of how the overall scores have been calculated has been shown for Spen Bottoms below (Table 9). Scores for each project are provided in Appendix C.

Table 8: Level of support ranking

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
2	1	0	-1	-2

Table 9: Spen Bottoms example of calculating the overall score

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	15	30
1	Agree	12	12
0	Neutral	7	0
-1	Disagree	1	-1
-2	Strongly disagree	0	0
	Total	35	41

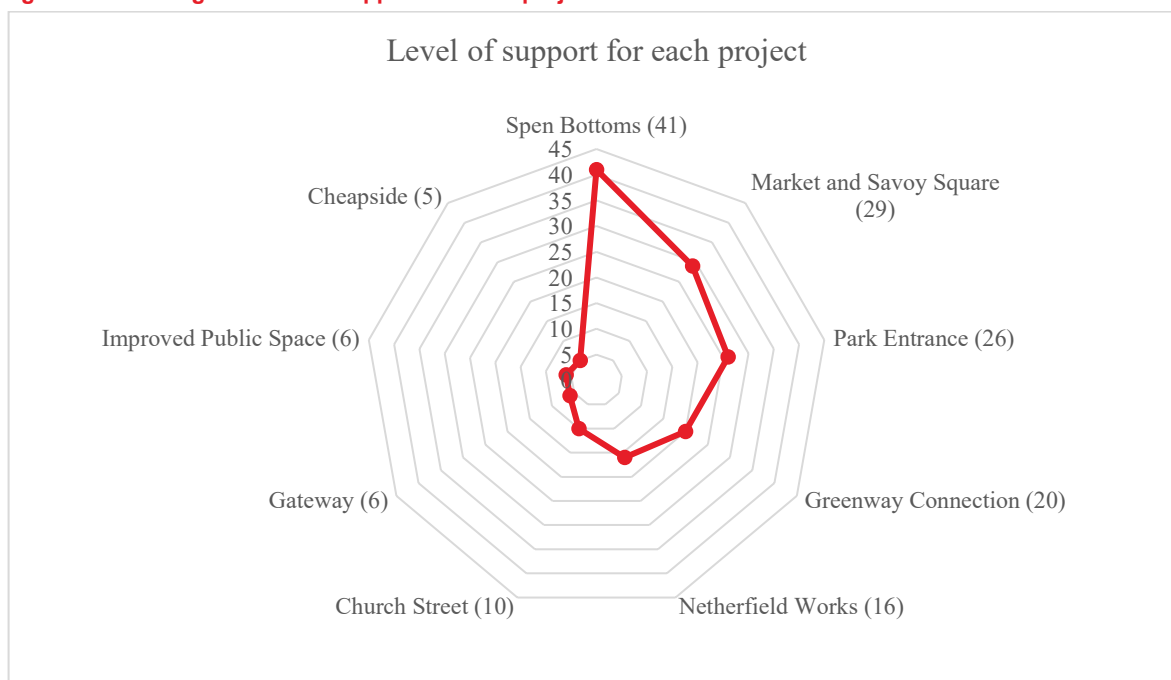
Table 10 and Figure 35 below show the projects ranked by level of support. This shows that Spen Bottoms received the most support from the respondents, followed by Market and Savoy Square and Park Entrance. Cheapside received the least level of support.

It should be noted the number of responses received to each question is slightly different, ranging from 28 responses to 35 responses, as shown in Table 10.

Table 10: Ranking the level of support for each project

Project	Number of responses	Overall score
Spen Bottoms	35	41
Market and Savoy Square	29	29
Park Entrance	30	26
Greenway Connection	29	20
Netherfield Works	28	16
Church Street	29	10
Gateway	30	6
Improved Public Space	30	6
Cheapside	31	5

Figure 35: Ranking the level of support for each project



4.1.2 Calculating the overall priority of projects

In order to identify the projects which are seen as being the highest priority by respondents, an overall score has been calculated for each of the projects, as follows:

1. The answers ‘Lowest priority’, ‘Low priority’, ‘Neutral’, ‘High priority’ and ‘Highest priority’ have been given a corresponding score on a scale from 1 to 5, as shown in Table 11.
2. The frequency of responses recorded against each answer has then been multiplied by the corresponding score.
3. An overall score has then been calculated for each question so that the projects can be ranked by level of priority.

An example of how the overall scores have been calculated has been shown for Spen Bottoms below (see Table 12). Scores for each project are provided in Appendix C.

