

Stalybridge Public Realm Vision

May 2024



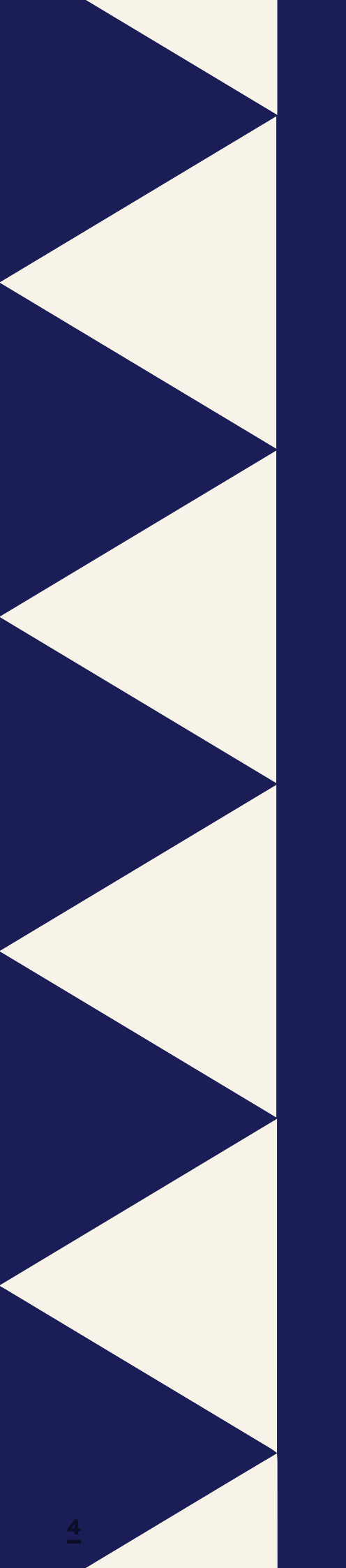
LD&DESIGN

One of the functions of landscape is to correspond to, nurture, and provoke exploration of the landscape of the imagination. Space to walk is also space to think, and I think that's one thing landscapes give us: places to think longer, more uninterrupted thoughts or thoughts to a rhythm other than the staccato of navigating the city.

Rebecca Solnit
Writer

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1

Introduction

1.0 Introduction

The Stalybridge Public Realm Vision (the Vision) sets out Tameside Council's vision for the future of Stalybridge town centre. The aim is to deliver a high quality environment which is a pleasure to move through, framing a liveable and dynamic town centre. The Vision aims to deliver a town centre of high quality, with a series of public realm and movement enhancements to unlock further regeneration and placemaking for Stalybridge. The vision includes quick wins, short-term and longer-term proposals for the delivery of new public spaces and the enhancement of existing streets and spaces throughout the town centre.

The Public Realm Vision forms part of a suite of documents, including the Town Centre Development Framework 2024, which set out a strategic direction for change in the town centre and define growth opportunities. As well as defining the future delivery of public realm in the town centre, this Vision sets out objectives and parameters for future movement of vehicles and people through the town.

The study area for the Vision is based on the defined town centre boundary set out within the Local Plan, expanding this to include areas to the west and north. This extension of the boundary ensure the Vision considers the railway station and residential areas to the north of the town centre. The Vision sets out both an ambitious set of town-wide frameworks and a set of specific public interventions, unlocked by the town-wide moves. The frameworks set out within this document defines a long-term vision for change and should be read alongside the project interventions, outlined to define the phased implementation of the site.

On 15 March 2023, Stalybridge was awarded £19.9 million in Government grant from the Department for Levelling Up Housing and Communities (DLUHC) through the Town Centre Capital Regeneration Projects funding. As well as promote the development of key residential development sites and supporting the regeneration of the Civic Hall and Astley Cheetham Art Gallery and Library, funding of £6.1m was provided for the delivery of public realm in the town centre.

With fast and easy connections into Manchester, as well as Leeds and Liverpool, there is great potential for the sustainable growth of Stalybridge through the regeneration of key sites and wider placemaking interventions. Couple this with direct connections into the beautiful surrounding landscape and countryside, as well as the town centre's beautiful heritage and a burgeoning network of fantastic independents businesses, there is huge potential to deliver a fantastic place to live, work and visit at Stalybridge. This Vision will seek to realise this potential and elevate the experience and quality of the town centre.

1.1 Purpose and Scope

This document, read in conjunction with the Town Centre Development Framework, provides a holistic long term vision for the future of the town centre. Setting a long-term vision for the delivery of high quality public realm, including the activation of the town centre and associated placemaking, the Vision sets out a number of immediate, short and longer-term interventions to enact the objectives of the Vision. The Vision and the interventions are flexible and are drafted in a way that the outcomes of the plan can adapt over time, in response to stakeholder and community feedback and input.

The Stalybridge Public Realm Vision will provide:

- A holistic long-term vision for the future of the town centre to facilitate the delivery of public realm and placemaking throughout the town centre;
- A framework for the considered investment in public realm and associated interventions;
- A baseline analysis of the town centre's current conditions, challenges, context and opportunities;
- A breakdown of immediate, short and longer-term interventions to improve the town's appearance and connectivity, including a list of potential public projects and potential delivery mechanisms. This document places greater focus on immediate and short term;
- A set of spatial design and movement frameworks for the future transformation of the town centre;
- A breakdown of opportunities for community ownership and leadership; and
- A programme of next steps to spearhead the transformation proposed.

Legend

- Stalybridge town centre
- - - Stalybridge study area



1.2 The Challenge

The town centre's public realm is faced with a number of challenges. These are largely to do with its general appearance, connectivity and legibility. The town centre is currently dominated by roads and vehicles and over time the historic nature of the town centre has been encroached on by cars. This currently detracts from the historic quality of the town centre and the surrounding natural beauty of the town. The below images summarise some of the key challenges this Vision aims to address.



1. Vehicle dominated Town Centre and cluttered street scene



2. Poor sense of arrival and difficulty navigating the town centre



3. Minimal physical and visual access to water, including a lack of safety and connection along the canal



4. Poorly defined public spaces which do not celebrate key landmarks in the town centre



5. Lack of cycle and pedestrian infrastructure, including illegible routes into and through the town centre



6. Poor wayfinding around town and navigation



7. History of Stalybridge isn't celebrated through public realm



8. Lack of green space and play in the Town Centre

1.3 The Opportunity

Stalybridge is rich with assets that can be utilised and celebrated to improve the urban environment of the town centre. If addressed, these opportunities can be adopted to create a unique and vibrant town centre for residents and visitors. These features can unlock opportunities within the public realm to create more space for public realm, allowing local businesses to grow, frame regeneration and improve the health and wellbeing of the people within the town. We have set out below a selection of opportunities we feel this Vision should embrace. As discussed later in this document, these opportunities have been tested and developed in collaboration with local residents and stakeholders.



1. Reduce the dominance of vehicles in town and increase space for pedestrians and cyclists



2. Improve the visual and physical access to the water



3. Take advantage of surrounding green spaces, improving connections to existing parks and access to the Peak District



4. Celebrate the town's historic assets and landmarks



5. Define public spaces for community events and activities
(Tameside Council)



6. Improve wayfinding and connectivity within the town for visitors and residents



7. Create a high quality sense of arrival into the town and clear connections through the towns landmarks



8. Utilising the independent and creative culture of Stalybridge through a more defined town centre for visitors and residents
(Tameside Council)

1.4 Strategic Context

Positioned to the east of Manchester, Stalybridge sits approximately 13 kilometres away from the heart of the city within the borough of Tameside. The town centre provides excellent connections into Manchester city centre via rail (12 mins - Piccadilly Station), as well providing wider connections to Liverpool, Yorkshire and the north east. Within Tameside, Stalybridge has good road connections into Hyde and Ashton.

Apart from its strategic urban location, Stalybridge has a unique landscape setting with the town centre spanning along Huddersfield Narrow Canal and River Tame. The town is also nestled in the foothills of the Peak District National Park, adding to its scenic appeal and recreational opportunities.

By leveraging its unique geographical position, Stalybridge can establish itself as a dynamic liveable town centre, offering a blend of employment prospects, liveable environments and a healthy, high quality of life. The town centre has many opportunities to make the town an appealing destination for businesses, residents, and visitors alike.

Destination (distance from Stalybridge)	Train (minutes)	Cycle (minutes)
Manchester City Centre (9miles)	15 min	60 min
Leeds City Centre (39miles)	36 min	
Liverpool City Centre (47miles)	47 min	



1.5 Green and Blue Infrastructure

Stalybridge sits within a rich landscape, A network of formal and natural parks surround the town centre, as well as wider connections to the Peak District National Park towards the east. In addition the River Tame weaves through the town centre, bringing a rich natural asset directly into the town centre. The Huddersfield Canal runs alongside the River Tame and, again, directly routes through the town centre.

The parks of Gorse Hall and Cheetham Park, as well as Stalybridge Country Park, sit to the south of the town centre. The parks, as well as the wider countryside, sit above the town centre and offer high quality views of the wider landscape setting of the town centre. Physical connections into these parks, despite their close proximity, is poor and they are under used assets for the town.

Stamford Park sits to the north west of the town centre and, despite its popularity, is not necessarily well connected into Stalybridge. Further access to green corridors and open space to the north is not well integrated and generally there is a missed opportunity for the town when it comes to connecting to the wider green infrastructure network.

Despite the Canal and River running through the town, access to water is poor. Access and views to the River Tame, in particular, are very poor and only glimpses of the river corridor are provided by the town's three bridges. The canal tow-path is better connected, however it is poor quality and uninviting, with fears around safety to the west of Armentieres Square.

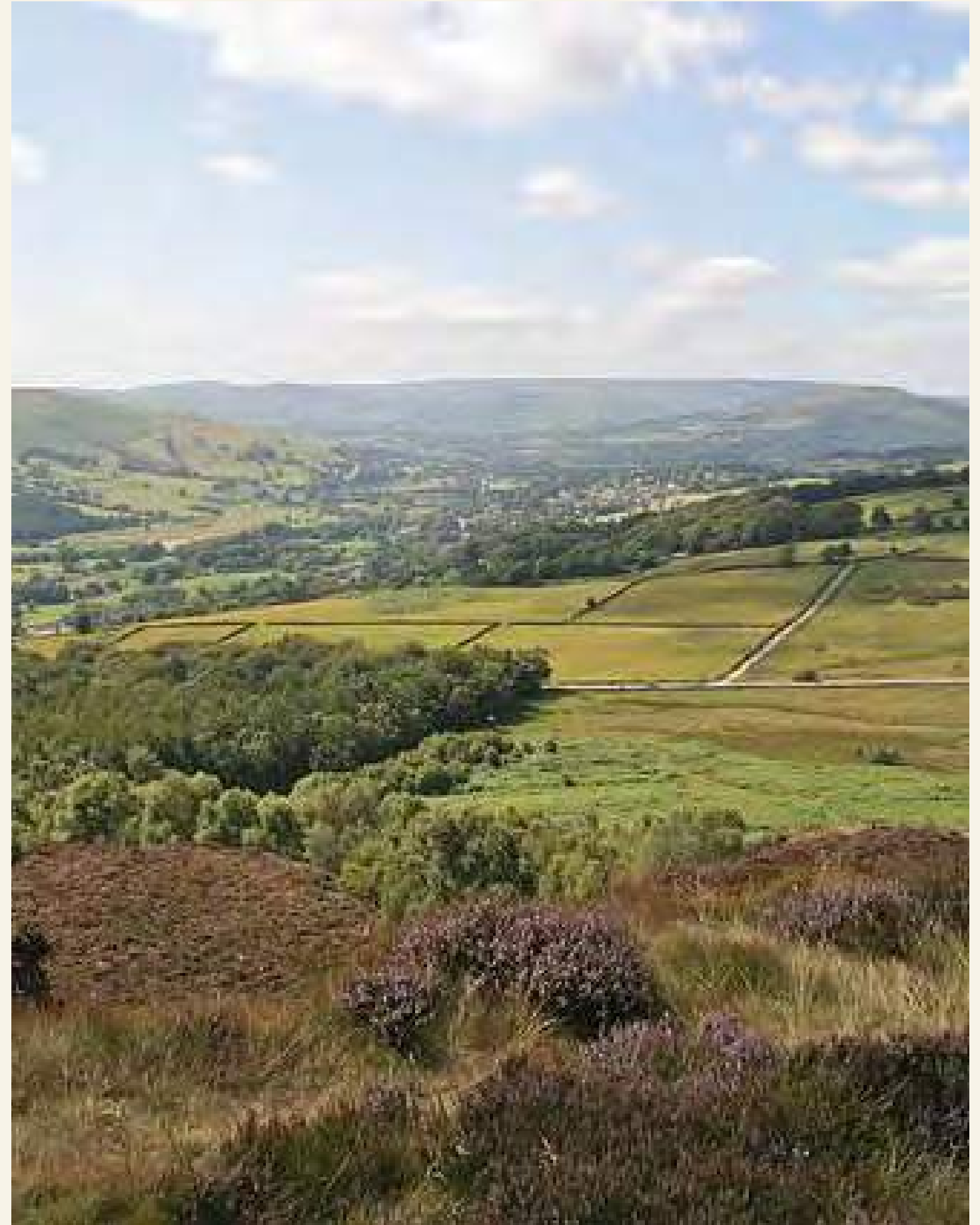


- Legend**
- Blue arrow: River and canal connections
 - Green arrow: Green connections

↓ Cheetham Park (Tameside Council)



↓ The Peak District National Park (Mike Peel)



↑ Stamford Park (Tameside Council)



↑ Wider green connections to Wertham Low and the Peak District (Tameside Council)

1.6 Connectivity

Stalybridge has the advantage of good provision of public transport network and relatively convenient vehicular connectivity, providing efficient commuting options within the town and to nearby areas.

The town benefits from its railway station, which offers direct train services to key cities ensuring traffic-free and accessible travel to and from nearby major urban centres. Regular trains to Manchester provide direct access to the city centre in under 15 minutes, representing a significant opportunity for residential and commercial growth in the town centre.

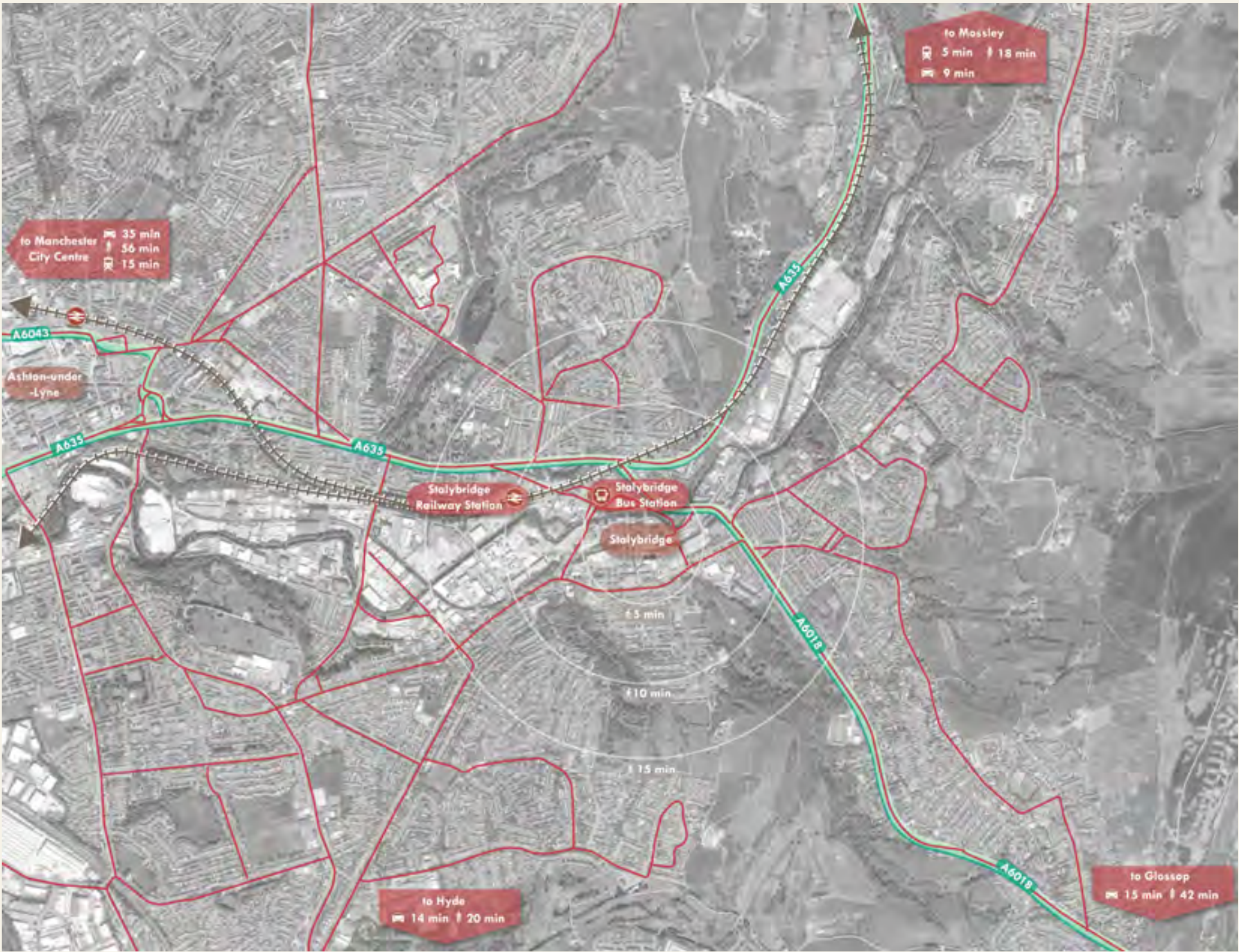
Additionally, the presence of a bus station caters to the local and regional bus services, further enhancing the accessibility and connectivity of the town.

The strategic location within Greater Manchester ensures relatively easy access to major motorways, contributing to smooth nationwide connections. These factors collectively contribute to town’s accessibility and mobility, underscoring its significance as a well-connected and vibrant community within the region.

The location of Aldi and Tesco within the town centre, means that there is significant vehicle movement into and through the town centre. This is further reinforced by on street car parking and a number of poorly located surface car parks. Generally vehicle movement traverses the north or south of the town centre, however cross movement through the core of the town centre has become an issue.

Legend

- Main A- road connections
- Key bus routes
- Railway connection
- 5/ 10/ 15 minute walking distance



1.7 Land Use

The compact layout of the town ensures that most essential services and points of interest are within a reasonable walking distance, promoting a pedestrian-friendly environment and reducing the dependence on motorized transportation for day-to-day activities.

Stalybridge can predominantly be split between the residential areas, natural environment and industry and facilities, the majority of which are situated along the railway corridor, with the exception for Tameside Hospital, located on the other end of Stamford Park to the railway line.

The town’s residential areas span over the surrounding hills, largely to the south-west and north-west of the train station and town centre.

The River Corridor is mirrored by a distinctive industrial corridor which extends from Stalybridge, despite the extensive industrial areas they have minimal impact on the appearance and operation of the town centre.

The town core is predominantly retail focussed, however there are a number of F&B premises throughout the town and there are riverside apartments along Castle Street and areas of light industry spill into the town centre.

There is a positive need for more of a mixed use offer within the town centre to bring vibrancy and footfall throughout the day. Ground floors are generally well activated, however a number of shop fronts are in poor condition or inconsistent in design. A more coordinated approach to street activation and shop front design would have major benefits for the town centre.

Legend

- Stalybridge study area
- Residential
- Retail
- Industry



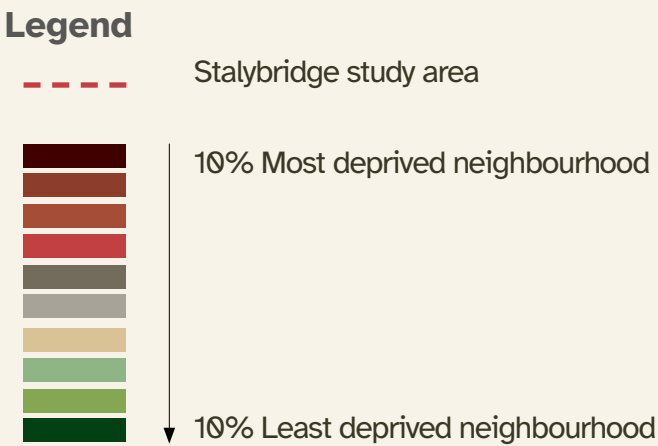
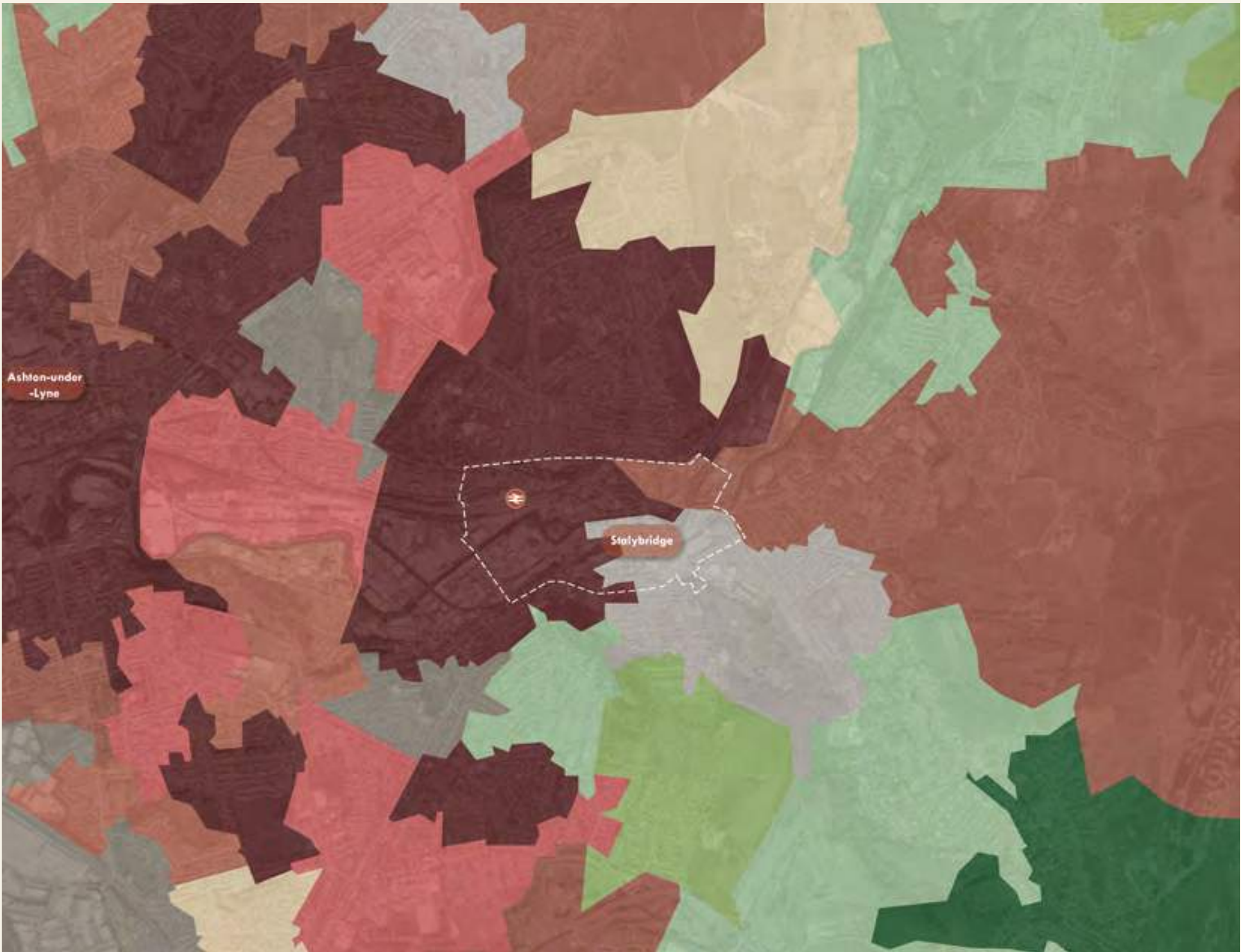
1.8 Social Deprivation

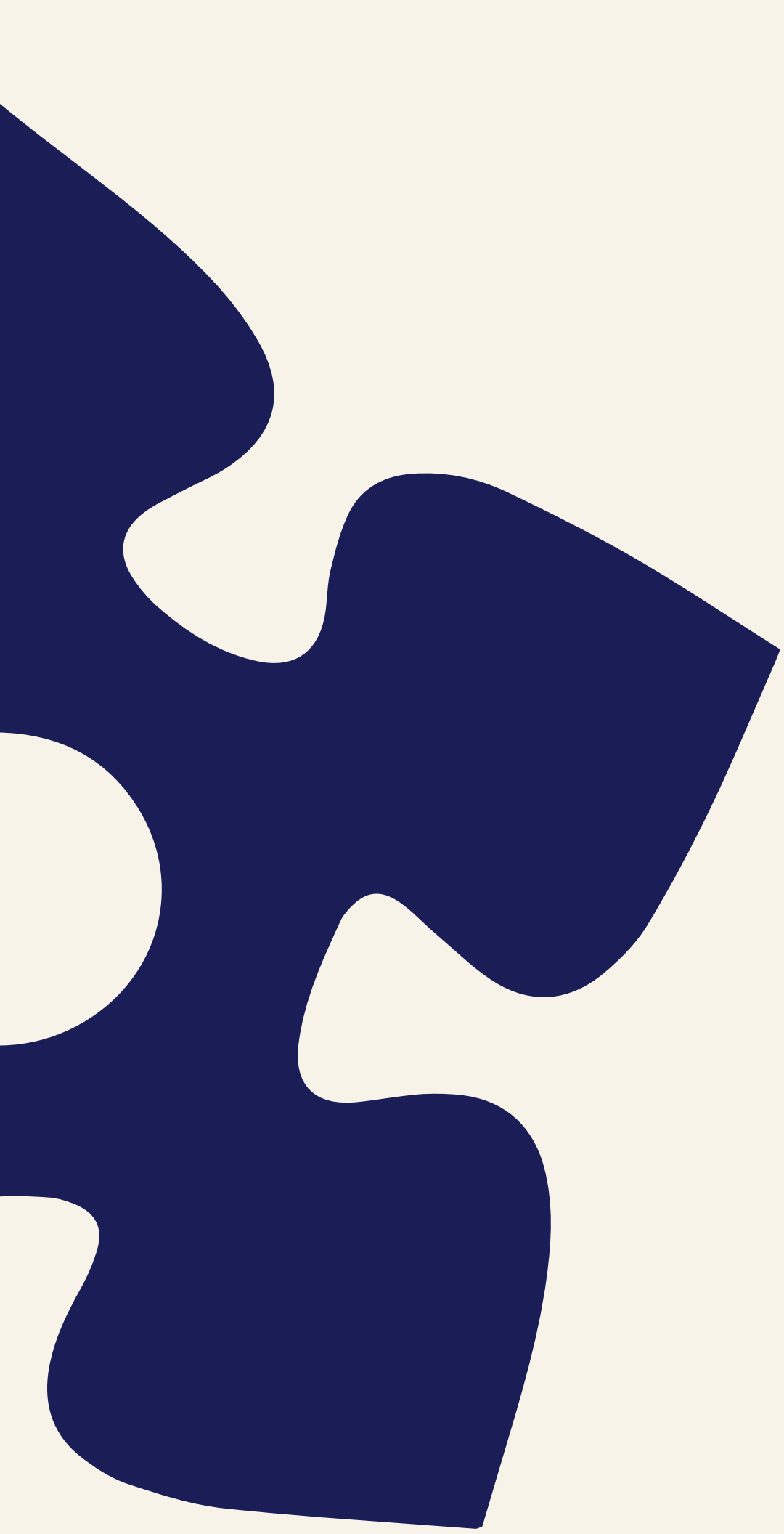
While Stalybridge has its share of cultural vibrancy and community engagement, certain pockets within the town have experienced varying degrees of social deprivation, a challenge faced by many urban areas.

The northern and north-western regions of Stalybridge exhibit a significantly higher level of social deprivation in comparison to the southern and eastern areas.

