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# INTRODUCTION

This review document has been produced by Planit-IE with support from Civic Engineers and Simon Fenton Partnership on behalf of Trafford Council with regards to an update to the Sale Public Realm and Movement Strategy. The Strategy was originally produced in 2017, and this review is intended to ensure that the proposals are still relevant, up to date and meet the needs of the local community.

## KEY CONSIDERATIONS

The review has considered the following key elements:

1. A short review of the 6 key projects identified within the 2017 report - to assess if they are still fit for purpose.
2. Review if the projects are suitably future proofed with regards to:
  - Active Travel
  - Carbon Reduction/ Sustainability
  - Attracting Business Investment
  - Proposed regeneration Plans for Stanley Square
  - Proposed new cycle connectivity plans linked to the Mayors Challenge Fund

## CONSULTATION

A short consultation process was undertaken with stakeholder groups and the local community. This included both 'in person' drop in events in the Town centre as well as an online web site with project information/questionnaire. The public consultation event took place on the 8th and 9th December 2021. There were two sessions on each day, running at 12-2pm and 5-7pm. The online site went live a week before the physical event on the 3rd December and remained live until 19th December.

Two key questions were asked within the events:

- Do you support the concept proposals coming forward?
- What projects do you see as a priority?

## ANALYSIS AND COST PLAN

The results from the consultation have been analysed to understand the level of support for the projects, and to identify concerns/ issues. The results have also provided a clear priority for the projects identified.

Following this analysis, a series of suggested changes have been made to the proposals and overall Strategy.

An updated cost plan has also been produced, in line with the Treasury Green Book guidance to help support future funding applications.

**Sale town centre will become a sustainable, fun and inclusive urban environment that will attract existing residents and new visitors of all ages to enjoy spending more time on the streets and spaces of Sale. This will encourage and support a thriving town centre economy with a diverse, high quality offer. A new identity will put Sale on the map and create an exciting destination on Greater Manchester's scene. It will offer a 'uniquely Sale's experience - green, beautiful and fun.**

## **POTENTIAL SUSTAINABLE FEATURES**

- SuDS, street swales, and rain-gardens
- Green Walls/ brown roofs (to shelters/ bus stops etc)
- Biodiversity – wildlife friendly planting
- Low-maintenance, durable and long-lasting materials

## **LOW CARBON APPROACHES**

- New Planting- carbon capture – mature trees/ marginal planting
- Reuse of existing materials/ sub base foundations
- New paving that uses reclaimed materials, and locally sourced materials
- Low carbon alternatives for street furniture

# 1- REVIEW OF THE PREVIOUS STRATEGY

This review process considered the whole of the 2017 Sale Public Realm & Movement Strategy, with particular focus on the Strategy Principles and identified Projects, to ensure alignment with new and emerging policy on climate change adaptation, active travel projects and changes to the local Town Centre context.

The 2017 Strategy set out a number of key design principles to achieve its main aim (opposite). These set the context for a series of projects.

The principles were:

- Create a string of spaces
- Extending the Planting
- Seamless Movement
- Including the Side Streets
- Finding Your Way
- Combining into an Identity

It identified a series of projects within the Town Centre that could deliver these various principals. In no particular order these were:

- School Road
- Town Hall Junction
- Waterside Plaza
- Northenden Road
- Sibson Road,
- Springfield Road
- Ashfield Road
- Hayfield/ Hereford Street

The overall fabric of the Town Centre has seen minor changes over the past 4 years, however it is considered that the scope and approach taken within the original report and the issues facing the centre are still valid and appropriate.

## CHANGE WITHIN THE WIDER CONTEXT

### Trafford Local Plan

Preparation of a new Trafford Local Plan is underway with adoption scheduled for 2023. The Plan is the main land use planning document for Trafford. It will cover the period up to 2037 and forms part of Trafford's Development Plan.

The draft consultation draft includes a number of high level policies that are relevant to the Sale Strategy, including:

- **AF5 - Areas of Focus - Sale Town Centre** (which references the Public Realm and Movement Strategy document).
- **Inclusive Places - IP3 Promoting space for Health and Well-being**
- **CC1 - Climate Change and Low Carbon - future-adaptable, minimise energy consumption, sustainable design**
- **ST1/2 - Active Travel - making walking and cycling more accessible and user friendly**
- **GT1 - Green Infrastructure - protect and enhance the interconnected network of green and blue spaces**

### Trafford Climate Emergency

On 28th November 2018, Trafford Council declared a Climate Emergency, committing to tackle climate change and work towards carbon neutrality for Trafford Council and also across Trafford as a borough in partnership.

It subsequently developed a Carbon Neutral Action Plan, which includes a Carbon Neutral Framework.

The themes of the action plan are consistent with those of the GM 5 Year Environment Plan, with the addition of a further theme around skills and the green economy.

The Strategic Movement and Public Realm Strategy has the potential to link to across a number of the themes and Actions within the Plan - including:

- **Embedding Climate Emergency, Climate Change and Low Carbon goals within Place Shaping and Masterplanning schemes.**



FORMER MAGISTRATES COURT ASHTON LANE (IMAGE: IBI GROUP)



TOWN SQUARE DEVELOPMENT (IMAGE: ALTERED SPACE)

PROPOSED CHILDRENS NURSERY - SPRINGFIELD ROAD (IMAGES: SIMPSONHAUGH)





- Promoting recycling within the redevelopment proposals and encouraging reuse of materials.
- Promoting integrating walking and cycling in public realm proposals.
- Promoting the use of low energy lighting within the proposals
- Promoting of Bio Diversity and nature recovery - through protection of existing green assets and introduction of new green spaces within the Town.
- Promoting sustainable design and construction features, demonstrating how climate change has been considered.

## COVID-19

The importance of the role of Public spaces has also been highlighted during the pandemic. In the recent Landscape Institutes 2020 Policy paper 'Green Recovery' the importance of our public spaces is acknowledged:

'In order to meet the UK's 2050 net zero carbon target, the economic and social recovery from COVID-19 must be green.'

Parks and green spaces need significant investment which matches their role as vital national assets. These places are pivotal in helping to build our resilience to climate change: cooling our cities, stopping air pollution and reducing health inequalities.

Trees and woodland provide excellent value for money in relation to the multitude of benefits they supply, especially in terms of carbon capture and biodiversity gain'

## CHANGE TAKING PLACE WITHIN SALE

The 2017 Strategy identified two major schemes coming forward that are relevant to the public realm of Sale:

### 1. Stanley Square Development

A 'Mixed-use' redevelopment, providing retail floorspace, a cinema, up to 202 residential units, provision of multi-storey car park, new public realm and landscaping, and associated works and improvements.

The regeneration scheme aims to fulfil the potential of the Site, addressing the deficiencies of the existing shopping centre and wider area including: an over-supply of small and poorly configured units which are not suited to the requirements of current retailers and a dated pedestrian shopping environment.

A direct influence on the wider Sale Public Realm and Movement Strategy is the introduction of high quality soft and hard landscaping that sits adjacent to the current School Road pedestrianised area.

### 2. Sale Magistrates Court

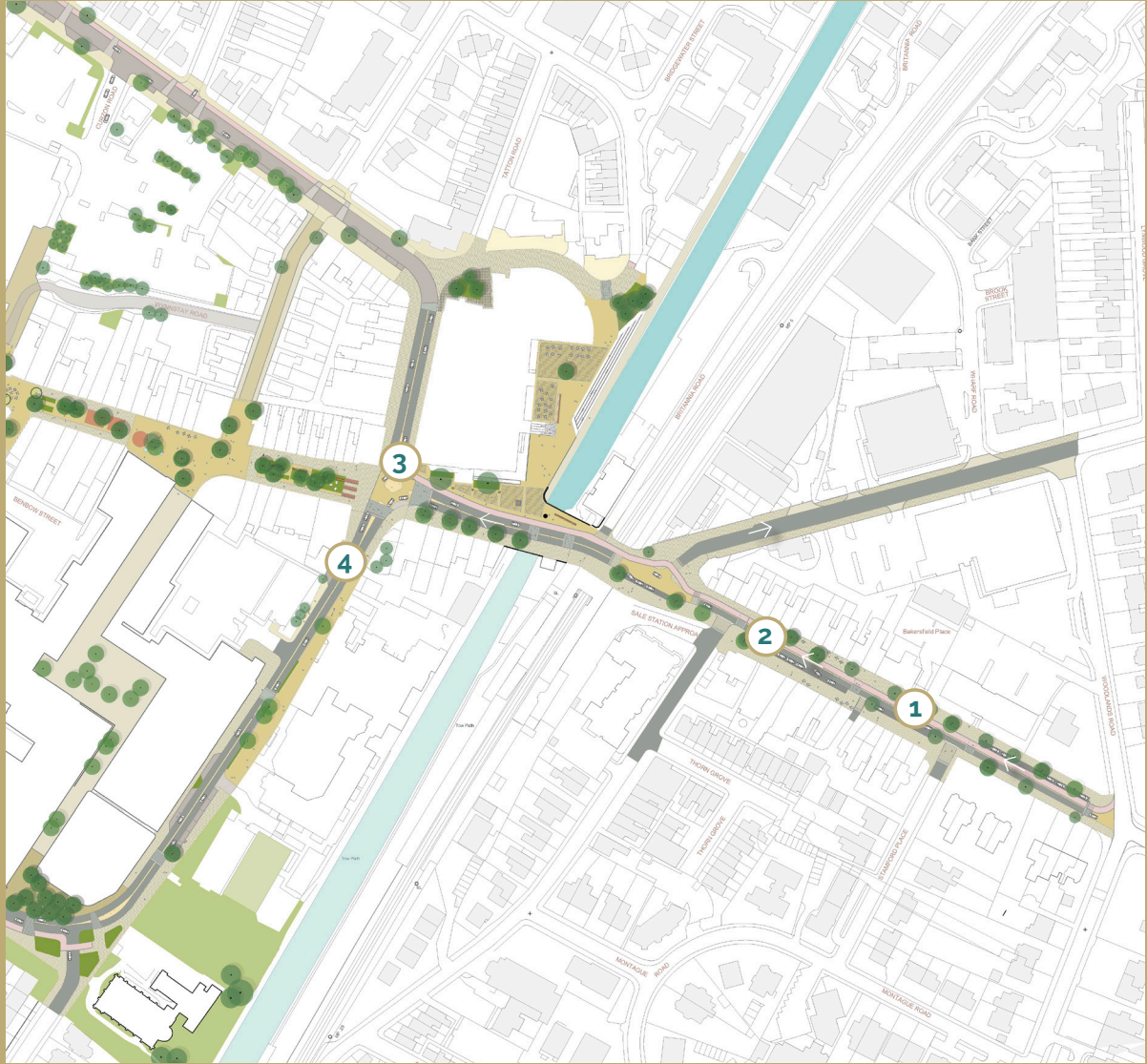
Receiving planning approval in 2021, the proposals are for a new residential development of 84 dwelling including town houses and apartments.

The development includes a new Pocket Park for use by local residents which will include outdoor seating, raised planting and areas of hard landscaping.

In October 2021 a further permission for a new nursery school building on Springfield Road was approved. This will have a key frontage onto the roadway and be relevant to the design and layout of this roadway.

These represent the major developments within the Town Centre. Stanley Square is currently being implemented, and will create a key public realm interface during the Detailed Design stage.

PLAN SHOWING PROPOSED NEW CYCLE LINKAGES THAT ALIGN WITH THE MAYORS CHALLENGE FUND PROPOSALS



## MAYORS CHALLENGE FUND

The proposals shown on the plan opposite, have been coordinated with concept designs for improved cycling infrastructure which have been developed under the Mayors Challenge Fund. Meetings with AMEY were undertaken to understand the location and nature of proposed strategic cycle links, to ensure that the Strategy update was fully aligned with them. Key elements include:

- 1 Introduction of a two way segregated cycleway to be provided along Northenden Road.
- 2 In order to provide sufficient space within the width of Northenden Road to incorporate this cycle way it is proposed that the section of Northenden Road between Broad Road and Woodlands Road becomes one way for cars and other vehicular traffic, east to west.
- 3 Improved cycle crossing facilities are also proposed at the junction of Northenden Road with Springfield Road.

A further two meetings were held with Trafford Cycle Forum to understand any further cycle connectivity issues and potential updates from the 2017 Strategy.

- 4 A key change to the proposed scheme was made as a result of this consultation, which made provision for a stronger north/ south cycle connection along Springfield Road to link with the Tatton Road/Waterside Plaza and the Sibson Road proposed routes.

## CONCLUSIONS

The 2017 Strategy made suggestions to ways that sustainable movement, green and blue infrastructure might be incorporated within the proposals. Whilst proposals are at a concept stage, examples such as the Sheffield 'Grey to Green' project ([www.greytogreen.org.uk](http://www.greytogreen.org.uk)), which demonstrate how sustainable urban drainage and naturalistic planting can be successfully designed into existing streets - providing a precedent that could potentially be translated to the Sale Public Realm.

It is suggested that further ideas with regards to Carbon reduction and sequestration within public spaces are stated within the document - so they are fully considered in the Detailed Design stages. This should include further reference to material specification in surfacing and street furniture and opportunities for appropriate planting.

The Strategy is intended to provide a broad overview of public realm opportunity. The changes and additional features described within this chapter are most likely to be relevant at the next detailed design stages, where these features can be incorporated into the layout of the streets and spaces and tested for suitability and fit.

The 2017 Scheme layout plan is still consistent with the current development and policy context of Sale, and identifies opportunity areas for recreation, health and well-being, biodiversity & nature and climate adaptive features. In these respects it is still current and does not require updating. It is proposed that the plan be amended to accommodate the specific active travel routes described in the Mayors Challenge Fund and through consultation with Trafford Cycle Forum, as these links are already well developed in terms of design and location.

Overall, the existing Strategy is still well placed to deliver meaningful change within the public realm to address the issue of climate change, air pollution and improve contributions to health and well-being for Sale residents. As mentioned above, further references to these specific features should be incorporated throughout to emphasise and give weight to these elements.



## 2 - PUBLIC CONSULTATION

Following the initial project review and update as highlighted in the previous section, a public consultation process was undertaken to understand the current community concerns and issues, and to gauge support for the Strategy and its projects.

The public consultation event took place on the 8th and 9th December 2021. There were two sessions on each day, running at 12-2pm and 5-7pm.

### THE VENUE

The event was held at a vacant shop unit on School Road adjacent to Bridgefords. It was also signposted in the window of 'The Square' Management Office, Town Hall, as well as the shop window unit.

### THE PURPOSE OF THE EVENT

The consultation was carried out to allow a broad range of interested parties the opportunity to take part in the process.

The event allowed the stakeholders to not only comment on the work to date and to offer continued support, but also to have a say in what they think are the most important elements – and what should be the priorities moving forward.

### GENERAL ENGAGEMENT

- Local businesses
- Altered Space (Stanley Square/Sale Regen Group)
- Altrincham and Sale Chamber of Commerce
- Sale Regeneration Group
- Sale Town Partnership
- Trafford Council Licensing (Taxis)
- Sale Waterside Arts Centre
- Sale Civic Society
- Thrive Trafford
- Trafford Libraries
- Trafford Family Information Service
- Trafford Parent Forum
- We are Sale Moor
- Life in Sale
- Trafford Together
- Amey (Mayors Challenge Fund – Sale)
- Springfield Primary School
- St Joseph s Primary School
- Sale Grammar School

# METHOD OF ENGAGEMENT

The public consultation was directly emailed to elected members, including the details of the online engagement platform. The event was advertised with emails, flyers and posters, as well as on social media for the general public.