Table 11: Priority ranking

Highest priority	High priority	Neutral	Low priority	Lowest priority
5	4	3	2	1

Table 12: Spen Bottoms example to calculate the overall score to prioritise the projects

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	8	40
4	High priority	14	56
3	Neutral	12	36
2	Low priority	1	2
1	Lowest priority	0	0
	Total	35	134

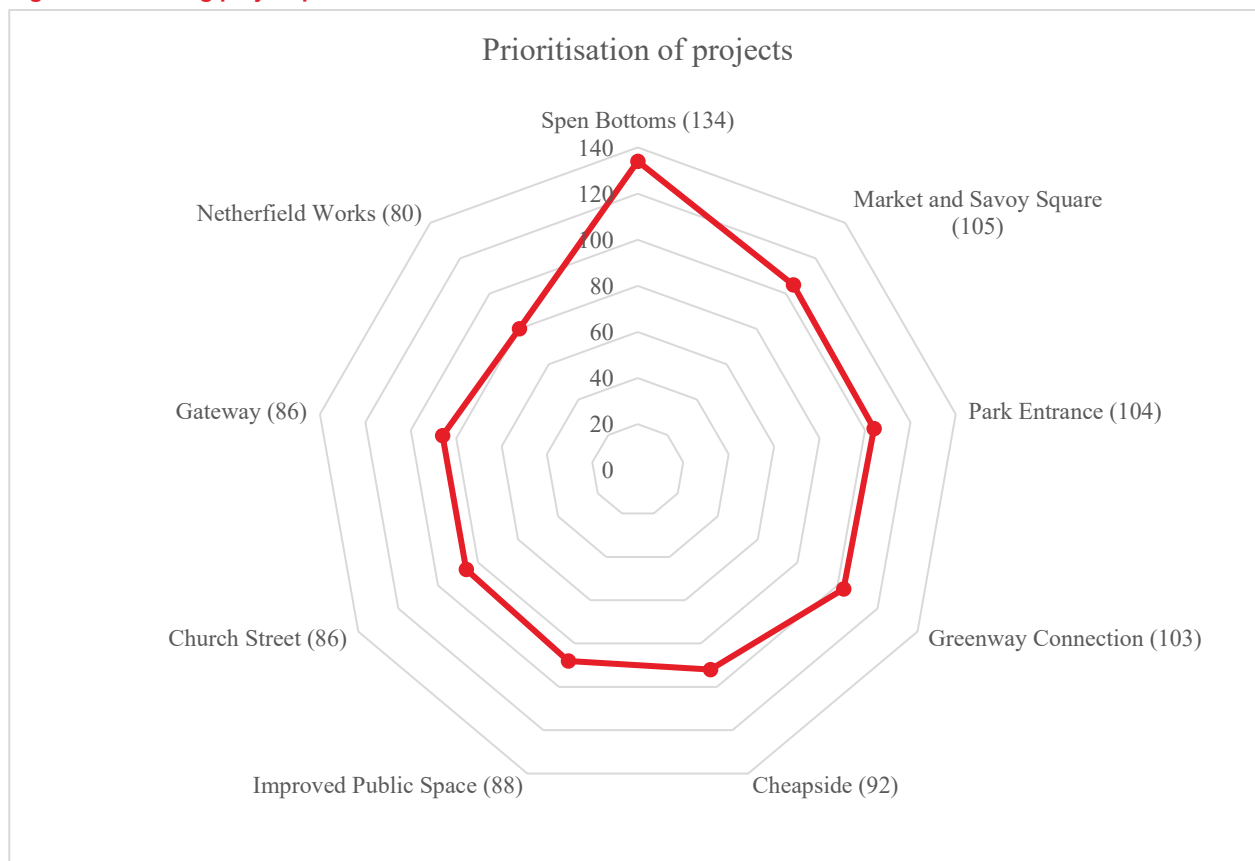
Table 13 and Figure 36 show the ranked project prioritisation. This shows that Spen Bottoms was ranked the highest priority by the respondents, followed by Market and Savoy Square and Park Entrance. Netherfield Works was ranked the least priority.

It should be noted the number of responses received to each question is slightly different, ranging from 28 responses to 35 responses, as shown in Table 13.

Table 13: Ranking project prioritisation

Project	Number of responses	Overall score
Spenn Bottoms	35	134
Market and Savoy Square	29	105
Park Entrance	30	104
Greenway Connection	30	103
Cheapside	31	92
Improved Public Space	30	88
Church Street	29	86
Gateway	30	86
Netherfield Works	28	80

Figure 36: Ranking project prioritisation



4.2 Additional engagement

Following the public consultation, an additional engagement campaign was launched as a targeted Facebook ad for residents in Cleckheaton. This targeted engagement was an opinion poll to understand whether residents were in support of specific concepts proposed in the Cleckheaton town centre masterplan. The ads had five different polls with a statement that respondents could either agree with or disagree with. This

engagement generated a total of 191 on-Facebook leads and reached 1781 people. The ads took place over 3 days.

The statements and responses to the statements are included in Table 14.