This discrepancy in deprivation levels is often reflected in various socioeconomic indicators, such as household income, employment opportunities, access to healthcare, and educational resources. Residents in the more deprived areas might face greater challenges in accessing essential services and resources, contributing to disparities in quality of life and overall well-being.

Addressing these disparities, by amongst others public realm improvements, should be a crucial focus to ensure a more equitable and inclusive community. It is clear that improved access for residents to the north would hopefully enhance access to jobs and better inclusion within the community, enhancing healthy and active lives.





2

Stalybridge Today

2.0 Stalybridge Today

We have undertaken analysis of the town centre to comprehensively develop a picture of Stalybridge today and the different aspects of space that make up it's local character. This analysis has highlighted key areas and assets within the town to celebrate, as well as areas of improvement. This analysis feeds into the development of our frameworks and the proposals that are set out within the Vision.

Stalybridge has a rich historic character, that is still seen throughout the town centre. The town centre has become highly dominated by vehicles and the space for pedestrians is secondary in most parts, with narrow carriageways and few cycle links. The town is well serviced by public transport and the train station provides national rail links across the country and a short link to Manchester. The town has a number of parks but legibal connectivity for pedestrians to these is hindered through many wide vehicle junctions. The town does have a number of independent shops which can be celebrated in the town centre.

2.1 Learning from the past

2.1.1 Embracing Landmarks

Stalybridge has a number of historic landmark buildings, features and structures that have all added to the rich history of the town.

Historic architecture and built form characterise the town centre and show its legacy as a bustling market town, and formerly industrial powerhouse. Trinity Street has the biggest concentration of historic buildings, including: The Former Sunday School; Stalybridge public Library; Former Victoria Market, now Stalybridge Civic Hall; Victoria Bridge; Holy Trinity Church; The Post Office and Folkstone War Memorial. These buildings characterise Trinity Street as an important historic corridor for the town.

Blue and green assets are also part of historic significance, particularly the canals and rivers that have helped shaped the town and the bridges that have lent themselves to the name of the town we see today. Again, respecting these features' significance whilst also enhancing and improving connections for the modern community of the town will sustainably look towards the future of the town and its residents.



↑ Historic frontage of the Stalybridge Public Library



↑ Stalybridge Civic Hall



↑ Canal Locks on the tow path through the town centre



↑ Stalybridge War Memorial



↑ The bridges over the canal that lend themselves to Stalybridge's name



↑ The space behind the old town hall

2.1.2 Historic Streets and Spaces

Looking at historic maps of Stalybridge, we have identified some areas of key civic spaces within the town. These include a bowling green, near where the existing bus station is today, the Town Hall, Victorian markets, public baths and an outdoor theatre. There is the opportunity to reinstate some of these public spaces within the town with new uses for the present day.



↑ 1897 map of Stalybridge. (Reproduced with the permission of the National Library of Scotland)

Stalybridge has a rich heritage and historic setting, characterised by its notable architectural landmarks and industrial legacy.

Comparing the urban grain of the town from 1952 to present day there has clearly been a shift in the structure following the de-industrialisation of the area and closure of mills along the canal and river. This has resulted in the increased permeability of town to waterways, although there is still some industry on these sites. The structure of grids seen in the 1952 map shapes the town centre with key bridges and roads dissecting and strongly connecting north to east, although some of these bridges still remain today the loosening of the structure within the urban form has shifted the identity of some streets and decreased some of the navigability of the town.



↑ 1952 Historic Urban Grain

The move of the bridge at Back Grosvenor Street has reduced the vistas and connection to water. Connections West to east still largely remain, however the link between Grosvenor street is now partially severed cutting off this flow of movement.



↑ Present Urban Grain

2.2 Heritage

Stalybridge has a rich heritage and historic setting, characterized by its notable architectural landmarks and industrial legacy.

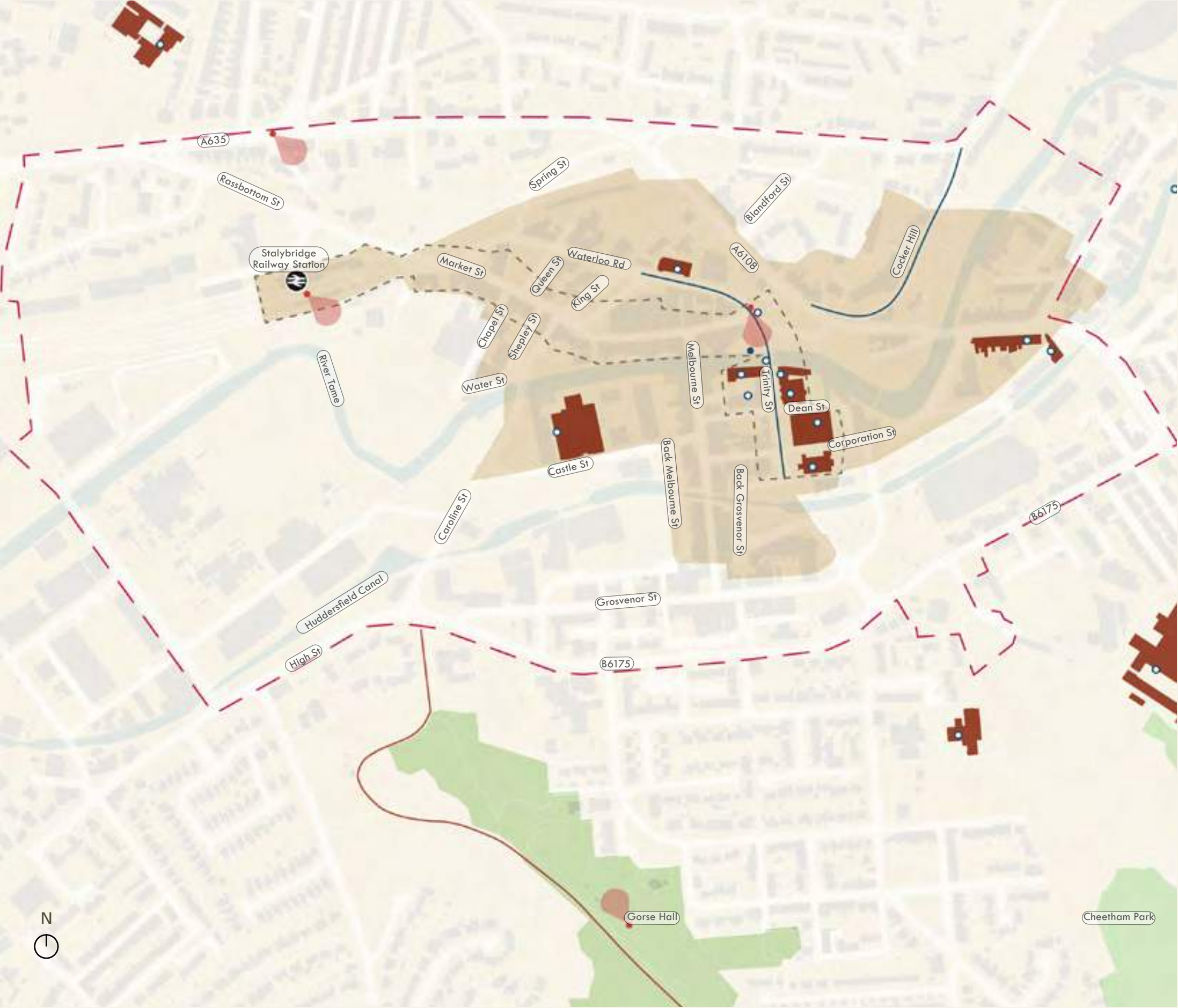
A significant proportion of the town’s centre is granted a Conservation Area status. The entire length of Market Street, Trinity Street and part of Corporation Street with adjacent buildings, were included in the High Street Heritage Action Zone programme, which ran from March 2020 to March 2024 to help preserve and promote its unique historical narrative, contributing to the cultural identity of Stalybridge. Both local green spaces, Gorse Hill and Cheetham Park, are part of the national forest inventory , with parts of those areas classified under ancient woodland.

The Stalybridge’s heritage and historic significance are integral to the town’s cultural vitality and community cohesion. By recognizing and celebrating its rich industrial legacy and architectural landmarks, Stalybridge sustains a strong sense of historical identity, fostering a profound connection between its past, present, and future.

Trinity Street frames many of the town centre’s listed buildings, creating an opportunity for townscape enhancement on this key gateway into the town centre.

Legend

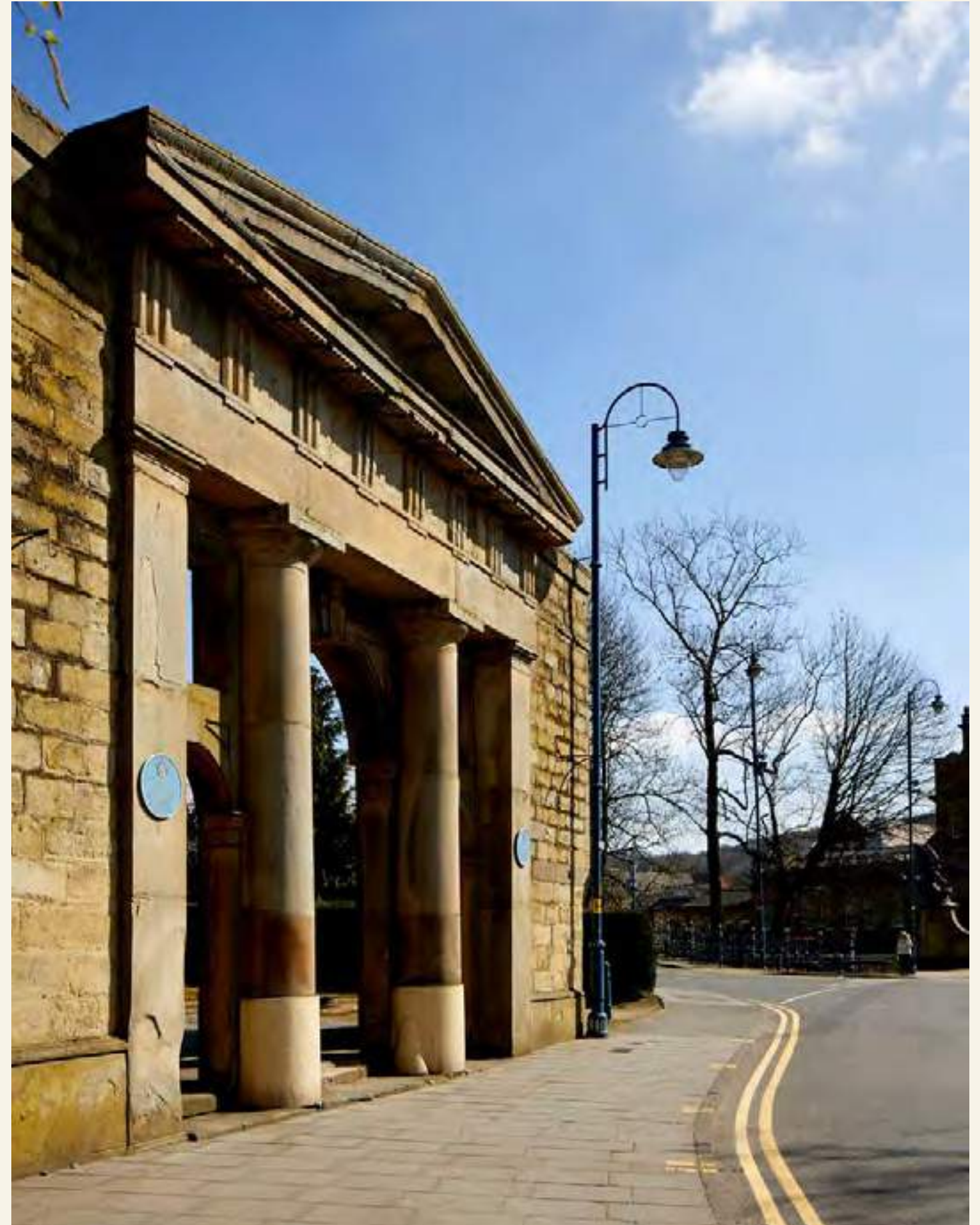
- Stalybridge study area
- National Forest Inventory
- Conservation area
- Grade II listed building
- Grade II/ II* listed structure
- [-] High Street Heritage Action Zone
- Heritage trail
- Key heritage streets
- Key heritage viewpoints
- ⚓ Railway station



↓ Stalybridge Town Hall (Tameside Council)



↓ Grade II listed Former Stalybridge Town Hall (Tameside Council)



↑ Grade II Holy Trinity & Christ Church (Tameside Council)



↑ Grade II listed Stalybridge Library (Tameside Council)

2.3 Movement and experience

2.3.1 Vehicular movement

The town centre is encompassed by two busy A- Roads and a B- Road. These roads have large junctions and are a large barrier separating residents from the centre. The crossings here and pedestrian experience can be improved here to better connect the areas of the town.

The bus station connects Stalybridge to the Greater Manchester Bee Network, as well as services also running into The Peak District. These services run though the town centre which adds to the dominance of vehicles in the centre.

There are some one way streets in Stalybridge aiming to reduce some vehicle presence in the town, such as along the east section of Market Street and Around Corporation Street.

There are also a number of large car parks In the town, many streets in the centre also allow for on street parking, which can hinder the pedestrian experience and street safety.



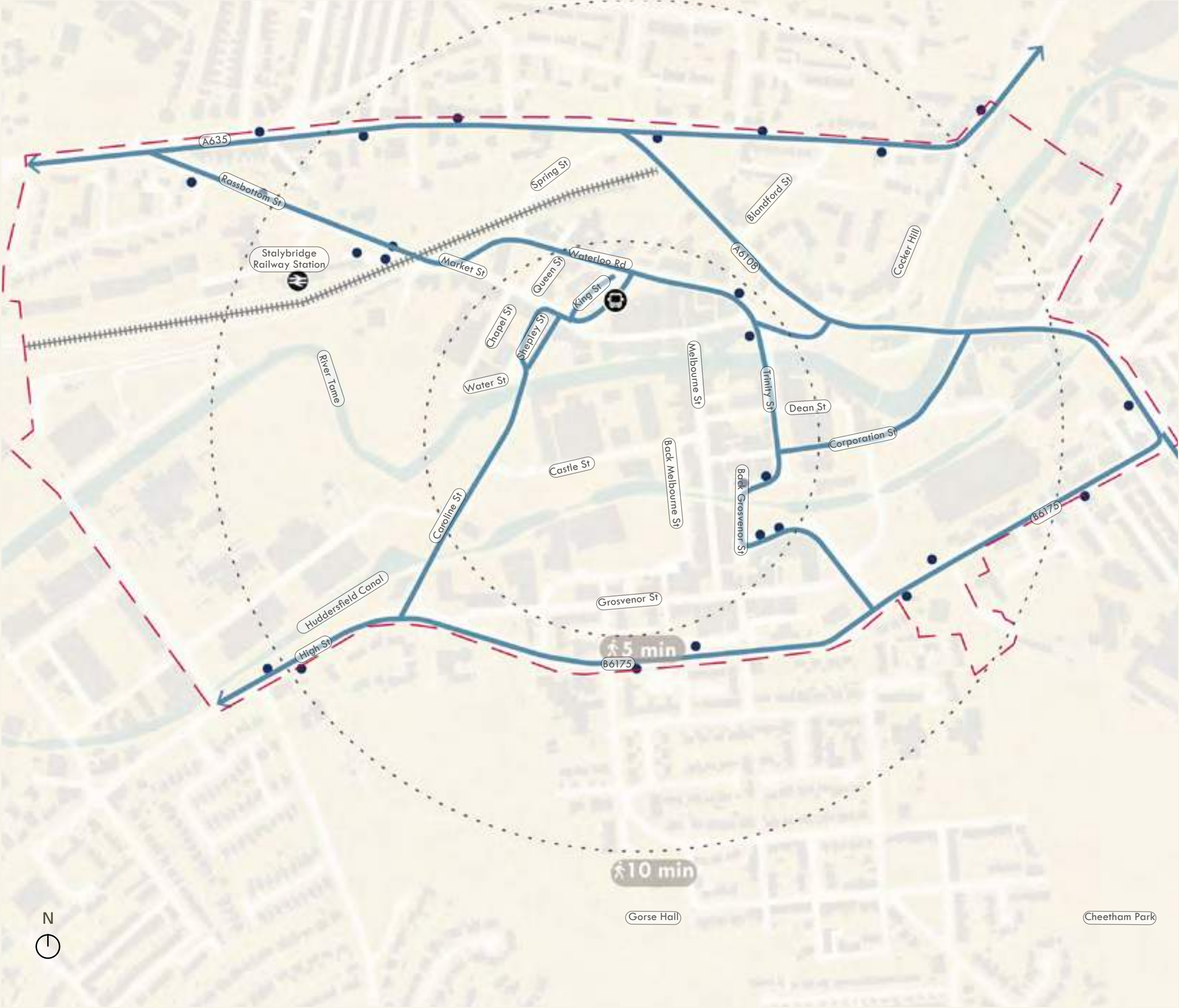
Legend

- Stalybridge study area
- Customer only car park
- Publicly available car park
- TMBC owned car park
- One way road
- Railway station

2.3.2 Public Transport

The bus station connects Stalybridge to the Greater Manchester Bee Network, as well as services also running into The Peak District. These services run though the town centre, and particularly dissecting Armenitiers Square, which adds to the dominance of vehicles in the centre.

As discussed, the train station also connects the town to Manchester City Centre in 15 minutes as well as the wider network of national rail.



- Legend**
- Stalybridge study area
 - Bus route
 - 🚌 Bus station
 - Bus stop
 - +++++ Railway line
 - 🚉 Railway station
 - 5/ 10 min walking distance

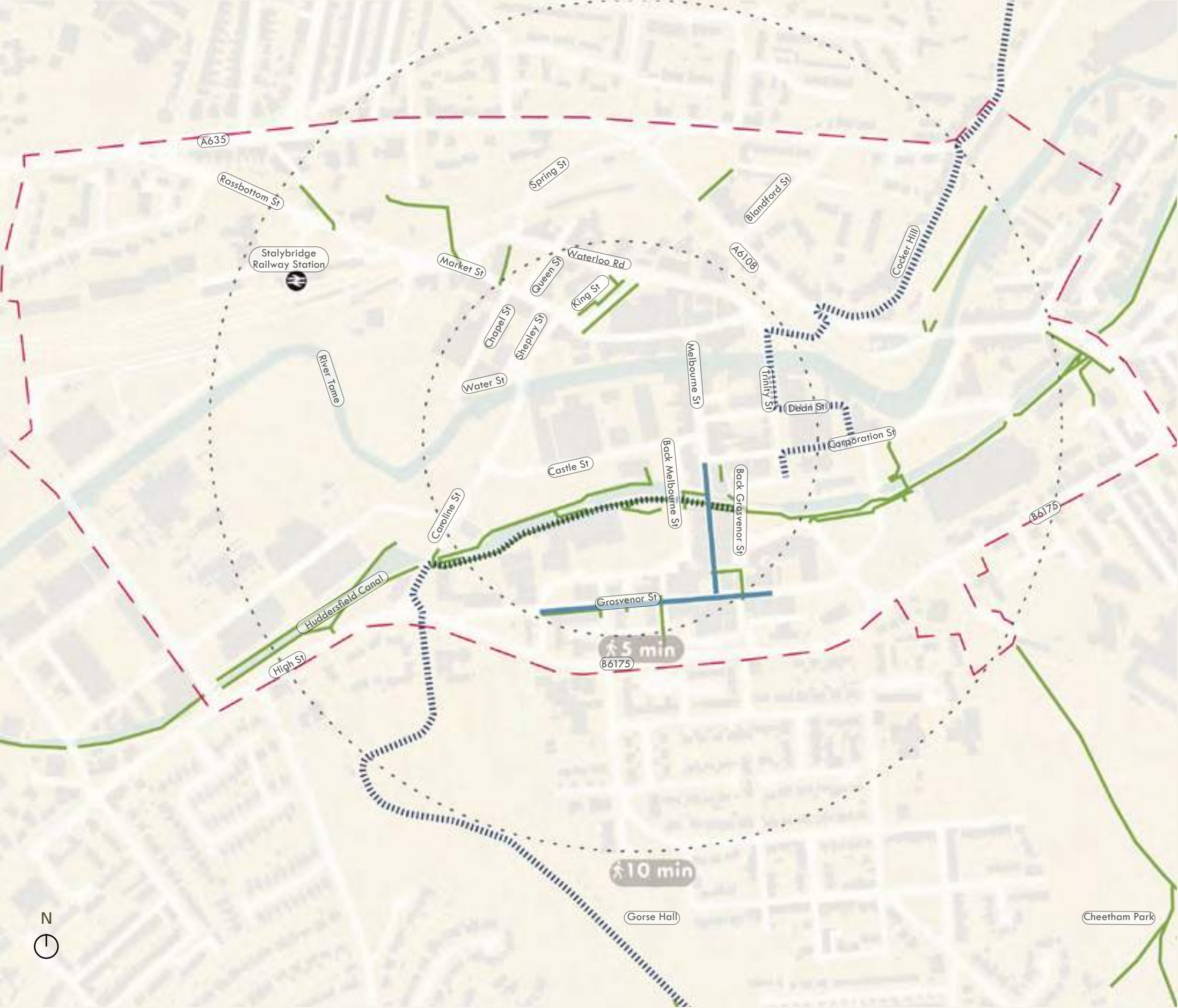
2.3.3 Active travel

Although Stalybridge is located close to many parks and open spaces, and also on the edge of The Peak District National Park, there are few numbers of public footpath routes that connect people to these spaces. The Canal has a tow-path, however the quality can be improved as currently some areas feel unsafe.

Grosvenor Street and the south end of Melbourne Street are the only streets in the town centre that are pedestrianised.

Stalybridge isn't part of the national cycle network, but it is part of the Tame Valley Cycle Loop which is a larger mountain bike trail. There is some cycle parking at the train station.

Although most of the town centre is within a 5-10 minute walking distance from the local residential areas, the road network is a key mental and physical barrier that visually separates residents from the town centre. Large vehicle junctions also increase this sense of disconnection.



Legend

- Stalybridge study area
- Pedestrianised street
- Public footpath
- ||||| Tame valley cycle loop
- 5/ 10 min walking distance
- ⚓ Railway station

↓ Railway Station carpark at it's arrival



↓ Current junctions in the town are wide, and vehicle infrastructure is dominant in much of the public realm



↑ Pedestrianised zone on Melbourne Street

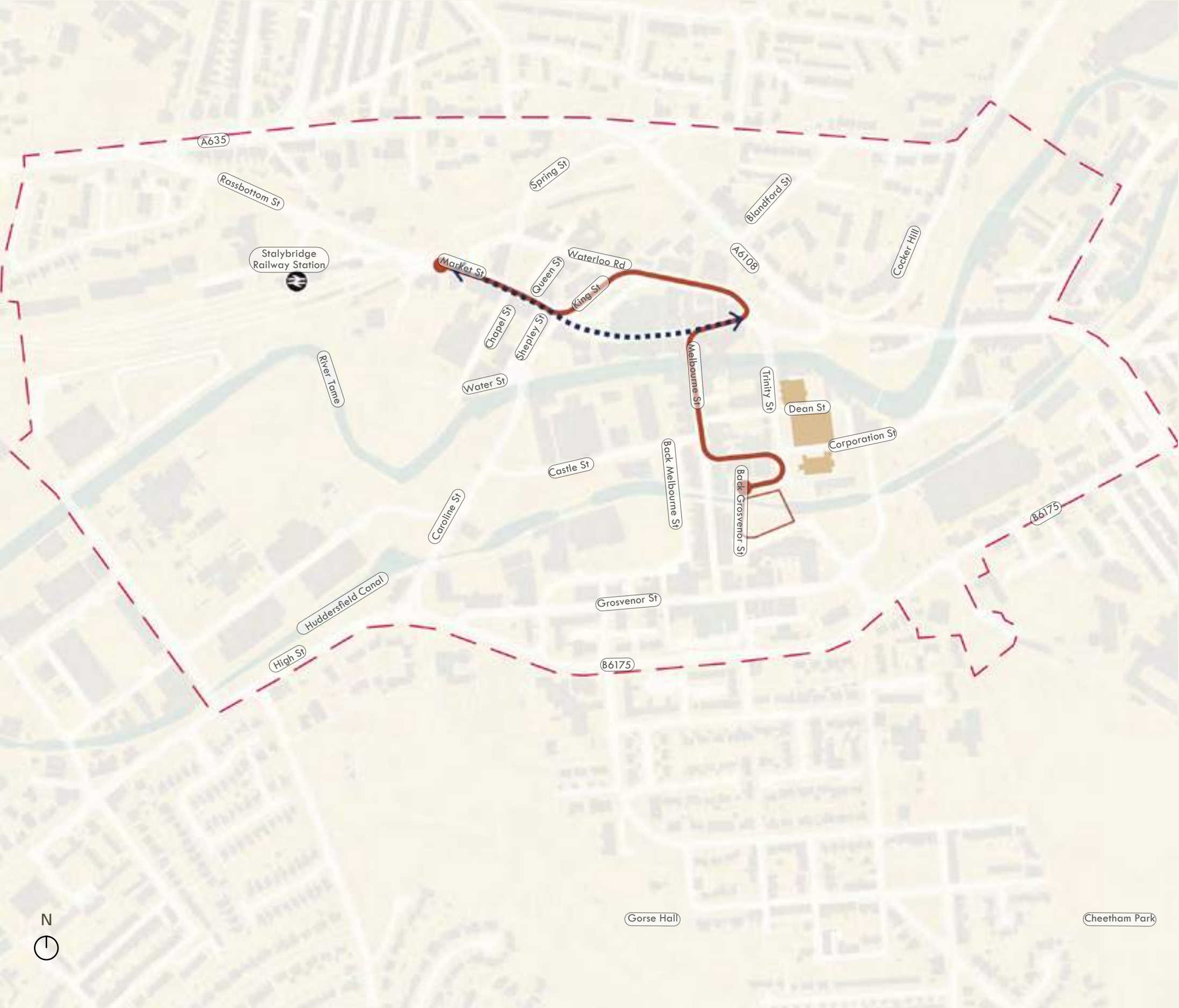


2.4 Visitor Experience

The history of the town is a key part of the culture of the place, however the town's rich independent culture and night life bring people to the town centre regularly. The town has several pubs and restaurants, including the famous Buffet Bar at the Station, which create a busy atmosphere into the evening along Market Street and Melbourne Street.

There are a number of programmed events which take place throughout the year. There is an annual parade which celebrates the town. The roads are closed and the parade heads from Market Street to Armentieres Square. Since 2021 Stalybridge has hosted a family friendly food and drink with live music, Street Fest, located at Armentieres Square and the area of public realm in front of the Civic Hall. Street Fest takes place from 5-9pm on the second Friday of the month, with Armentieres Square closed to traffic for the event.

The curation of the public realm, and its activation, will be a key asset of the town centre going forward.



- Legend**
- Stalybridge study area
 - Parade route
 - Key community buildings
 - Main community large outdoor event space
 - ↔ Event street
 - ⚓ Railway station

↓ Large events in Armentieres Square (Tameside Council)



↓ Cultural parades through the town (Tameside Council)



↑ Events for the whole community (Tameside Council)

2.5 Natural assets

2.5.1 Canal and River

The water has been fundamental in the history of Salybridge and the historic industry of mills, however this feature is currently under utilised by the town. There are a number of access points to the canal but many feel unsafe with poor lighting and are connected by poor quality tow-paths. A number of properties have views of the canal, although access to the water edge is restricted by these properties.