Social media was made available via the following Facebook groups:

- M33 Sale
- Sale M33
- M33 community and crime
- What's on in Sale

## CONSULTATION BOARDS

A series of consultation boards were produced to set out the proposals and included the following content.

- Recap – the 2018 Public Realm and Movement Strategy – aims and purpose
- Wider MCF Connectivity & Current Planning Applications
- The Updated Masterplan – Public Realm, Seamless Movement, Identity, Reducing Carbon .
- School Road – images and text
- Town Hall Junction– images and text
- Northenden Road – images and text
- Waterside Plaza – images and text
- Sibson Road/Springfield Road– images and text
- Ashfield Road/ Claremont Road - images and text
- Next steps/ time-scales

## WEBSITE

An on-line web site was set up using Citizen Space ([www.delib.net/citizen\\_space](http://www.delib.net/citizen_space)). This included each of the consultation boards, and a short questionnaire for each of the proposed public realm areas and space to write any further comments. This went live a week before the physical event (w/e 03/12/21) and remained live until 19/12/21.

## GENERAL RESPONSE

There was a low turn out for the 4 drop in sessions held in December - less than 15 people per session. This may be due to the particularly poor weather that week and the timing prior to Christmas.

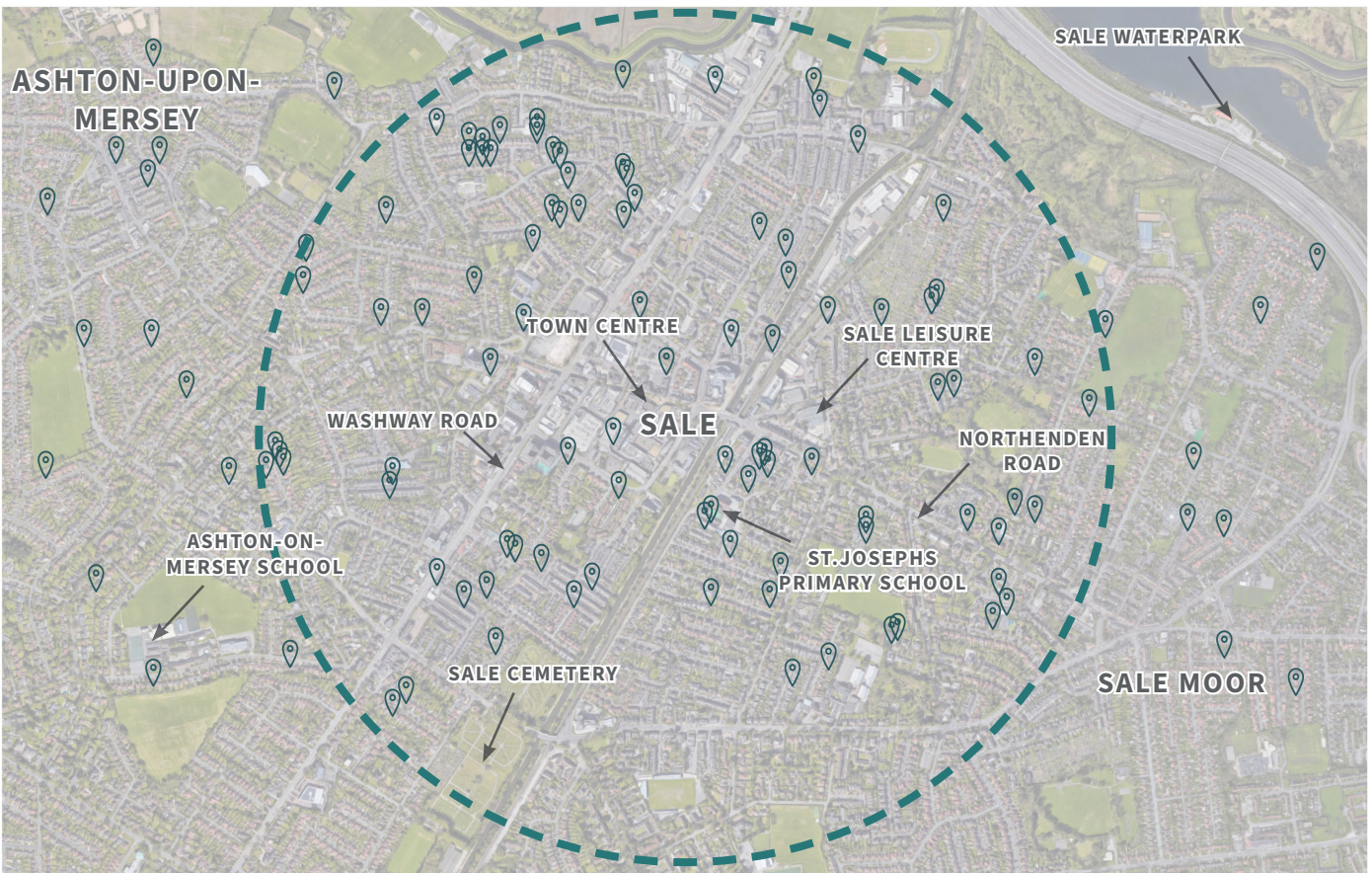
Almost all of the consultation responses were received through the web site portal- with only 2 completed questionnaires at the events. When prompted, many of the visitors to the physical events indicated that they preferred to fill in the questionnaire later on-line.

# CONSULTATION ANALYSIS - RESPONSE COVERAGE

**182**  
RESPONSES



Almost half of respondents were from within **1km radius** of Sale Town Centre. A few respondents were from surrounding areas, such as Brooklands, Stretford, Ashton-Upon-Mersey.



RESPONDENTS TO SURVEY - 1KM RADIUS OF SALE TOWN CENTRE

**94**  
RESPONSES



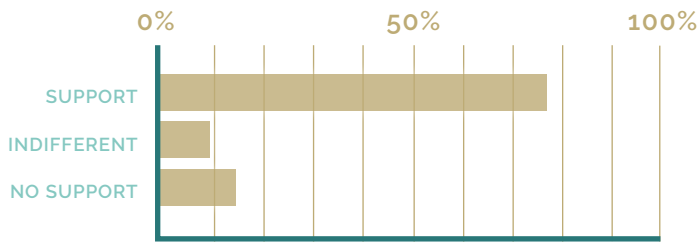
...WITHIN 1KM OF SALE TOWN CENTRE

# CONSULTATION ANALYSIS - KEY FINDINGS

## DO YOU SUPPORT THE PROPOSALS?

There was a strong consultation response in general support for the overall proposals.

The supporting comments indicated a wide diversity of users frequenting the town centre, but also highlighted patterns and common wishes.



RESPONDENTS HAD THE OPPORTUNITY TO SELECT ONE ANSWER



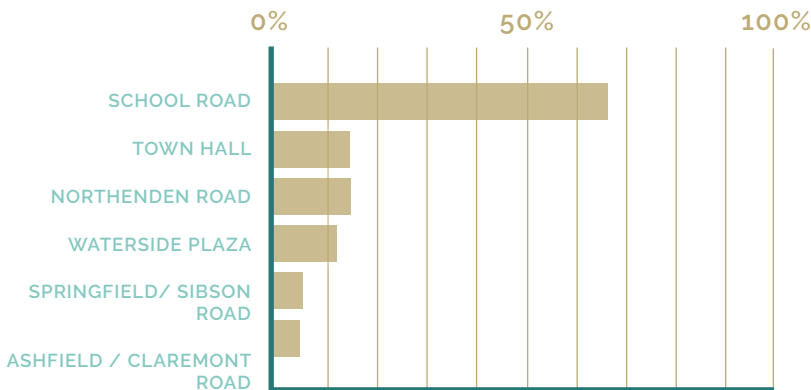
9%  
INDIFFERENT



14%  
DO NOT SUPPORT

## WHAT IS A PRIORITY?

There was a strong consultation response to indicate that the School Road Project was the most important.



RESPONDENTS HAD THE OPPORTUNITY TO SELECT ONE ANSWER



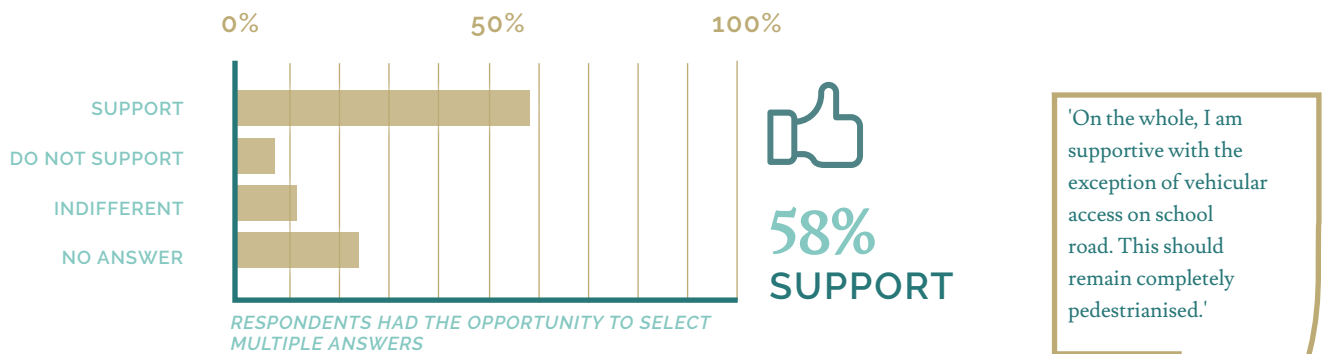
# CONSULTATION ANALYSIS - THE PROJECTS

The following pages illustrate more detailed responses for the individual Strategy projects and are presented in the order of priority that was recorded from the consultation process.

The statistic provided for each is the response to the consultation question - 'Do you support this **proposal**?' This highlights the level of support recorded for individual projects, rather than the Strategy as a whole - which is provided on the page 16.

## 1: SCHOOL ROAD

### ARE YOU IN SUPPORT OF SCHOOL ROAD PROPOSALS?



"Magnificent idea. Would make sale an inviting place to walk and spend a day."

"I do not support motor vehicles being driven anywhere on School Road. This should be **only** for pedestrians and cyclists."

"The public realm proposals for George Street, Altrincham have a central zone for seating, planters, etc. with circulation either side. This would work well on School Road..."

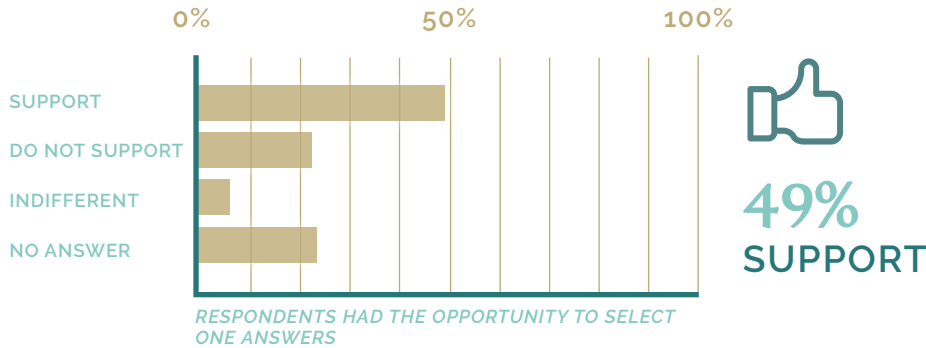
**KEY RESPONSE...**

General support of proposal, public see it as the priority in the re-design in heart of Sale.

- Consider removal of vehicular access on School road making it pedestrian and cyclist only - significant negative response against this element.
- Consider the location of cycle infrastructure - clear routes for bikes and parking.
- Consider additional text to reference greener experience along School road
- Consider additional reference to play within the town centre, making it safe and accessible and robust.

## 2: TOWN HALL JUNCTION

### ARE YOU IN SUPPORT OF TOWN HALL JUNCTION PROPOSALS?



"I would say that it is important that the visibility of crossing pedestrians to motorists, is improved as those coming off Washway Rd into Sale often speed through."

"Increased congestion is more than likely which will not improve air quality or any desire to spend time in this area."

"I am broadly in support of this as we need to move away from the dominance of this junction by cars."

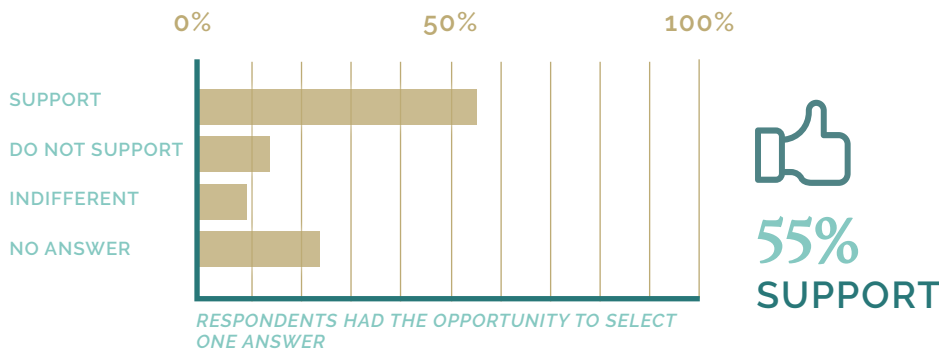
**KEY RESPONSE...**

Rather general support of proposal, however some concerns were raised.

- Consider the materiality of junction to make it accessible and safe for visually impaired pedestrians and children.
- Consider not removing traffic lights at this junction to make it safe for vehicles/pedestrians.
- Consider clearer cycle route lane to link with surrounding cycle lanes/school road.

## 3: NORTHENDEN ROAD

### ARE YOU IN SUPPORT OF NORTHENDEN ROAD PROPOSALS?



"Whilst I can see the benefits of this scheme it is not clear enough how traffic on Northenden Road will work."

"Pleased to see widened footpaths on the Northern side to allow those businesses to spill out onto the pathways."

"Improving the junction at Hope Road should be a priority."

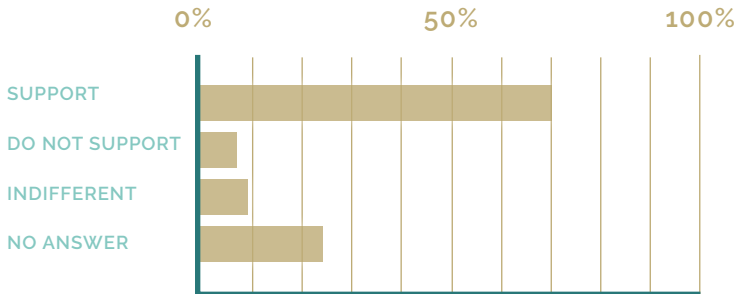
**KEY RESPONSE...**

General support of proposal, public see it as a priority for Sale.

- Further consideration of the Hope road layout to solve concerns from the public.
- Consider clearer text on the change in traffic flow along Northenden road and surrounding roads, such as Broad Road.
- Great support on the widening of the pavements, creating more space for local businesses.

## 4: WATERSIDE PLAZA

### ARE YOU IN SUPPORT OF WATERSIDE PLAZA PROPOSALS?



RESPONDENTS HAD THE OPPORTUNITY TO SELECT ONE ANSWERS



60%  
SUPPORT

"It will be brilliant to make much better use of this canal side area. More seating and plazas."