Table 14: Responses to additional engagement

Statement	% Agree	% Disagree
Investment in Cleckheaton over the next 5-15 years should include improvements to the layout of Savoy Square as well as improving access to the Market.	85%	15%
Investment in Cleckheaton over the next 5-15 years should include better and safer access to the Greenway.	87.5%	12.5%
Investment in Cleckheaton over the next 5-15 years should include Spen Bottoms being made more accessible while protecting nature.	97%	3%
Investment in Cleckheaton over the next 5-15 years should include making Cheapside safer for pedestrians and creating space for dwell time, by removing traffic and relocating parking.	49%	51%
Investment in Cleckheaton over the next 5-15 years should include having 'Gateways' showing you have arrived, celebrating the town and welcoming people.	57%	43%

From the additional engagement, generally the respondents were in agreement with the statements, other than the final two statements regarding Cheapside and Gateways, where there was a split response.

4.3 Next Steps

From the feedback received, including review of the responses to the open question [Q31] and written feedback received by email for the public consultation and responses from the additional targeted engagement on Facebook, the following next steps are proposed:

1. The projects as presented in the consultation are retained and taken forward as part of the masterplan finalisation (noting the points in Item 2 below). In particular, Spen Bottoms, Market and Savoy Square, Park Entrance and the Greenway are the projects that have received the greatest support and greatest priority by the respondents.

In the public consultation, Cheapside was ranked a high priority project by respondents however, respondents did not fully support the concept therefore, options for this project will be further explored.

2. The following changes are considered to the projects as presented:
 - a. The proposed community building near the junction of Northgate/Westgate and Market Street has been removed and the existing car park has been retained.
 - b. The Town Hall's role will be further reviewed and the possibility of incorporating the proposed community functions into this building will be explored, as opposed to creating a new community use building.
 - c. A review of potential "street scene" improvements will be undertaken, for example, additional planters, litter bins, seating, accessibility improvements etc.
3. As projects are developed, some of the more detailed written feedback received is reviewed and considered, and there will be further opportunities to review and comment on the more developed proposals.
4. The feedback received under the "Traffic and road use" and "Parking" themes is reviewed by Kirklees Council's highway officers to determine whether there are opportunities to address any of

the issues raise as part of ongoing investment programmes, for example the Transforming Cities Fund proposals.

5. Consideration is given to revenue funding arrangements to allow some of the masterplan ambitions to be realised and the public feedback to be acted upon. For example, the ability to run an events programme, enhance the cleanliness of the town, maintain public realm and landscape areas, etc.

5. Conclusion

The public consultation on the Cleckheaton masterplan aimed to be inclusive and engaging, to encourage the local community and stakeholders to provide their feedback. A range of traditional and digital methods of engagement were offered to involve as many people as possible.

In total, 56 responses were received to the public consultation questions, including responses submitted via Virtual Engage, hard copy responses and email responses.

Following the public consultation, an additional engagement campaign was launched as a targeted Facebook ad for residents in Cleckheaton to understand whether they were in support of specific concepts proposed in the masterplan. This reached 1781 people over 3 days.

The feedback from the public and stakeholders will be taken into consideration in the development of the Cleckheaton masterplan and subsequent project and programme development. The final masterplan will be published in late 2022.

Appendix A: Publicity

Figure 37: Letter to all residents within the Kirklees Ward and businesses within 250m of the masterplan area



Kirklees Council
Our Local Centres
Civic Centre 3
Huddersfield HD1 2EY

<https://development.kirklees.gov.uk/our-local-centres>

June 2022

Dear Business Owner

Share your views to help shape the future of Cleckheaton town centre

Based on what we've learned from citizens through the Place Standards Engagement we're now taking the next step and asking you to get involved, to develop a vision for Cleckheaton town centre for the next 10 – 15 years and help inform projects and prioritise investment in the town.

Investing in our local town centres

The masterplan will highlight some fantastic potential projects that will build on and enhance Cleckheaton. Ideas being suggested include improvements to Savoy Square and the Market, investment at Spen Bottoms, better links with the Greenway, a bigger town square and space for the creative industries to thrive.

The public consultation on these draft ideas will run from 27th June – 27th July using an on line system, and there will be opportunities to speak to Council officers to understand more about the masterplan at:

- Saturday 2nd July in St John's Car Park Cleckheaton from 11am until 3pm
- Tuesday 5th July in Cleckheaton Town Hall from 6pm until 8pm
- Tuesday 12th July in Cleckheaton Market from 10am until 2pm
- Friday 15th July in Cleckheaton Library from 10am until 2pm

We look forward to receiving your feedback – to access the consultation, please scan the QR code below or visit the following link: <https://development.kirklees.gov.uk/our-local-centres>.

Thank you for taking the time to get involved.

Yours faithfully,

A handwritten signature in black ink, appearing to read "DS".