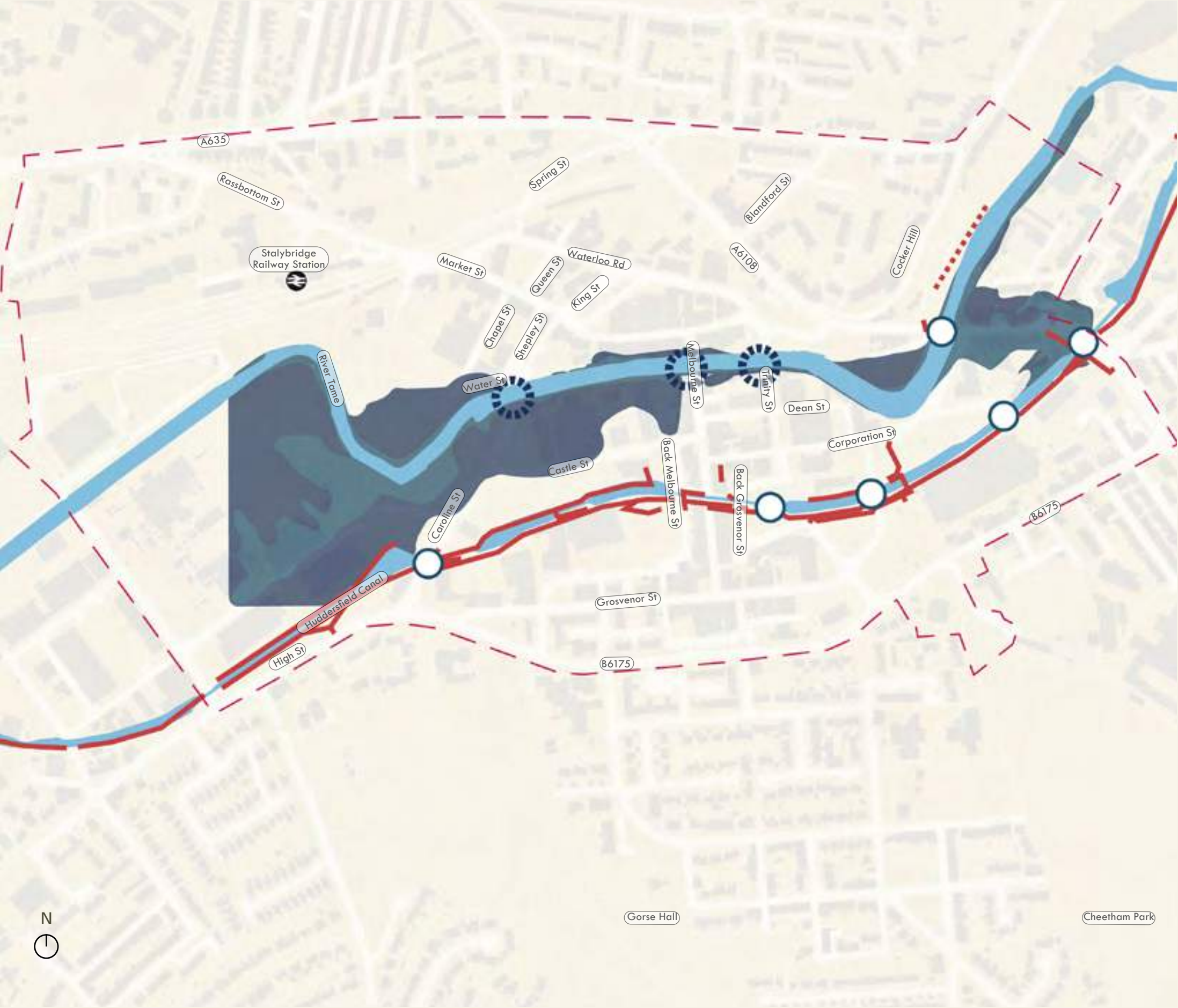
There is only one key access point to The River Tame, and there is little access along its banks for pedestrians.

The bridges in the town centre, that lend themselves to the towns name, are currently disconnected from the river and more could be made of them to better connect people to water, and enhance views.

The flood zone mapping from the River Tame and it's potential impact on the town centre highlights the need to mitigate and adapt to flooding in key areas. Increased mitigation measures should be implemented in new development to prevent and reduce these impacts, such as soft flood defences like water parks, rain gardens and SuDs.

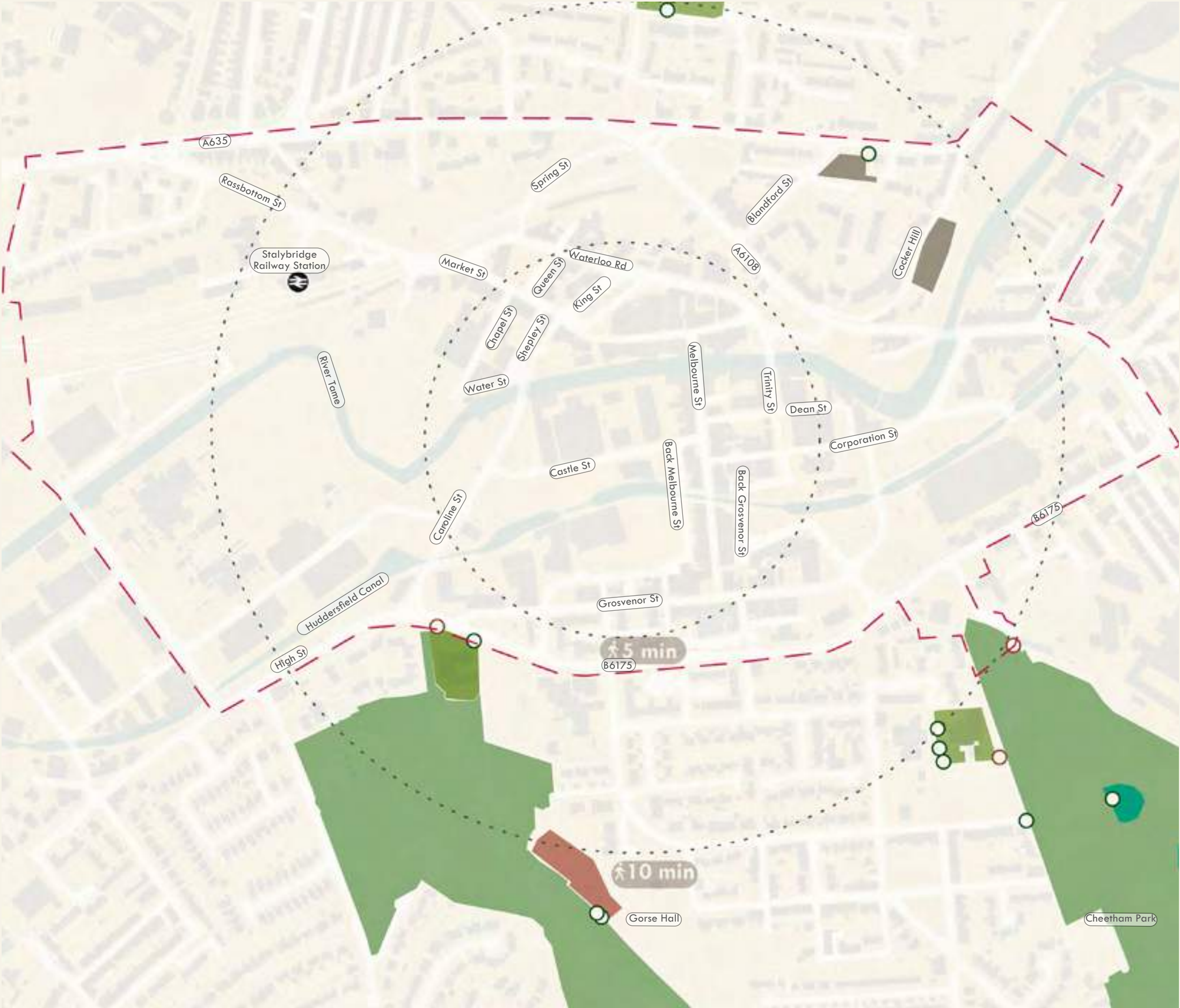
Legend

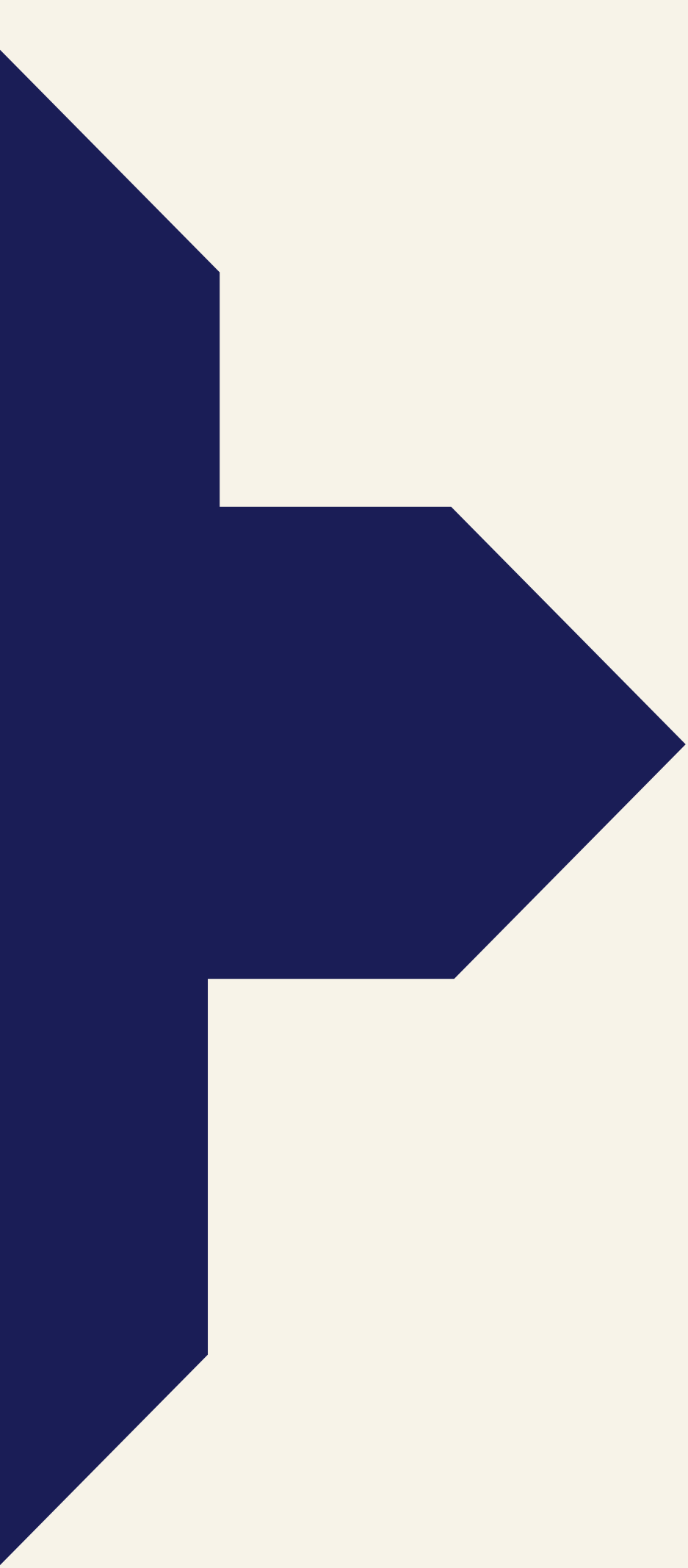
- Stalybridge study area
- Physical access
- ☼ Views of river
- Waterways and bodies
- Existing ow path
- - - Closed existing riverside walk
- Flood zone 2
- Flood zone 3
- ⚓ Railway station



2.5.2 Parks and Landscapes

To the south of the town centre are two large parks which are separated by the B6175. There are also two community allotments next to these parks. There is no large area of public green space within the town centre. There are a number of street trees and indicative vegetation along the banks of canal and river, however street trees are limited within the town centre boundary.





3

Shaping Stalybridge

3.0 Shaping Stalybridge

Consultation and engagement has facilitated a meaningful approach to designing the Public Realm Vision for Stalybridge. We have gathered local knowledge on the area and what makes the town unique and what it needs to become special. Conversations have highlighted current issues and things that are missing and could be improved for the town.

It is important that we establish a clear feedback loop for the project so that we are transparent about what people have told us, what ideas are possible to prototype, what ideas can be made real and what next steps are.

It's our intention to clearly set out the link between what we are told at engagement, and what designs come forward. There will be ideas that aren't possible and therefore cannot be designed included and others that are, but maybe interpreted by ourselves and developed.

3.1 Approach to Engagement

We have undertaken engagement at all stages of establishing the vision for Stalybridge. The findings of the extensive consultation and engagement process in 2018/19, which informed the preparation of the Stalybridge Town Centre Challenge Action Plan and set out the aspirations for the Town Centre, support the baseline for this public realm vision. This has been key to ensure the Vision is shaped by key stakeholders in the town.

How we captured feedback:

- Early meeting with the Stalybridge Delivery Group to establish our brief and open up dialogue with the team.
- Two stakeholder consultation events were held through the development of the Vision, helping to identify key constraints and gather feedback on our emerging ideas.
- Site visits have also allowed the design team to get a feel for the space and experience the town.
- Ideas from analysis, comments and ideas from stakeholder events and meeting have been presented back to members, where ideas and feedback has been gathered to inform the projects direction.

How we capture design ideas:

- Precedent images and ideas for interventions for key areas in the town have been presented at stakeholder events.
- Comments and responses have been recorded in notes and getting members to engage with images and post-it notes to provide feedback.

Being transparent with what we find:

- Recording feedback and comments and sharing with the client in minutes.
- Presenting findings at subsequent consultation meetings.
- Presenting and analysing feedback in our document.

Clear, decision-making process:

- Set out the purpose and aim of the stakeholder workshop to prioritise and make recommendations but any final proposals will need to go through a council approval and planning process.

Next Steps

- We have created a decision-making project matrix to clearly set out reasoning for the final project locations and what it will achieve. This matrix can be used by counsellors to identify the next projects and ways to use budgets in the future. It will also help us identify key priority areas for the town.



3.2 Engagement Findings

The outcomes of the engagement defined the following key findings.

Things to celebrate

- Local history and heritage
- Unique architecture
- Local green spaces
- Great transport links to major cities
- Independent businesses
- The canal and river
- The bridges that give Stalybridge it's name

Things that are missing

- Number of vehicles in the town
- More cycle and walking routes connecting the town
- More art in the town
- More wayfinding and better connection from the station to the centre
- Lack of the feeling of a centre
- More recreational public space
- More greening in the town
- A greater variety of activity for different types of people

Things to work on

- Tourism within the town and promoting a new identity
- Quick wins are important
- Long lasting solutions
- Highlighting current historic assets
- A sense of arrival in key areas

3.3 Key drivers

These findings have helped us identify 8 key drivers for change that have informed the development of identifying key areas in the town for intervention, and the projects listed in the final matrix.



1. Sense of arrival
(Tameside Council)



2. Legibility and wayfinding
(Tameside Council)



3. Connection to green space
(Tameside Council)



4. Water
(Tameside Council)



5. Activity
(Tameside Council)



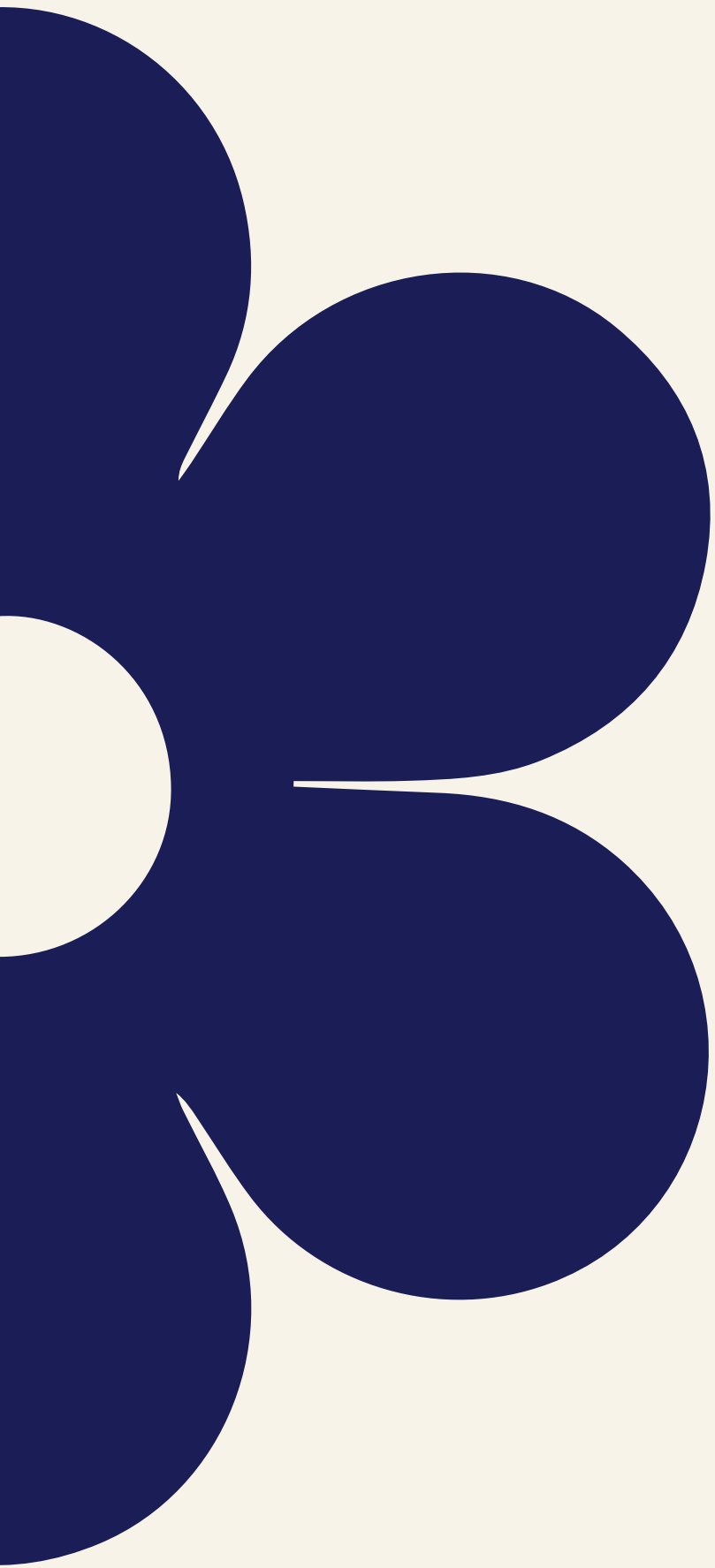
6. Define a town centre
(Tameside Council)



7. Connection
(Tameside Council)



8. Celebrate local history and culture
(Tameside Council)



4

The Vision for Stalybridge

4.0 The Vision for Stalybridge

Stalybridge – what’s in a name?

A Beautiful Clearing in the Woods.

The name Stalybridge derives from ‘Staef’ - a stave - and ‘leah’ - a clearing in the wood, the full meaning of ‘Staley’ being ‘a wood where staves are collected’.

Making the Connection

The ‘bridge’ was added in the early 19th century, reflecting the town’s three bridges over the River Tame and the railway viaduct – both bringing life, work and trade to the town.

Stalybridge – our beautiful town between the parks

A beautiful network of streets, spaces, waterways and parks which connect people with the unique independent heart of Stalybridge and bridges the gap to its rich natural edge.

A Place for People to Connect to Celebrate, to Create, to Celebrate.

A new coherent and beautiful network of streets and spaces will make Stalybridge town centre a great place to live, a pleasure to spend time and visit. A greener town centre that celebrates the historic quality of the town, connects to the four parks surrounding the town and reflects the vibrant independent culture of the town and its people. The enhanced public realm will provide a canvas for town life to thrive, offering a welcoming, characterful and active place for people to enjoy throughout the day. The Rivers and Canal’s of Stalybridge will bring life and healthy movement to the town, drawing people to and through the heart of the town. The wonderful businesses and buildings of Stalybridge will bring life to the town and draw people through the town at all times of the day. The area will be a beautiful place, unique to Stalybridge, and recognised throughout Greater Manchester as an active and distinctive place to be.

4.1 Stalybridge Town Objectives

The following objectives underpin the vision set out on the previous page, setting out a series of key moves which will form a spatial vision for the future of Stalybridge's public realm. The consolidated spatial vision for the town is illustrated on the following page.



A Big Welcome
A celebratory sense of arrival which draws people into the town centre and keeps them there for experience



Reconnecting with the Water
Enlivening the Canal and River Corridor, providing key aspects and connectivity across the town centre.



Celebrating Stalybridge
Activated spaces and streets for focussed around the key landmarks and bridges of Stalybridge



An Independent Identity
Celebrating the distinctive independent culture of Stalybridge, drawing on its roots as a place of productivity and creativity.



A Natural Town Centre
The 4 Park Loop, creating a greener town centre which spreads its roots out to the surrounding parks and grasps connections and views to the countryside setting of Stalybridge



A Legible and Connected Heart
Creating a place which is easy to understand and easy to connect into for surrounding residents and through

The Strategic Spatial Vision for Stalybridge.



4.2 Placemaking Frameworks

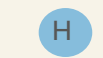
The following pages outline a layered set of framework plans which, combined, deliver the key strategic moves which will enable the vision set out above.

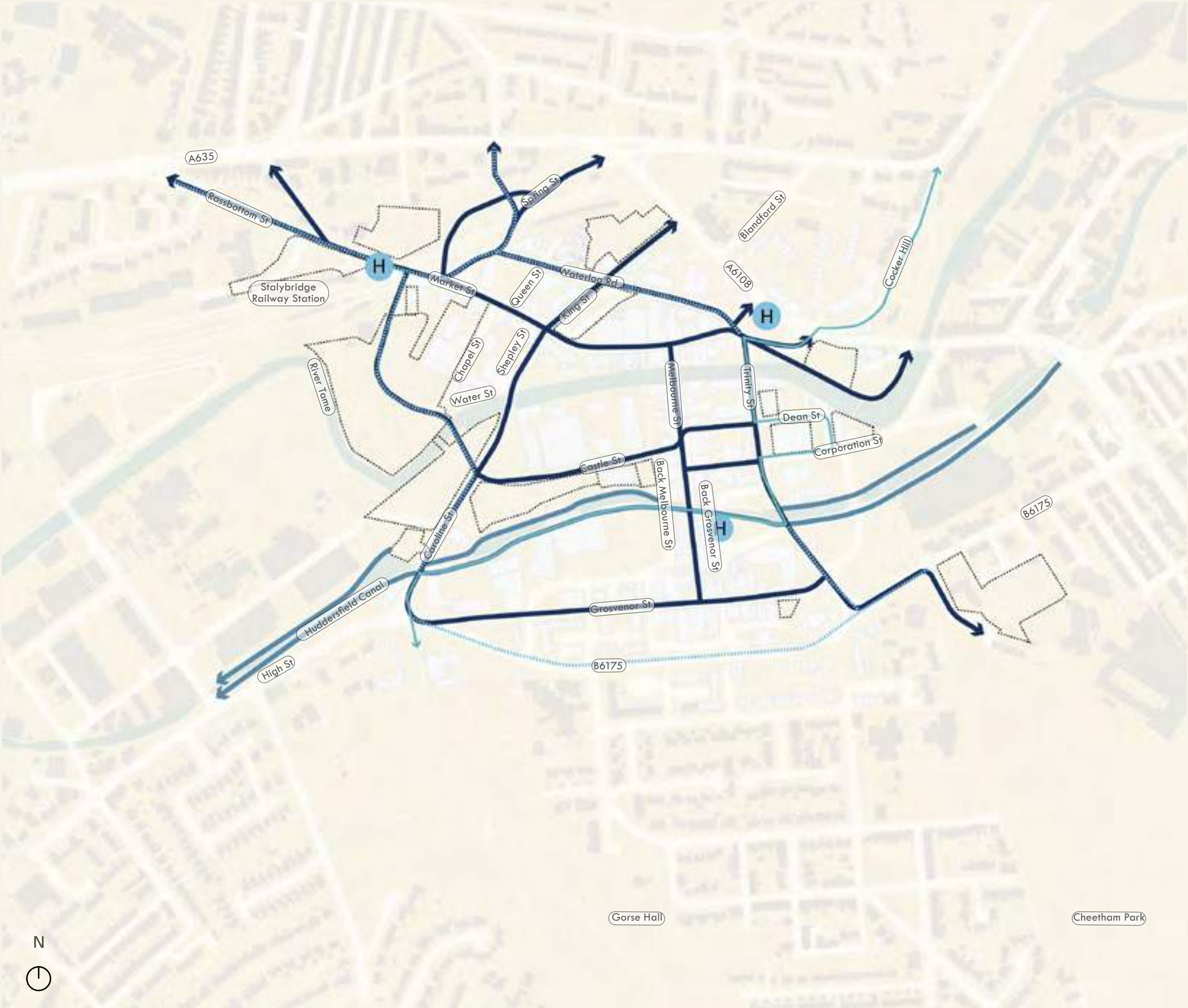
4.2.1 Active Travel Framework

Improving the active travel offer within the town centre is at the heart of the movement strategy for the town. All streets should be considered for improvements to provide a safe and balanced place for all modes of active movement. This strategy illustrates the key movement corridors for cycling and walking within the Town Centre:

- Prioritise opportunities along the river and canal for walking and cycling.
- Improvements at junctions including better crossing points for walking and cycling, to ensure users can safely navigate carriageways.
- Enhance connections to wider cycling and walking routes, for example Stalybridge Country Park and the Tame Valley Loop.
- Cycling infrastructure improvements around town should be considered including, cycle parking, cycle hubs, cycle lanes (where possible) and cycling wayfinding.
- Create a cycling and pedestrian friendly streetscape by enhancing provisions for both, including widening footpaths to create a safer and healthier walking environment.
- Improve relationship between active travel routes and public transport, to reduce the use of cars.

Legend

-  Existing Tame Valley Cycle Loop
-  Core cycle route
-  Cycle hub
-  Core pedestrian route
-  Canal cycle and pedestrian route
-  Proposed Developments



4.2.2 Green Infrastructure framework

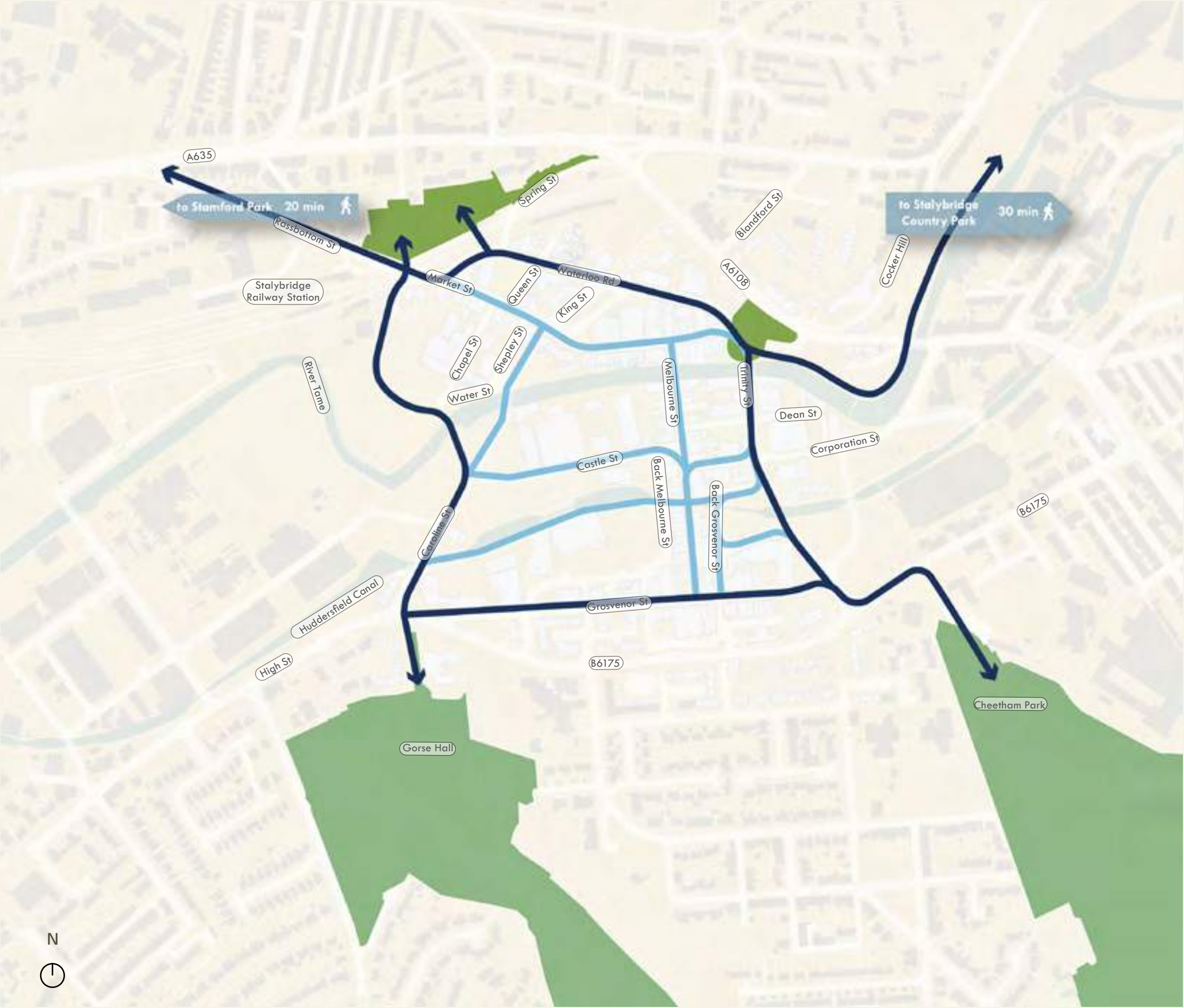
A visionary **green loop** which captures connections between existing and new town parks. This loop offers opportunities for enhanced connection around the town for people and nature, offering opportunities for people to better to connect to the green space which encircles the town centre.