"It is important to have a clear cycle Lane coming from direction of Sale Moor onto the bridge water canal".

"I'm not keen on moving war memorial from its current prominent position."

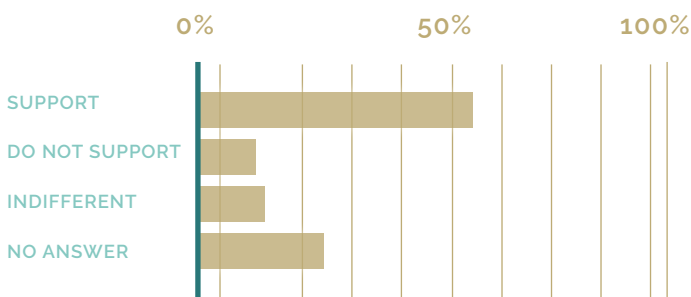
#### KEY RESPONSE...

General support of proposal, and is seen as important within the Strategy.

- Consider the extension of the cycle lane across the waterside plaza, connecting clearly with the Canal Towpath.
- Consider the positioning and materiality of seating in the plaza to create an enjoyable, safe experience for users.
- Consider the retaining of the war memorial outside the Town Hall so it is not re-positioned.

## 5: SIBSON ROAD/SPRINGFIELD ROAD

### ARE YOU IN SUPPORT OF SIBSON/SPRINGFIELD PROPOSALS?



RESPONDENTS HAD THE OPPORTUNITY TO SELECT ONE ANSWER



54%  
SUPPORT

"Greenery is very important here, along with an improved route to the canal."

"I support the segregated cycleway on this road, but it needs to continue onto Springfield Road - we need to support cycling to school."

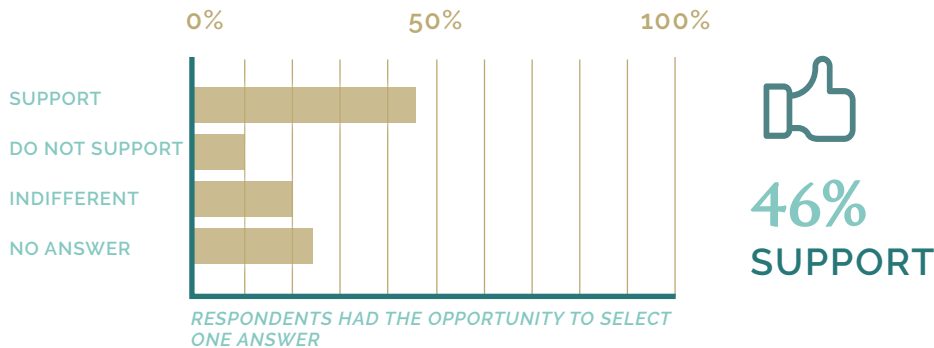
#### KEY RESPONSE...

General support of proposal, and is seen as important within the Strategy.

- Consider the extension of the proposed cycle lane on Sibson road, along Springfield road, connecting to Springfield Primary School.
- Consider a strengthened, greener route towards the canal from Sibson road.
- Consider the widths of roads in this area to support a safe journey for drivers and pedestrians.

## 6: ASHFIELD ROAD/CLAREMONT ROAD

### ARE YOU IN SUPPORT OF ASHFIELD/CLAREMONT PROPOSALS?



"It is not at all clear from the current proposal how the additional space for parking and paths will be obtained on Ashfield Road."

"Please consider pedestrian improvements to the section of Claremont Road to the north (outside Trafford Music Service). It is difficult and dangerous to cross, due to many parents choosing to drop off their kids on the street, rather than accessing the car park."

"Why does the cycle lane stop before reaching the corner and access to the canal/waterside Square?"

#### KEY RESPONSE...

General support of proposal, but seen as the least important area within the proposed Strategy.

- Consider the extension of the cycle lane along Ashfield road to link with the rest of proposed cycle lanes in the design.
- Consider the road widths along Ashfield road to prevent congestion concerns.

## CONSULTATION ANALYSIS - THOSE WHO DID NOT SUPPORT...

The overall percentage of people that did not support the proposals was low. A range of additional commentary was provided with the responses that were not supportive of the overall Strategy. Some of these points are directly relevant to the Strategy, whilst others are more general in nature and refer to the overall shopping experience within the centre.

The following summary bullet points indicate the range and nature of comments received - a full breakdown of issues and responses is provided in Appendix A.

It is noted that some of the comments relate to detailed design elements including traffic modelling and highways design, that will be addressed during the next stage of works if funding is secured.

- Concerns on the disabled access, particularly visually impaired and mobility users.
- Concerns on vehicle access along School road.
- Concerns the design is car-focussed with additional parking along Northenden road.
- Concerns of knock-on traffic issues and congestion along Northenden Road, Springfield road, and in particular around the Hope Junction.
- Concerns on the 'disjointed' cycle route through the design.
- Concerns on the narrowing of roads, and widening of footpaths causing more congestion of traffic and less space for cycle lanes.
- Concerns on road and footpath maintenance, which will be considered during the management plan of the proposal, as well as selection of robust materiality in detailed design stages.

**14%** DO NOT SUPPORT



## 3 - RECOMMENDED KEY CHANGES

The consideration of public comments has been reflected within the updated Public Realm and Movement Strategy for Sale. Alterations and improvements have been suggested reflecting the consultation feedback.

### KEY COMMENTS/ ISSUES IDENTIFIED

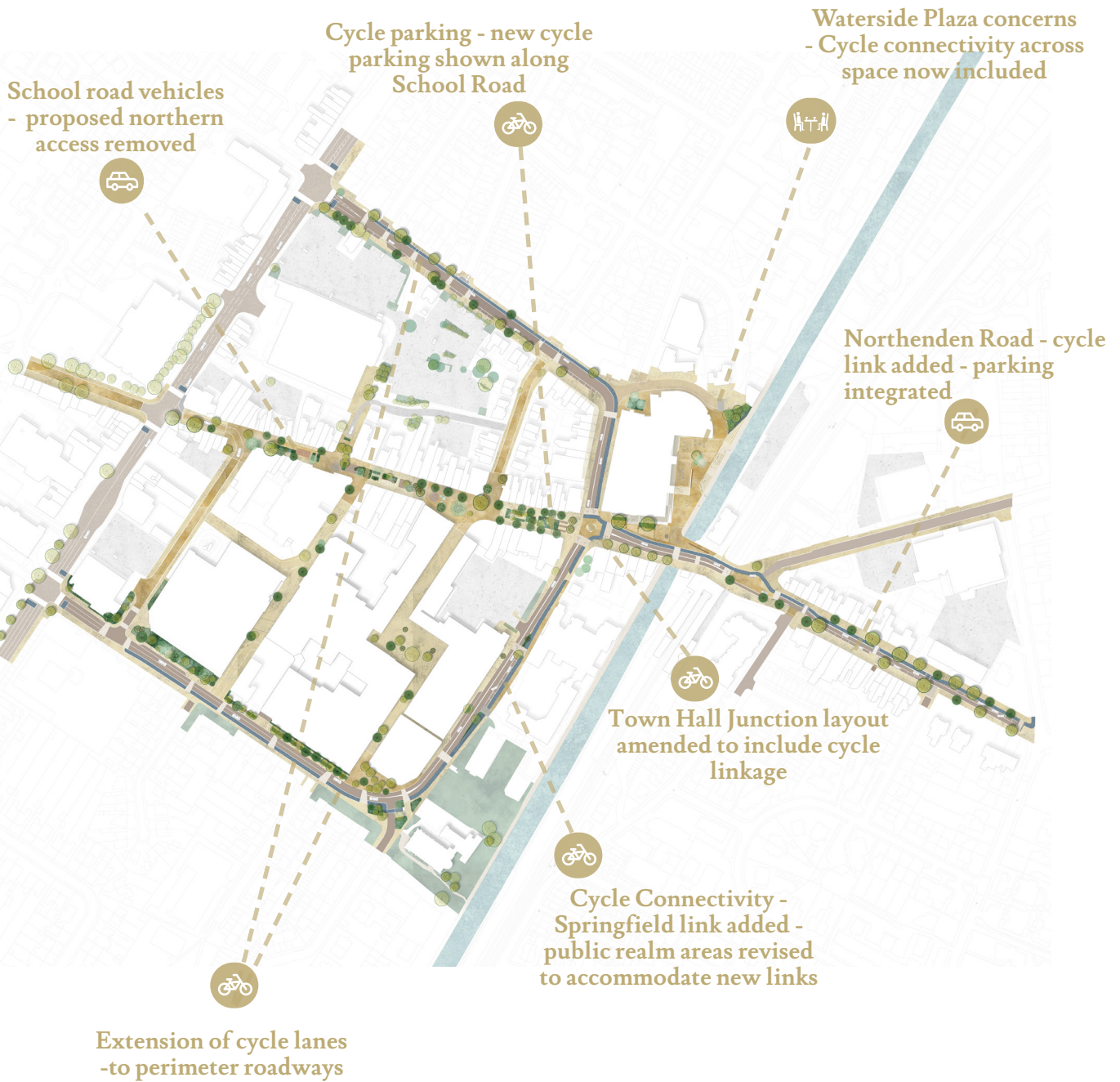
-  Thoughtfully re-consider the vehicle access along School Road. Is it necessary in the design?
-  Concerns on the lack of green route through to the canal across school road.
-  Concerns on the road widths along Sibson road for vehicles.
-  Concerns of the cycle lane along Ashfield road and lack of connection with rest of city centre.
-  Concerns on the lack of cycle connection with the canal tow-path across the plaza.
-  Concerns of materiality of the Waterside Plaza.
-  Concerns on the lack of bike rack facilities along School road.
-  Concerns that the cycle lane route stops before Springfield road.
-  Concerns on the clarity and safety of the traffic and pedestrian flow around the Hope road junction.

### SCHEME RESPONSE

- Removal of the proposed additional vehicular access on school road.
- Extension of the cycle lane along Ashfield Road and Springfield Road to provide better connectivity -including north/ south routes.
- Clearer cycle lane along the plaza towards Canal Tow-path designed.
- Waterside Plaza strengthened through a thoughtfully selected and strong material palette to withstand footfall in the detailed design process.
- Bike racks continually repeated all along School road, providing convenient and multiple parking opportunities for cyclists.
- Extension of cycle lane along Springfield Road from Sibson road.
- Width of Northenden road adjusted - to provide safe pedestrian environment and cycle lane. Parking layout amended.
- Clear explanation on the traffic flow at the Hope road junction to clarify issues of congestion and pedestrian safety.

# YOU ASKED... ...WE DID

Whilst the 2017 Public Realm and Movement Strategy has been shown to be broadly supported by the consultation responses - it is proposed to make the following changes to the plan to respond to specific issues.



## RECOMMENDED KEY CHANGES SCHOOL ROAD



### School Road traffic

The central and eastern most areas of the pedestrianised section of School Road will remain closed to all traffic. Layout changed to create an area for pedestrians and cyclists.

**YOU ASKED...  
...WE DID**



### Central Area

New area for pedestrians and cyclists added - more space provided to northern edge of the street to accommodate.



## TOWN HALL JUNCTION



### Central Area

New areas for cycle parking added along School Road.

### Junction

New cycle lanes added to provide safe route through the Town Centre.

### Springfield Road

New cycle lanes and formal on street parking areas added to provide a safe route through the Town Centre.





# RECOMMENDED KEY CHANGES NORTHENDEN ROAD

**YOU ASKED...  
...WE DID**



## 4-DEFINING PRIORITIES

### ESTABLISHING A PRIORITY MATRIX

In addition to the ranking provided in the community engagement responses, the projects have been also been assessed with regards to their contribution to:

- The strategic objectives for the town centre - as set out in the relevant policy sections of AF5.15 - Areas of Focus - Sale Town Centre Trafford Local Plan - Consultation Draft 2021
- Achieving the design principles of the Sale Public Realm and Movement Strategy.

These allow us to understand the overall role and importance of the projects in relation to one another - in delivering the wider social and economic objectives of Sale Town Centre and the Public Real Strategy itself.

The table (opposite) sets out these objectives and principles, and uses a simple grading system that records if the projects make a major, moderate or minor contribution towards them. These gradings are then added together to create an overall Priority Score that can be ranked. The assessment is based on professional judgement of the review team.

### PROJECT PRIORITIES - COMMENTARY

The matrix highlights a broad alignment across the projects with regards to priority ranking, and supports the initial consultation responses.

The Design Principle scores are less definitive in their results, which reflects the way the projects have been conceived to collectively address the full range of identified issues and opportunities. As such the projects have an equal importance in delivering the Scheme.

- Across all three of the matrix elements, School Road is however, clearly identified as a priority project, reflecting its central position and role for key retail and commercial functions of the town centre. It is an existing piece of public realm, that is valued as a traffic free space, and for the green character created by the trees along it. There is significant potential for the street to be the setting for a range of new environmental improvements. It is also closely linked to The Square Shopping Centre, so has the potential to support this important retail and commercial focus for the Town Centre.
- Closely linked to School Road, the Town Hall junction and Northenden Road projects both address the significant public concerns with regards

to the impact of traffic, poor crossing points and general access around the existing centre, as well as delivering key strategic objectives in relation to walking/ cycling infrastructure. Collectively these projects were seen as forming the key central spine and 'heart' of the centre, delivering a legible string of attractive public realm spaces, improved movement into the shopping area and supporting Sales night time economy creating an attractive setting for the numerous restaurants and bars along this route.

In practical terms, delivery of these projects together would be essential to ensure seamless cycle route provision and connections to Sale Moor.

- In terms of Strategic objectives, the Waterside Plaza project was considered equal to, or of greater priority, to the Northenden Road and the Town Hall Junction projects. It provides a clear improved connection to Bridgewater Canal, an existing hub for the evening activity, and the opening up of the river side and improvements to the street environment were seen as positive enhancements to this existing space by the community. Whilst the project potentially delivers these multiple benefits, in terms of the overall scheme priority, it has been assessed as secondary to those mentioned above, as the resource is already in place and well used, and it potentially has less of a collective benefit with the other projects, due to its position being slightly separate to the main high-street areas.
- Springfield Road and Sibson Road are considered important projects in term of strategic cycling and walking provision, and specifically enhance the important side streets of Sale. Springfield Road will also support public realm proposals for The Centre, and general pedestrian movement. The consultation included specific comments with regards to the condition of the existing pedestrian environment outside of the school, and the need to have a high quality consistent cycle/ pedestrian routes along them. Whilst important in their own right as movement corridors, they offer a limited wider contribution to the retail, commercial environment and as such are ranked as being of lower priority.

The order of the projects within the Public Realm and Movement Strategy together with the associated cost plan have been reordered to match this.