David Shepherd

Strategic Director, Growth & Regeneration, Kirklees Council

Appendix B: Consultation materials

Figure 38: Screenshot of Virtual Engage webpage

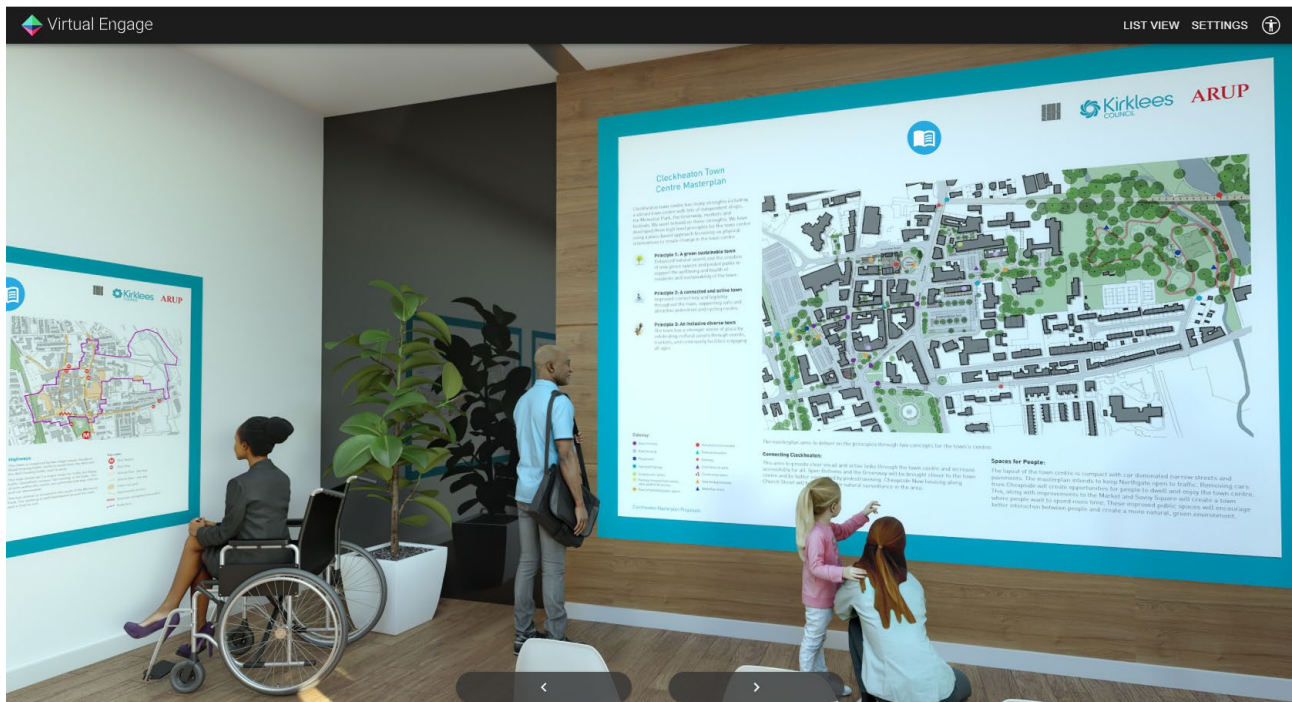


Figure 39: Consultation boards

Our local Centres Cleckheaton Town Centre



Kirklees Council's Cabinet has endorsed a plan-led approach to investment in local centres across the district. Initially, this programme will see £1.5 million invested into each of four town centres across the district: Cleckheaton, Batley, Heckmondwike and Holmfirth. This fund will support the delivery of projects aligned with the focus areas shown below.

Consultants Arup and Huso are working on behalf of Kirklees Council to produce a masterplan for Cleckheaton which seeks to build on the heritage of the town whilst looking to the future. This masterplan will guide investment in the town over a ten-to-fifteen-year period. It builds on the feedback received as part of the Kirklees Place Standard consultation.

We would like to hear your views on the emerging masterplan proposals. This will shape the final masterplan and help Kirklees Council decide which projects to deliver first, using the available funding.



Support for retail, employment, community, and local centre activity



Sustainable travel and climate change measures.



Culture, art, and leisure activities



Improved community safety.



Public realm/landscaping, heritage, conservation, and better design

Cleckheaton Masterplan Proposals

Below: Images showing Cleckheaton now



View from the Greenway looking across car parking towards the town



Image looking down Northgate showing the narrow pavements and lack of pedestrian space



View looking up to the town from the entrance to the Memorial Park

Cleckheaton Baselineing

As part of creating a baseline for Cleckheaton, the project team have:

- Reviewed local and wider planning policy
- Reviewed previous public consultation feedback from the Place Standards Toolkit
- Analysed socio economic data for Cleckheaton and wider Kirklees
- Engaged with elected members within the ward
- Worked with officers from Kirklees Council
- Carried out site visits to Cleckheaton
- Carried out spatial and architectural analysis of Cleckheaton town centre
- Carried out a car parking survey of all public car parks within and adjacent to the town centre.