The strategy creates connections with-in and outwards of the town centre.

- Two proposed new green spaces : ‘Spring Gardens’ and ‘Old Town Hall Gardens’, together with Gorse Hall and Cheetham Park creating a “4 Park Town Loop”.
- An outer park loop with enhanced landscape, including street trees and cycle routes, to provide active travel connections between the four parks.
- Inner Town connections to provide more meandering routes between the parks which disperse into the town centre and its key streets and spaces.
- Improved wayfinding and Park gateways to improve legibility including marking walking and cycling routes between parks.
- Enhanced connections from the town centre to existing parks such as Stamford Park and Stalybridge Country Park for both residents and visitors.

Legend

-  Existing park improvements
-  New park & garden
-  Inner Town Routes
-  Outer Park Loop



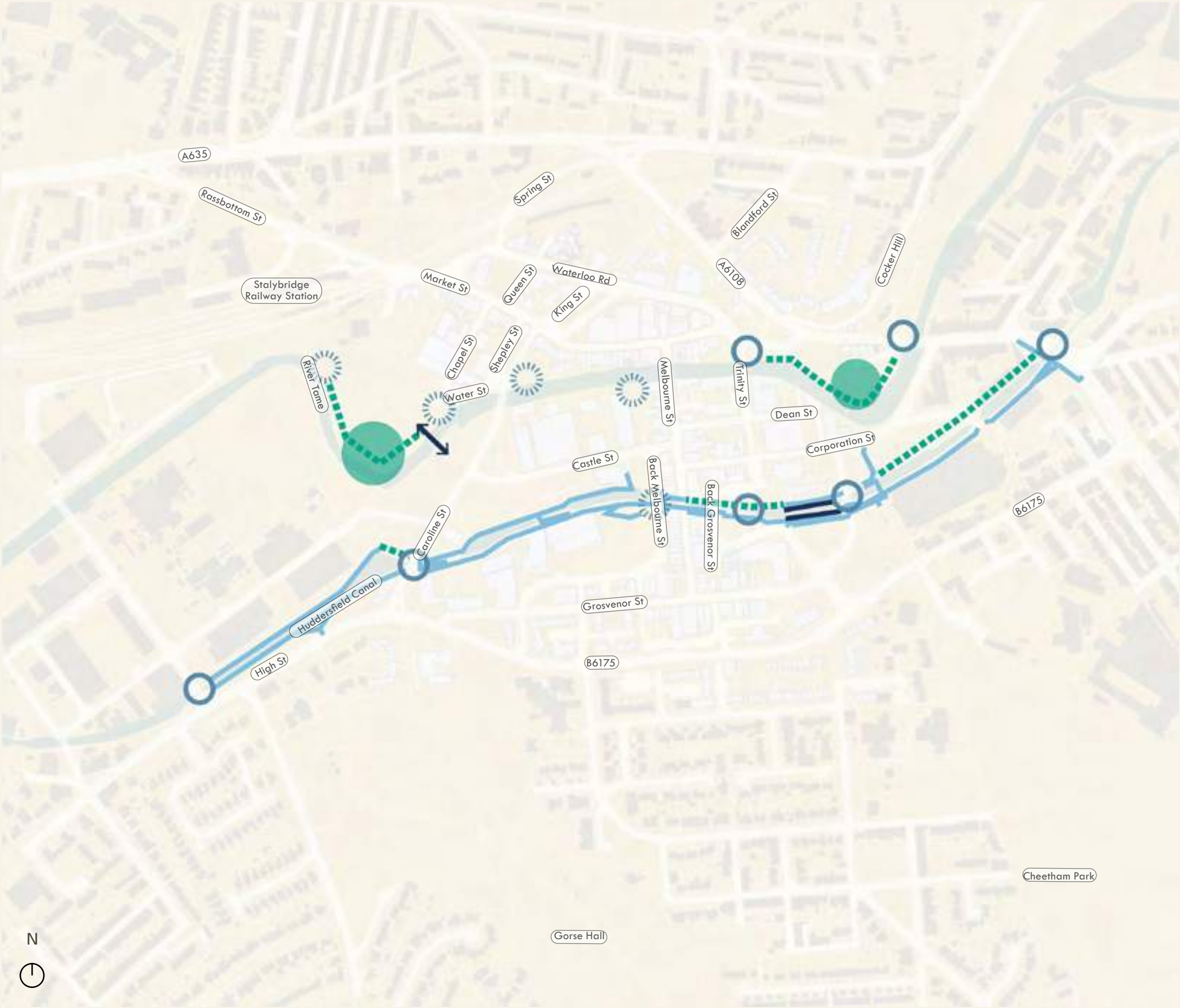
4.2.3 Blue Infrastructure framework

This strategy seeks to enliven the visual and physical connection to both the river and canal in the town, by the following recommendations:

- Improve quality of routes along the canal including well-lit and unrestricted routes which pedestrians and cyclists feel safe to use.
- Improve existing canal access points and open new access points, providing a more welcoming and comfortable experience for users.
- Respond to areas susceptible to flooding with soft and hard flood mitigation.
- Ensure prospective developments on the waterways provide public walkways, green space and mooring opportunities.
- Create riverside walkways west of Water Street and east of Trinity Street.
- Explore the opportunity for new access to the river, including from Water St and Trinity St.
- Provide areas for boats to moor up and facilities to allow them to stay for longer, including opportunities to activate the water.
- Enhance the pedestrian experience on existing bridges, by providing places to stop and enjoy the views.
- Introduce a new pedestrian bridges over the river and canal to improve connectivity and activity.

Legend

- Proposed Developments
- Enhanced canal path
- Proposed pedestrian routes
- New water access
- Soft flood defences
- New pedestrian bridge
- Canal mooring
- Existing and enhanced water connections



4.2.5 Vehicle Movement Framework - Short Term

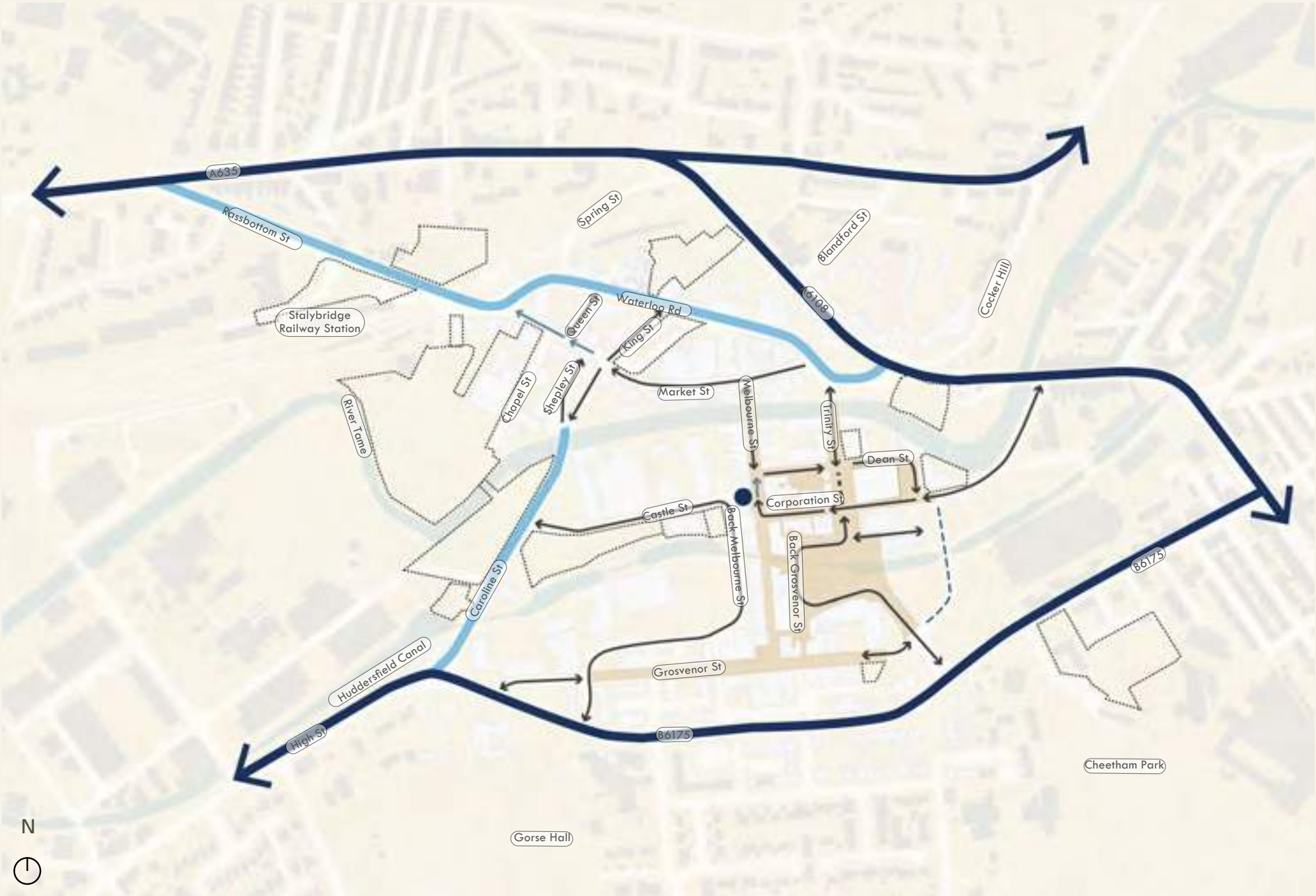
The vehicle movement strategy aims to create an outer primary route around the town and a lower grade town centre circulation route, to minimise the dominance of vehicles moving around and through the core of town centre.

This short-term vehicle framework provides two immediate movement changes;

1. Continuation of the west-bound one-way movement on the remaining of Market St.
 - Resulting in no straight ahead onto Market Street for vehicles arriving from Rassbottom Street and instead priority given to Waterloo Road.
 - Shepley St on to Market St will be a left hand turn only.
 - No access in to the bus station from Market St, Waterloo Rd to be used as primary access.
2. Temporary closure of the connection from Castle St on to Melbourne St, to start reducing cross town movement.
 - Users travelling south on Melbourne St to turn left on to Dean St.
 - A small section of one-way north-bound on Melbourne St would be introduced.

Legend

- Vehicle Access Removed
- ↔ Primary outer movement
- Secondary outer movement
- Proposed Town centre circulation
- ↔ Existing Town centre circulation
- Pedestrian core
- - - Tesco supermarket access
- Proposed Developments



↑ Western Market St to be one-way

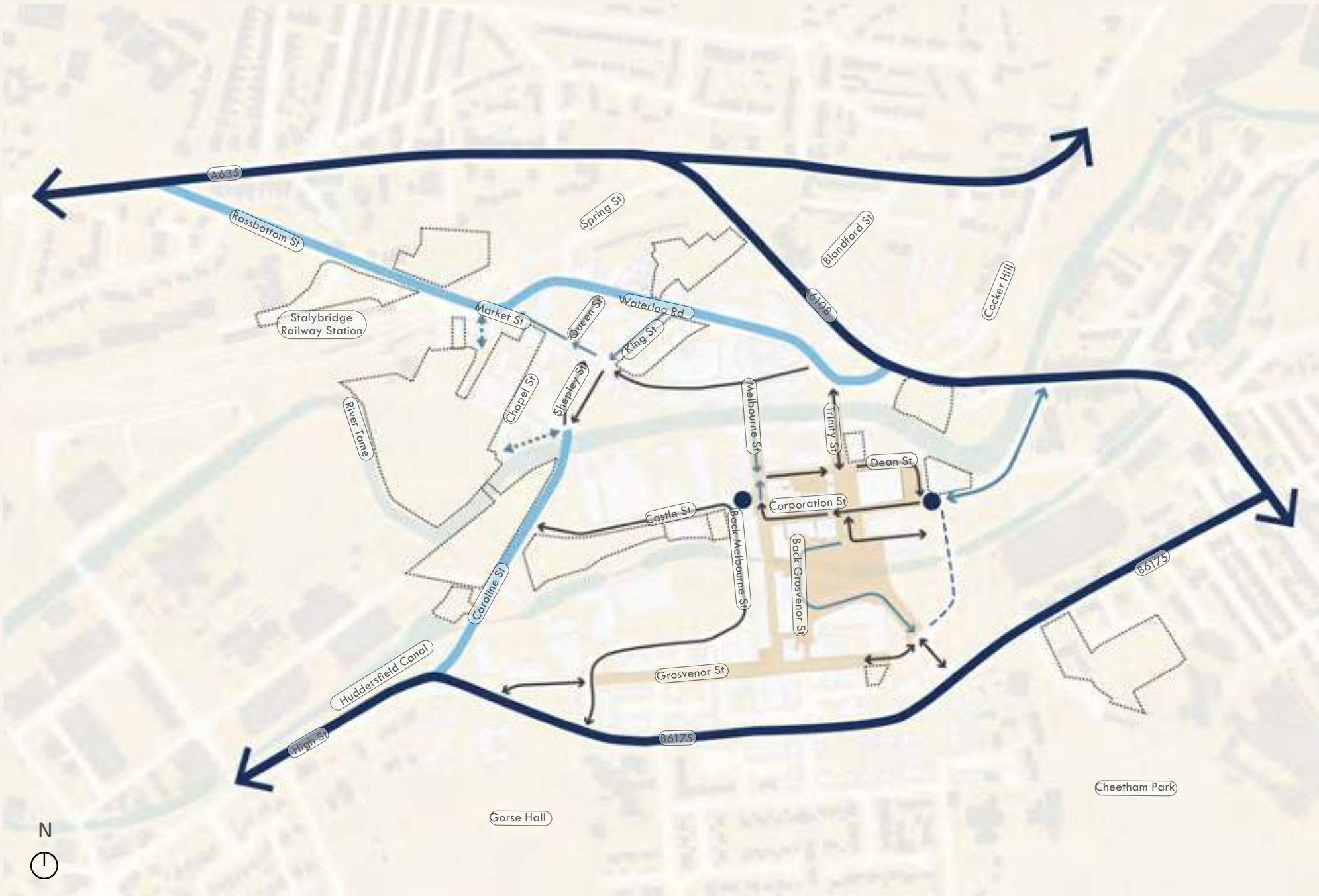


↑ Castle St / Melbourn St Link to test temporary closures

4.2.5.1 Vehicle Movement Framework - Long Term

This long term vehicle strategy is an emerging aspiration and subject to further detail and engagement. The framework completes the pedestrian core aspirations by further restricting vehicles and strengthening quadrants of movement. Any restriction of vehicle movements and associated bus route alterations require the granting of additional powers in relation to moving traffic offences alongside further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.

1. Permanent closure of east / west movement across the pedestrian core. Including the Castle St to Melbourne St link and Corporation St immediately after the Tesco access road.
 - Back Melbourne St and Castle St remain two-way, but through route on to Melbourne St is removed.
 - Corporation St provides access to Tesco car park, but no further in to the town. Dean St becomes right turn only on to Corporation St.
2. A one-way quadrant created around Dean St and Corporation St, with entrance and exit via Trinity St.
 - North Melbourne St changed to one-way south bound, to support the quadrant approach. Left turn on to Dean St.
 - South Melbourne St on-way north bound, right turn on to Dean St.
3. Diversion of the bus gate in front of the Civic Hall, to unlock the square as vehicle free.
 - Bus diversion route around the back of the Civic Hall on Dean St and along Coporation St to access Armentieres Sq.
 - To support the above, Armentieres Sq to become a one-way bus route and service access only. Which also reduces the dominance of the highway in the square.
4. King St one-way south bound to support movement from Waterloo Rd to Caroline St.
5. Proposed Stalybridge West development access from Harrop St and Water St.



Legend

- Vehicle Access Removed
- ↔ Primary outer movement
- Secondary outer movement
- Proposed Town centre circulation
- ↔ Existing Town centre circulation
- Pedestrian core
- - - Tesco supermarket access
- Proposed Developments
- Proposed Development access



↑ Civic Hall existing bus gate



↑ King St to be one-way south bound

4.2.4 Public Transport Framework

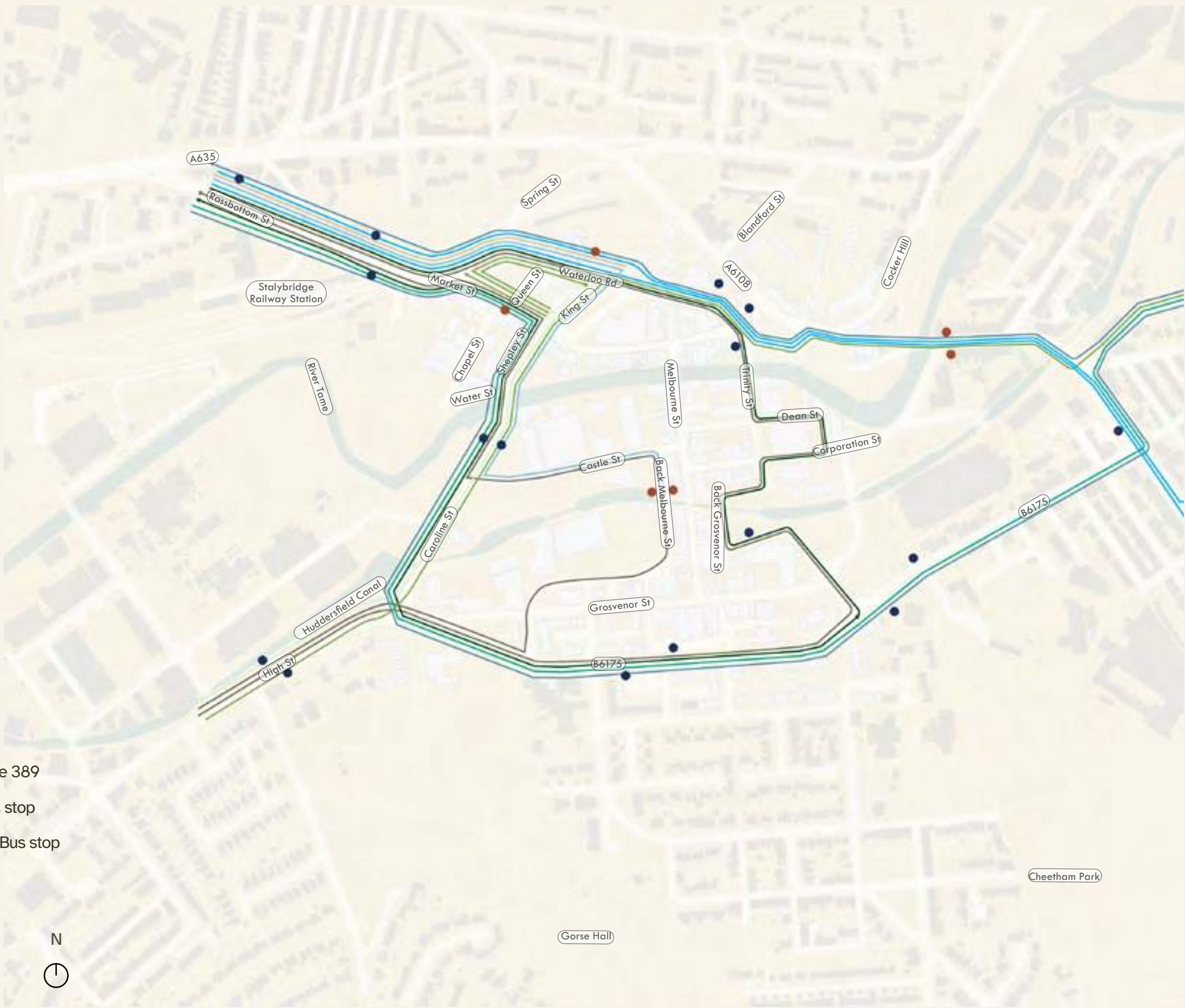
All of the proposed moves are a long-term vision which require further testing and engagement with the providers and Local Highway Authority, and therefore do not form part of the Priority Projects.

Public transport is key to achieving an inclusive, connected and healthy town centre. Along with active travel routes, improving the public transport strategy will reduce the need for cars and parking. The framework aims to create a stronger outer ring of movement with consolidated inner centre routes to unlock public space and provide a wider variety of bus stops to increase points of access around the Town Centre. All of the proposed moves are a long-term vision which require further testing and engagement with the providers.

- Potential for the bus gate diverted from in-front of the Civic Hall, to Dean St and Corporation St requiring Armentieres Square to become one-way bus movement south-bound.
- Bus station removed and replaced with new stop on Waterloo Road and North Market St.
- North Market street one-way west-bound.
- Water Street one-way south bound.
- Shepley St one-way north bound.
- Bus stop on Back Melbourne Street, providing close walking access to the civic core.

Legend

	Bus route 870		Bus route 389
	Bus route 820		New bus stop
	Bus route 219/ 356		Existing Bus stop
	Bus route 216		
	Bus route 343		
	Bus route 387		
	Bus route 237		
	Bus route 220		



4.2.6 Parking Framework

Within the Town centre parking is proposed to be consolidated to reduce the dominance of vehicles within the streets and spaces, through access and time restrictions, particularly within the pedestrian core.

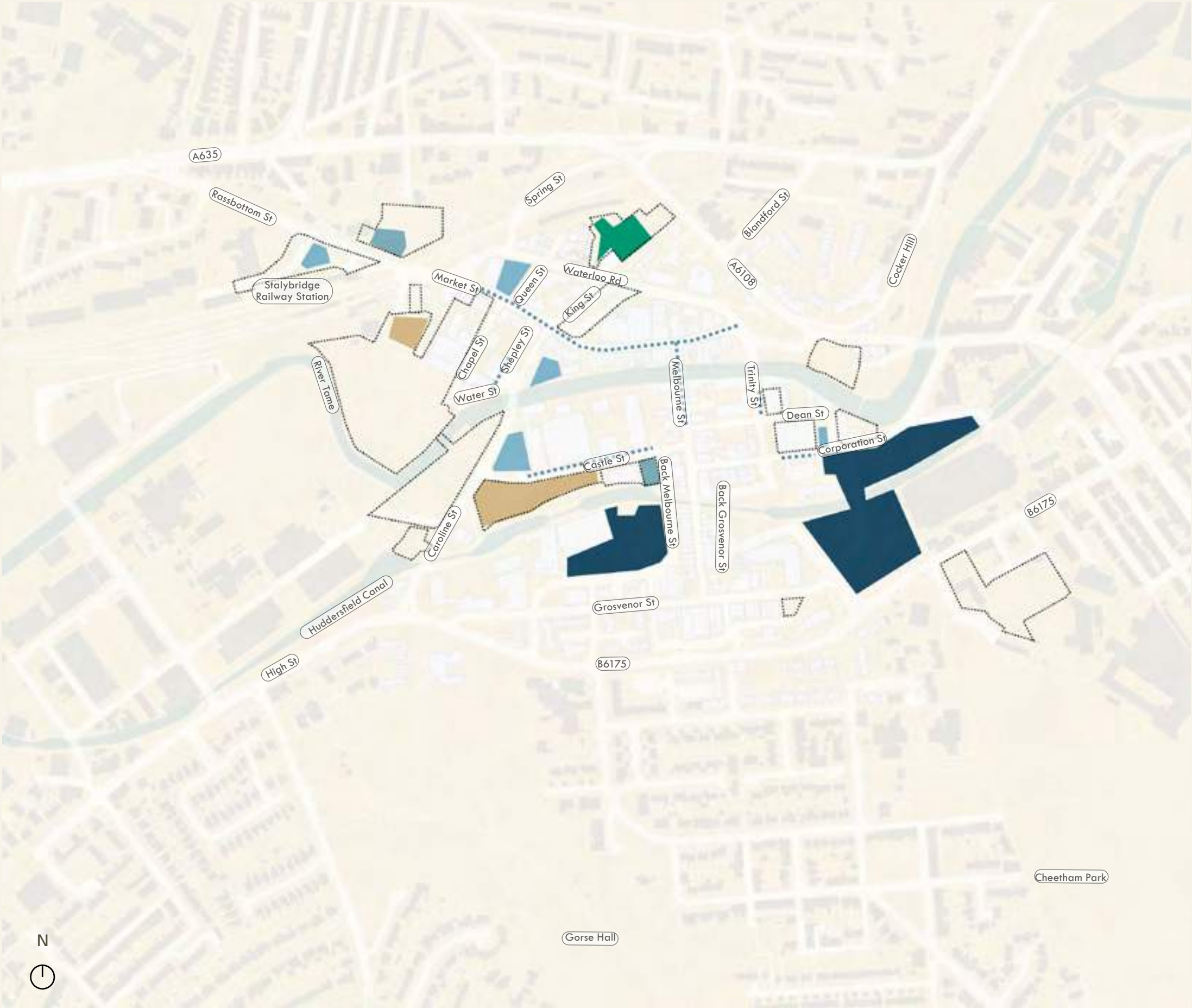
The introduction of a multi-storey car park will remove the density of parking out of the towns core and free up the streets to act as public realm and benefit the community. On street parking will be removed from the majority of streets within the town centre, with limited spaces only provided on Trinity Street and Market Street for short drop off and disabled parking.

Increased wayfinding and legibility to the new multi-storey car park will be required.

Existing parking with-in prospect development or public realm will need to be accounted for within the multi-storey capacity.

Legend

- Development site
- Town centre car park
- Customer only car park
- New multi storey car park
- Restricted parking blue badge holder parking only
- Car park within a development site, to be replaced within the proposed multi-storey car park



4.2.7 Servicing Framework

Servicing in the Town Centre is proposed to be consolidated by restricted access within the pedestrian core and restricted time use within loading bays along streets. Existing servicing to properties will be unchanged. The routing will be subject to future review in line with any necessary changes to access arrangements aligned with potential longer term changes to vehicle movement as set out in 4.2.5.1.