▲▲▲▲ = Major Contribution    ▲▲ = Moderate Contribution    ▲ = Minor Contribution

Project	School Road	Town Hall Junction	Waterside Plaza	Northenden Road	Sibson/ Springfield Road/ Hayfield St.	Ashfield/ Claremont Road
<b>Policy Objectives (AF5.15/17)</b>						
Improvements to public transport routes and walking and cycling links to the town centre	▲▲▲	▲▲▲	▲	▲▲▲	▲▲▲	▲
Improvements to the public realm and accessibility for all users including improvements which will better utilise access to the Bridgewater Canal	▲▲▲	▲▲▲	▲▲▲	▲▲	▲▲	▲
Development which supports Sale's leisure, tourism and cultural offer and in particular the evening economy	▲▲▲	▲▲	▲▲▲	▲▲▲	▲	▲
Development will protect, preserve and enhance heritage assets and their settings	▲▲▲	▲▲▲	▲▲▲	▲	▲	▲
Complement The Square Shopping Centre offer - the key focus for retail and leisure development within Sale	▲▲▲	▲	▲	▲	▲▲	▲
<b>Objective Priority Score</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>5</b>
<b>Strategy Design Principles</b>						
Create a string of spaces	▲▲▲	▲▲	▲▲▲	▲▲	▲	▲
Extending the Planting	▲▲▲	▲▲	▲▲	▲▲	▲	▲▲
Seamless Movement	▲▲▲	▲▲▲	▲▲	▲▲▲	▲▲▲	▲▲
Including the Side Streets	▲	▲	▲	▲	▲▲▲	▲▲▲
Finding Your Way	▲▲▲	▲▲▲	▲▲▲	▲▲▲	▲▲▲	▲▲▲
<b>Principle Priority Score</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>11</b>
<b>Consultation Response</b>						
Consultation Priority Ranking (1=Most Important - 6=least important)	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>6</b>

TABLE - PROJECT PRIORITY MATRIX - STRATEGIC OBJECTIVES, DESIGN PRINCIPLES AND CONSULTATION RESPONSES



# 5 - COST PLAN - SUMMARY

## INTRODUCTION

The outline cost plan has been created by the Simon Fenton Partnership to give an indication of the 'whole project costs' for specific 'areas' on the scheme plan. This section should be read in conjunction with that document, as it sets out the detailed breakdown of costs and assumptions:

### **Sale Public Realm, Order of Cost Estimate 001 - Indicative Costings subject to Design Development - March 2022**

The costs have been set out in the order of priority that the public and wider stakeholder engagement felt were the most important to Sale.

## KEY ASSUMPTIONS AND EXCLUSIONS

- Costs are based on a combination of Landscape Engineer's outline specification and indicative construction costs for schemes of a similar nature.
- Costs are base dated 1Q2022 and include inflation using Building Cost Information Service (BCIS) Benchmark Data based on the following programme:
  1. **2022-2024 Phase 1 - School Road, Northenden Road and Town Hall Junction**
  2. **2024-2025 Phase 2 - Waterside Plaza, Sibson Road and Ashfield Road**
- Costs assume that the works will be tendered competitively to main contractors using a single stage procurement route.
- Costs assume that the works will be undertaken under a single phase contract. There is currently no specific provision for phasing of the works.
- All costs are subject to receipt of Civil / Structural Engineer, Highway Engineer and Electrical Services Engineer specifications and designs.
- Costs assume works will be undertaken Monday to Friday, 8.00am to 5.30pm, with no allowance for weekend or out of hours working.
- Costs assume working around buried services with no allowance for diversion or relocation.
- Costs do not make any provision for changes in working practices, the availability of materials or contractor's attitude to risk as a result of the Covid-19 Pandemic.

## COSTING PROFILE

To allow for the subsequent development of the 'Economic Case' - in accordance with the Government Green Book Guidance, , the cost plan has been set out to include the following:

- Costs have been profiled by year to allow for the present value adjustments.
- For costs in future years that have not been fixed through procurement, an allowance for inflation has been made and included in the year by year profile.
- Costs include an allowance for risk. This has been defined as a contingency sum within the year by year profile.
- It has been assumed for this cost plan, that no costs are (i) sunk/ spent to date, or (ii) committed for investment within the study area.

This information is set out in simple table (opposite/ next pages) of costs profiled by year with a line for each element. Given that there is still some uncertainty over what elements are to be included in the final bid, headline costs (and inflation and risk assumptions) for each element are shown separately, so that the costs can be reconfigured to reflect the final package of works for which funding is sought.

## NEXT STEPS

### Economic Costs

For the next stage funding applications, economic costing information will be needed to outline the Economic Case and for calculating the Benefit Cost Ratio. The detailed cost report with spend profile, set out below will be used to inform that work.

It is expected that in the economic case, costs will need to be presented as follows:

Costs are present values, i.e. costs in future years are:

- Adjusted by the latest OBR inflation forecasts (or official GDP deflators) so that they can be expressed as current year prices.
- Discounted by 3.5% to reflect social time preference.

Only net additional costs are included in the economic assessment, therefore costs should exclude:

- Any sunk costs
- Any costs that would be incurred in the reference case (i.e. the scenario against which all costs and benefits are to be estimated).
- Costs should include an allowance for risk and Optimism Bias
- Costs should reflect the whole life costs of the investment

These adjustments would typically be completed by the economists that deliver the value for money assessment.

#### 2.1 Phased Cost Summary

ELEMENT		Total	Cost / m2
		£ p	£ p
1	School Road	2,776,968	542
2	Town Hall Junction	908,801	420
3	Northenden Road	3,411,286	387
4	Waterside Plaza	2,224,676	648
5	Sibson Road	6,014,681	416
6	Ashfield Road	2,090,942	376
<b>TOTAL PROJECT COST</b>		<b>£17,427,354</b>	<b>£441</b>

#### 2.2 Phased Elemental Cost Summary

##### 2.2.1 Overall Elemental Summary

ELEMENT		School Road	Town Hall Junction	Northenden Road	Waterside Plaza	Sibson Road	Ashfield Road	Total
		£ p	£ p	£ p	£ p	£ p	£ p	£ p
<b>1</b>	<b>EXTERNAL WORKS</b>							
1A	Site Preparation Works	111,364	34,518	128,678	75,526	235,884	82,082	<b>668,052</b>
1B	Roads, Paths and Pavings	753,423	322,643	1,206,857	773,051	1,761,368	644,920	<b>5,462,262</b>
1C	Soft Landscaping	198,105	6,500	6,500	48,770	328,025	39,000	<b>626,900</b>
1D	Fencing, Railings and Walls	9,000	12,000	18,000	6,000	18,000	12,000	<b>75,000</b>
1E	Site/ Street Furniture and Equipment	211,366	22,710	104,322	110,062	153,601	57,405	<b>659,466</b>
1F	Below Ground Drainage	51,190	21,660	88,100	34,330	144,440	55,550	<b>395,270</b>
1G	Existing Services	40,952	17,328	70,480	27,464	115,552	44,440	<b>316,216</b>
1H	Lighting Installations	144,600	64,980	264,300	97,560	398,970	166,650	<b>1,137,060</b>
1J	Landscape Maintenance	16,800	600	600	3,600	24,600	3,600	<b>49,800</b>
<b>B</b>	<b>PRELIMINARIES</b>							
	Site management, running costs, site set up, traffic management	384,200	125,735	471,959	294,091	795,110	276,412	<b>2,347,507</b>
<b>C</b>	<b>CONTINGENCIES</b>							
	Design development / risk allowance	192,100	62,867	235,980	147,045	397,555	138,206	<b>1,173,753</b>
<b>D</b>	<b>PROFESSIONAL FEES</b>							
	Pre and post contract design team fees	422,620	138,308	519,155	323,500	874,621	304,053	<b>2,582,257</b>
<b>SUB-TOTAL</b>		<b>£2,535,720</b>	<b>£829,849</b>	<b>£3,114,931</b>	<b>£1,940,999</b>	<b>£5,247,726</b>	<b>£1,824,318</b>	<b>£15,493,543</b>
<b>E</b>	<b>INFLATION</b>	241,248	78,952	296,355	283,677	766,955	266,624	<b>1,933,811</b>
<b>TOTAL PROJECT COST</b>		<b>£2,776,968</b>	<b>£908,801</b>	<b>£3,411,286</b>	<b>£2,224,676</b>	<b>£6,014,681</b>	<b>£2,090,942</b>	<b>£17,427,354</b>

2.2.2 Phase 1 2022-2024 Elemental Summary

ELEMENT	School Road		Town Hall Junction		Northenden Road		Total	
	£	p	£	p	£	p	£	p
<b>1</b>	<b>EXTERNAL WORKS</b>							
1A	111,364		34,518		128,678		<b>274,560</b>	
1B	753,423		322,643		1,206,857		<b>2,282,923</b>	
1C	198,105		6,500		6,500		<b>211,105</b>	
1D	9,000		12,000		18,000		<b>39,000</b>	
1E	211,366		22,710		104,322		<b>338,398</b>	
1F	51,190		21,660		88,100		<b>160,950</b>	
1G	40,952		17,328		70,480		<b>128,760</b>	
1H	144,600		64,980		264,300		<b>473,880</b>	
1J	16,800		600		600		<b>18,000</b>	
<b>B</b>	<b>PRELIMINARIES</b>							
	384,200		125,735		471,959		<b>981,894</b>	
<b>C</b>	<b>CONTINGENCIES</b>							
	192,100		62,867		235,980		<b>490,947</b>	
<b>D</b>	<b>PROFESSIONAL FEES</b>							
	422,620		138,308		519,155		<b>1,080,083</b>	
	<b>£2,535,720</b>		<b>£829,849</b>		<b>£3,114,931</b>		<b>£6,480,500</b>	
<b>E</b>	<b>INFLATION</b>							
	241,248		78,952		296,355		<b>616,555</b>	
	<b>£2,776,968</b>		<b>£908,801</b>		<b>£3,411,286</b>		<b>£7,097,055</b>	

2.2.3 Phase 1 2022-2024 Elemental Summary Yearly Spend

ELEMENT	Total Year 2022		Total Year 2023		Total Year 2024		Total	
	£	p	£	p	£	p	£	p
<b>1</b>	<b>EXTERNAL WORKS</b>							
1A	54,912		109,824		109,824		<b>274,560</b>	
1B	456,585		913,169		913,169		<b>2,282,923</b>	
1C	42,221		84,442		84,442		<b>211,105</b>	
1D	7,800		15,600		15,600		<b>39,000</b>	
1E	67,680		135,359		135,359		<b>338,398</b>	
1F	32,190		64,380		64,380		<b>160,950</b>	
1G	25,752		51,504		51,504		<b>128,760</b>	
1H	94,776		189,552		189,552		<b>473,880</b>	
1J	3,600		7,200		7,200		<b>18,000</b>	
<b>B</b>	<b>PRELIMINARIES</b>							
	196,379		392,758		392,758		<b>981,894</b>	
<b>C</b>	<b>CONTINGENCIES</b>							
	98,189		196,379		196,379		<b>490,947</b>	
<b>D</b>	<b>PROFESSIONAL FEES</b>							
	216,017		432,033		432,033		<b>1,080,083</b>	
	<b>£1,296,100</b>		<b>£2,592,200</b>		<b>£2,592,200</b>		<b>£6,480,500</b>	
<b>E</b>	<b>INFLATION</b>							
	74,267		215,412		326,876		<b>616,555</b>	
	<b>£1,370,367</b>		<b>£2,807,612</b>		<b>£2,919,077</b>		<b>£7,097,055</b>	

#### 2.2.4 Phase 2 2024-2025 Elemental Summary

ELEMENT		Waterside Plaza £ p		Sibson Road £ p		Ashfield Road £ p		Total £ p	
<b>1</b>	<b>EXTERNAL WORKS</b>								
1A	Site Preparation Works	75,526		235,884		82,082		<b>393,492</b>	
1B	Roads, Paths and Pavings	773,051		1,761,368		644,920		<b>3,179,339</b>	
1C	Soft Landscaping	48,770		328,025		39,000		<b>415,795</b>	
1D	Fencing, Railings and Walls	6,000		18,000		12,000		<b>36,000</b>	
1E	Site/ Street Furniture and Equipment	110,062		153,601		57,405		<b>321,068</b>	
1F	Below Ground Drainage	34,330		144,440		55,550		<b>234,320</b>	
1G	Existing Services	27,464		115,552		44,440		<b>187,456</b>	
1H	Lighting Installations	97,560		398,970		166,650		<b>663,180</b>	
1J	Landscape Maintenance	3,600		24,600		3,600		<b>31,800</b>	
<b>B</b>	<b>PRELIMINARIES</b>								
	Site management, running costs, site set up, traffic management	294,091		795,110		276,412		<b>1,365,613</b>	
<b>C</b>	<b>CONTINGENCIES</b>								
	Design development / risk allowance	147,045		397,555		138,206		<b>682,806</b>	
<b>D</b>	<b>PROFESSIONAL FEES</b>								
	Pre and post contract design team fees	323,500		874,621		304,053		<b>1,502,174</b>	
<b>SUB-TOTAL</b>		<b>£1,940,999</b>		<b>£5,247,726</b>		<b>£1,824,318</b>		<b>£9,013,043</b>	
<b>E</b>	<b>INFLATION</b>	283,677		766,955		266,624		<b>1,317,256</b>	
<b>TOTAL PROJECT COST</b>		<b>£2,224,676</b>		<b>£6,014,681</b>		<b>£2,090,942</b>		<b>£10,330,299</b>	

#### 2.2.5 Phase 2 2024-2025 Elemental Summary Yearly Spend

ELEMENT		Total Year 2024 £ p		Total Year 2025 £ p		Total £ p	
<b>1</b>	<b>EXTERNAL WORKS</b>						
1A	Site Preparation Works	196,746		196,746		<b>393,492</b>	
1B	Roads, Paths and Pavings	1,589,670		1,589,670		<b>3,179,339</b>	
1C	Soft Landscaping	207,898		207,898		<b>415,795</b>	
1D	Fencing, Railings and Walls	18,000		18,000		<b>36,000</b>	
1E	Site/ Street Furniture and Equipment	160,534		160,534		<b>321,068</b>	
1F	Below Ground Drainage	117,160		117,160		<b>234,320</b>	
1G	Existing Services	93,728		93,728		<b>187,456</b>	
1H	Lighting Installations	331,590		331,590		<b>663,180</b>	
1J	Landscape Maintenance	15,900		15,900		<b>31,800</b>	
<b>B</b>	<b>PRELIMINARIES</b>						
	Site management, running costs, site set up, traffic management	682,806		682,806		<b>1,365,613</b>	
<b>C</b>	<b>CONTINGENCIES</b>						
	Design development / risk allowance	341,403		341,403		<b>682,806</b>	
<b>D</b>	<b>PROFESSIONAL FEES</b>						
	Pre and post contract design team fees	751,087		751,087		<b>1,502,174</b>	
<b>SUB-TOTAL</b>		<b>£4,506,521</b>		<b>£4,506,521</b>		<b>£9,013,043</b>	
<b>E</b>	<b>INFLATION</b>	568,272		748,984		<b>1,317,256</b>	
<b>TOTAL PROJECT COST</b>		<b>£5,074,794</b>		<b>£5,255,505</b>		<b>£10,330,299</b>	





## APPENDIX A - CONSULTATION ANALYSIS - THOSE WHO DID NOT SUPPORT...

The overall percentage of people that did not support the proposals was low. A range of additional commentary was provided with the responses that were not supportive of the overall Strategy. Some of these points are directly relevant to the Strategy, whilst others are more general in nature and refer to the overall shopping experience within the centre.

The following summary bullet points indicate the range and nature of comments received.

It is noted that some of the comments relate to detailed design elements including traffic modelling and highways design, that will be addressed during the next stage of works if funding is secured.