Ward members

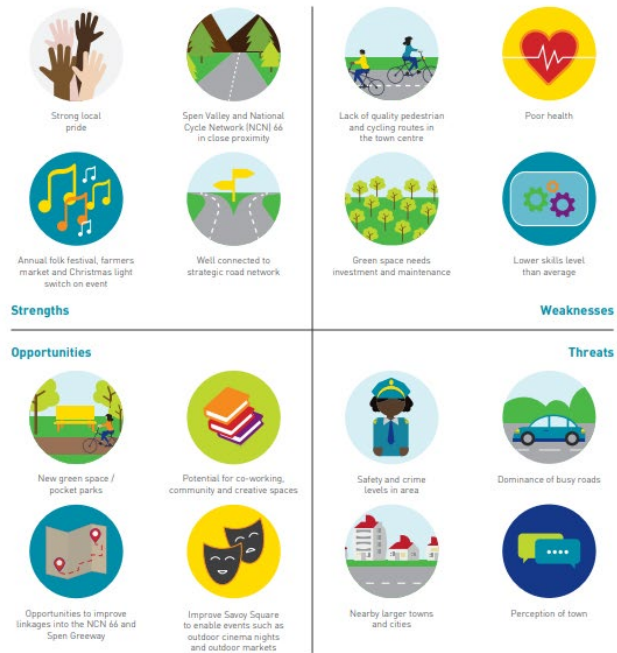


Councillor Kath Pinnock

Councillor Andrew Pinnock

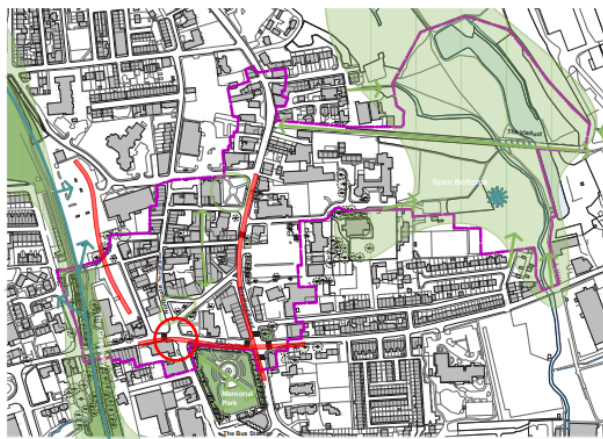
Councillor John Lawson

We have appraised the strengths, weaknesses, opportunities and threats for Cleckheaton. These are summarised below and have guided development of the emerging masterplan.



Cleckheaton Masterplan Proposals

Cleckheaton Spatial Analysis



Green Space

The Greenway provides a six mile long linear park for pedestrians and cyclists. On the opposite side of town is Spenn Bottoms. This is a natural wooded valley with a football pitch, a local fishing spot and a stunning listed viaduct.

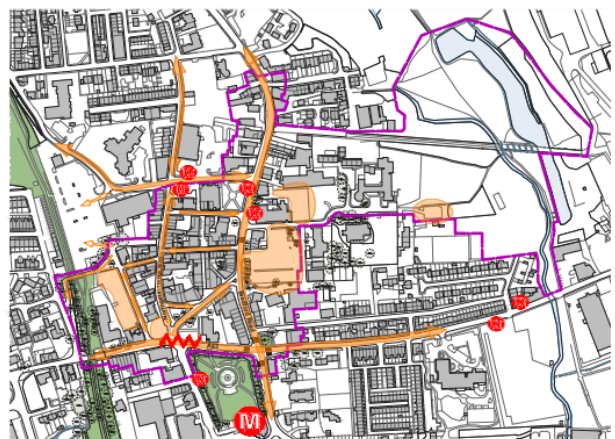
The well-loved Memorial Park is to the south of the town and is used for civic events. This provides a green route to the centre from the bus station.

They are all valued assets and provide different but necessary functions. However, the poor visual and physical connectivity of these spaces with the town needs to be addressed.

Key codes:

- Good quality greenspace
- Other greenspace
- Playspace, poor quality
- Pedestrian routes
- Pedestrian barrier
- Dangerous junction with poor pedestrian crossing
- Pedestrian and cycle routes
- Study Area

Cleckheaton Masterplan Proposals



Highways

The town is impacted by two major roads. Bradford Road moving traffic north to south from the M62 and the A63 moving traffic east to west.

The high street isn't a major route for traffic but heavy traffic elsewhere causes 'rat running' in the town. The streets within the centre are generally one way, narrow and car dominated.




The bus station is situated to the south of the Memorial Park. Car parking is well distributed around the town and is free to use.