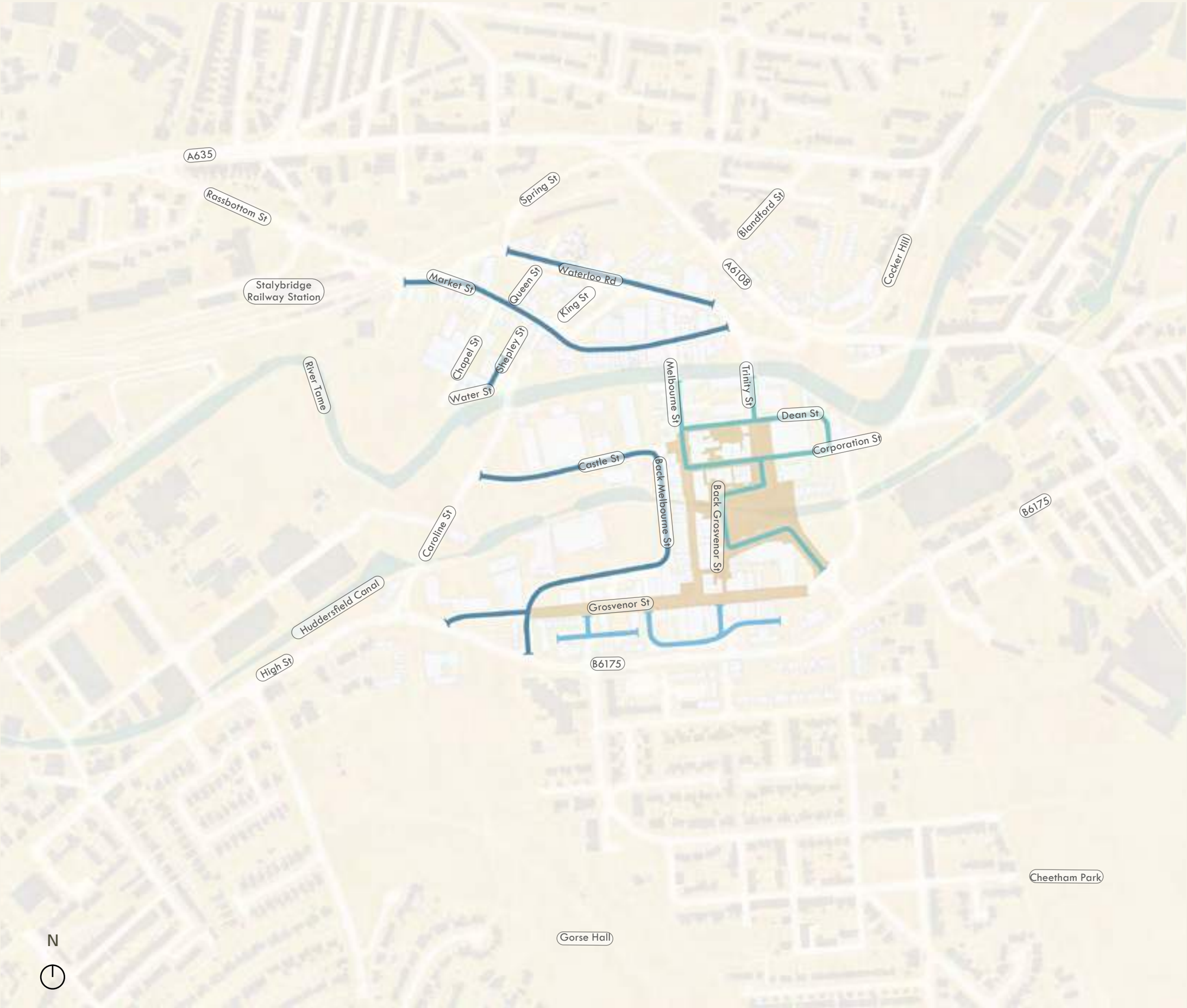
Legend

Designated loading bays for servicing

Time restricted loading bays for servicing

Pedestrian core

Servicing as per existing



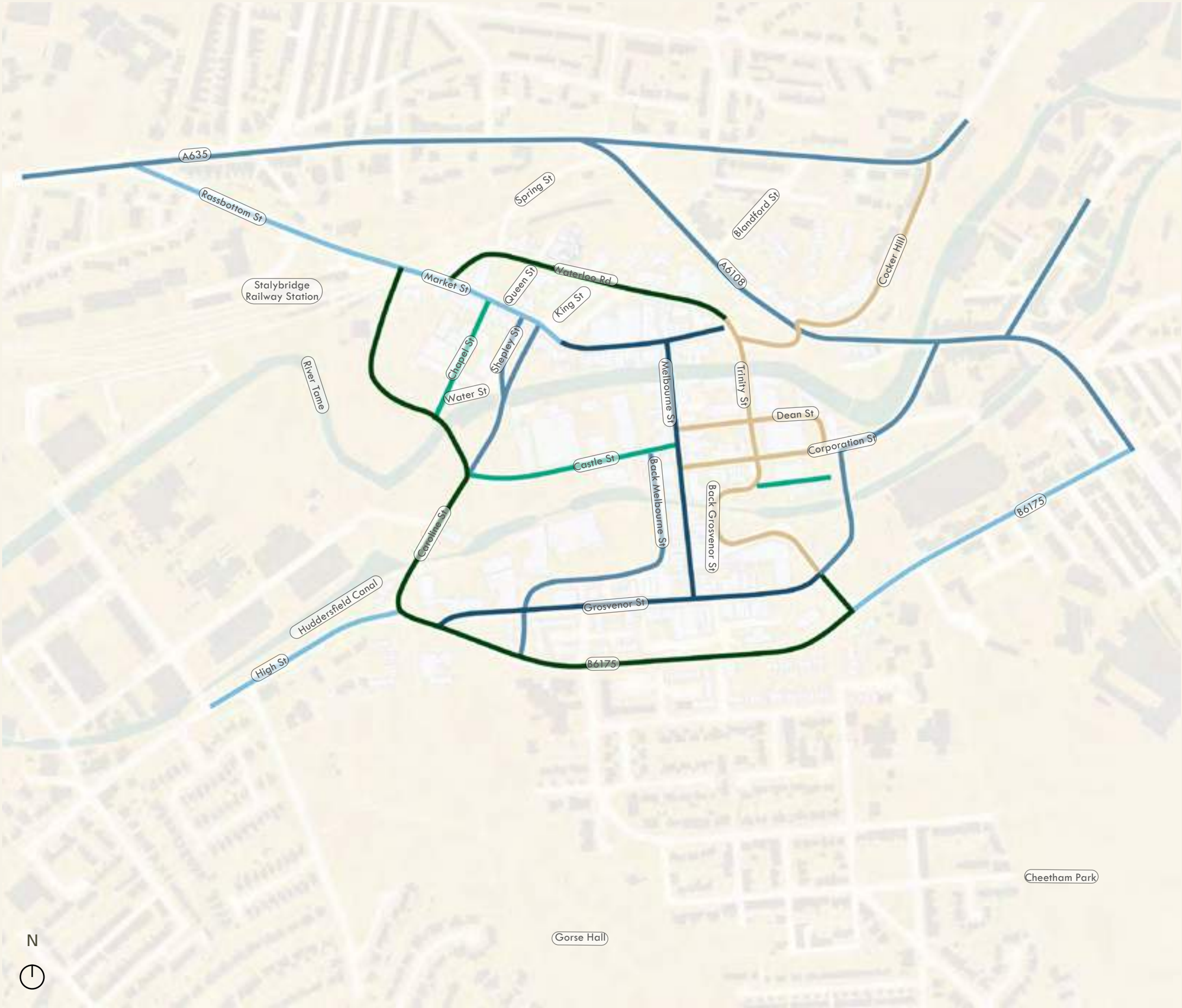
4.2.8 Street framework

The streets strategy defines a series of typologies to shape and influence the future uses and function of the streets. The characters are broadly defined below:

- **Welcome Street:** Key arrival routes in to town, which should bring a first impression reflective of Stalybridge’s character. The streets should also be designed for people; healthy and active routes.
- **Independent Street:** Places for existing and up & coming business to thrive and create a 24hr economy.
- **Green Street:** Priorities green infrastructure and active travel in street design and connects the green spaces around town.
- **Functional Street:** Streets to ensure day-to-day movement works.
- **Living Street:** Residential streets, which are well connected to the town and water.
- **Heritage Street:** An opportunity to celebrate the rich history in Stalybridge.

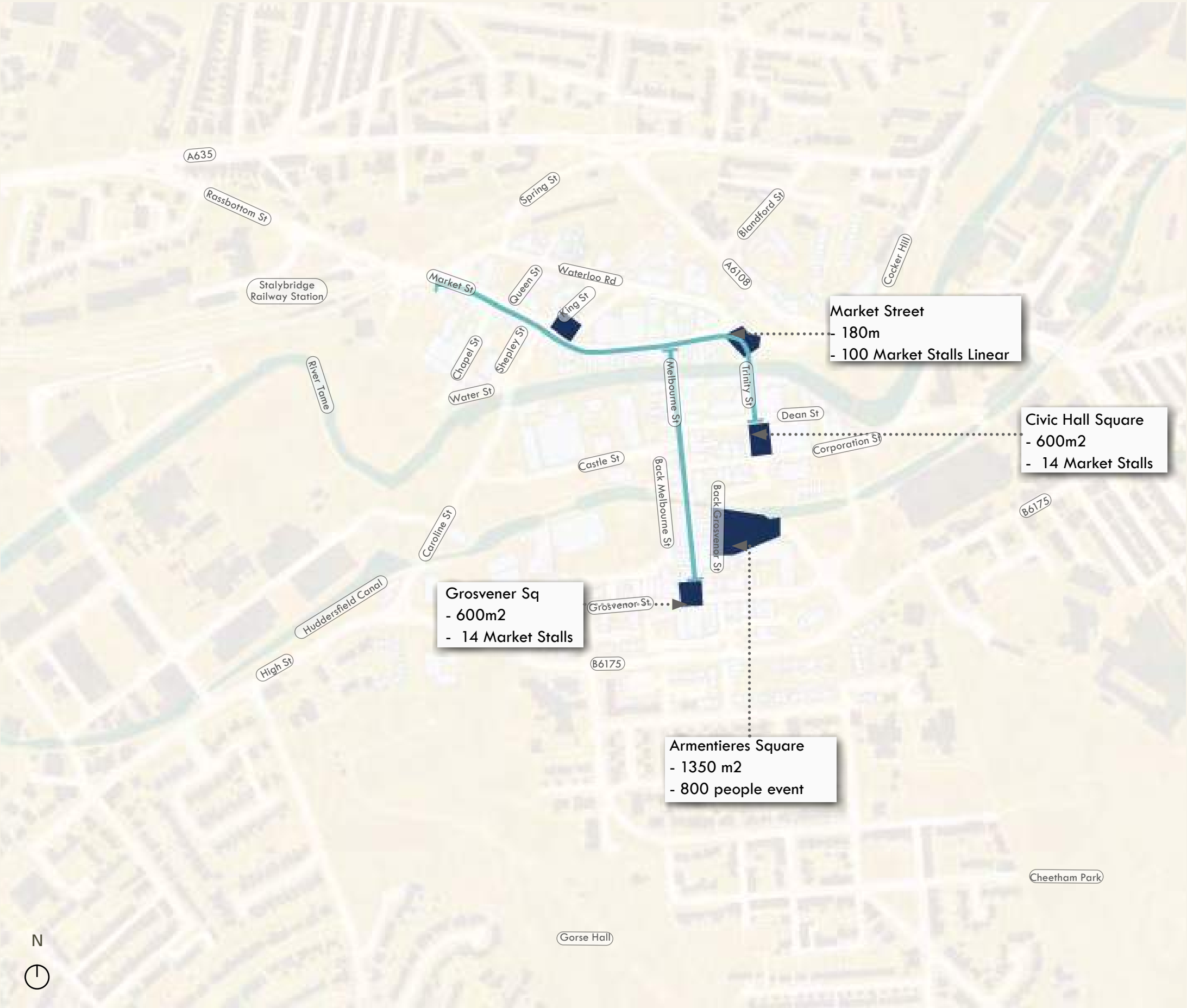
Legend

-  Welcome street
-  Independent street
-  Green street
-  Functional street
-  Living street
-  Heritage street



4.2.9 Event Capacity Framework

Space for events within the town centre are vital to enhancing the visitor, cultural and well-being offer for residents. The strategy defines the space and its capacity for events.



Legend

..... Proposed Developments

—■ Event space/ parade routes

4.2.10 Wayfinding Framework

The provision of wayfinding should be integrated at key decision making points throughout the town. In the form of markers, furniture and hard works. Artwork should be used to enhance legibility, but also to define landmark spaces such as gateways.

Opportunities should be sought to build on existing and heritage artwork, such as ghost signage and mosaics.

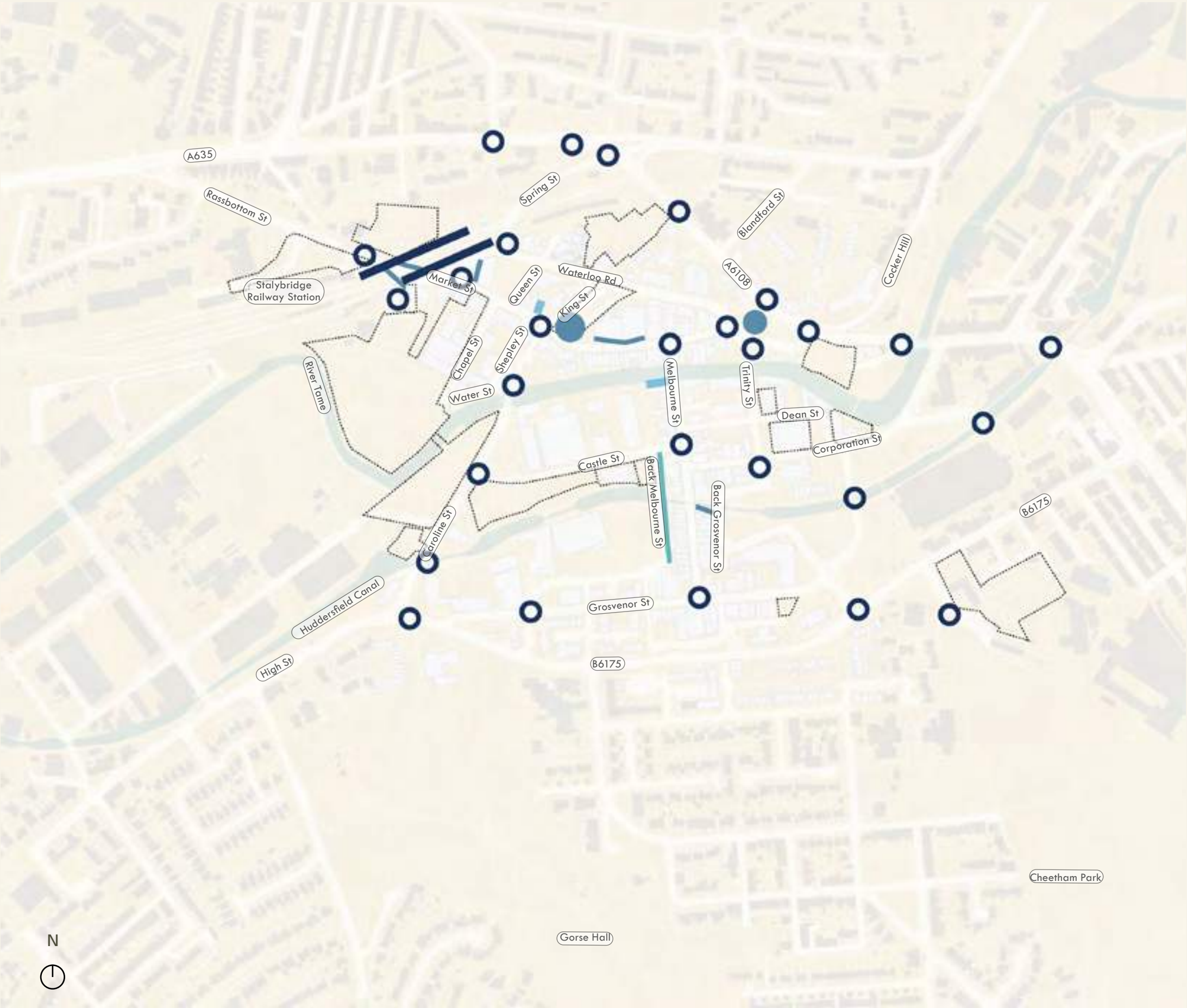
The thriving creative community should be part of the artwork opportunities and strategies for the Town.

Improve the cultural and historic offer for visitors with the creation of a heritage trail lead by wayfinding and artwork.

Care must be taken to ensure streets and junctions do not become visually or physically cluttered.

Legend

- Proposed Developments
- Key wayfinding points
- Existing ghost signage to be improved
- New areas for ghost signage
- Bridge artwork intervention
- Large artwork intervention opportunity
- Art strategy for backs of buildings



4.2.11 Lighting Strategy

The requirements listed below, provide town wide parameters to ensure that design and arrangement of lighting will encourage the use of public spaces, support the amenity value and ecological value and complement the existing character of the town.

- Low level, amenity lighting should be incorporated along the streets in order to create an inviting and attractive route throughout the day
- Lighting along street, should be carefully considered to ensure safe and useful footways, whilst not flooding the area with light
- Lighting can be used to highlight key historic buildings and features
- The lighting schemes in Spring Gardens and the new green space behind the old town Hall gateway should be carefully considered to ensure safe and useful routes through whilst protecting areas from light for wildlife
- Lighting in public spaces, such as Armentieres Square and outside the town hall should complement buildings and provide a sense of surveillance to the space, as well as facilitating opportunities for events and business for a transitional day to night economy
- There is opportunity for creative approaches to lighting to be considered, especially under the bridge, connecting the railway station to the rest of the town to achieve an inviting route, welcoming people to Stalybridge
- Catenary lighting can be used in areas of the town to stimulate positive night time activity and economy focussed around key squares and pocket parks, such as the new space at Castle Street and Trinity Square.



↑ Selectively placed lighting to highlight path (Christopher Swan)



↑ Creative lighting under the bridge connecting visitors from the station to town



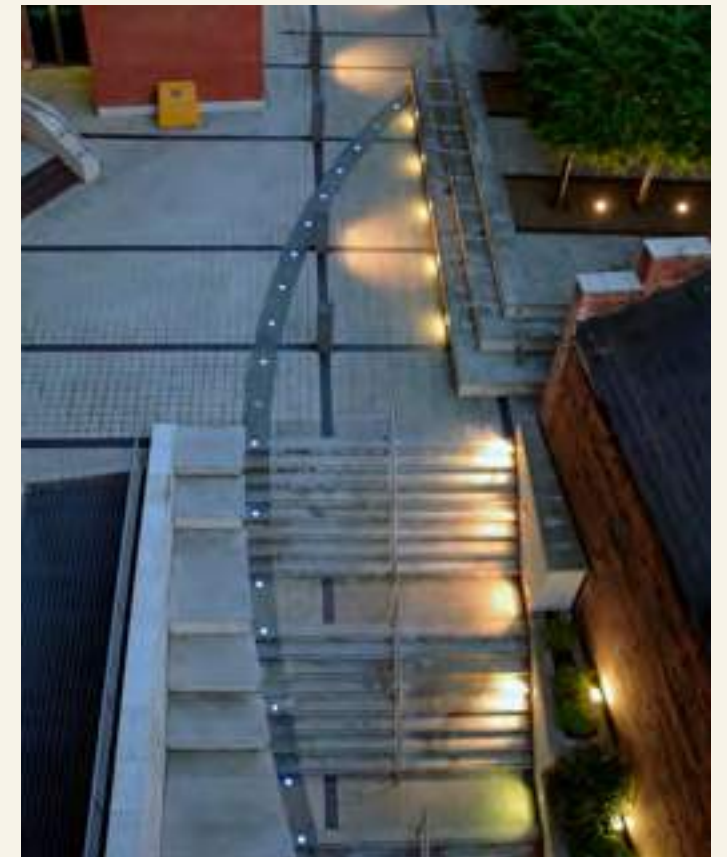
↑ Traditional style lighting and lamp posts to compliment existing character (Peter Landers Photography)



↑ Up lit lighting on key historic buildings to highlight features



↑ Creative catenary lighting (Robin Forster)



↑ Tow paths lighting highlighting the water as a key asset of and increasing feelings of safety (Mike Williams Photography)

4.2.12 Furniture Framework

The requirements listed below, provide site wide parameters to ensure that design and arrangement of furniture will encourage the use of public spaces, support the amenity value and complement the existing character of the town.

- Resting places shall be provided at regular intervals and principal roots in compliance with accessibility recommendations
- Selected products may vary in style, but compliment the local setting and historic character, and work together as a consistent family of furniture
- Design shall consider a wide range of user requirements and comply with inclusive design standards, including providing armrest and back rest in intermediate points.
- Location of seating should be chosen to maximise the enjoyment of views, provide focal points along roots and create places of interest
- Arrangement of furniture should consider social and interactive behaviour patterns
- Seating and furniture are located to avoid clutter, particularly arrival points, building entrance points on pedestrian junctions
- The design shall provide consistency and use of materials such as the pedestrian roots tied together, visually and provide legible roots through the space
- Materials should be selected to be durable and withstand use overtime
- Material should be responsibly sourced locally, where possible, and the whole life-cycle of the product is considered
- Design proposals, shall see to reflect the historic context in the character of the town
- Positioning of signage and Street furniture should be placed with clear and interrupted sight lines where possible in order to aid legibility and draw people to key areas in town
- When colour is used, it should be in keeping with the character of the town. We have selected a blue that can be used to knit together areas of public realm



↑ Artistic Interpretation to create a strong sense of identity inspired by Stalybridge's stories and history



↑ Cropped stone masonry bench connecting to the architecture seen in the town



↑ Boiler Plate style signage, in keeping with the town's historic connections to the railway (Hugh Llewelyn)



↑ Integrated planting and seating creating inviting pockets in the town to gather, rest or socialise.



↑ Traditional wayfinding totem connecting key areas in the town

4.2.13 Environmental Branding Framework

Environmental branding is the process of acknowledging preserving and celebrating the spirit of a place. Collectively is the set of design, aesthetics, visual signatures, materials, and approaches to architecture and design that together make our cities unique and give them character and identity.

For Stalybridge, environmental branding is the decorative masonry, the historic links to the rail, the history in it's gable end murals, traditional shop front with mosaics and hand painted signage. All of these little idiosyncrasies, the represent themselves across the town of Stalybridge go in to creating a unique sense of place that we think is worth celebrating and preserving. The following outlines the approach to Environmental branding.

A Colour Palette

- Blue and white is the signature colour for Stalybridge but can be seen in number of variant intensities arranging from petrol blue to royal navy blue. The colours adorn bridges, the buffet bar, architectural features and street bollards. In order to cement this wide range of colours we have assigned two hard-working RAL colours which can be referred to all manner of projects.
- We recommend moving the white to a pearl light grey as white rust and gets very dirty quickly. We then feel that the blue moves to night blue and more saturated colour is less likely to fade after a few years of sunlight and North West weather.



Wall Murals

Wall murals can be seen in Stalybridge present as hand painted ghost signage, used to promote local businesses and products. These surviving signage examples offer a glimpse into the towns, rich history of industry, art and craftsmanship. We want to revive this long lost art form to create a series of murals in areas that lack visual interest and would benefit from promoting Stalybridge and local businesses. These artworks age gracefully over many decades.

Hand painted Shop Frontages

Great architecture stock can often be obscured by plastic street level signage that without a design code can damage the spirit of a place. We want to allow architecture to breathe in key areas. Traditional hand painted signage is a more reserved, classier approach to shop front branding.

Mosaics

Mosaics can be found in some entrances in Stalybridge, they can be used to decorate key areas, enhance shop fronts, or introduce way finding markers

Boiler Plate Signage

With it's proud links to rail and all of its associated storytelling, as well as the iconic rail bridge as the gateway to the town, we think boiler plate signage will be relevant and unique addition to the town. Crafted in local foundries plates take the visual cues from the rail bridge and the train nameplates with many examples to be found in the Stalybridge Buffet Bar.



↑ Hand painted shop frontages (Adam Jones)



↑ Existing mosaics in Stalybridge



↑ Ghost signage and wall murals (Bob Harvey)



↑ Ghost signage and wall murals (Jim Osley)



↑ Boiler plate railway signage (F. D. Richards)



↑ Rustication masonry

Rustication Masonry

A common visual signature and Stalybridge is rustication masonry which can be seen in architecture and the gateway rail bridge and arches. That unique visual signature should be celebrated and seen as a key material.

Architectural Signatures

- There is a range of architectural visual signatures in Stalybridge that are also unique to the area which could form the basis of a design code for new shared or vertical surface patterning. Decoration ranges from the traditional shop front, cast iron railings, stone carvings and ironmongery.
- Preserving and celebrating the best of these in new area regeneration will help unify the old and new. Perhaps the most iconic and visually rich building in Stalybridge is the Town hall built in 1831, the unique architectural signage of this building can be re-purposed for contemporary and new landscape architecture. Some of the older and most traditional shop fronts found in Stalybridge are laden with a visually rich design codes, which if not preserved, could disappear altogether. Taking inspiration from these providers with design code for the decoration of new public realm projects.
- Symbol from the Stalybridge coat of arms can be found repeated as architectural signage throughout the public realm on bridges and important buildings. The icons span the gap between historical and contemporary, and could be celebrated and included in part of a landscape design tool kit.