	Comment	Response
	Concerns on the disabled access, particularly visually impaired and mobility users using crossing points across the proposal in particular the Town Hall Junction.	The exact nature of crossings will be addressed at the Detailed Design stage, however additional text within the Strategy will be provided to reference the importance of access for all, the incorporation of disabled access into the scheme and signage for all users.
	20% of those who did not support the proposal raised concerns on vehicle access along School road.	It seems prudent here to consider moving back to a full pedestrianisation option, as well as addressing cycling provision.
	Concerns the design is car-focussed with additional parking along Northenden road.	Provision of parking was originally highlighted as a requirement to support businesses on this street. The existing plans seek to balance the needs of all users/ including new cycle connectivity - no change is proposed.
	Concerns of knock-on traffic issues and congestion along Northenden Road, Springfield road, and in particular around the Hope Junction.	To be resolved in the detailed traffic modelling of the scheme - to show clear alternative routes, speed control and signage.
	Suggestions of speed limit changes along Springfield road. Concerns on the 'disjointed' cycle route through the design.	To be considered within the Detail Design Stage.
	Concerns on the 'disjointed' cycle route through the design.	Additional cycle connectivity and inclusion of new cycle lanes throughout the town centre to provide a safe journey to be incorporated - specific feedback from Trafford Cycling group incorporated.
	Concerns on the providing a range of shops within the town centre, which will be addressed within detailed planning, bringing in independent shops to Sale.	/
	Concerns on the narrowing of roads, and widening of footpaths causing more congestion of traffic and less space for cycle lanes.	Further traffic modelling to be undertaken during the Detailed Design Stage.
	Concerns on road and footpath maintenance, which will be considered during the management plan of the proposal, as well as selection of robust materiality in detailed design stages.	Further traffic modelling to be undertaken during the Detailed Design Stage.
	Concerns regarding access to the canal.	Existing proposals are focused on increasing safety and access to better lighting around the canal towpath in detailed design, as well as by Springfield school.
	Concerns on Claremont road, with the narrowing of roads and widening of footpaths. Resident parking here to be considered carefully.	Further traffic modelling to be undertaken during the Detailed Design Stage.

# APPENDIX B - CONSULTATION COMMENTS

## SCHOOL ROAD

### ALL RESPONSES

- "I don't understand why you are proposing to open up sections of School road to motor traffic. This sounds like a backwards step. If you allow motor traffic then you should also allow cyclists".
- "Cycling along the pedestrianised road is welcome, but I do not want to mix with vehicles at the western end. If you wish to make the town centre more active in the evenings, you should be prioritising active travel - not cars. People driving generally do not stop to buy things. People walking and cycling do."
- "We must have more lights, especially at Christmas. Sale just looks sad compared to Altrincham. Also the shutters on the shops are horrendous, they should either be nice or none at all. More outside seating for wam weather. Too many charity shops."
- "Again, as a resident of Claremont Road, I'm unsure of what is meant by "restricted permit access" but being refused a parking permit as a resident doesn't make sense to me. Also, all new business openings seem to be pubs or eating establishments, making things louder for us."
- "Isn't a cycling path with limited speed along the School Rd better than two proposef paths ( one on Sibson, one on Ashfield)".
- "Plans look fantastic"
- **"MORE GREENERY IS IMPORTANT HERE TO MAKE IT A PLEASANT ENVIRONMENT FOR OUTDOOR SEATING AT HOSPITALITY VENUES, IT'S TOO CONCRETE NOW."**
- "I really like he detail shown of Copenhagen streets tree surrounds etc very good but is very differnet to the cgi of sale town centre - block paving and an obtrusive seating. Can you improve the pic of sale to incorporate what these images will look like for sale?".
- "School Road has become extremely dilapidated in recent years, so a comprehensive effort at improving the area is a must, especially when neighbouring towns such as Altrincham have benefitted from this around the Market and Station. School Road at dark also has become a no-go area due to the lack of footfall, poor lighting and few shops or amenities that stay open past 6pm - this however has been exacerbated by the pedestrianisation of the road in the 1980s. I am a strong believer that bringing light, one-way traffic (to Hayfield Street maybe?), with large pavements to parts of School Road would encourage an improvement in the area. I support these proposals fully."
- "Would like a better playground than shown. And would prefer in the main square, but glad it s been included. Hope that coffee shops pop up around it. Assume this means cars won t drive in this area any more - it s the least safe place of the pedestrianised area for kids at present."
- "Please do not allow any traffic access. At the moment cars park on School rd at night and cut through Claremont and exit east on school road. A pedestrian area should remain that way. Traffic also damages the surfaces."
- "I love a lot of these proposals and particularly support incorporating planting and play opportunities. I don't like the idea of vehicular access - it being completely pedestrianised is what is so good about the high street."
- I would rather see cyclists having to walk down the high street (i am a cyclist and would be prepared to do this). I have seen too many near misses between children and fast bikes."
- **"DO NOT WANT TO SEE VEHICULAR ACCESS THROUGH SCHOOL RD."**
- "The public realm proposals for George Street, Altrincham have a central zone for seating, planters, etc with circulation either side. This would work well on School Road.."
- Specification of paving is important: level surfaces for mobility access bit for people with visual impairments or dementia a sharp change of contrast can be perceived as a step -risk of falling as someone tries to step over a step that isn't there. Likewise, dark areas eg. black manho".
- "School Road is an unloved but hugely important pedestrian thoroughfare. Currently it is unpleasant, poorly lit, poor public realm and furniture and unsafe late evening, night-time, early morning. There is poor visibility from the Northenden Rd junction and the Washway Rd junction and is not an attractive location for retailers, leisure operators etc."
- The side-streets in the main do not provide strong connections/ links across the Town Centre which also limits the potential of this part of the Town Centre. The work that Altered Spaces are doing to Town Square will have a really positive impact on the top end of School Rd but this needs to be complemented by this initiative asap."
- "I think they are all great APART FROM THE PART ABOUT ALLOWING CARS ON SCHOOL ROAD. In fact I think we should also pedestrianise Northenden Rd from the Town Hall down to the end of the shops. We also need MILES more parking, PARTICULARLY DISABLED PARKING."
- **"I THINK THIS IS IMPORTANT AS THIS END OF SALE SEEMS VERY RUN DOWN"**
- "I am unsure about the vehicle access to School Road but the plans for a playground and family square sound excellent."
- "I do not support motor vehicles being driven anywhere on School Road. This should be only for pedestrians and cyclists. How can you create the town square feel when there are massive SUVs being driven up and down and parked all over the place? Deliveries can be made to the rear of the properties."
- "The shop fronts along this section would benefit from investment. It would be lovely to see some original features reinstated. Maybe businesses could apply for grants to help with this."
- "Magnificent idea. Would make sale an inviting place to walk and spend a day."
- "I would suggest adding outdoor sitting areas (terraces) for the businesses in school road to be a permanent feature"

# SCHOOL ROAD

## ALL RESPONSES

- "Looks good but why add to traffic issues by allowing traffic to flow round to Sainsburys when it s pedestrian today. Surely this is a mistake."
- " Family orientated balanced between pedestrian and vehicles and certain times. Allows for services industry to benefit from increased space."
- " I am not in favour of having more vehicular access to School Road"
- " On the whole, I am supportive with the exception of vehicular access on school road. This should remain completely pedestrianised."

### " PLEASE DO NOT UNDER DO THE PLAY ELEMENT TO HELP YOUNG FAMILIES"

- " The trees at the Eastern end of School Road have caused the property owners there considerable issues over the years. I believe making part of the area accessible to cars will make the shop units more visible and therefore will be conducive to small business owners starting up businesses. I feel that these proposals contribute to the family orientated nature of Sale."
- " How do you propose to undertake point 2 developments is not clear in your diagram. Please explain in detail the proposal. This provision will only create chaos & traffic. More frustration for the residents than ease."
- " Any refurbishment of shops should avoid using the grim black paint that has already been used in Stanley Square."
- "Mostly support the proposals. Allow cycle access along School Rd and adjacent streets will make it much more accessible. Allow cars along School Rd from Hayfield St to Curzon St at certain times would be worth trying. I don't think allowing cars along Claremont Rd onto School Rd with turning space would be a good idea. I think it would be dangerous to mix cars and pedestrians in this area. I wouldn't be against building in some accessible parking bays at the end of Claremont Rd for blue badge holders".
- " Although it is something the landscape architects are almost certainly mindful of, I want to state nonetheless how important it is to have a clear and uninterrupted route along School Road. The current condition requires endless meandering and dodging of all manner of street furniture from advertising screens and phone boxes to A-boards and benches which have no logic to their positioning. I would ask that with the demarcation of such zone that businesses are asked not to place any obstructions.
- The public realm surfacing is of poor quality, uneven and unduly affected by tree roots."
- " I love weekly markets"

### "LOVELY IDEAS. AS MANY TREES AS POSSIBLE, AND MORE CYCLE PARKING PLEASE - ESPECIALLY IN STANLEY SQUARE."

- "I dont think the playground is a good idea, you cant find a playground in the middle of manchester or altrincham or urmston. I cant imagine people who are shopping will want to stop and let their kids play or if they are sat at a cafe they wont want to watch kids play from an outside table...fear of kids getting snatched is too great. Or there wont be enough things to play on and there will be tears. Plus what's going to stop dogs tinkling on the equipment or litter gathering in it?"

### " THE PART THAT I DO NOT AGREE WITH IS ALLOWING CARS ACCESS TO SCHOOL ROAD. THAT WOULD BE A NO FROM ME."

- "Will be "open season" for the vandals."
- " Need a diverse range of shops. At present all new development is attracting cafe/eating venues only".
- " Get rid of the charity shops and beggars first to improve, get some proper shops in, like Sale moor and Ashton villages. Make it a place where people want to shop like it was 30 years ago"
- "Can the plans incorporate more formal cycle parking and formalise the parking against street furniture and street lamps by adding loops and notices?"
- Having cycle parking included in the scheme is welcome but should be well placed where it will be used and not conflict with safe routes. Is the location of cycle parking very near to the proposed roundabout going to compromise a useable route for cycling ?"
- " This area is the prime area where the actual building quality and shop frontage is an incoherent failed UK high street disaster of styles, but with some obvious quality buildings still standing. Others, like the former Argos store, are truly awful 70 s constructs. Key themes should be picked up from cornerstone buildings and landlords assisted to rework frontages to create a more pleasing ambience, as sadly leaves fall off trees in winter to reveal the scars. The side street reworking is a big challenge. Best of luck with that."
- " Consideration should be given to the types of flooring, it rains a lot here and if we have planning agent from a less rainy environment they will not understand this. , I don't want to see paving stones or slabs that come loose and wobble and store filthy water to spray up when they are loose or to dip in the wrong places creating puddles to wade through."
- " Improving the public realm would link the character area around Northenden Rd / Hope Rd with the Waterside and the Town Hall and School Rd.....especially if cars no longer dominate"
- " This area of the town centre has the potential for leisure & F&B uses to provide attractive indoor and outdoor space taking advantage of the pedestrianisation of the area. As such it has the potential to be one of most vibrant parts of the Town Centre with an ability to host outdoor events."

# SCHOOL ROAD

- "The reintroduction of motorised traffic is a massive backwards step, bringing pollution, noise and danger back in to the centre of Sale. This needs a serious rethink. Virtually all modern cities are removing space dedicated to the motor vehicle, especially right in the middle of the shopping district. This will drive people away - we do not want to sit by the side of the road inhaling fumes and listening to car horns. There is limited space available and it should be prioritised for people, not the storage/movement of private motor vehicles.
- The recent "Vision" for Trafford Council mentions:
  - 1. Supporting people out of poverty
  - 2. Reducing health inequalities
  - 3. Addressing our Climate Crisis
- Bending over backwards to allow cars back on School Road does nothing for any of these aims. Car owners are the most privileged road user. The poorest in society cannot afford cars and will be further sidelined by this removal of a safe pedestrianised area. Attracting more motor vehicles is also a backwards step in terms of addressing the climate crisis, both in terms of CO2 emissions and particulate pollution contributing to poor lung health in our communities. Cars should be kept out of Sale, please prioritise people."
- "I don't understand the need to allow traffic on School Road up to Curzon St as thus us currently fully pedestrianised so this feels like a step backwards if the aim is to help pedestrians."
- "Play area is not needed in this area and the addition of traffic coming past Costa towards Aldi is unnecessarily complicated. The rest seems good."
- "I am mostly in favour of the proposals but do not support allowing vehicular access to School Rd. at any time from Hayfield St. and especially Claremont Rd. other than by the emergency services. To my mind such access will invariably be subject to abuse and would work against the desire to create a better environment for pedestrians and cyclists."
- "But subject to the provisos that:-

Local police patrol the area and stop the drunks, beggars, and drug users congregating there and making it feel unsafe for other users. With Boots being the local methadone pick-up spot this has been an issue for years.

A ban on drinking alcohol in the street. Hopefully, the leery gangs of drunken men outside Wetherspoons won't move further down into School Road.

The street furniture and planting is well-maintained and clean".

- "No point trying to attract cyclists until you can stop their bikes being nicked. I'd rather no more cars on School Rd. It's bad enough having the ones that are there already."
- "All proposals to allow vehicular traffic in this area should be

scrapped immediately - we need pedestrianisation and cycle lanes."

- "Do not allow traffic back onto the pedestrian area at all.

## "NO DISABLED ACCESS"

- "I don't think the proposal goes far enough in trying to create a visual identity for this area. There needs to be a greater degree of planting, and it needs to be evergreen. Planting a few cherry trees in front of Boots to try and disguise how badly it fits in with the rest of the architecture on School Road is like putting lipstick on a pig. You also need to deal with the landlords of the shops to see if you can reduce the sheer amount and visual clutter of all the perspex and neon corporate branding. The bank on the corner is a particularly egregious example of characterful architecture being destroyed in favour of who-can-shout-loudest, clone-town aesthetics."
- "Would like to see a water bottle refill point included here."
- "Ideally a two way cycle path should be put in along School Road with delineation from the rest of the area by means of different surface, or at least 'considerate cycling' allowed (this reflects what happens now anyway with many people on bikes accessing shops riding in the area at a slow pace).

## **MORE SECURE BIKE PARKING (E.G. SHEFFIELD STANDS) SHOULD BE PROVIDED OUTSIDE THE SHOPS - CURRENT PROVISION LIMITED TO TOP END OUTSIDE NATWEST AND A FEW STANDS OUTSIDE ALDI."**

- "Slight reservation about traffic being introduced at this part of the road - may be unhelpful to businesses at that end. However, may be proportionate in the circumstances."

## **"I OBJECT TO TRAFFIC SCHOOL LANE. TO CONTINUE AS IS - NO TRAFFIC ON SCHOOL LANE, SHOULD BE PEDESTRIAN FRIENDLY, POLLUTION FREE, CYCLING FRIENDLY, LIGHTING - AN OASIS FOR PEOPLE TRAFFIC ONLY."**

- "Some of the changes are positive, although the plans are strategic a lot more thought is needed for vulnerable users. More consideration is needed to include the visually and hear impaired users. Eg for visually impaired users they require tactile or some line to follow, many recent developments including south Kensington and Poynton include obstacles lamb posts, bins, bollards, benches, with no consideration for how the visually impaired can follow routes."