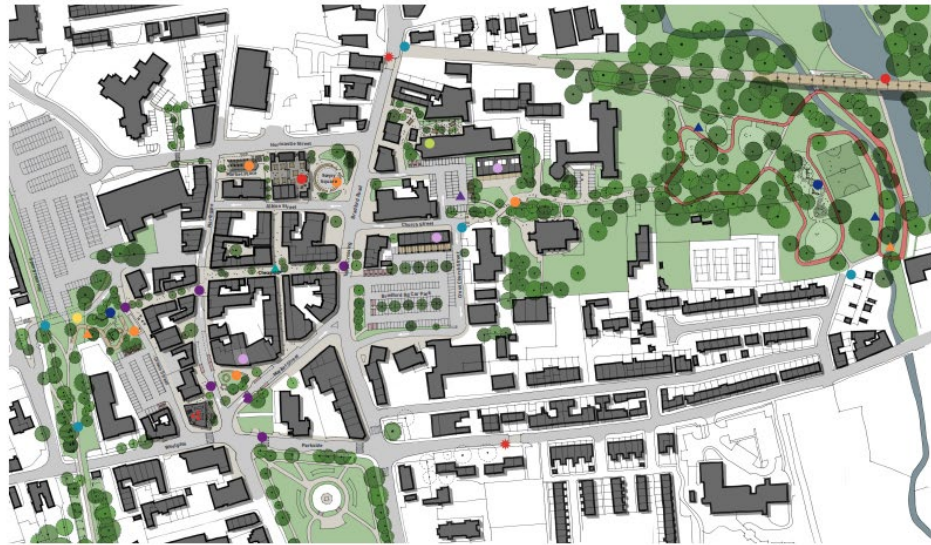
Key codes:

- Bus Station
- Bus Stop
- Vehicle flow - two way
- Vehicle flow - one way
- Public car park
- Supermarket access
- Vehicular and pedestrian conflict
- Study Area

Cleckheaton Town Centre Masterplan

Cleckheaton town centre has many strengths including a vibrant town centre with lots of independent shops, the Memorial Park, the Greenway, markets and festivals. We want to build on these strengths. We have developed three high level principles for the town centre using a place based approach focussing on physical interventions to create change in the town centre.

- 
Principle 1: A green sustainable town
 Enhanced natural assets and the creation of new green spaces and pocket parks to support the wellbeing and health of residents and sustainability of the town.
- 
Principle 2: A connected and active town
 Improved connectivity and legibility throughout the town, supporting safe and attractive pedestrian and cycling routes.
- 
Principle 3: An inclusive diverse town
 The town has a stronger sense of place by celebrating cultural assets through events, markets, and community facilities engaging all ages



- Gateway:**
- New Crossing
 - New Housing
 - Playground
 - Improved Signage
 - Creative arts centre
 - Parking removed from tunnel, safer pedestrian access
 - New Crossing
 - Pedestrianisation
 - Gateway
 - Extended car park
 - Community space
 - New bridge/walkway
 - Walk/Run track

The masterplan aims to deliver on the principles through two concepts for the town's centre:

Connecting Cleckheaton:

This aims to provide clear visual and active links through the town centre and increase accessibility for all. Spen Bottoms and the Greenway will be brought closer to the town centre and be better connected by pedestrianising Cheapside. New housing along Church Street will help to improve natural surveillance in the area.

Spaces for People:

The layout of the town centre is compact with car dominated narrow streets and pavements. The masterplan intends to keep Northgate open to traffic. Removing cars from Cheapside will create opportunities for people to dwell and enjoy the town centre. This, along with improvements to the Market and Savoy Square will create a town where people want to spend more time. These improved public spaces will encourage better interaction between people and create a more natural, green environment.

Cleckheaton Masterplan Proposals

Cleckheaton Phasing and Projects

This identifies proposed projects in Cleckheaton town centre. These may be delivered by Kirklees Council, developers or other stakeholders.

This masterplan will be developed following public consultation in response to the feedback received. Kirklees Council will then be able to assign the identified £1.5m of funding and to apply for funding for future projects when it becomes available.

The phasing of projects will depend on feedback received, project prioritisation and the availability of funding.

Surveys of all public car parks within and adjacent to the town centre were undertaken to understand occupancy levels on weekdays and weekends. Analysis shows there is a surplus of car parking in Cleckheaton. Spare capacity in existing public car parks can help deliver the masterplan proposals, where these impact on some existing car park spaces.



- Greenway Connection**
 - Improved connection into the town centre.
 - Traffic calming to manage vehicle movements
 - Create play park.
 - Encourage pavement cafes
 - Improve pedestrian safety by removing parking within underpass and improving lighting.
- Improved Public Square**
 - Road closure.
 - New 'village green'.
 - Community use building.
 - Safer, improved access to Memorial Park.

- Cheapside**
 - Pedestrianise Cheapside & Cross Crown Street.
 - Connect Greenway with Spen Bottoms.
- Savoy Square & Market**
 - Overclad and refurbishment of the Market
 - Improved public square/ performance space.
 - External Market / dwell space
- Netherfield Works**
 - Bring together Cleckheaton's Creative Arts
 - External covered space
 - Exhibition Space
- Church Street**
 - New housing overlooking Church Street.
 - New cycle lane.
 - Widened pavement.
 - One way loop around St John's car park to create space for pedestrians.
- Park Entrance**
 - New gateway.
 - Extend existing car park.
 - Estate road - shared surface.
 - New housing
- Spen Bottoms**
 - Extend the park up to meet the town.
 - New playground.
 - Running and walking track
 - Bridge to complete loop.
 - Improved Dam access.
 - Remove the insecure parking.
 - Cycle Link onto Mann Dam Viaduct.
 - Repair the Mann Dam Viaduct, improve the surfacing and lighting

Cleckheaton Masterplan Proposals

Connecting Cleckheaton to Green spaces

Projects

Below, we have provided some further detail on selected projects and how these will deliver on the masterplan aims - to connect Cleckheaton town centre and the community to green space and provide more space for people.