↑ Stalybridge Town Hall (Tameside Council)



↑ Patterns on traditional shop fronts in Stalybridge



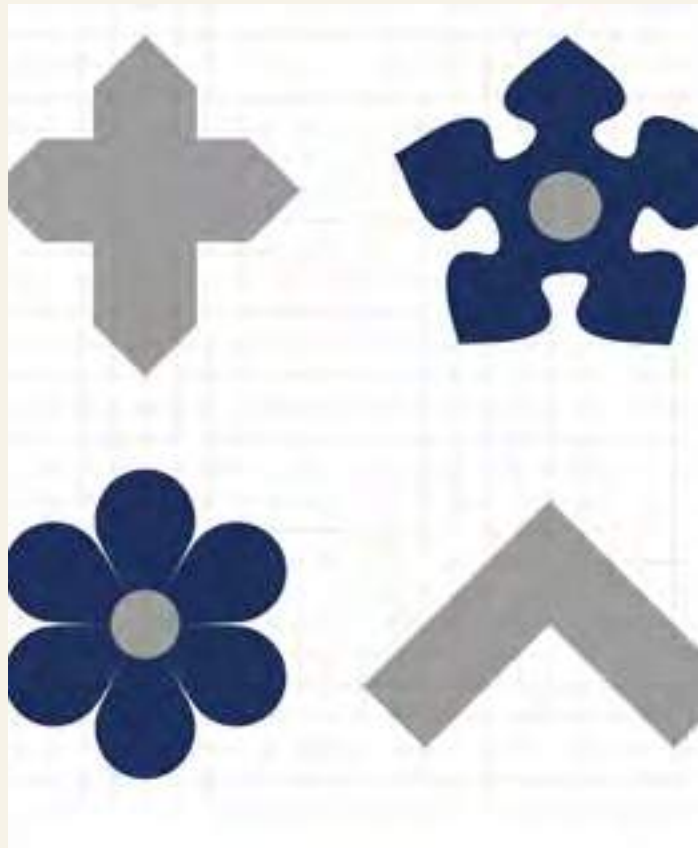
↑ Symbols from Stalybridge coat of arms seen throughout the town



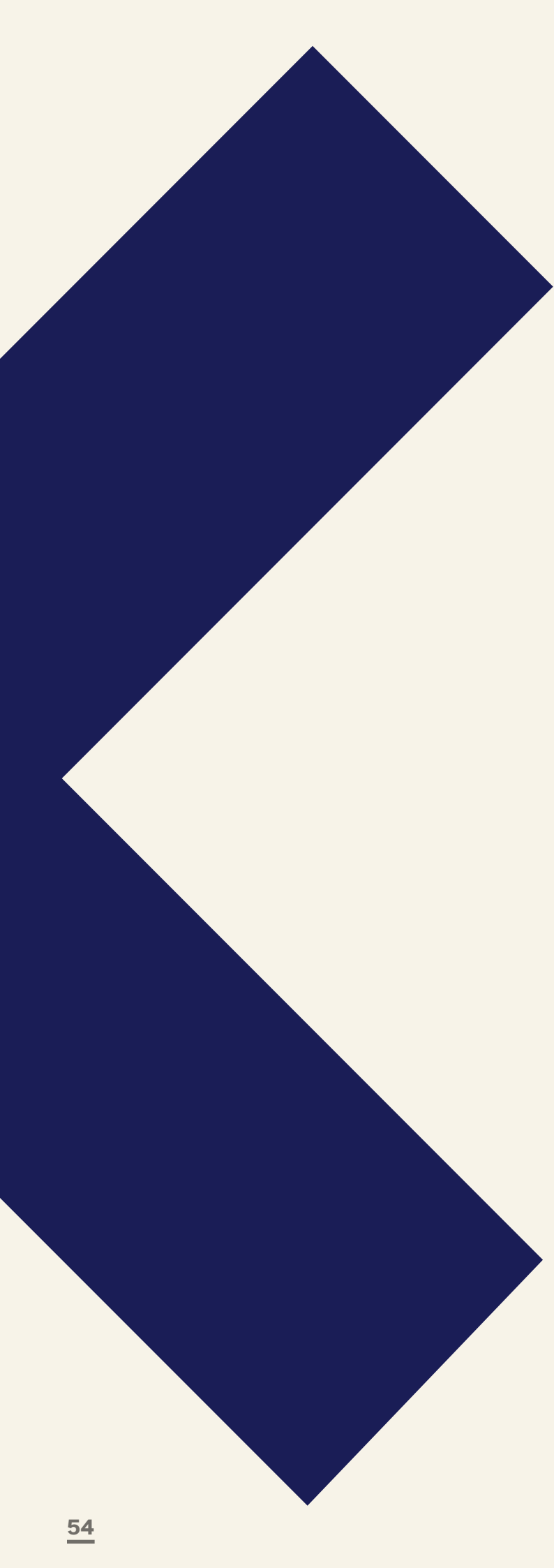
↑ Pattern inspired by Stalybridge Town Hall tiling



↑ Patterns inspired by traditional shop fronts in Stalybridge



↑ Icons inspired by the Stalybridge coat of arms



5

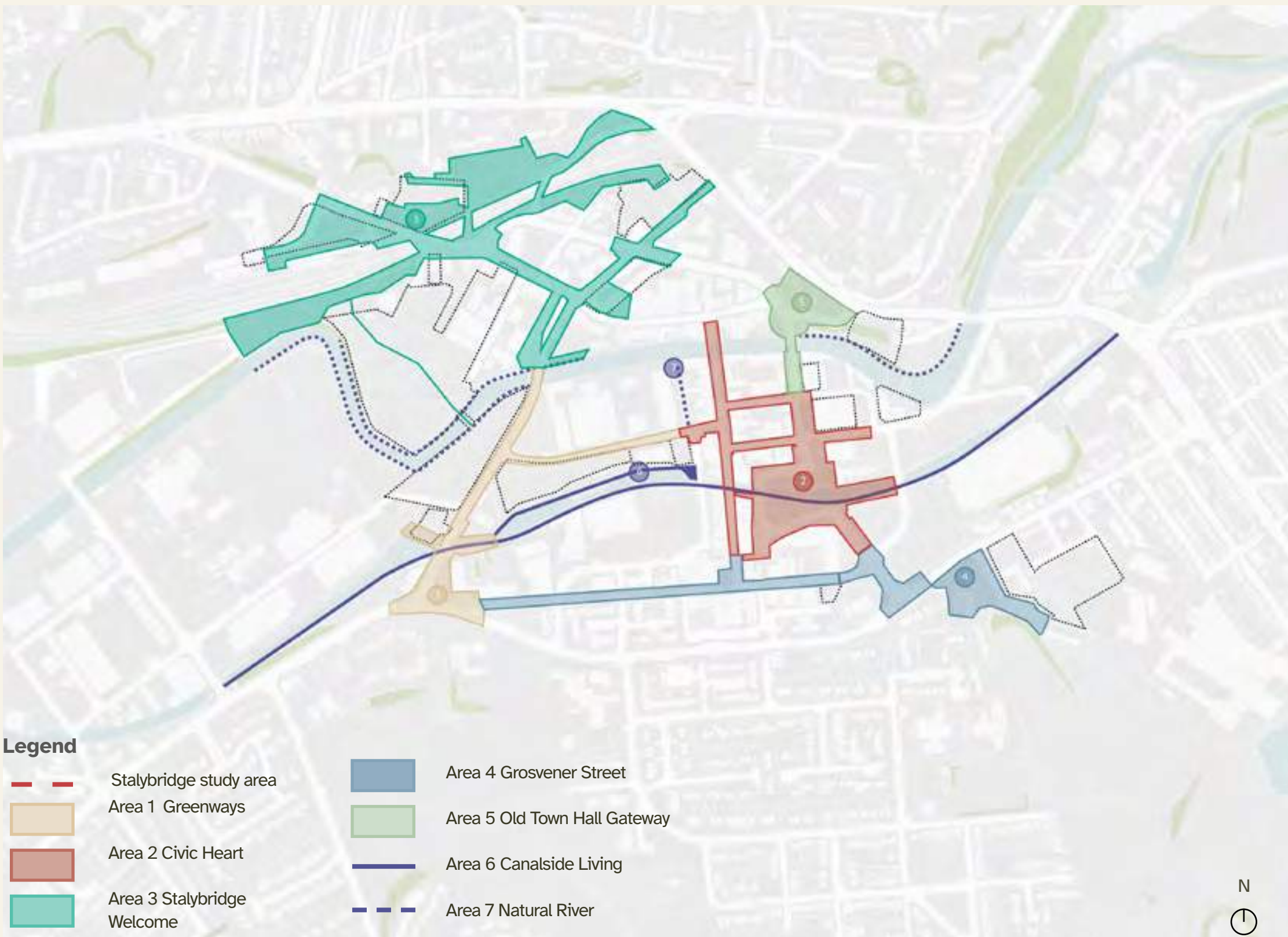
Unlocking Public Space

5.0 Unlocking Public Space

The Stalybridge Public Realm Vision defines a Public Realm Framework which outlines a series of defined Focus Areas where public realm interventions are proposed. Each focus area is selected to ensure public realm spaces are delivered as part of a wider picture and are intentionally interlinked where necessary. Each Focus Area has clear overarching objectives and aspirations which inform the priorities and interventions defined within them. The seven focus areas set out a series of key moves which will unlock the place potential of the town centre.

5.1 Public Space Framework - Focus Areas

To create a new network of well defined, vibrant and connected public spaces, which are part of the communities day to day life and attract visitors we have set out seven focus areas. These are directly driven by the objectives set out earlier in this Vision. The following pages set out how each area is unlocked through a series of key moves.



Area 1 - Greenways

A new , enhanced arrival for visitors and residents to the west of the Town Centre. These spaces will focus on connections to local green spaces and emerging development, through better navigation and movement networks.

Area 2 - Civic Heart

The heart of Stalybridge, framing its historic buildings and creating a canvas for events and daily life.

Area 3 - Stalybridge Welcome

The train station arrival aims to create a strong gateway for visitors and northern residents in to the Town Centre. A proposed green space north of the railway line, activating the railway arch’s linking to Market St and creating a strong pedestrian connection into Town.

Area 4 - Grosvenor Street

A welcoming and connected southern gateway to the town centre, driving connections to the south of the town and into the wider landscape.

Area 5- Old Town Hall Gateway

Improve the public realm around the War Memorial and Old Town Hall Façade. Providing more space for pedestrians and space for seasonal events and activity. Creating inviting public spaces to respect the history and enjoy the time spent here.

Area 6 - Canal side Living

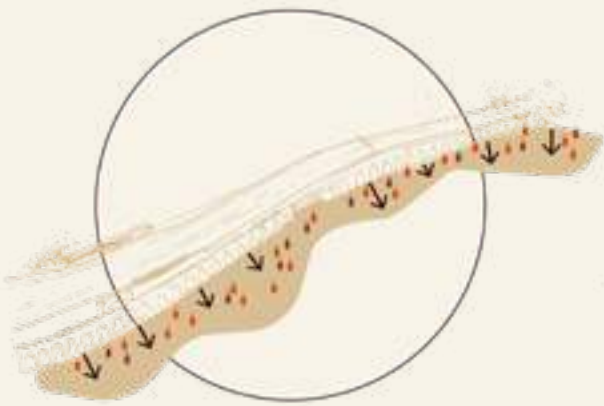
Existing canal routes are enhanced for active travel connections and new access to the water, better connecting public spaces. This area also addresses proposed developments along the canal and the requirement to create public access within these.

Area 7 - Natural River

River side projects, creating new routes and access along the river to re-connect the town to the water.

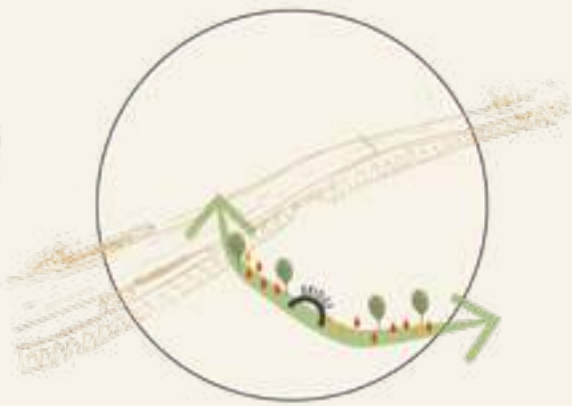
5.2 Key Moves

These key moves build upon the analysis and strategies to unlock 7 key areas within Stalybridge where the public realm can be improved. These key moves are used in different combinations to reveal new uses for these areas, and facilitate a phased approach to the regeneration of the public realm in the town. The different areas are broken down into different projects, and can be completed as different funding becomes available.



Activate the Viaduct

Encourage businesses and different uses to occupy the viaduct arches, using the adjoining public realm as spill out.



Castle Street Link

Create an active travel and green link between Caroline St and the southern side of the train station.



Civic Core

Creating a vibrant, pedestrian-friendly town centre that celebrates historic assets, supports local businesses, and hosts community events.



Station Arrival

Improve the arrival experience for visitors to Stalybridge by enhancing visual and physical connections to the town centre, creating safer pathways for pedestrians cyclists.



Connecting to the Water

Enhance connections to the river and canal by improving access and tow-paths, and enhancing public spaces that physically and visually connect to the water.



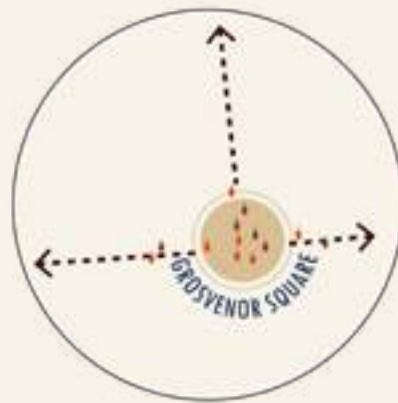
Active Town Centre Axis

Create a strong axis along Market Street to Melbourne Street and Trinity Street, creating an active and legible frame for the town.



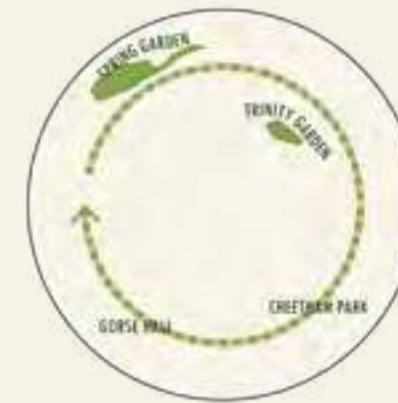
Old Town Hall Gateway

Create a cohesive space which celebrates the historic context and provides enhanced routes to the town centre for visitors and residents.



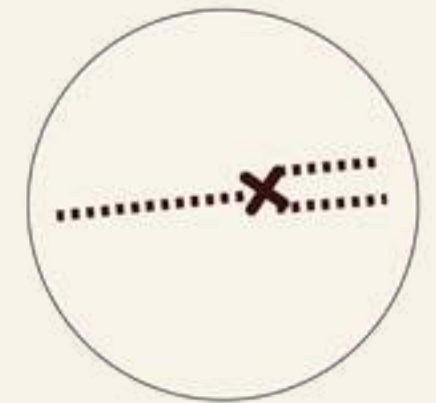
Grosvenor Square & Street

Enhancements to re-establish Grosvenor sq as an inviting public space and encouraging connections out-with the town centre to the wider landscape.



The 4 Park Loop

Improve the connections to local green spaces through green and active travel streets, as well as the creation of a new town park; Spring Gardens.



Severing Cross Movement

Rationalise the movement within the town to establish a pedestrian focused centre and reducing the dominance of vehicles in the centre.

5.2 Unlocking Public Realm Areas

5.2 1 Area 1 Greenways

- Reduce highway dominance by assessing widths of carriageways and junctions.
- Improve connections to Gorse hall by creating a gateway.
- Encourage healthy streetscapes including; street trees, SUDs, wayfinding, furniture and pedestrian crossings.
- Introduce active travel routes connecting the Town parks and maximising visual

and physical links to the water.

- Ensure public space is provided on the canal front within proposed developments.
- Opportunities for spill-out for commercial ground floor along Castle Street.

Projects Unlocked:

J1 -Caroline St Junction, Caroline St.

D7 - Land south of Bridge St,

S5 - Castle St.

W1 - Caroline St Access



5.2 2 Area 2 Civic Heart

- Improve the pedestrian experience by restricting cross movement of traffic through the Town.
- Enhancements to the public realm to celebrate the heritage setting.
- Provide flexibility in public spaces to host year-round events.
- Improve access to the canal from Armentieres Sq.

- Strength legibility and definition to distinguish Trinity St and Melbourne St.
- Enhance pedestrian connections between Melbourne St, Armntieres Sq and Trinity St.

Projects Unlocked:

S4 - Castle St / Melbourne St/ Corporation St,

S12 - South Melbourne St

S8 - North Melbourne St

D1 - Armentieres Sq

D2 - Trinity Sq



(Tameside Council)

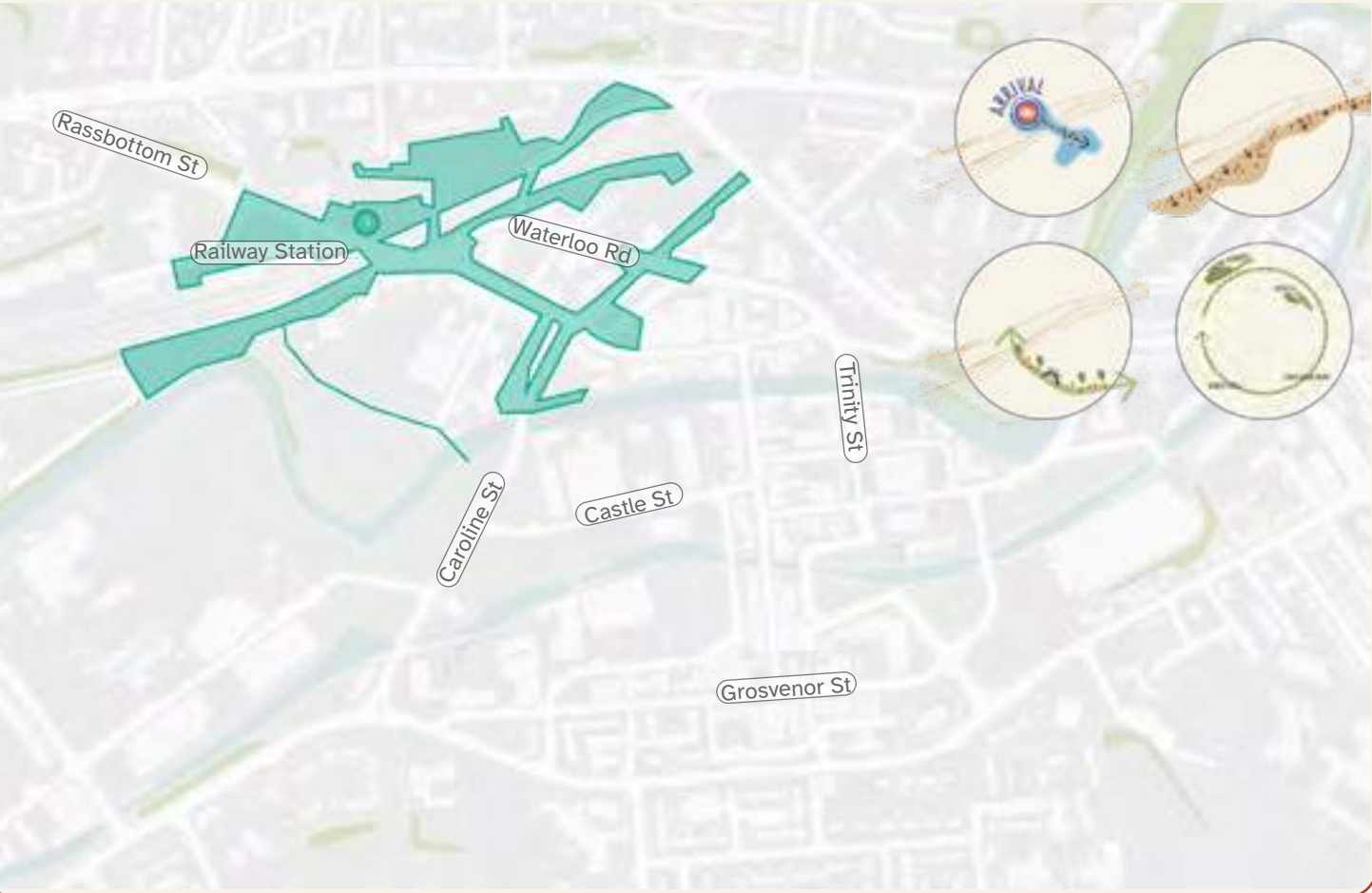


5.2 3 Area 3 Stalybridge Welcome

- Activation of the viaduct arch's and the creation of Arch St.
- A new town park, Spring Gardens.
- Improvement of routes to northern residential areas including lighting and wayfinding.
- Creation of an arrival space at the Train Station, orientating people to the Town centre.
- Rationalise traffic movement to create a pedestrian focused arrival in to the Town.

- Create a new active travel route from Castle St to the Train station, including a proposed pedestrian bridge over the river.

Projects Unlocked:	S2 - Shepley St and Water St
D3 & D9 - Viaduct Arches	S11 - Waterloo Rd / King St
D6 - Spring Gardens	G3 - Kings St Steps
D8 - Train Station Arrival	J3 - Market St / Waterloo Rd Junction
S10 - West Market St	S13 - Active Travel Route
D10 - Bus Station Site	
D4 - Land east of Water St	

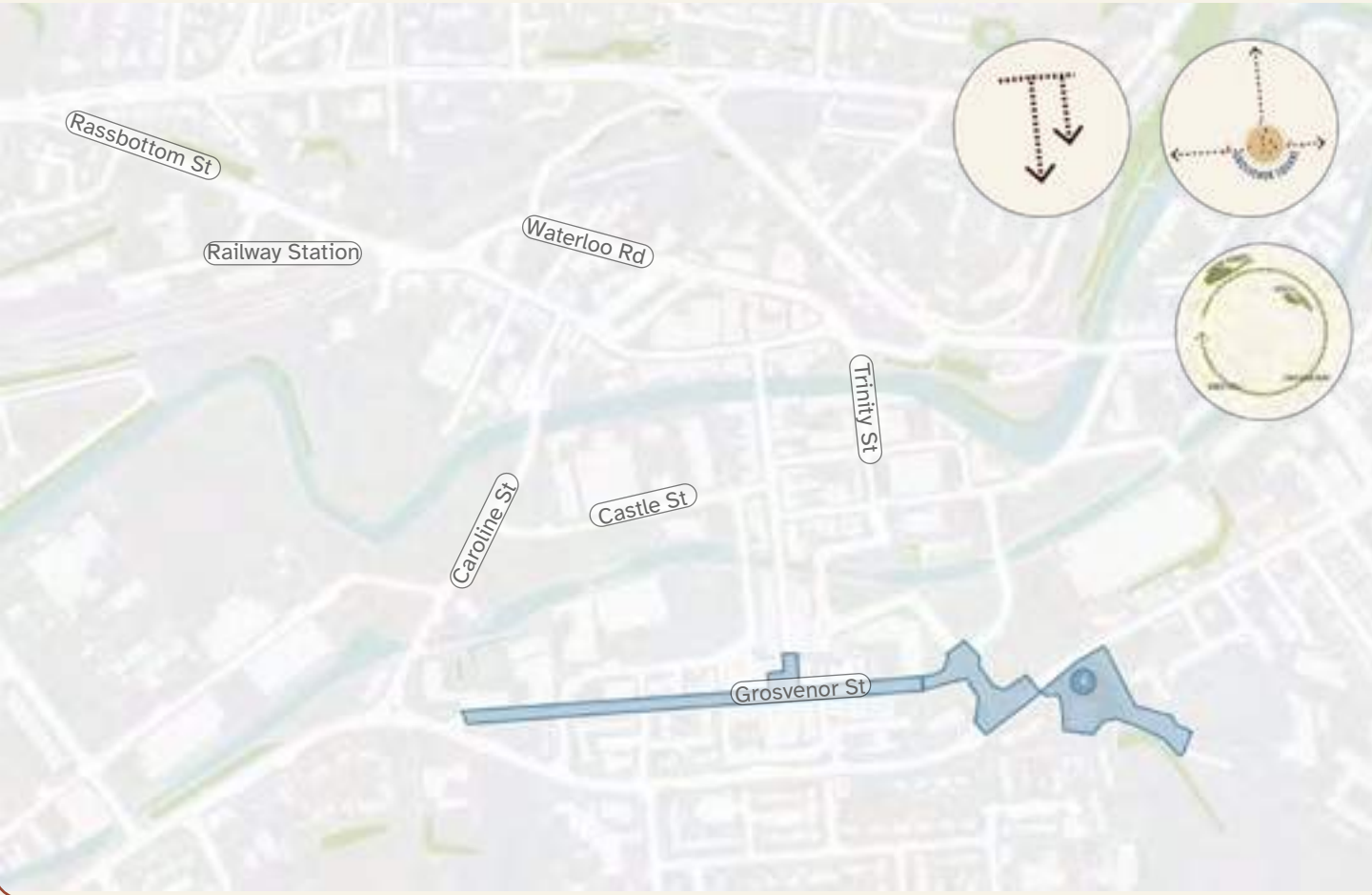


5.2.4 Area 4 Grosvenor Street

- Increase pedestrian permeability across Acres Ln to Cheetham Park and residential areas.
- Reduce dominance of fuel station access on Grosvenor St.
- Strengthen links to Cheetham Park and create an enhanced gateway.
- Stretch the local high street eastwards and westwards along Grosvenor St.
- Re-create Grosvenor sq

- Strengthen links to Armentieres Sq from Grosvenor St.
- Re-instate historic west connection along Grosvenor St to Gorse Hall.

Projects Unlocked:
S6 - West Grosvenor St,
S3 - Grosvenor Square
S6 - East Grosvenor St
J2 - Trinity St / Grosvenor St /Acres Ln,
G2 - Cheetham Park Gateway



5.2 5 Area 5 Old Town Hall Gateway

- Create a cohesive space which celebrates the historic context and links the War memorial and Gardens together.
- Improve the pedestrian experience between Stamford Rd and Town centre.
- Create a beautiful garden space behind the Old Town Hall Facade, and activate the amphitheatre for events.
- Provide welcoming connections

- to the River Walk.
- Enhance the experience on Trinity St bridge, celebrating the views to the river and wider landscape.

Projects Unlocked:
D5 - Trinity St Gateway
G1 - Trinity Gardens
S9 - North Trinity St



5.2.6 Area 6 & 7 Canal side Living and Natural River

- Ensure developers fully embrace future resilience to address flood zones along the river.
- Provide mooring opportunities to activate the canal in Armentieres sq.
- Enhance routes along the canal and river including improved lighting, wayfinding

- and smooth routes for cyclists.
- Ensure proposed developments provide spaces and routes for access to the water.
- Introduce new points of access to the river and canal.

Projects Unlocked: W1 - W9



(Tameside Council)





6

Transforming Stalybridge

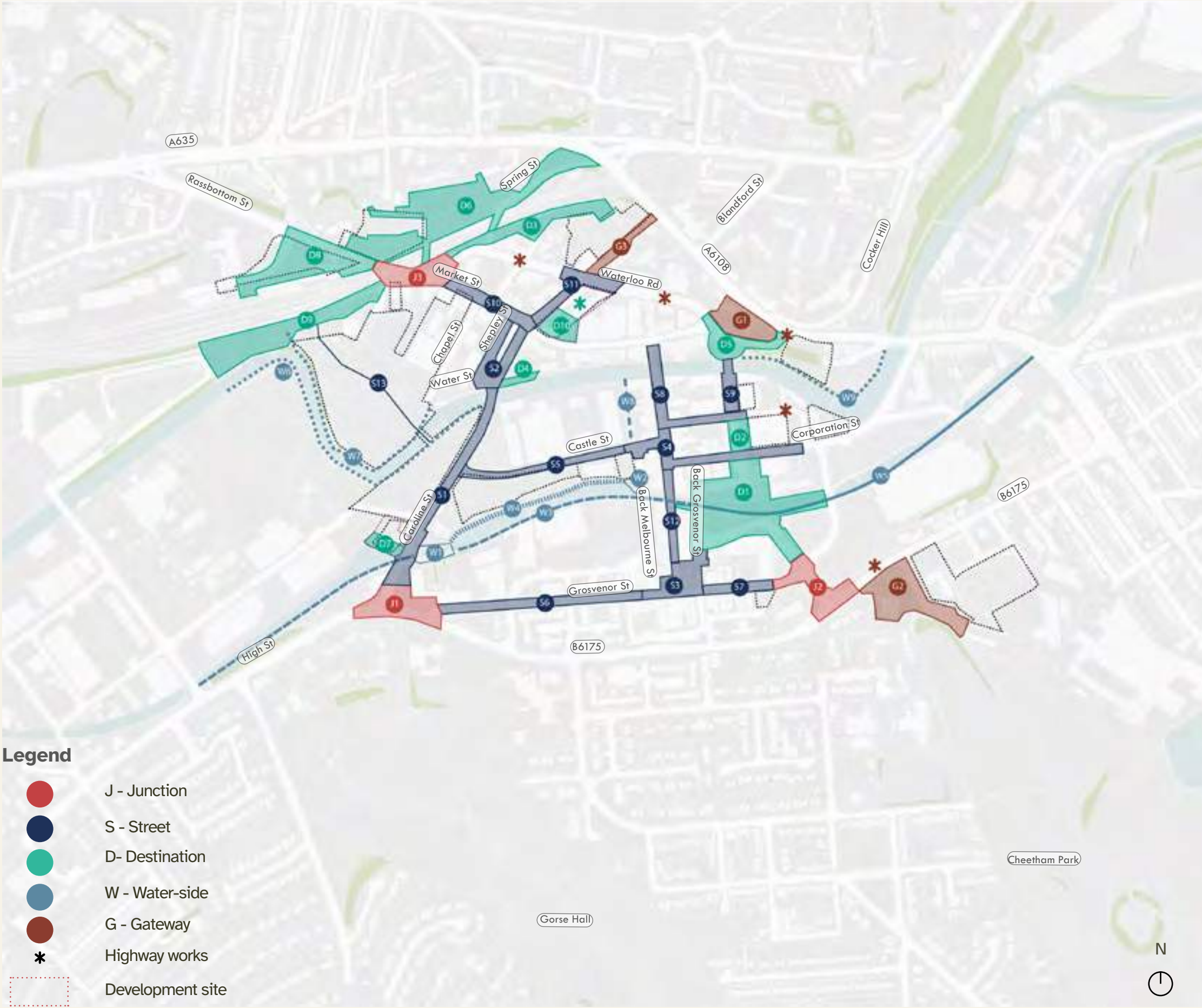
6.0 Transforming Stalybridge

Individual projects have been identified within each Focus Area in the Town Centre. The following pages set out the project plan and expand on the priority projects for the Town. Further information on all projects can be found with the appendix and project matrix.

6.1 Project Plan

The following plan highlights the boundary of each individual project identified. Individual projects are spilt in to 6 different project types; Junctions, Streets, Destinations, Water-side, Gateways and Highways. The vision plan adjacent illustrates the various project opportunities in the town centre.