# TOWN HALL JUNCTION

## ALL RESPONSES

- " I don't buy the "encouraging low speed" routine! Pedestrians and cyclists need SAFE space and not throw at the mercy of driver who may or may not choose to look out for them. Why 'potential' cycle lane? And what about cycle provision along Springfield Road and Tatton Road? We need a joined up cycle network."
- " Roundabouts prioritise vehicular movements. They do not benefit vulnerable road users, who will be forced to cede priority. It's telling that you've used an image from Poynton - anyone familiar with Poynton knows that it remains an awful place for pedestrians and cyclists because the weight of traffic has not been reduced. This should be a signalised CYCLOPS junction, with default green for pedestrians/cyclists if no vehicles are in the area."
- " These schemes on paper look useful but the reality is they can cause and add to issues. There is significant gradient here that means that looking up and across the junctions could cause manifest problems with people approaching down the hill and looking up it. Also not clear if its actually a roundabout or not. Most traffic is down the hill and right across the traffic which isn't the direction many will be looking again causing potential further issues that could be avoided."
- " Long delays at traffic crossings tempt pedestrians to chance it."

### **" THAT JUNCTION DEFINITELY NEEDS LOOKING AT. THE PROPOSAL LOOKS GOOD FOR PEDESTRIANS, BUT IT IS ALREADY BAD FOR VEHICLES, WOULD THIS IMPROVE IT?"**

- " The shared space in Poynton, in particular the roundabouts cause great traffic delays with an uncertainty of right of way for both cars and pedestrians. Concerns over policing road safety for young children due to lack of clarity over rules of road crossing."
- A frequent continuous flow of pedestrians would significantly impact traffic flow. The current pedestrian lights assist flow of traffic and provide safe crossing for pedestrians on a busy junction. HOWEVER, there is not sufficient pavement space for crossing on Tatton Road".
- " This junction is used by all types of vehicle (buses, delivery lorries, vans and cars) it seems dangerous to remove the traffic lights on such an important junction which is the main route from Cross Street to Northenden Road in both directions. Increased congestion is more than likely which will not improve air quality or any desire to spend time in this area."
- " Just make cycling lane from Northenden and than to School Rd. , not just bits and pieces which are not creating a sensible net."
- " Feel it would be better to keep the traffic lights. The design of the Poynton Roundabout makes it quite unclear as there are no road markings. This could cause further congestion."

### **" PLEASE ENSURE PEDESTRIAN AND CYCLING IS THE PRIORITY FOR THE JUNCTION, IT IS TERRIBLE TO CROSS THIS JUNCTION ON FOOT AT THE MOMENT".**

- " I m nervous the roundabout would make crossing the road and driving more difficult."
- " Looks good - reminds me of Poynton yes please get rid of the lights"
- " I believe this part of the improvement plan is the most important to execute correctly as it is a key crossing point to Northenden Rd/ Tram Stop etc to Sale West/Precinct and Washway Road and has high footfall. Looking at the Poynton Shared Space that is similar to this proposed scheme, I would say that it is important that the visibility of crossing pedestrians to motorists, especially in the dark, is improved as those coming off Washway Rd into Sale often speed through. Whether this is through speed bumps/rumble strips/better signage prior to the junction, or some flashing ground markings at the crossing will need to be fully evaluated."
- " I think you have totally underestimated the volume of traffic that uses this junction along with the large number of larger/ HGV vehicles, I am not aware of any traffic census information having been gathered and feel this is an important aspect to creating this lay out, along with the assumption that people are confident about using roundabouts and right of way for vehicles and pedestrians and the fact that pedestrians are likely to not follow the route... it s called human nature to not follow rules."
- " The existing bottlenecks at the crossing on Tatton Road need to be addressed (it appears this is the case). It is very difficult to negotiate this with children, a push chair or wheel chair. Nonetheless, some hard barrier landscaping to protect pedestrians from vehicles should be considered if the railings are removed."
- " With the removal of the traffic lights in this area, will pedestrians be safe when crossing the roads?"

### **" SUGGEST IT ALSO NEED A LOWER SPEED LIMIT THAN 30 IF THE LIGHTS ARE REMOVED"**

- " The present layout is hopeless. It's designed only for car drivers. Pedestrians are corralled into pens and have to wait ages to cross. This new design expects car drivers to slow and stop which won't happen. I'd prefer to see this as a pedestrian priority area with wide pavements and reduce the number of car lanes and space for vehicles."
- The way the cycle lane integrates with the junction needs a lot of work, and don't think it should be implemented as shown on the plans, not least its termination at a tight corner on the pavement creating conflict with pedestrians which may mean sudden stopping and/or dismounting in the carriageway.

# TOWN HALL JUNCTION

- The courtesy crossings are intriguing and though I understand the psychology the prospect of crossing the proposed junction outside the 'Block and Gasket' scares me, having to balance looking over your shoulder for cars coming from behind/right with those coming from the left. I'm also unable to comprehend how this would be safe for the visually impaired. I should say, however, the widening of the pavement here and improving the pedestrian crossings is an absolute necessity and should be prioritised above all else."

## "CLEAR SIGNAGE WILL BE NEEDED TO EXPLAIN HOW THE SYSTEM WORKS."

- "I support the majority of the plans but i have big concerns some elements of the proposal:
- I really don't want to see proper pedestrian crossings replaced by courtesy crossings. It is clear who has right of way at what time with proper pedestrian crossings - it is too confusing as a driver and pedestrian along Stamford Street in Altrincham. The raised crossings give no indication as to whether cars are meant to stop or not and it feels much less safe as a pedestrian trying to cross.
- As a parent i have taught my kids to wait at the red man and go with the green man if safe - if these go, and there is ambiguity in the surface treatment at a crossing it will be confusing for children who are less able to judge safety. Partially sighted and blind people know when it is safe to cross when using a proper pedestrian crossing with audible beeps or the spinning indicator underneath. I like the idea in theory, but the reality on our busy roads is such that it is a recipe for disaster.
- The idea that encouraging driver behaviour with tonal contrast in paving and carriageway is ridiculous. That won't make things any safer when it is wet, windy, dark. I would hate to see accidents that could so easily be avoided. The flashing lights/traffic lights at conventional crossings give a warning to drivers that a crossing is ahead especially when visibility is reduced. I have experience of this type of scheme in London - it just adds unnecessary confusion.
- I think the pedestrianised length of School road should not be used by cyclists (I am a cyclist and I would quite happily walk down that section). The pedestrianised bit needs to allow kids to roam free and people to walk without worrying about being hit by a speeding bike (i see too many bikes going too fast down there as it is)."
- "I welcome moves to slow traffic speeds down, and eliminate red light jumping, which is a problem at this junction at present. Hopefully the shared use will work, but it may require some form of formal crossing, if traffic flows are too heavy to allow safe pedestrian movement. There really should be a bike lane connecting on to Springfield Road, to encourage those wanting to ride to the Primary School."
- "It would be a great improvement"
- "As existing, this junction is a barrier to linking the town centre together. The corner where Slater Heelis (former Lloyds bank)

building is a very tight pinch point and this footpath needs to be widened. A shared surface as at Poynton would work well. This item of work should be undertaken as the first priority"

## "THIS TYPE OF JUNCTION ISN'T THE ANSWER JUST LOOK AT THE TRAFFIC IN POYNTON. THEY ARE ALSO DIFFICULT TO NAVIGATE AND I THINK WILL LEAD TO MORE ACCIDENTS"

- "I am broadly in support of this as we need to move away from the dominance of this junction by cars. Currently, pedestrian space whilst waiting to cross the road is limited and the topography will no doubt cause problems for less mobile citizens. However, I know the junction in Poynton isn't popular with residents and this concerns me."
- "This is the most important junction to get right in the Town Centre. Currently it is a very busy, problem junction to navigate and it splits the Town Centre in two which ensures Northenden Road and School Road are completely disjointed.

## CALMING THIS JUNCTION AND ENSURING IT IS MORE PEDESTRIAN AND CYCLE FRIENDLY CAN ONLY BE POSITIVE."

- "Cars, cyclists and pedestrians sharing the same space is a very dangerous proposal. It is a recipe for disaster and very scary for slow walkers, elderly people, mums and drivers trying to watch out for short children, children on scooters and bicycles."
- "I think this is an improvement but I think this junction is not the worst so I would not personally prioritize".
- "In general, I support the plans but there are hundreds of children exiting the school each day and, without barriers between them and the road, this could be dangerous."
- "Removing the traffic lights at the School Road/Northenden Road junction is a ludicrous idea. It simply doesn't take into account the realities of the location. You can't possibly compare Sale to Poynton (I believe that's the illustrative picture you've used in the presentation?) for this scenario. Sale has much higher volumes of traffic, it's a trough route for commercial traffic and not everyone will local (and familiar with the layout) or will be able to negotiate it. It will be particularly difficult for older drivers with slower reaction times and far more dangerous for pedestrians."
- "Drivers won't change their behaviour and it's dangerous for children, those with restricted mobility and / or visual impairment! You are basically leaving pedestrians at high levels of risk."
- "Please visit the example junction in Poynton - it is an absolute disaster and should not be copied in Sale. There will be major problems for people with visual impairment who will no longer know where the safe areas to walk are. Whilst the render shows people on bikes, the area will not be safe to cycle in without any protected provision. The pink cycle lane also seems to end randomly - how

# TOWN HALL JUNCTION

are cyclists supposed to get to School Road or to the other proposed cycle infrastructure in the plan? Safe segregated areas for cycling and walking are required as per the TfGM Made to Move strategy."

- " This is a key gateway to the town particularly for those travelling via the Metro. It impressions are hugely important and despite the beautiful town hall building and views along the canal this area is currently hugely underwhelming."
- " I have driven through Poynton that has a similar roundabout and hate it. Drivers are not polite to each other and force their way into the roundabout. Traffic lights are fairer for the driver. I do like the crossings in Altrincham and think they could work out of rush hour but lights should still be active at peak times".

## "THESE PROPOSALS WILL PUT A LOT OF PRESSURE ON THE ALREADY CROWDED ROADS OF SALE."

- "I'm concerned without proper pedestrian or zebra crossings that it will be chaos with pedestrians either not knowing when to cross or being gung ho and just walking straight across the road. Driver's busy looking at whether cars are coming will not be looking for pedestrians and given it's not proper crossings will not be giving them right of way
- I fear for elderly people and young children who will be too scared to cross without the security of knowing they have a green man with sufficient time for them to safely cross. Given there is also on one lane coming from Northenden road to the roundabout then I can easily see that the traffic will be backing up a long way down Northenden road and clogging up this area including access to the metrolink and the Northenden road shops even more. I do fear this will clog up the town centre even more. People, including those living to the east of Sale, will still have to drive. You can't carry your shopping home on a bike. I also don't understand the extra secure parking in the end of school road. Is this bike parking? It's not specified but I'm assuming in the space allowed it wouldn't be car parking which would also go against trying to pedestrianise this area (as it already is)."

## " NOT ENOUGH EMPHASIS ON WALKING AND CYCLING. DO NOT AGREE WITH MORE PARKING OR DRIVING ON SCHOOL ROAD. SHOULD REFLECT LOW CAR AND LOW CARBON POLICY IN GM TRANSPORT STRATEGY."

- " Again safety of people using the centre is paramount. with restrictions of traffic where necessary".
- " The proposals are very small and I can't zoom in the check info."
- " This is one of the key areas that needs improvement - the mishmash of signals creates a pedestrian unfriendly location, and is noisy and unpleasant.
- " This will be fascinating but potentially dangerous. The Poynton precedent is noted, but is the traffic intensity equivalent. The

pedestrian pavement area to cross Tatton Road has always been a bottleneck and this looks relatively unchanged versus the crossing on Springfield Road. Given the increased usage of the canal I think this crossing has got busier, with people pushing bikes and buggies, so more space needed, as this is the direct route from town centre to canal towpath."

- " I'm nervous about confusion between drivers and pedestrians in this area. This is a really busy junction and these changes are very similar to those put in place in Altrincham where I feel drivers and pedestrians are often confused about who has right of way. That said, I am in favour of the changes as I feel that something has to be done."
- "If you remove pedestrian controlled lights you would need to reinstate lollypop/staffed crossing points to allow children to safely reach schools . The introduction of pop-up cycle lanes during the pandemic seems to have made some car drivers less tolerant and more aggressive to cyclists and pedestrians. mere change of paving surface will not slow them down to safe speeds and ramped surfaces impede cyclists. This slide suggests cycling on school road but this seems to be in contradiction to the previous slide that suggested school road was to become family space 10 meters further on."
- " There does appear to be a need for traffic signalling to assist the safe use of the walking and cycling routes at junctions. There is clearly a problem with the proposals for cycling entering and leaving School Road at the Springfield Road junction. Would it be better if the cycle lanes were one way and on both sides of the road ?
- Explore other routes for cycling improvements as well. In particular to allow 2 way cycling on one way streets as well as surface + lighting improvements and road cleaning regimes. "
- " Waste of money, nothing wrong with it at the moment"
- "Accident waiting to happen. There are too many drivers who don't know how to drive with roundabouts and mini-roundabouts / whatever "on trend expression you are using to describe this obstacle in the road, are, and will be even more of a problem. Please remember that "traffic calming" = "driver angering"."
- "This is a key area for improvement, and I would like to see plans being more radical. Increasing the size of the pavements would be really helpful, pedestrians are squeezed onto small paths and crossings everywhere here. It could ve a beautiful walk from the canal / metro to School Road with wider footpaths and more trees".
- " Just going to wait and watch the accidents happen".
- " Broadly support, though I think it will take time for drivers to adjust their behaviour and I worry about it being dangerous in the meantime. Drivers have a tendency to go at speed around or across mini roundabouts. I'd like to see some definition to the roundabout to stop cars going across it. And also clearer pedestrian crossing points to give pedestrians clear priority and so all road users know that. This arrangement would mean that longer vehicles would not be able to use the junction so a clearly signed and suitable alternative route would be needed"



# SIBSON ROAD/ SPRINGFIELD ROAD

## " THE CYCLEWAY IS A MUST! FURTHER, IT SHOULD JOIN UP WITH THE ("POTENTIAL" )CYCLEWAY FROM SCHOOL ROAD!"

- " No cycle provision on Springfield Road means no people cycling along Springfield Road. There is a primary school there. This is a prime opportunity to let children and parents walk/cycle/scoot in safety to school, but you have prioritised vehicles.
- If you do not build cycle lanes along Springfield Road, children will not cycle to school. They'll be driven."
- " Unlike other areas this seems a sensible and measured improvement to help pedestrians. However bike access is forced onto the far side of the road making the next junction more complicated than necessary as they will be on the wrong side of the road over complicating things for the driver."
- " In view of the issues we have experienced with litter, urinating taxi drivers, drug, alcohol and homeless people problems in the Tesco stairwell and abandoned shopping trollies I fear that this could be really bad news for the residents of this end of Sibson Road."

## " PLEASE ENSURE THE CYCLING PATH IS SEGREGATED FROM ROAD TRAFFIC FOR SAFETY AND TO ALLOW CHILDREN TO USE IT".

- " How will buildings change at back of Natwest? This area is visually messy, can you add trees to this side? Otherwise it's okay"
- " These proposals look excellent, however one must be aware of the significant future development of The Square that could damage the works made - this could be completed towards the latter stages of the scheme?"
- " Greenery is very important here, along with an improved route to the canal."
- " Would welcome more cycle lanes as long as they re safe to use"
- " Would be better to have a cycle lane along School Road and out of the traffic. This road needs a 20 speed limit. Residents need to be able to get deliveries, when the no waiting restrictions were introduced without consultation, this has made it very difficult for delivery of large items for Sibson Road residents. The camber of the current footpath causes flooding in front gardens. Will a wider footpath exacerbate these two current issues?Idling at the Taxi rank currently causes pollution that is unpleasant to walk past. Signage and enforcement is needed to reduce this harmful nuisance.At point 5 the green space is shown. The planning for the cinema showed that green space removed and replaced with hard landscaping and outdoor seating facing the existing residential area. Which is the truth?Footpath is very narrow near the school - agree this should be wider, but also an access was added to the school from the towpath but this is always locked. Many children walk down the towpath then have to come through the churchyard to the road to gain access

to the school- nuts."