In addition to the projects described below, on the four main approaches into Cleckheaton we propose to define 'Gateways' to signal that vehicles are entering a built up area. The road could be narrowed with a distinctive change in road surface material. Either side of the road on the widened footway could be a raised planter with signage.



Looking down Cheapside from the improved town square



New housing and gateway from Church Street



Greenway connection showing cycle ramp and park



Improved town square



New gateway into Spen Bottoms park

Greenway Connection

The Spen Valley Greenway is a great asset to the town. It safely connects places and provides a direct car free link to Low Moor Station. It is currently invisible from the town and the access is through Tesco car park. A new connection from the top of Cross Crown Street, in conjunction with a small park brings the Greenway into the town and provides a new front door into Cleckheaton for passing walkers and cyclists, helping to drive footfall in the town to support local businesses.

Cheapside

Cheapside will provide the link between the Greenway and Spen Bottoms. Taking away the cars provides space for shoppers, cyclists and street cafes. A new wide 'tokyo' crossing across Bradford Road helps to complete the East / West route.

Park Entrance

Relocating the unlit car park spaces near the park entrance and restricting vehicle movements past the church and assisted living community would allow Spen Bottoms park to be extended into Cleckheaton town centre.

A new park entrance gives a clear visual identity and limits vehicular access. Extra parking is provided behind the Town Hall with safe, well lit footpaths connecting with the church and the greenspace. Some new housing adjacent to the entrance provides improved natural surveillance, contributing to safety and security in the area

Spen Bottoms

The new entrance and the removal of the small car park creates the opportunity to extend Spen Bottoms up the hill with a new green corridor. A new running and walking loop through the park and a bridge spanning Spen Beck helps to connect the playground, tennis club, football pitch, picnic spaces and fishing lakes. Better access, along with repairs, resurfacing and new lighting on the Mann Dam Viaduct, provides a safe cycling route between the Greenway and Ringway.

Cleckheaton Masterplan Proposals

Cleckheaton Spaces for People

Projects

By creating strong connections through the town centre to Spen Bottoms and the Greenway, this masterplan creates quality spaces for people to enjoy the town centre. These will create places to sit, to meet with others, to watch and to listen to music or to play games. A variety of uses will enrich the town centre and provide spaces for everyone.



The new window looking in to the Market



The social space / external market



The refurbished Market with Savoy Square in the foreground



The improved public square and housing

Market and Savoy Square.

The Market is an important part of the town but needs refurbishment to secure its future. We propose to overclad the existing building to give it a stronger visual identity. The existing building is very inward looking. By inserting a new large window in the facade to connect with Savoy Square we could create a welcoming and active frontage. The cafe could also be relocated here to add activity overlooking the new public realm.

Savoy Square is the site of a former cinema. Creating a small green mound adjacent to Bradford Road would create a sense of enclosure, reduce noise and provide a natural amphitheatre. The central space could be used for Petanque, or for deck chairs in the summer. The history of the site can be celebrated by hosting outdoor cinema, theatre or music events within the amphitheatre. The covered space on the other side of the market provides a comfortable meeting place at the top end of the town centre, which can be converted into stalls on market days.

Netherfield Works

Netherfield Works could become the new home for Cleckheaton's Creative Arts. Small business units, workshops and associated exhibition space could provide a dynamic quarter in the north of the town. The main yard could be semi covered to define a strong central meeting space.

Improved Public Square

Closing the road on the north side of Market Square increases the public realm and connects the south facing buildings to a new greenspace. This creates opportunities for street cafes as well as restful, accessible space with natural planting and high quality seating. The small car park to the west side is developed into a new community building overlooking the square. This is a key building and gateway into the main commercial centre. There is also opportunity to add residential space above the existing single storey unit on the north side of the square to provide

Cleckheaton Masterplan Proposals

Feedback and next steps

Thank you for taking the time to read this material. Your views are really important to us in shaping the future of Cleckheaton town centre.

The Consultation Period is from the 27th of June to 27th of July.

Please submit your feedback by **27th July 2022** through one of the following methods.



QR CODE
Virtual Consultation Room

OurLocalCentres@kirklees.gov.uk

<https://www.kirklees.gov.uk/beta/investment-and-regeneration/our-local-centres.aspx>

Town Centre Regeneration
PO Box 1720
Huddersfield
HD1 9EL

To understand more about the proposed masterplan and projects, feel free to come to one of our drop-in sessions, which will be staffed by Kirklees Council Officers:

- **Saturday 2nd July** - St John's Car Park Cleckheaton 11am until 3pm
- **Tuesday 12th July** - Cleckheaton Market 10am until 2pm
- **Tuesday 5th July** - Cleckheaton Town Hall 6pm until 8pm
- **Friday 15th July** - Cleckheaton Library 10am until 2pm

Throughout the consultation period there will be access to these consultation boards in Cleckheaton Market Hall opposite the Café, for you to browse in your own time.