- J1 Caroline Street Junction
- J2 Trinity St / Grosvenor St /Acres Ln
- J3 Market St/ Waterloo Rd Junction
- S1 Caroline Street
- S2 Shepley St and Water St
- S3 Grosvenor Square
- S4 Castle St / Melbourne St
- S5 Castle St
- S6 West Grosvenor St
- S7 East Grosvenor St
- S8 North Melbourne St
- S9 North Trinity St
- S10 West Market St
- S11 Waterloo Rd / King's St
- S12 South Melbourne St
- S13 Active Travel Route (through new development, location TBC)
- D1 Armentieres Sq
- D2 Trinity Square
- D3 Waterloo Rd Railway Arches
- D4 Land east of Water St
- D5 Trinity Gateway
- D6 Spring Gardens
- D7 Land south of Bridge St
- D8 Train Station Arrival
- D9 Southern Railway Arches
- D10 Bus Station Site
- G1 Trinity Gardens
- G2 Cheetham Park Gateway
- G3 King St Steps
- W1- Caroline St Access
- W2 Back Melbourne St Access
- W3 South Canal Towpath
- W4 North Canal Towpath
- W5 North Canal Towpath
- W6 South Riverside Path
- W7 North Riverside Path
- W8 Castle St Riverside Access
- W9 Trinity Riverside Path



Arch Street - Activate the railway arch's with Cafe's, restaurants and independent shops.

Pedestrian and cycle link including a new bridge over the river.

River side park

Caroline St narrowed carriageway

Castle St - Street scene improvements

Improved canal side routes

New canal side routes

Market St West

Grosvenor Sq

Improved connections between Grosvenor St and Armentieres Sq

Spring Gardens

Market St Arrival

Enhanced pedestrian route

New river access from Castle St

Castle Sq

Town Hall Gardens

New pedestrian and cycle access to the River

Trinity Square, space for market events and spill out

Armentieres Square
Vibrant and distinctive cultural event square, which supports the local events strategy and provides a heart for the culture core of Town.

6.2 Priority Projects

The following projects are defined as priority projects for Stalybridge. It is recommended that these projects are developed to further detail and taken forward. They have been selected because of their transformational impact and likelihood of deliverability within the Capital Regeneration Projects time frames.

6.2.1 Market Street Gateway (J3 & S10)

A welcoming arrival into Stalybridge that draws people into the heart of the town and prioritises pedestrians.

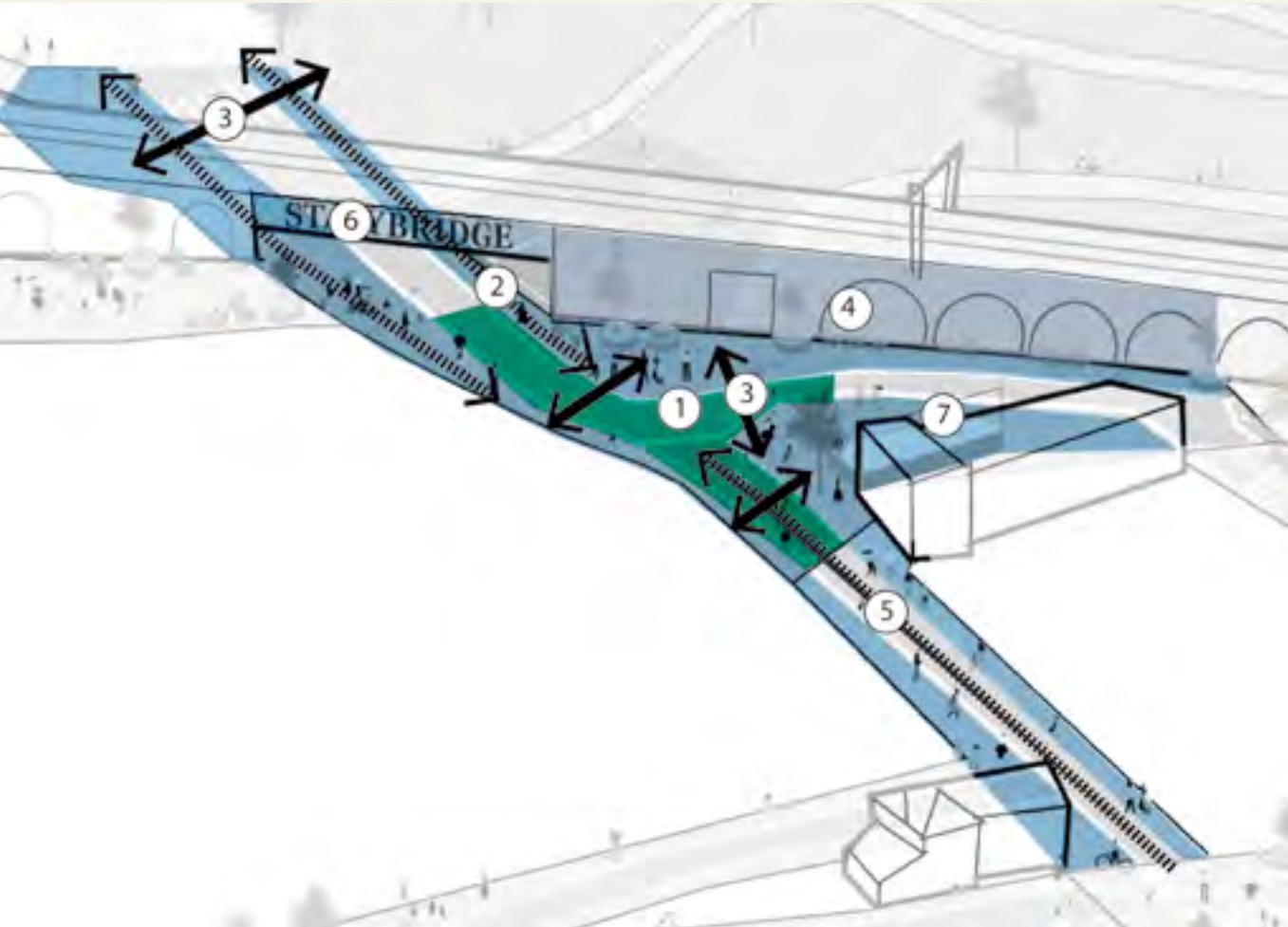
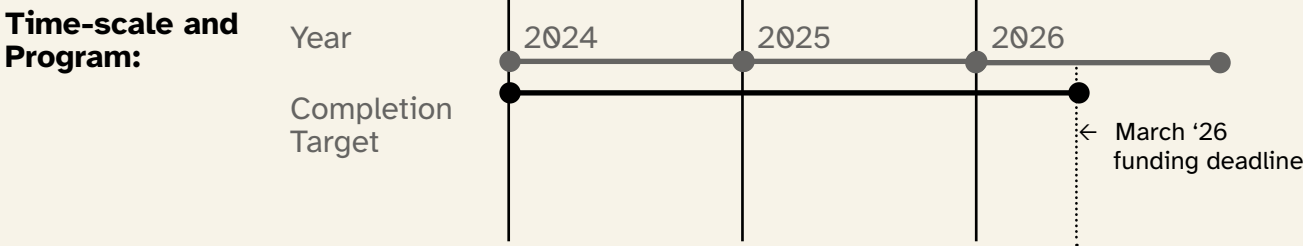
- Enhance the arrival experience into the Town Centre by reducing vehicle dominance.
- Create an arrival space which announces and orientates users around the town centre.
- Create a legible and comfortable routes for pedestrians and cyclists.
- Activate the Viaduct arches by incorporating spill-out and dwelling spaces.
- Explore the opportunity for signage that marks the town centre gateway.
- Link the train station arrival to Market Street through improved public realm design.
- [Link to junction concept design by Transport Engineer Civic.](#)

Indicative Area (sqm): 3,300

Indicative Public Realm Budget: Approx. £1,500,000

Link to project matrix: [Click here to links for: S10 J3](#)

Delivery Considerations/ Risks: Aspiration to be delivered with J3. Project is predominantly highways work. Change in traffic direction is subject to detailed consultation with TFGM, bus providers and Local Highways Authority. Impacts on bus route 343 and 356 Market St access to the bus station. Impacts are minimal. *See appendix for details of project interventions..



↑ Key Principle Diagram

Key Principles:

1. Reconfigure and re-prioritise the Market St / Waterloo Rd Junction to reduce the dominance of the highway.
2. Provide a wider and consistent footpath under the bridge connecting to Market St
3. Introduce pedestrian crossing points along desire lines.
4. Widen space outside of the viaduct arch's to allow activation and spill out.
5. Introduce a one-way vehicle system west-bound along Market Street.
6. Wayfinding intervention on the bridge to be in collaboration with a Local Artist.
7. Ghost signage opportunity on side of building.



↑ Vision Illustration



↑ Activate the rail arch's with to encourage spill out and activity (Neil Speakman / Studio Maple)



↑ Integrate local and place specific artwork (Z_Explorer_ on Unsplash)



↑ Integrated planters and seating to provide spaces for people to stop and rest

6.2.2 Armentieres Square (D1)

A transformed town centre square for Stalybridge, celebrating the town’s character and history, connecting people to the water, and bringing joy to the heart of the town.

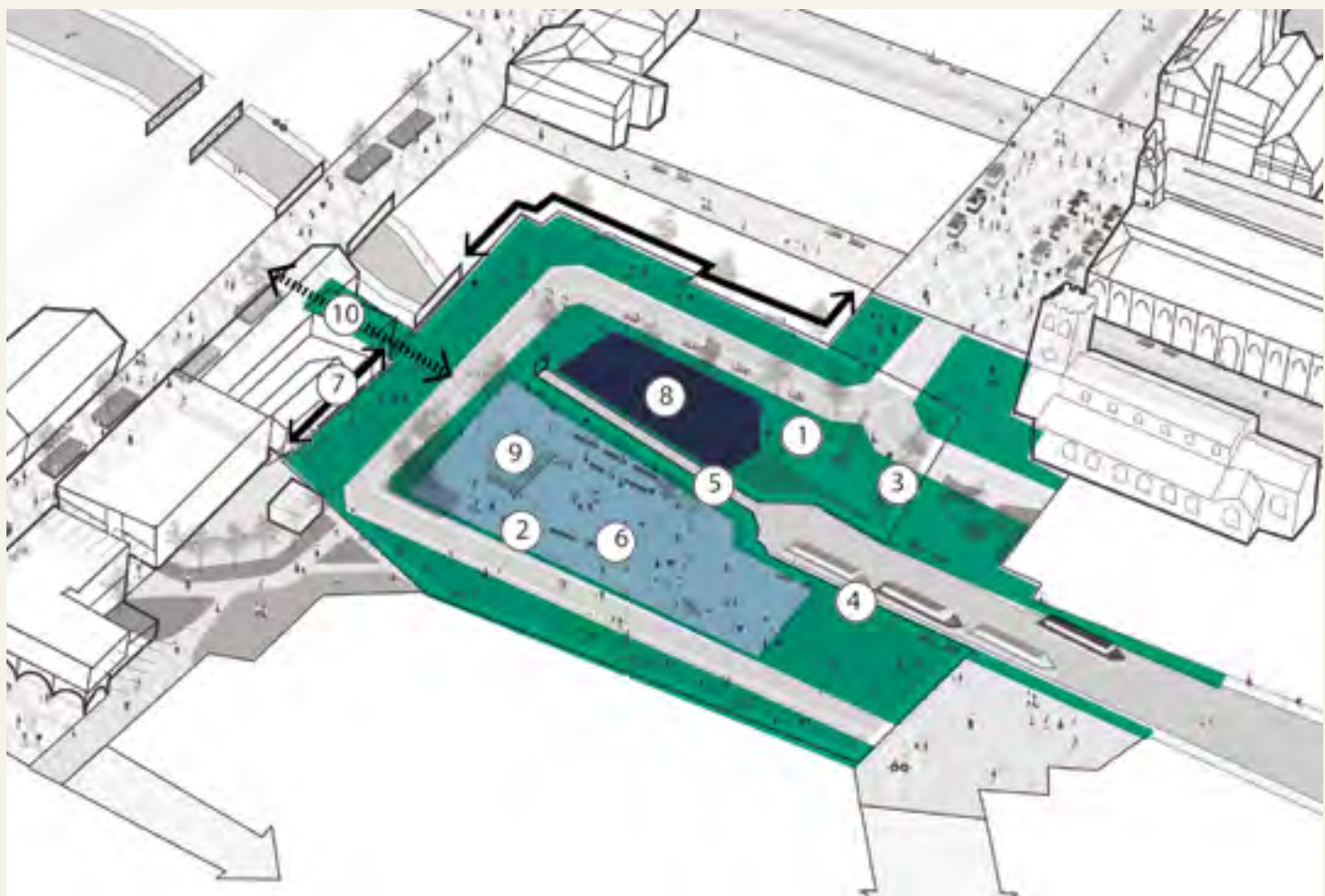
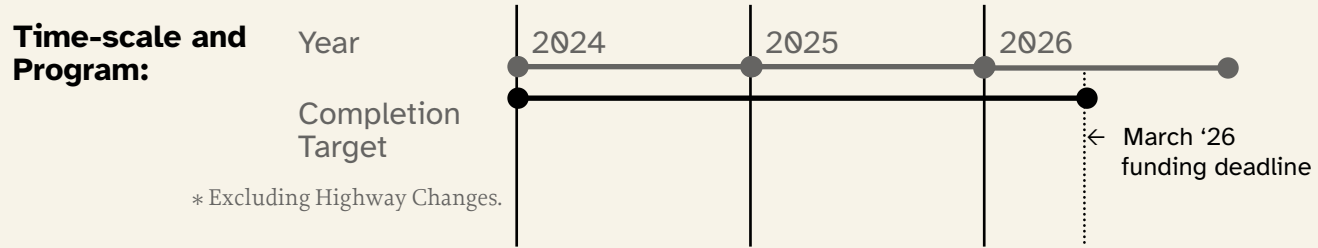
- Activate the canal and reframe historic Trinity Street connections.
- Unlock and celebrate connections to the town’s high street (Melbourne Street)
- Bring joy and activation to the square, including public art, play, events spaces and street furniture.
- Create a greener, more welcoming space with enhanced street trees and structured planting.
- General de-clutter of the existing spaces and consolidation of pedestrian barriers to water.
- Review of existing paving condition and a strategy to provide a sustainable approach to partial replacement.

Indicative Area (sqm): 4,589

Indicative Public Realm Budget: £1,376,700

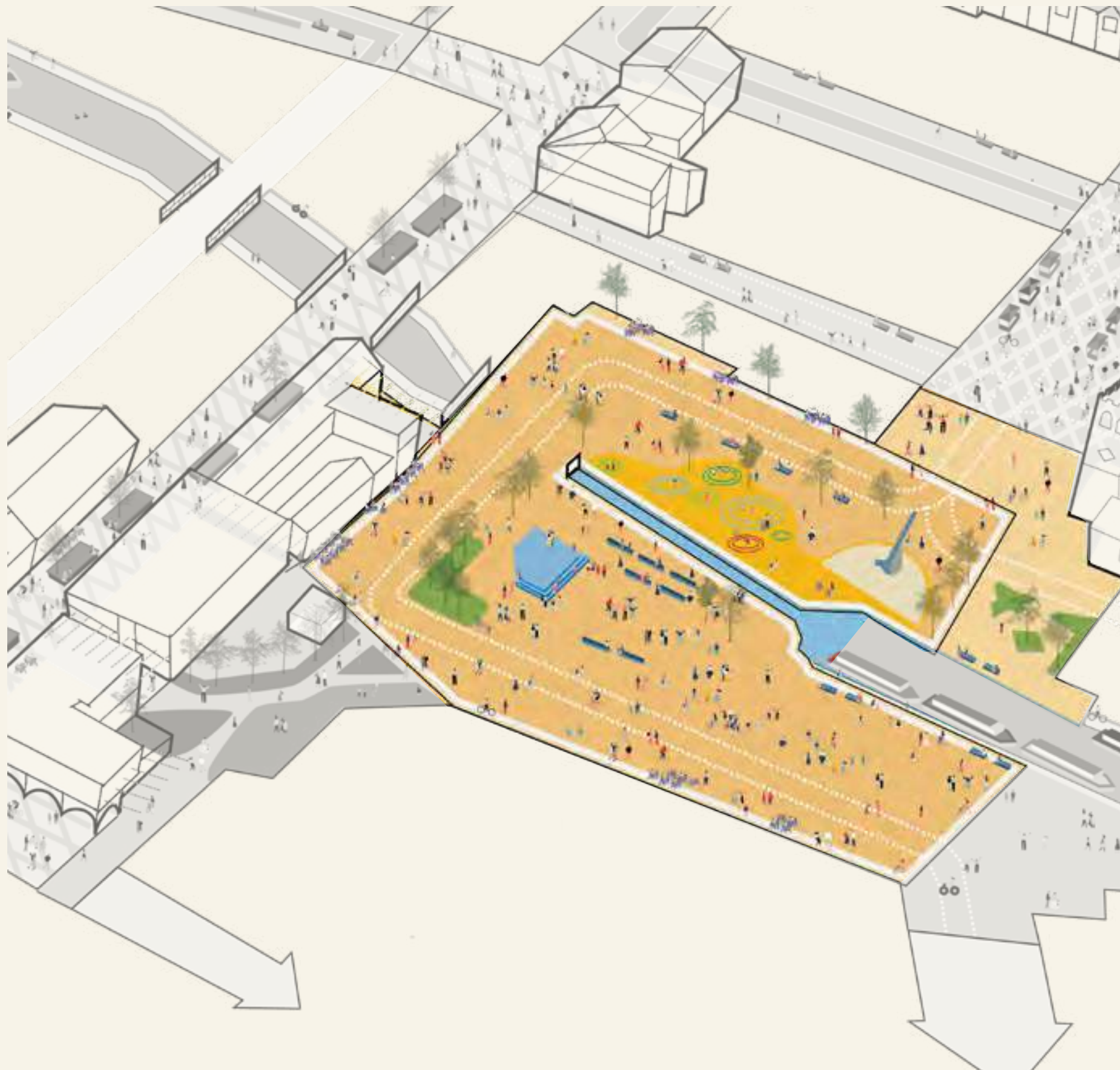
Link to project matrix: [Click here to links for: D1](#)
*See appendix for further information.

Delivery Considerations/ Risks: Internal square works and links to Melbourne Street are shorter term phases. Any longer term plans to restrict / reduce vehicular access are subject to detailed consultation with TFGM, bus providers and Local Highways Authority. Architectural changes required to address the back of buildings.
*See appendix for details of project interventions.



↑ Key Principle Diagram

- Key Principles:**
1. Enhanced street furniture approach reflective of Stalybridge’s identity.
 2. Thinning or relocating of the tree Canopy to open up the public space
 3. Create cycle facilities including a cycle hub linking to cycle routes.
 4. Provide mooring opportunities along the canal.
 5. Improve the access and quality of the tow path including removing balustrades.
 6. Increase ‘greening’ including planters and SuDs.
 7. Improve backs of Melbourne street building and sub-station façades.
 8. Introduce an area of play for all ages.
 9. Provide adequate space for large events with integrated flexibility to host.
 10. Enhanced pedestrian connection with Melbourne Street



↑ Vision Illustration



↑ A greener more welcoming space



↑ Reduced dominance of the road and increased public realm



↑ Encourage activity along canal (James Hudson Photography)

6.2.3 Trinity Gardens (G1)

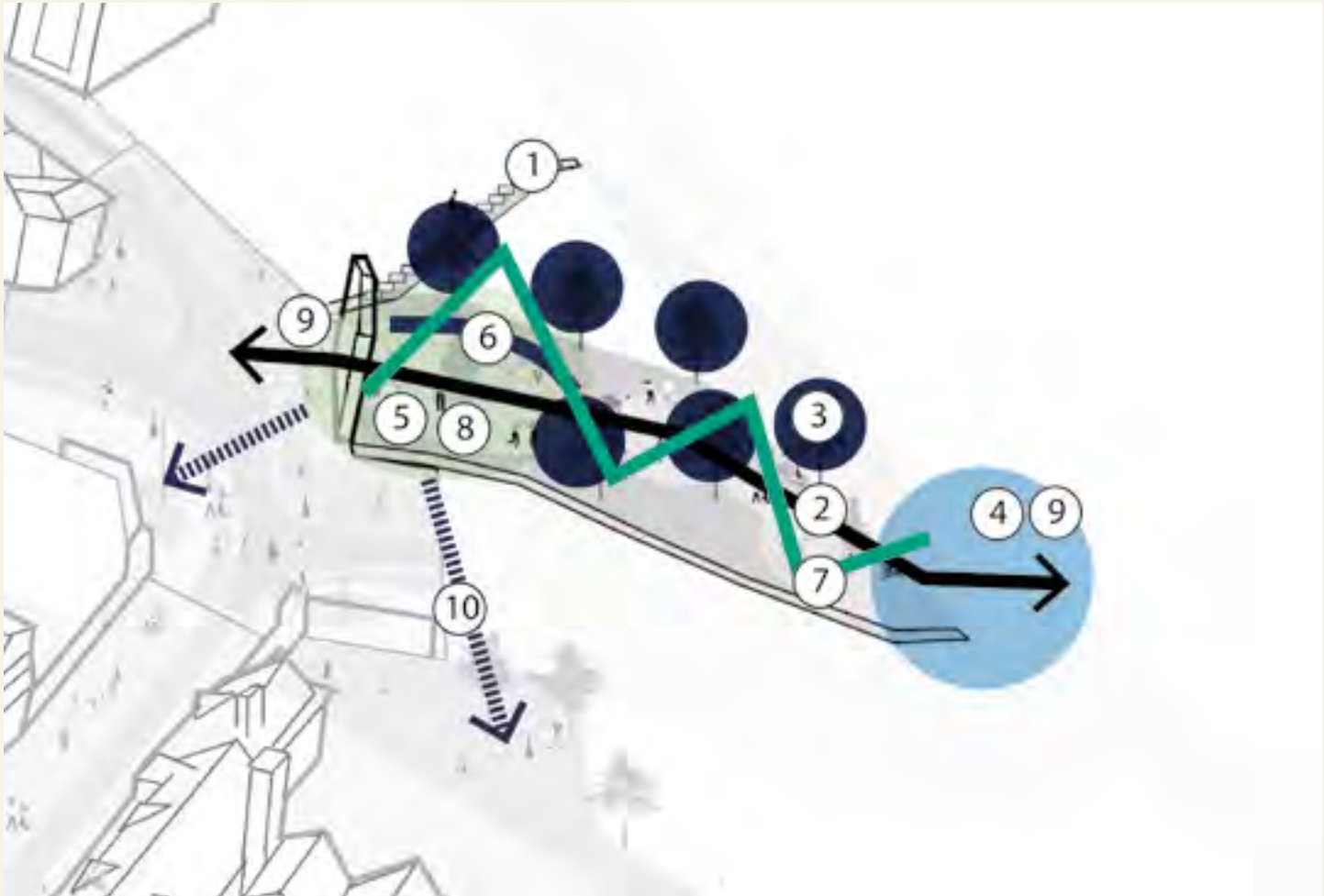
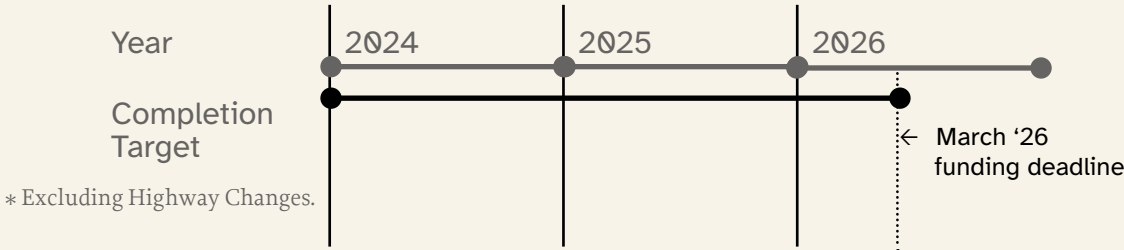
- A beautiful new garden, framing a new eastern arrival into the town centre, unlocking the site of the former town hall and an enhanced gateway to the historic Trinity Street corridor.
- Re-establish the space as an anchor along the historic corridor and a prominent gateway into the town.
 - Activate the area by hosting events, enhancing lighting and incorporating artwork to promote daily use by the community.
 - Build upon the existing amphitheatre design to develop an engaging event space.
 - Enhance biodiversity by assessing the current assets and implementing ecological initiatives.
 - Improve access to Stamford Road by enhancing both the stepped and ramped routes to accommodate all users of the space.
 - Create links to the War Memorial and riverside walk, as part of a longer term vision for the gateway.

Indicative Area (sqm): 1,600

Indicative Public Realm Budget: £500,000-£600,000

Link to project matrix: [Click here to links for: G1](#)
*See appendix for further information.

Delivery Considerations/ Risks: [Consideration to listing of Old Town Hall facade.](#)
[Maintenance risks.](#)
*See appendix for details of project interventions.



↑ Key Principle Diagram

Key Principles:

1. Enhanced stepped links to Stamford Street.
2. Provide high quality accessible pedestrian routes through space.
3. Reduce dominance of tree canopy to improve sight-lines.
4. Create an accessible and welcoming gateway from Stamford Road.
5. Create a use-able and function space for events.
6. Improve existing terrace seating.
7. Improve lighting provision, whilst being sensitive to biodiversity.
8. Create an events calendar to activate the space throughout the year.
9. Introduce signage and wayfinding throughout the space and at arrival points.
10. Longer term vision to create links to the War memorial and riverside walk.



↑ Vision Illustration



↑ Re-imagined events strategy for Old Town Hall Gardens (Ian Davis/LCQPB)



↑ Terraced seating and different activities



↑ Enhanced landscape, embracing the level change and adding function to the space (Christopher Swan)

6.2.4 Trinity Square D2 & Castle St / Corporation Street / Melbourne Street S4

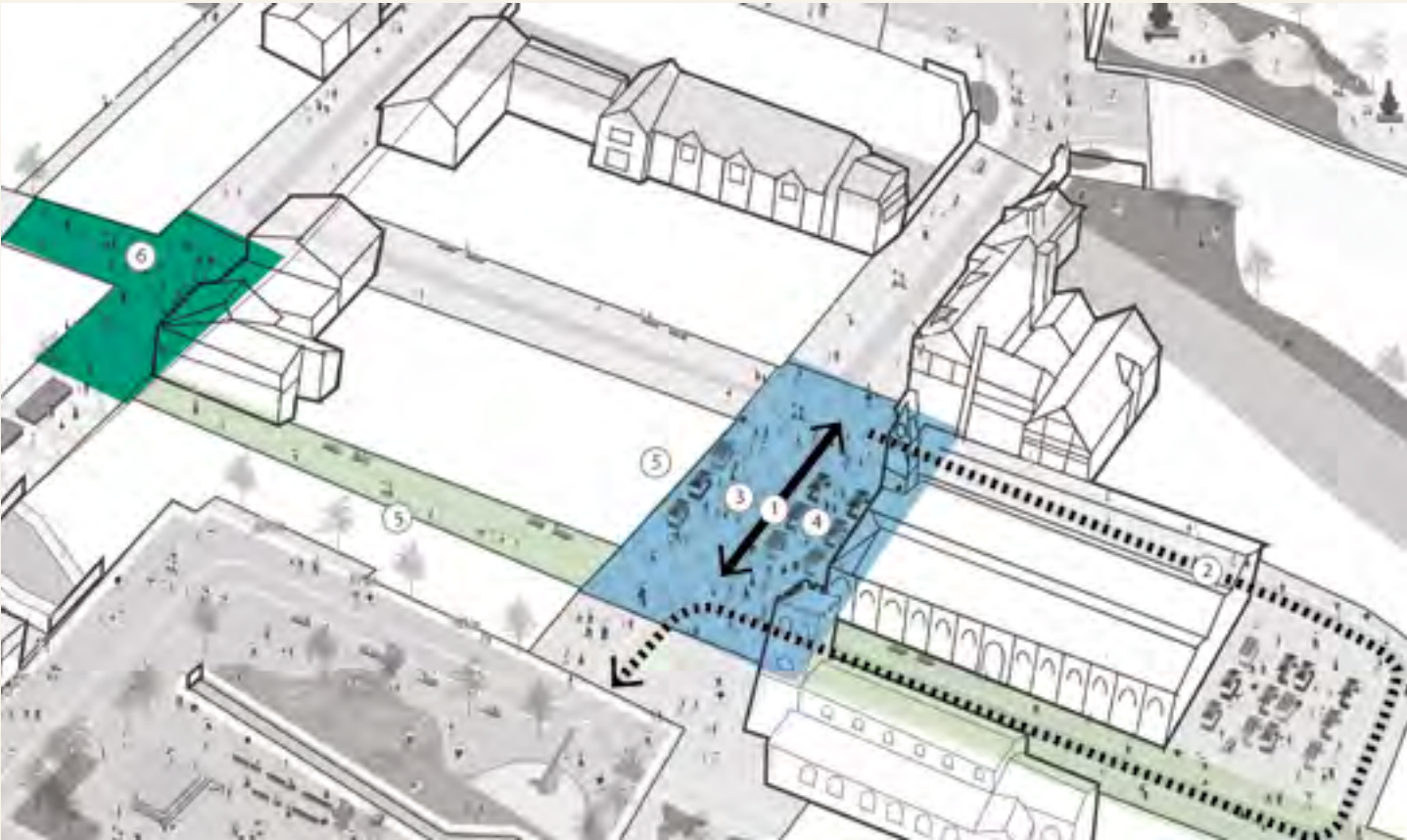
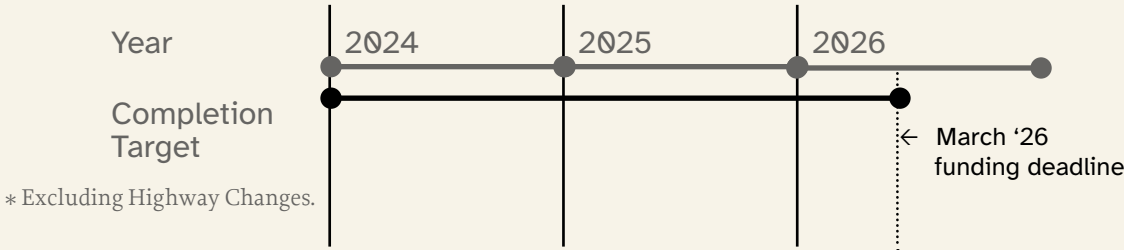
- An enhanced public space celebrating the Civic Hall and activating Trinity street. Enhance the street scene to connect the Civic heart and create a vibrant, bustling environment.
- Encourage cafe spill out and events to take place in the square and streets.
 - Create synergy and connection to Armentieres Square.
 - Provide flexibility in the space for outdoor markets linking to the Civic Hall.
 - Celebrate the historic architecture through the landscape and create a strong visual identity linking to the Historic setting.
 - Introduce a temporary interventions to reduce the vehicle cross movement through the Town core.