- " I'd prefer two separated cycle ways on either side of the road rather than having both ways together. The pavement should be significantly widened outside the school and pls remove all the railings. Is there space for a square outside the church if you narrow the Springfield road entrance?"
- " Please consider a cycle lane along Springfield Road to serve the primary School and town centre."
- " There is an opportunity to connect from the new Stanley Square pedestrian access, across Sibson Road (between nos 5 and 7 on the plan) to the Church and footpath to the canal, and further along Springfield road, also to the canal. Also, from the new Stanley Square pedestrian route across Sibson Road to Friars Road, which leads to a small park, residential streets and canal access. Crossings across Sibson Road to both Springfield Road and Friars Road will be important. Vehicle access to the car park of the new residential apartments is from Sibson Road - this will cause traffic congestion and given the proximity to town centre amenities and public transport, is there a need for such a large car parking provision".
- " Given the proposed redevelopment of The Square Shopping Centre, Sibson Road will become an even more key thoroughfare to get right. The opportunity with the proposed Square redevelopment will significantly improve its frontage to Sibson Road, a new pedestrian route direct into the Square and therefore through to School Road and totally improved, landscaped environment that will also benefit the existing residential community and the Church. Again the calming of this road will be very beneficial to the school and the proposed new children's nursery that will help make this thoroughfare alot safer for pedestrians, cyclists, families and children."

## " I THINK THIS PART IS VERY IMPORTANT TO OPEN UP THE TOWN CENTRE TO SOUTHERN AREA"

- " I don t support the creation of a pathway between the school and the church because this can only mean that the school would lose land. This should never happen! They have little playing space as it is."
- " I support moving the taxi rank. I support the cycleway - though it would be better as separate ways on each side of the road - safer at junctions. I support more ped crossings but they should be zebras. I support massive narrowing of the motor lanes. A 20mph speed limit is required for safety. This is outside a large primary school with a small catchment area - no-one needs to drive to this school. Please remove the parking bays outside the school, they are a danger. to the children."
- " This will very much disrupt, endanger, put at risk and inhibit community groups in this area".

# SIBSON ROAD/ SPRINGFIELD ROAD

## ALL RESPONSES

### " THE LINKS SOUND DOWN THE CANAL IS A VERY IMPORTANT LINK TO ENCOURAGE PEOPLE INTO THE TOWN CENTRE BY FOOT."

- " The cycle lane gets to the corner and then what? They are at the wrong side when it gets to the next dangerous junction, erm no."
- " Needs refreshing but Important that it quickly connects to the square and other areas or it will become isolated and deteriorate."
- " The footpath adjacent to Springfield Primary school desperately needs to be widened. It would also benefit from some nicer looking barriers along that section of road by the school!
- "General greening of this area would be great - courtesy crossings needed particularly near to the primary school."
- " It would be great to have proper access to the square - people have used Wilkinson s as a cut through for years. Many shop on the way to/from Springfield Primary. If creating a green space, flow of people to it is important - doubt the footfall is that great along this road. mWider pavements to improve crowding outside school a good idea. Just surf-facing pavements to get rid of the huge puddles would be an easy practical solution."
- " All areas of Sale need to be invested in to encourage people to walk. This has always felt like the rear side of the shopping centre and a bit ugly. It'll be nice for people living on surrounding streets to have a better quality of environment."
- " There is absolutely nothing wrong with the existing taxi stand. It is not in anyone's way & is well placed. The new one will actually create chaos in traffic. The proposed cycle path is fine, but taxi rank is not necessary in the proposed location. The existing location is much better."
- " Notwithstanding my overall support, the cycle lane should not terminate in the way shown at the A56; it should continue across the junction with Washway Road onto Oaklands Drive with proper separately signalised crossings so cyclists (some of whom may be children) do not have to navigate the main road by either mixing with vehicular traffic or riding on the pavement. This may have to be at the cost of a traffic lane, but a weak link like this would put off a lot of people from cycling the route. I also wonder why the cycle path has not been shown running along Springfield Road to connect with the route from Northenden Road - it seems like a missed opportunity. Everything else I support, such as the narrowing of carriageways, the 2-way cycle path, connecting with the Bridgewater Way and the additional greenery."
- " Agree with more trees and development of this area"



- " Create more problems on a blinded curved road. Very heavy traffic due to number of school and shops in area"
- " Cycle lane - not used"

- " I think this is a definite priority. Sibson Rd is a bit of an eyesore. Partly that's due to the Tesco building but also the other land uses on the N side of the road. I think the green buffer is really good, but would need to see the land on the N side of the road brought back to more active use - where the multi storey car park and the wasteland is. Improved access to The Square from Sibson Rd is sorely needed."
- " Have you actually seen how many pedestrians use this side of the town centre? Waste of money".
- " I think widening the pavement outside the school is the priority, and the improved access to the canal is a good idea. The rest is fanciful. The available money should be used elsewhere not on squares that no one will sit in. And why move the taxi rank? Isnt it closer to the shops where it is?"

### " WE OFTEN USE THIS AS A WALKING ROUTE FROM THE CANAL THROUGH ST PAUL'S CHURCH AND INTO SALE. THE AREA CURRENTLY LOOKS REALLY RUN DOWN, AND IN NEED OF SIGNIFICANT IMPROVEMENT. IF YOU COULD ALSO IMPROVE THE OLD CAR PARK THAT IS CURRENTLY DERELICT LAND THAT WOULD BE EVEN BETTER."

- " Wider pavements just mean that vehicles will park on them fully, instead of half on and half off."
- "Where is the blue badge parking?"
- " A dedicated cycleway is not needed in this location"
- " Cycle lane, rest a waste of money, is 6 acre house and car park going to make way for yet more housing?"
- " Sibson Road 2 way cycle lane ends abruptly at the church and the other end near the A56 . The Bridgewater Way is Not a suitable cycling facility – it is narrow has poor or no lighting and there are access barriers including 2 outside the Springfield Road primary school. What will be the speed limit on Sibson Road Springfield Road ?Relocated taxi rank on Sibson Street is a good idea ! Will Hereford Street allow a shared cycling route ?"
- " Yes more trees please . we are to loose an open green space so please add back as many trees as possible . I regularly cycle short distances including this road , to shops, Dr's etc . The existing painted bike lane is pointless . better curbed cycle lanes would be welcomed"
- " I can see the key issue here is the ambience, road safety and air quality for the school. The plan is not developed or silent on other key issues, notably, the proposed interconnect to the square, corner development and reworking of the overall backside concrete goods yard ghetto, which is the biggest challenge. A demolition contract beckons."

# SIBSON ROAD/ SPRINGFIELD ROAD

## ALL RESPONSES

- "Plenty of green spaces and trees are always welcome"
- "Important in the context of the Stanley Square development and also the link to the Bridgewater Canal, one of Sale's key assets."
- "The cycle lane looks good, especially if the footway and cycle lane will be continuous (rather than yielding priority) across side roads. Details of exactly what is proposed in terms of cycle lane protection is required. My main issue is with why the cycle lane randomly ends at Springfield Road rather than continuing around. Cycle lanes need to actually go somewhere, not stop short of where most people will be travelling to."
- "It's good to improve the access to the Bridgewater Way"
- "I would have thought that the current taxi rank is well placed to serve Tesco customers and their shopping. Having seen the changes already made to The Square I am baffled as to why all verandahs have been removed which had served a very useful purpose in allowing people to have a coffee when weather has been less than kind and especially during Covid pandemic."
- "Happy with encouragement of cycling, walking, lighting all along here. Please make it as safe as possible. The car park is a bit of an ugly eyesore currently."
- "More is needed to ensure safety of all vulnerable users. Courtesy crossings, are difficult for independent VI users, what research has been made to have a design that is fully inclusive. What provision is being made for flooding, either to absorb / drain water? Will the maintenance budget include leaf collections?"

## " I THINK THIS IS GOOD BUT WOULD ARGUE AGAINST SUCH A DRASTIC NARROWING OF THE CARRIAGEWAY, I.E. IT SHOULD BE NARROWED JUST NOT AS EXTREME AS PROPOSED"

- "It would be much improved. I find very few pedestrians use this area at present. Would this development change this?"
- "My neighbours would lose their independence in being able to do their own shopping. It would be too far to be able to carry their shopping to the taxi rank."
- "Much more tree planting is needed, and all cycle lanes need to connect to a wider network on surrounding roads."

## " NO DISABLED ACCESS"



- "This is a very shabby looking area of derelict-looking car parks at the moment so we hope the proposed buildings will improve it. Tree planting and under-planting is particularly critical here. Please make some more interesting choices than the usual silver birches and hedge-trimmer pruned Lonicera nitida."
- "The canal cyclepath needs widening and upgrading due to pot holes. Cycle lane needed at 8."
- "Providing better space for pedestrians in front of the school is good. Where will parents who insist on picking up by car be encouraged to park? This needs to be taken into account as some still currently try to park right outside the school."
- "The new cycle path should have physical segregation (e.g. bollards) from the main carriageway otherwise it is likely to become a car park and useless."
- "I think the cycle lane is a good idea, though at present, this part of the road is actually quite comfortable to cycle on already."

# WATERSIDE PLAZA

## ALL RESPONSES

### " I'M SURE YOU HAVEN'T OVERLOOKED CYCLE ACCESS TO THE CANAL TOWPATH?"

- " Shared space on Tatton Place means "motor-dominated space". You can't share a space with heavy, fast vehicles."
- " The cycle lane needs have a direct link to the one coming off the canal towpath."
- " Waterside is Sales face. It must be made more green and better looking. Ie slug and lettuce just looks horrible. But mano a boca looks lovely. more trees, flowers"
- " A key aspect of this (and other parts of renewed public realm) will be maintenance and ensuring any utility works are properly reinstated with the surface materials removed. The public realm outside Sale Town Hall is blighted with tarmac strips and patches."
- " Currently underutilised area and doesn't maximise the potential of the waterside area"
- " It is important to have a clear cycle Lane coming from direction of Sale moor onto the bridge water canal".
- " I hope that Tatton Place (as described) does not become pedestrian only. Given the number of flats and houses in the Waterside development"
- " Please design cycling opportunity from canal path towards Sale Moor. ATM there is a path from Northenden to canal path. You propose to remove it but there is no sensible proposal instead."
- " Think there is an opportunity to bridge between retail and leisure further we should try and find a way to make the leisure centre compliment the area and sale town centre, these facilities need to be part of the fabric of town centre for health and wellbeing, not just alcohol, pasty shops and charity"



- " These proposals all look excellent and make much better use of the main feature in Sale that is the canal, especially the extended terraced seating. The works that were completed alongside the Waterside in 2006-7(?) are still in a generally good state however. One cause of concern that I have with the entire scheme is the longevity of the paving. This 2007 laid paving has severely deteriorated outside the Town Hall where visiting cars, security vans and taxis occasionally park (illegally). This has resulted in unsightly broken paving stones, and flags that have been tarmacked over, making the whole area look a disgrace. Good quality paving, bollards, restricted parking and a long-term fund for replacing broken paving, like to like, also has to be considered"
- " An you just clarify that point 8 is going to allow vehicle access along with pedestrians, many off lying streets such as Harley Road, Bridgwater street require access to this area to leave there residences by vehicle, as we are unable to turn right as it is a one way system."

- "P rovision to sit and overlook the water should be included. The current benches are too bunched together."
- " This area already works quite well"
- " It will be brilliant to make much better use of this canal side area. More seating and plazas."
- " Great idea, this area could be a better feature of Sale, although other items in the plan feel like higher priorities."
- " Stop all parking in this area. All the flags are broken due to this area being a car park at night including the cenotaph. Otherwise this development will also quickly be damaged. 5 - pls retain the top of the wall even if you lower the height. The top stone is historical to the area and would be a big shame to be replaced by railings."

### " I REALLY SUPPORT THIS ENTIRE PROJECT, I'M JUST NOT ENTIRELY SURE HOW I FEEL ABOUT THE POSSIBLE RELOCATION OF THE WAR MEMORIAL."

- " The segregated cycle lane along here is vital to connect with the planned Bee Network route to Sale Waterpark."
- " This is the only safe space that is attractive currently - and any improvements will bring added benefits"
- " The waterside plaza works well as it is, improving visual access to the canal is an improvement".
- " One of the unique features of the Town Centre is its link to the canal. Sale really doesnt make the most of this asset and the Town Centre generally turns its back on the canal. The current Waterside Plaza is ineffective and does not make a feature of the canal. These updated proposals go some way to addressing that but this needs to be the start of fully integrating the canal into the Town Centre not the end."
- " I think layered ampitheatre seats back to back, half facing the canal and half facing Waterside Plaza, would be a better idea. Then you could sit and watch the water or sit and watch a presentation."
- " For me the waterside is fine, I would prioritize other areas first".
- " Parking on the ramp should be banned."
- " This is a much-loved and under-utilised area of the town centre. A flat surface to enable markets etc is a great idea."
- " Ideas from from Granary Square would provide a beautiful green seating area."

### " EMBRACE WHAT SALE ALREADY HAS, GREAT IDEA"



# WATERSIDE PLAZA

## ALL RESPONSES

### "THE AREA COULD BE USED MORE, AND THE IMPROVEMENTS SOUND NICE, HOWEVER NOT MY TOP PRIORITY."

- "The space becomes more usable and needs some options for floating vendors on the canal front."

### "THE VISUALISATION STILL MAKES THE AREA LOOK A BIT BARREN, ESPECIALLY IN WINTER IF YOU'VE SELECTED ONLY DECIDUOUS TREE SPECIES."

- "The space becomes more usable and needs some options for floating vendors on the canal front."