In addition, you can access the boards and the consultation room virtually throughout the consultation period and provide your feedback via the QR code or web link.

Next steps

Once the consultation closes at 5pm on 27th of July, all the feedback received will be reviewed and used to inform the final masterplan for Cleckheaton Town Centre.

We will set out the key themes and actions from this consultation feedback, and prepare a Community Engagement report. This will be published alongside the masterplan in late 2022.



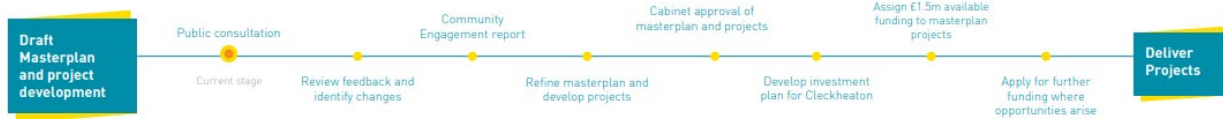
Savoy Square - Music Festival



Savoy Square - Outdoor Cinema



Spen Botton playground and running / walking track



Appendix B: Calculating the level of support and project prioritisation

Table 15: Gateway level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	7	14
1	Agree	5	5
0	Neutral	10	0
-1	Disagree	3	-3
-2	Strongly disagree	5	-10
	Total	30	6

Table 16: Gateway prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	1	5
4	High priority	10	40
3	Neutral	8	24
2	Low priority	6	12
1	Lowest priority	5	5
	Total	30	86

Table 17: Netherfield Works level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	6	12
1	Agree	8	8
0	Neutral	12	0
-1	Disagree	0	0
-2	Strongly disagree	2	-4
	Total	28	16

Table 18: Netherfield Works prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	2	10
4	High priority	8	32
3	Neutral	7	21
2	Low priority	6	12
1	Lowest priority	5	5
	Total	28	80

Table 19: Market and Savoy Square level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	10	20
1	Agree	12	12
0	Neutral	5	0
-1	Disagree	1	-1
-2	Strongly disagree	1	-2

	Total	29	29
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Table 20: Market and Savoy Square prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	6	30
4	High priority	10	40
3	Neutral	10	30
2	Low priority	2	4
1	Lowest priority	1	1
	Total	29	105

Table 21: Park Entrance level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	8	16
1	Agree	14	14
0	Neutral	5	0
-1	Disagree	2	-2
-2	Strongly disagree	1	-2
	Total	30	26

Table 22: Park Entrance prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	6	30
4	High priority	9	36
3	Neutral	10	30
2	Low priority	3	6
1	Lowest priority	2	2
	Total	30	104

Table 23: Spen Bottoms level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	15	30
1	Agree	12	12
0	Neutral	7	0
-1	Disagree	1	-1
-2	Strongly disagree	0	0
	Total	35	41

Table 24: Spen Bottoms prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	8	40
4	High priority	14	56
3	Neutral	12	36
2	Low priority	1	2
1	Lowest priority	0	0
	Total	35	134

Table 25: Church Street level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	4	8
1	Agree	11	11
0	Neutral	8	0
-1	Disagree	3	-3
-2	Strongly disagree	3	-6
	Total	29	10

Table 26: Church Street prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	2	10
4	High priority	9	36
3	Neutral	8	24
2	Low priority	6	12
1	Lowest priority	4	4
	Total	29	86

Table 27: Cheapside level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	8	16
1	Agree	7	7
0	Neutral	5	0
-1	Disagree	4	-4
-2	Strongly disagree	7	-14
	Total	31	5

Table 28: Cheapside prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	6	30
4	High priority	7	28
3	Neutral	5	15
2	Low priority	6	12
1	Lowest priority	7	7
	Total	31	92

Table 29: Greenway Connection level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	9	18
1	Agree	11	11
0	Neutral	3	0
-1	Disagree	3	-3
-2	Strongly disagree	3	-6
	Total	29	20

Table 30: Greenway Connection prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	5	25
4	High priority	12	48
3	Neutral	7	21
2	Low priority	3	6
1	Lowest priority	3	3
	Total	30	103

Table 31: Improved Public Space level of support

Ranking	Answer	Frequency of responses	Overall score
2	Strongly agree	5	10
1	Agree	10	10
0	Neutral	5	0
-1	Disagree	6	-6
-2	Strongly disagree	4	-6
	Total	30	6

Table 32: Improved Public Space prioritisation

Ranking	Answer	Frequency of responses	Overall score
5	Highest priority	1	5
4	High priority	10	40
3	Neutral	9	27
2	Low priority	6	12
1	Lowest priority	4	4
	Total	30	88