### "WHILE ALL VERY NICE, THIS IS LESS OF A PRIORITY THAN THE OTHER PROPOSALS"

- "To big an impact on drivers. The tiered space will attract all day drinkers and will not be family friendly - lots of precedents for that!"
- "Please make sure lots of secure cycle parking is provided."
- "These proposals address all the spots that need improving. Especially increasing the view of the canal. This would provide opportunity for water events with an audience. Very popular"
- "The waterside is already a nice area and should be used as well as possible. I do feel some of these proposals spend on tweaking things that are already fine eg lowering the wall. Pedestrianise tatton place? What will be on it to attract people? I would prefer wider pavements elsewhere for outdoor terraces for restaurants and school road surfacing once and for all and then not patched with tar. The road cutting the town hall from school road inevitably breaks the flow of pedestrian space."
- "Find it a bit hard to understand what is new here"
- "To make the cycle link between Northenden rd and the canal easier to traverse would be great thing. I've often felt that the plaza isn't well utilised and these plans would improve things."
- "Northenden Road is already a very congested road. Proposing to have a cycle path there & making it one way for vehicles is just going to add to already congested roads in Sale."
- "Again, widening pavements is a plus, The existing ramp down to the canal does not allow two-way passing so I would ask that the new one is at least 3m wide. The towpath in front of the terraced area should also be widened so that there is less conflict in what is, and will be, a busy area. I think the improvements of the Metrolink entrance (which has poor sight lines on exit, causing conflict as people step onto the pavement, which should be improved) and outside the Town Hall should be part of the junction improvements and prioritised over the Waterside area, should that be relevant."
- "Space fronting the canal should be opened up as wide as possible with as much greenery added as we can get."
- "No disabled access"
- "LOVE, LOVE, LOVE this!!"
- "There are sufficient pedestrian crossings in this area for the amount of foot traffic"

- "Broadly support although the public realm at this location is probably the best Sale has to offer at the moment so I'd see this as a lower priority. I'm not sure how these changes alone will encourage more people to use the Waterside Plaza area, so it could be a lot of money to not change the use of the area very much. It might be better to convert this back to a road that cars could use. That could allow the space in front of the Town Hall to be pedestrianised. I'm not keen on moving war memorial from its current prominent position"
- "This area again looks like the development would be a great improvement."
- "Again, blue badge parking has been removed. Rail alongside canal instead of a wall? I wonder how many people will end up being thrown over into the canal/onto the towpath....."
- "Should not be reducing the carriage way outside the town hall, tight turning area, would be dangerous. No need to remove the war memorial, it's nicely linked to the town hall. The waterside plaza sounds good, would be used more. The brick walls along the canal add charm, working canal plus safe for small children."
- "More trees required and upkeep by the Council. The area is a disgrace."
- "Nothing wrong at the moment, waste of money. Only good thing is cycle lane. Moving war memorial is an insult to those who gave their lives".
- "Consider narrowing the junction of Tatton Road with Ashfield Road to make it easier for walkers to cross on the zebra crossing. Your proposals do not show any zebra crossings. Please retain all zebra crossings. Consider allowing 2 way cycling on one way streets as well as surface + lighting improvements and road cleaning regimes: Group of contiguous one way streets comprising Tatton Place, Chapel Road and Tatton Road"
- "Plan looks confused. no clear link for cyclists from canal to school road just suggestion that this will be worked around something else. No current demand for market space if this is also available in the middle of school road. Cycle lane appears to stop pedestrians watching the canal from the bridge as a lot do".
- "can remember what it used to be like, and our family have enjoyed happy times with meals in the restaurants in this area or visits to the Waterside. Happy to see further improvements but not as desperate as other areas."
- "1. Love the idea of replacing the wall with a fence to see the water!  
2. Tatton Pl as a "pedestrian orientated street"? Does that mean traffic will be restricted? At present it seems to be an unregulated car park."

### "THIS AREA IS POTENTIALLY ONE OF THE BEST SPACES IN SALE FOR HOSTING OUTDOOR EVENTS. IT IS AN ATTRACTIVE ENVIRONMENT AND NEEDS TO ADDRESS THE CANAL IN A MORE POSITIVE WAY."

- "I think everything looks good but I think the amphitheatre should stay and it should be used more by outdoor theatre, especially in covid times. It should be an extension of the waterside theatre."

# NORTHENDEN ROAD

## ALL RESPONSES

- "Preventing drivers from going North to South to the other side of sale is a terrible backward step. This will drive far more cars through other residential streets such as Wardle road that has extensive traffic calm on it to REDUCE its usage. This scheme adds to it potentially driving people down a street that is poorly maintained and has high traffic of young children going to St. Josephs school and Sale Grammar."

### " THE CYCLE PATH SHOULD JOIN UP WITH A CONTRAFLOW LANE ON BROAD ROAD."

- " The hope road junction definitely needs looking at, but restricting the already busy traffic flow would cause gridlock. Where would the cars go instead? I struggle navigating this stretch as it is now (lots of short term double/illegal parking. How will it be narrower?".
- " Concerns over flow of traffic if Northenden Road becomes one way, particularly with existing one way route at the entrance of Broad Road. How would traffic from Broad Road and sale moor approach tatton Road, Sainsburys, Aldi, Tesco and Marks and Spencer's? Is traffic expected to go via Marsland Road or Dane Road??? (Both already have significant heavy traffic at those traffic lights)"
- " The traffic situation on Hope Road should be addressed by making the left turn from Northenden Road no entry. This would reduce the number of large vehicles on to a residential street and encourage industrial units to move to an appropriate space. Rather than being on a Cul de sac near a school. (The carpet warehouse, delivery, fitters etc) . A one way system would prevent cars from mounting the pavement and reduce traffic flow generally to make it more Comfortable for pedestrians".

### " WHILST I CAN SEE THE BENEFITS OF THIS SCHEME IT IS NOT CLEAR ENOUGH HOW TRAFFIC ON NORTHENDEN ROAD WILL WORK. IS IT ONE WAY (INTO THE TOWN CENTRE)? IF SO WHAT ABOUT CURRENT BUS ROUTES AND ACCESS TO HOPE ROAD?"

- " Improvements here are well received... need to incorporate top of broad road so that leisure centre becomes part of sale town centre see earlier comments"
- "A longside School Road, I believe this is the most important segment of the improvement plans. For far too long, this stretch of Northenden Road has looked scruffy, dirty, and suffered from a lack of a cohesive street plan, despite the numerous good shops and businesses along here. With the recent rise in takeaway eating, the road suffers from illegal parking from delivery drivers on the north side of the street. Making the pavements wider to allow outdoor seating on both sides is an integral part of the plan that needs delivering."

- "The main one being turning Northenden Road to a one way system, for a double cycle lane. The first point is what other cycle lanes does this join up with. Where are the larger plans, it is pointless having a cycle lane for just a few hundred meters if it does not link in with a further cycle initiative.
- Secondly, as a resident of Broad Road, I have great concerns about increased traffic on this road, as traffic rather than following the one way system around the leisure centre decide to drive down Broad Road instead. A concern is people also using Irlam Road and Clarendon Road as a cut through to access Northenden Road near to Sale Moor. Secondly the junction by the Leisure Centre is already a bottle neck with the carparks and people dropping of others to use the Leisure facilities.
- The traffic will be encourage to use Broad Road as a direct route to the motorway. Thereby increasing noise, and air pollution, along what is a residential road rather than commercial premises where the proposed one way will be,
- Broad Road also has a primary school and a number of residential care homes, and to have further traffic increases air pollution and road safety for these vulnerable members of the community."

### " CROSSING HOPE ROAD NEEDS URGENT ATTENTION BUT WHERE WILL THE REST IF THE TRAFFIC BE FILTERED TO? SALE IS V BUSY AND MORE HOUSES BEING BUILT =TRAFFIC. NARROWING ROADS ISN'T GOING TO RESOLVE THAT ISSUE".

- " The Hope Road crossing is an absolute priority. It is presently very unsafe."
- " As a resident at the corner of Northenden road and wardle road this would make a big difference to me. Welcome the cycle path and the wider pavements and one way system. Think this would all be great. Would like to know what the gateway feature is. Would be great if you could manage the tenants along this road so they don t block all the pavement with signs and parked cars. Pedestrian priority at Hope Road looks great too. Please hurry up on this bit "
- " There is no alternative through road, so no amount of street furniture will resolve that and traffic will continue to be an issue. Generally I prefer to support moving cyclists away from busy roads rather than encouraging them into traffic heavy route"
- " A controlled crossing is needed at the "gateway" end of the new cycleway to allow westbound cyclists to access it safely.It's not mentioned here, but is in the introduction: I would be very much in favour of adding a contraflow-cycleway to Broad Road to access this area more easily. As it would naturally feed into the proposed Northenden Road cycleway no extra traffic controls would be needed."

# NORTHENDEN ROAD

## ALL RESPONSES

- "Loads of potential currently being missed so this would help improve the experience for all (except motorists)".
- "Creating a sense of arrival, and a meeting place in front of the Metrolink station is essential. The Northenden Road/Broad road and Northenden Road/Hope Road junctions are barriers to linking the town centre together. Reducing the impact of cars and increasing the pedestrian useability is important. Creating more space for restaurants to spill out onto the pavement is positive, reduced vehicle traffic will also make al-fresco dining more appealing. The Bridgewater canal towpath is a very well used cycle route, how do you get from this cycleway to/from the canal towpath safely?"
- "The importance of improvements to Northenden Road cannot be understated. The local independent leisure and restaurant businesses that have set up here are a credit to the local economy and the desire from local residents and businesses to invest in improving the evening and night-time economy in spite of the inability of the Local Authority to support it. Ideally this stretch of Northenden Road would be completely closed off to vehicular traffic to enable the businesses there to spill out fully onto the street and maximise their collective potential. However, if that is not possible to achieve then the proposals put forward are a big step forward."

**" WE ARE DESPERATE FOR MORE PARKING TO BE ADDED TO ENABLE US TO USE THOSE SHOPS. HOWEVER A ROUNDABOUT IS A BIG MISTAKE. CROSSING THE HOPE RD/NORTHENDEN RD JUNCTION IS A NIGHTMARE. IT IS A TERRIFYING EXPERIENCE. ANY HELP THERE WOULD BE GREAT. I SUGGEST TRAFFIC LIGHTS TOO."**

- "I support the one way traffic and more space for pedestrians and outside seating"

### **" IMPROVING THE JUNCTION AT HOPE ROAD SHOULD BE A PRIORITY"**

- "This is a vast improvement, I completely support the proposals at this location. Crossing Hope Road as a pedestrian is extremely difficult at the moment; changing Northenden Road to one way would make this much easier."
- "Brilliant connectivity improvements for pedestrians and cyclists. Support 1 lane of motoring only. It would be great to ban the left turn into Hope Road - make this a really safe and pleasant crossing."
- "This is just going to increase chaos & congestion in the already narrow Northenden Road. Roads need to be more wide in order to carry out these proposals. But unfortunately, the roads are already narrow. So as I said before to carry out these proposals you need to have better infrastructure & wide roads in place. Also where are you going to create the extra parking space from? Where is the place for new parking places?"

- "It would be great to give businesses bars, cafes and restaurants in this area of town the possibility of adding outdoor sitting area. Increasing the buzz and cozyness of the area."
- "The disruption is not necessary and will not add anything to the current situation"
- "I feel you have missed supporting the pupils at St Josephs and down Hope Road, where traffic is terrible and cars drive so fast down there! Agree the corner of Hope Road is a unsafe junction, and like the one way idea."
- "As per the view of the overall scheme. Hope road is a key route into and out of sale centre over to Brooklands and out towards the rear of Sale. Stopping traffic from turning into it moves traffic to other roads that doesn't make sense. Where does the traffic go? 40+% of traffic going out down Northenden road turns right there. If they don't go down there where is next Wardle? That's a very residential tree lined road with significant traffic calming that ends up at a junction onto Marsden that is already busy, push that much traffic down there and how do the residence even get out?"

**" 1 WAY IS NEEDED AND EXTENDED PEDESTRIAN , RESTAURANT TERRACE TO CREATE BETTER EVENING AMBIENCE."**

- "Pleased to see widened footpaths on the Northern side to allow those businesses to spill out onto the pathways."
- "The plan to make the part of Northenden Road from Broad Road to Woodlands totally traffic free would have been much better from the point of view of making this area a more pleasant eating and socialising place."

### **" IF NORTHENDEN ROAD IS ONE WAY WHERE DOES THE TRAFFIC GO?"**

- "Like the idea of wider pavements and more social space with reduced traffic."
- "Need to ensure other roads can take capacity if reducing carriageway space - make sure that traffic is encouraged to go other ways too"
- "Wholeheartedly support this proposal. Travelling along here with either children or a pushchair is awful at present. This would make it easier."

# ASHFIELD/CLAREMONT ROAD

## ALL RESPONSES

- "No mention of cycle provision!"
- "Cycle access to Sainsbury's should connect to the bike parking area. At the moment we have to cycle all round the car park to get there"

### " THE PEDESTRIAN CROSSING IS PLAIN DANGEROUS, CARS DO NOT STOP AT IT."

- "Creating cycling path from nowhere to nowhere doesn't seem to be wise. Is the designer ever cycle through the town?"
- "Narrow roads = worse traffic"
- "Can cyclists be given access to canal by adding a contraflow to Trafford Place? Otherwise they have to go right round the town hall".
- "The pedestrian crossing at the end of Ashfield road crossing cross street (from Sainsburys to Minikin) is not currently set up for pedestrians. You can't cross from the Sainsburys side of the road to Minikin in one turn of signals and results in waiting on the tiny mid section crossing in the middle of cross street which is such a busy road and dangerous when with children. Please can this crossing be updated too to make it more user friendly for people walking from the Ashton side into Sale."
- "Please consider pedestrian improvements to the section of Claremont Road to the north (outside Trafford Music Service). It is difficult and dangerous to cross, due to many parents choosing to drop off their kids on the street, rather than accessing the car park."
- "Currently there is a single zebra crossing, a traffic island and pelican crossing at the Cross Street junction. Additional crossing points and traffic calming would be an improvement. Cars speed along Ashfield Road to catch the Cross Street lights. A pelican crossing to the south side across Cross Street would be good, currently only on the north side of the junction"

### " AS A CLAREMONT RESIDENT, I ALREADY STRUGGLE WITH SHORT TERM HAIRDRESSER/MARKET TRADERS BLOCKING MY DRIVE AND CAR AND WITH VISITORS PARKING."

- "It is important to ensure that the main arterial routes around the Town Centre are improved to maximise permeability for residents, improve safety and to manage vehicle movements. It is also important that Sibson Road, Ashfield Road, Claremont Road, Northenden Road etc provide a sense of arrival for visitors and make local residents proud of their Town Centre. All these proposals put forward are inter-linked and should not be considered mutually exclusive. A budget and cohesive plan to deliver all these proposals needs to be delivered."

### " I THINK THIS IS AN IMPROVEMENT BUT THINK OTHER AREAS SHOULD BE PRIORITIZED"

- "Lots of ped crossings are good."
- "Do not see this as any value to town centre redevelopment."
- "I think this is a vital development. Ashfield is too often used as a rat run by drivers which is a worry as it is a busy route for pedestrians including lots of school children."
- "Makes the space safer for pedestrians and families coming into Sale."

### " AM I GOING TO GET TO AN IMPROVEMENT PROPOSAL FOR SCHOOL ROAD THOUGH? THAT'S MORE IMPORTANT THAN A BOUNDARY ROAD. GREEN SPACE WOULD BE PLEASANT."

- "Ashfield Road is poor even for motorists, but more so for pedestrians and cyclists. Can't see why a zebra crossing needs a refuge, so this would be the first thing I would sort by also building out the pavements at the crossing point even if nothing else could be done for a while. Also happy to see the carriageway width regularised and formalised, as the parking at the moment feels a bit dangerous. I am not sure what is being proposed here with what might be a cycle lane? I can't be in support of any cycle lane which does not have proper integration with the junction of a main road; this is where most cyclists are killed and injured and should not be an afterthought."
- "See this at part of the loop round the town centre. No need to spend money on it."
- "Again, removal of blue badge parking is very apparent. What about people with mobility issues who use walking aids, and those not able to walk any great distance".
- "This is a main road through the town and the carriage way should be reduced."
- "Additional trees required, plus again the streets of Sale are not kept clean by Amey. Where has the pride gone? Do we have to wait for the upgrade before streets will be weeded and cleaned?"