Indicative Area (sqm): 2900

Indicative Public Realm Budget: £1,000,000

Link to project matrix: [Click here to links for: D2 S4](#)
*See appendix for further information.

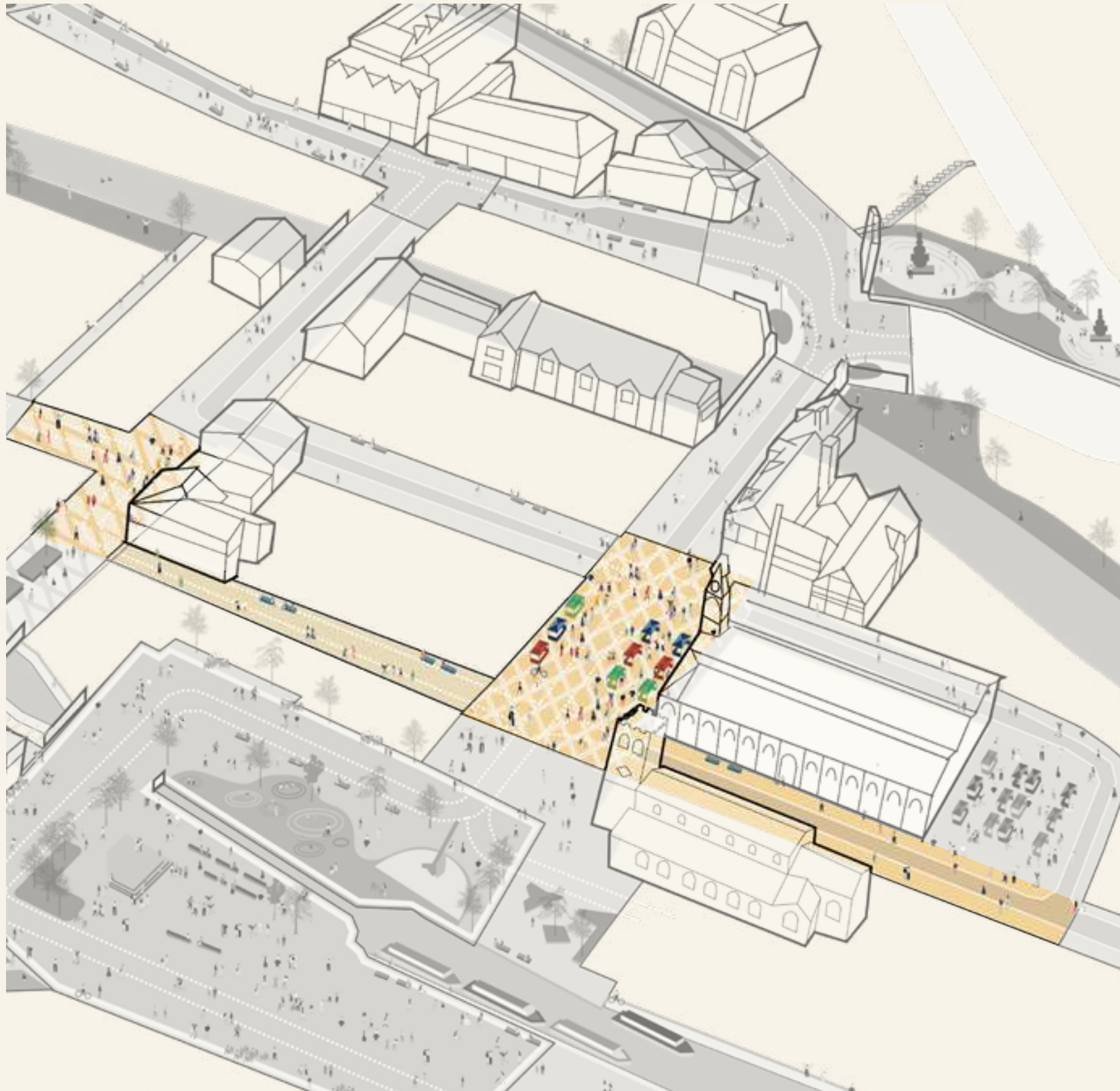
Delivery Considerations/ Risks: [Longer term plans to remove the bus gate and associated bus service diversion access subject to detailed consultation with TFGM, bus providers and Local Highways Authority](#)
[Click here for draft Bus diversion tracking route by Civic Engineers.](#)
*See appendix for details of project interventions.



↑ Key Principle Diagram

Key Principles:

1. Bus gate integrated into the public square, and temporary closures utilised to support further events and activity similar to Street Fest.
2. Bus gate diversion route during temporary closures. Longer term plans to remove the bus gate and associated bus service diversion access subject to detailed consultation with TFGM, bus providers and Local Highways Authority
3. Explore an outdoor market / events programme for Trinity Square linked to the future uses of the Civic Hall.
4. Provide a high quality public realm to signify the setting and use of Trinity square, through lighting, paving, furniture, artwork and wayfinding.
5. Activate ground floor uses and spill out facing on to the square and along Corporation St.
6. Implement temporary vehicle measures to restrict movement from Castle St to Melbourne St. [Click here for Bus diversion tracking test route.](#)



↑ Vision Illustration



↑ Refurbished Market Hall with an active street scene



↑ High quality public realm which celebrates the heritage (Adam Coupe)



↑ Space for outdoor market events

6.2.5 Grosvenor Square (S3)

Revitalise Grosvenor Square by refreshing the public realm and creating a vibrant space for people to spend time in whilst enhancing connections to Armentieres Square.

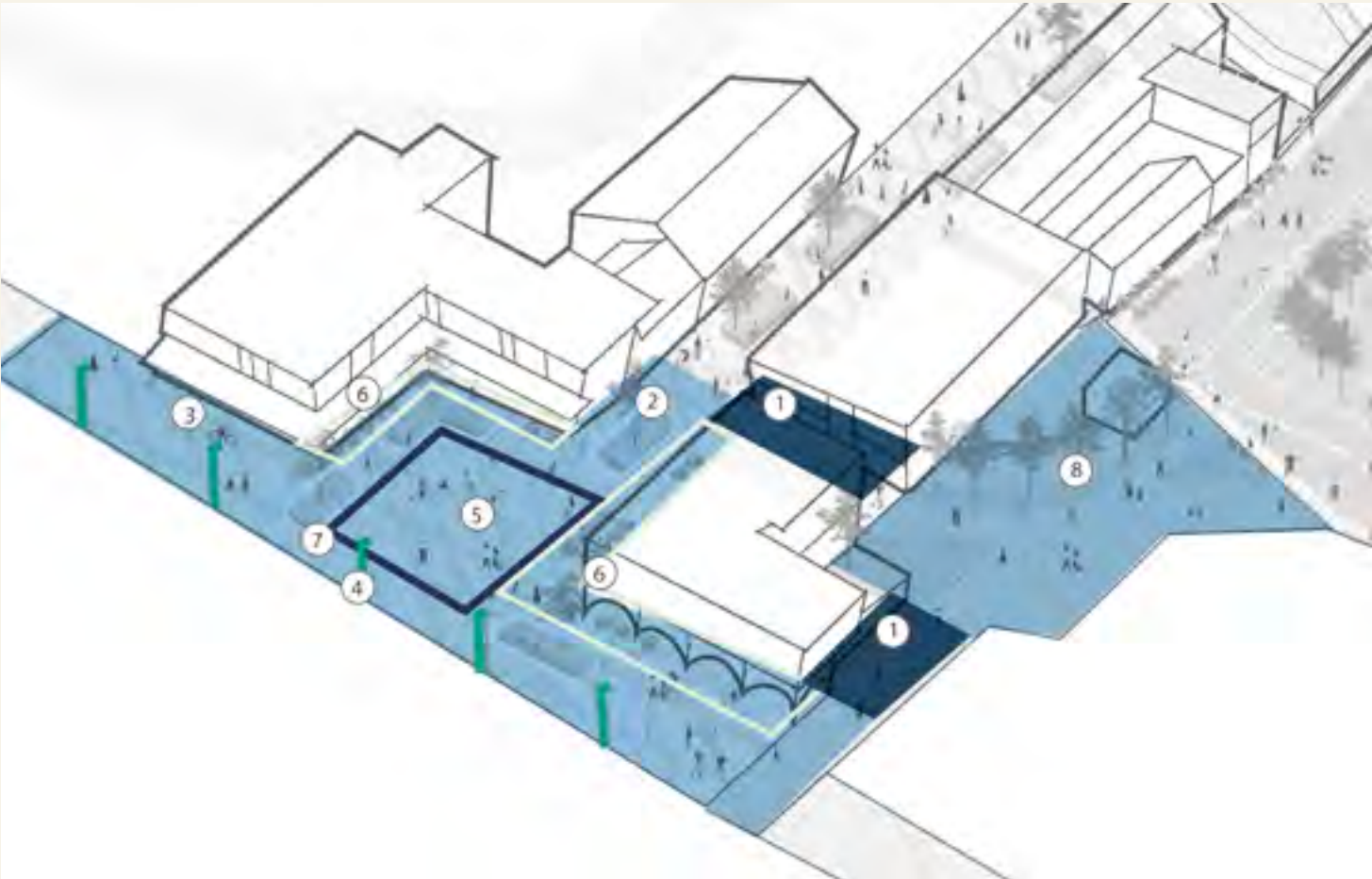
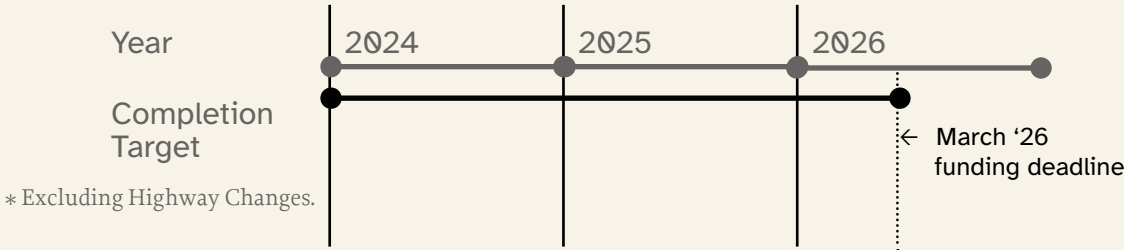
- Revitalise Grosvenor Square to provide spaces for community to dwell, play, gather and enjoy as part of their day-to-day life.
- Create a setting for local business to thrive in and take ownership over.
- Celebrate the independent spirit of Stalybridge, through enhanced shop fronts and street art
- Improve connections east and west to existing Green spaces.
- Create an inviting link to Armentieres square to improve the connection.

Indicative Area (sqm): 2,250

Indicative Public Realm Budget: £600,000 - £700,000

Link to project matrix: [Click here to links for: S3](#)
*See appendix for further information.

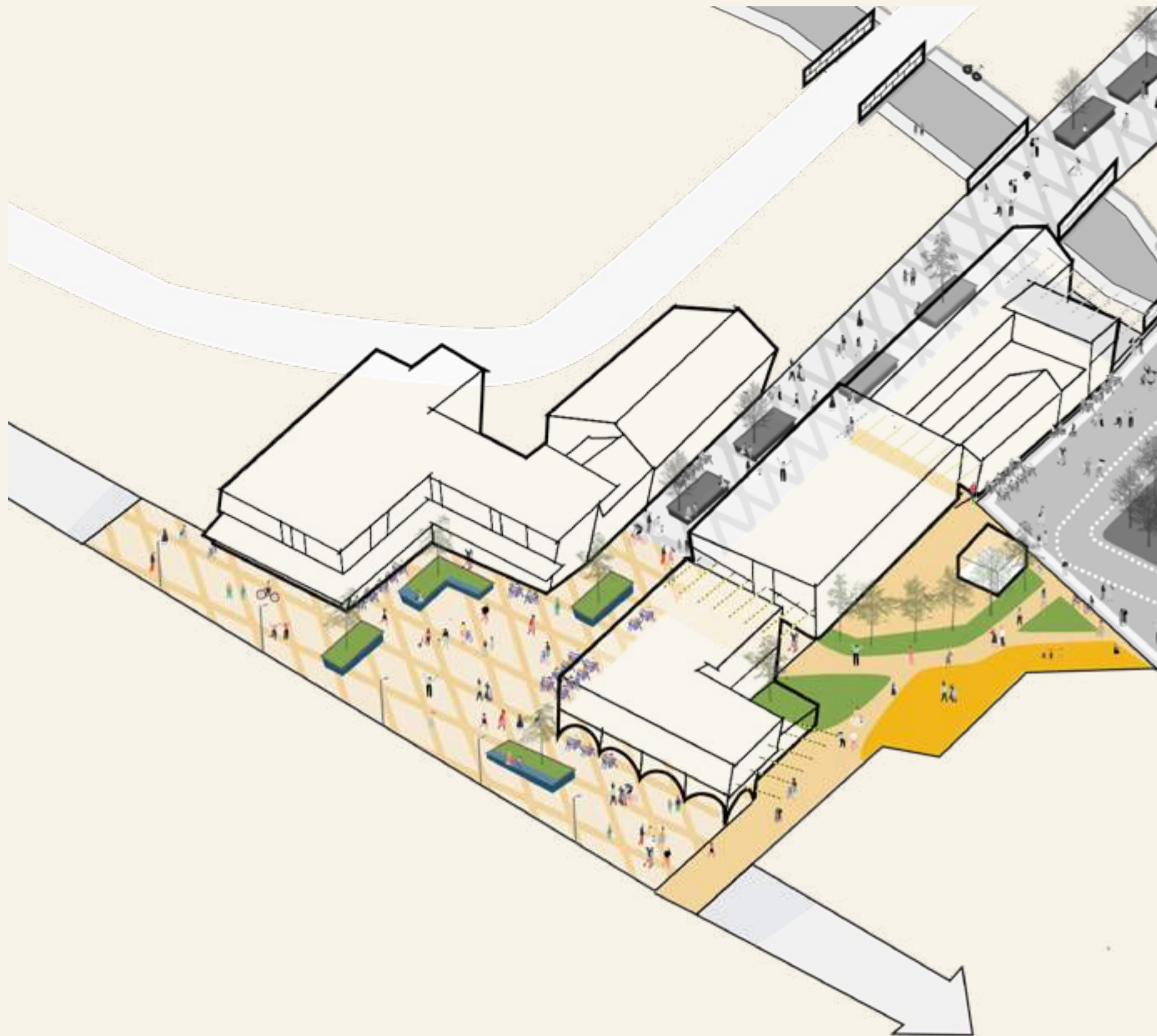
Delivery Considerations/ Risks: Existing paving condition is to be assessed.
* See appendix for details of project interventions.



↑ Key Principle Diagram

Key Principles:

1. Improve routes to Armentieres square through public realm interventions such as lighting, artwork, feature paving, to create a welcoming atmosphere.
2. Create a greener space with sustainable drainage systems and utilise existing tree locations.
3. Assess the existing paving condition and look to improve or re-use before replacing.
4. Incorporate an enhanced lighting scheme to activate a 24hr space.
5. Define a central square in the space, with the option to be used for pop-up events.
6. Encourage local businesses to spill out on to the square.
7. Introduce wayfinding to create stronger links to other public spaces and destinations.
8. Create a pocket park to link the public spaces and enhance the back façade’s and sub/station.



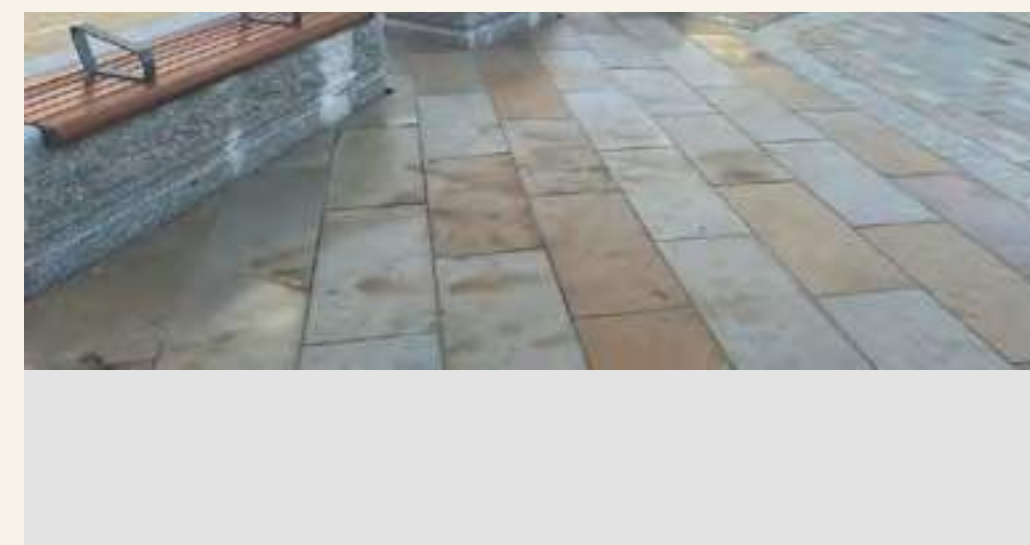
↑ Vision Illustration



↑ Encouraging spill out along street



↑ New pocket play space



↑ Space to dwell and new furniture reflecting Stalybridge identity

6.3 Quick wins

Implementing quick wins in Stalybridge offers immediate changes within the public realm. While priority projects remain the primary focus, these quick wins provide instant impact and allow for testing of ideas in the town. As funding for longer-term changes becomes available, these interventions can be phased in to complement broader projects. Below are the quick win interventions that we believe can be implemented now to significantly enhance the public realm and align with longer-term initiatives.

[Click here to links for full Quick Wins List](#)
* A more detailed list of all interventions can be found in the project matrix.



1. Ghost Signage (Habiloid)- Identify gable ends and blank facades To be consulted and developed with local artists and groups for delivery.



2. Improving town colour palette- RAL 9022 Pearl light Grey and RAL 5022 Night Blue



3. Activate the canal- Allowing mooring on the canal and introduction of potential leisure cruisers



4. Creative hub- Potential to create new cultural and arts activities/venue for music, festivals, arts or sporting event



5. Shop front design code (Basher Eyre)- Delivery of enhanced shop fronts along the Stalybridge Town Axis



6. Temporary traffic Diversions and parking restrictions- Gradually introduced to Town Axis and core



7. Wayfinding and interpretation- Highlight heritage and stories of Stalybridge



8. Event strategy/ programme- Develop programme in-line with public space strategy, inc. Meanwhile Use strategy.



9. Enhanced cycle facilities- Introduce cycle facilities including, storage and hubs. To tie in to local and national cycle routes



10. Lighting- Introduce enhanced lighting in low-light area - canal corridor, high street, town axis



11. Railway bridge- Use of painting or lighting as an early opportunity to enhance the sense of arrival into the town



12. Play and Seating (Claire Borley Photography)- Provide temporary/ semi-permanent seating and play in key spaces within the town on existing streets



13. Town bridge- Enhance experience on bridges, to celebrate the history of the bridges and the views through wayfinding and local stories strategically placed



7

Summary and Action Plan

7.0 Summary and Action Plan

This Vision has outlined a long term plan for the future of Stalybridge Town Centre, informed by extensive engagement with a range of council stakeholders, previous and aligned work in the town centre, and detailed spatial analysis of the town centre. Whilst this Vision provides a clear long term plan for the delivery of new public realm and street enhancement, it must be considered within a robust phased approach to achieving transformation. The next steps in the process are critical, using the momentum gained by the Vision to galvanise the community around the plan and gain further support from key wider stakeholders. Ultimately, the next steps of the Vision must focus on utilising the existing funding available (DLUHC) to action the recommended quick wins and priority projects. This final chapter outlines the crucial next steps in achieving the objectives set out within this document.

7.1 Summary and Action Plan

The next stages of work will focus around refining and confirming the strategies set out within this Vision, actioning quick wins to stimulate change and developing design proposals for the priority projects. All of these stages is focussed around the phased enhancement of the town centre, transforming how people move through the town centre and framing the wider regeneration of Stalybridge. Working alongside Tameside Council, its partners, the local community, the Town Team and other stakeholders, the next stages of work are defined within the following Action Plan.

1. Refine and develop strategies for town, including additional work for associated quick wins:
 - Shop Fronts and Façades Strategy
 - Wayfinding, Interpretation and Signage Strategy
 - Lighting Strategy
 - Arts and Gable End Study
 - Events Strategy & Programming
 - Play and Street Furniture Strategy
 - Street De-cluttering Strategy
2. Detailed assessment of parking, active travel and vehicle movement across the town centre to test the strategies set out within this Vision
3. Action quick wins and associated design/ delivery work, potentially including but not limited to:
 - New wayfinding, signage and interpretation
 - Shop front improvement, gable end artwork (ghost signs)
 - Events programme and street activation
 - Street de-cluttering and temporary highways works (inc. street closures/ parking restrictions)
 - Canal improvement, decluttering and signage
 - Property activation – including potential creative hub, independent market space and/ or workspace
4. Develop and consult on required traffic regulation orders within the town centre
5. Develop concept design (RIBA Stage 2) proposals for priority areas, including:
 - XXX
6. RIBA Stage 2 Cost Plan and associated delivery/ implementation plan
7. Detailed design (RIBA Stage 3) proposals for priority projects to be delivered under first phase delivery.

Quick Wins’ and ‘Priority Projects’ have been identified alongside each vision objective, outlining the short-term initiatives that could be delivered incrementally as we work towards the long-term goals. These are practical tasks, achievable without accessing significant additional resources. The following outlines an indicative programme of works to initiate and deliver the quick wins and priority projects.

The action plan programme focuses on the steps required to deliver the priority projects, funding through DLUHC, and their associated quick wins. As new funding streams become available and associated strategic regeneration projects, the Action Plan may evolve and draw in further public realm or placemaking outcomes which will sit alongside these initiatives.

7.2 Delivering the Vision

The Vision for a “beautiful place between the parks” outlines a visionary approach to deliver connected networks of streets and space, linking the beautiful parks which surround the town. A passionate response to the strong independent spirit of Stalybridge highlighted throughout the engagement process was the basis of our vision, as was the origins of the name Stalybridge.

The vision is clear and is supported by achievable objectives which capture the priorities, wants and needs, as well as key constraints, defined through our detailed baseline studies. The vision objectives are not prescriptive or fixed; they are there to steer the way as we embark on Stalybridge’s journey towards a sense of place - breaking down a complex and multi-layered task into manageable, bitesize chunks. The plan places great emphasis on the emergence of a community organisation to help drive change across the town centre. We see this as a vital step in ensuring change in Stalybridge comes from its people and, therefore, the next steps of the project will certainly need to be underpinned by creative and extensive community engagement to develop the ideas for the town’s public realm. Whilst this organisation will undoubtedly require support in mobilising, organising and eventually delivering projects, it is hoped that it can become independent and self-sufficient over time, working in partnership alongside Tameside Council and other stakeholders to deliver meaningful change.

A range of immediate and longer-term initiatives and interventions have been outlined, aiming to move the place forward towards achieving a more liveable, resilient and sustainable town centre. Again, these are not prescribed, and provide an overview of the types of project we believe will contribute towards achieving the vision and objectives for Stalybridge Town Centre.

8

Appendix

8.0 Appendix

8.1 Project Matrix

The following matrix is a summary of all the projects from the project plan ordered in area and including further detail on project impact, budget, time-scales, related projects and considerations.

MATRIX DEFINITIONS						
Complexity Definitions	1= High. Wider strategic impacts, complex stakeholder consultation, ownership issues, Architectural changes.	2= Medium. Minor traffic movement changes, minor structural work, could be within TC framework plans.	3= Low. Minor consultation with stakeholders, in ownership.			
Timescale Defintions	Immediate - c6-12 months	Short Term: 0-3 yrs	Medium Term 3-5 yrs	Long Term 5-10 yrs		
Score	0-3	3.1-6	6.1-9. High Impact, Low complexity.			
Project Code	J - Junctions.	D - Destinations	S - Streets	W - Water related	G - Gateways	
Objectives	Objective 1: A Big Welcome A celebratory sense of arrival which draws people into the town centre and keeps them there for experience	Objective 2: An Independent Identity Celebrating the distinctive independent culture of Stalybridge, drawing on its roots as a place of productivity and creativity.	Objective 3: A Natural Town Centre The 4 Park Loop, creating a greener town centre which spreads its roots out to the surrounding parks and grasps connections and views to the countryside setting of Stalybridge	Objective 4: Reconnecting with the Water Enlivening the Canal and River Corridor, providing key aspects and connectivity across the town centre.	Objective 5: Celebrating Stalybridge Activated spaces and streets for focussed around the key landmarks and bridges of Stalybridge	Objective 6: A Legible and Connected Heart Creating a place which is easy to understand and easy to connect into for surrounding residents and through

↑ Definitions within the matrix

PROJECTS																			
Project Area	Project Code	Location	Description	OB. 1 Score	OB.2 Score	OB.3 Score	OB.4 Score	OB.5 Score	OB.6 Score	Mean Impact Score	Complexity	Score	Indicative Area (sqm)	Indicative Public Realm Budget (low range @£300 p/sqm)*	Indicative Public Realm Budget (medium range @£450 p/sqm)*	Indicative Public Realm Budget (low range @£600 p/sqm)*	Timescales	Related Projects	Delivery considerations / risks
Area 1	J1	Caroline St t Junction	Improved active travel movement across the junction by reducing the dominance of the highway. Creating a gateway to Gorse Hall and a threshold announcing the Town centre.	2	0	3	2	2	3	2.0	2	4.0	1,500.00		£ 675,000.00		Long	S6, S1	Any restriction of vehicle movements and associated bus route alterations require the granting of additional powers in relation to moving traffic offences alongside further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.
	S1	Caroline St	Enhanced streetscape which creates a healthy, green and pedestrian friendly space. Encouraging active travel and maximising visual and physical links to the river and canal where possible. Including narrowing the carriageway, introducing street trees, SUDs, higher quality materials and furniture and additional pedestrian crossings.	1	1	2	0	3	3	1.7	2	3.3	2,500.00		£ 1,125,000.00		Medium	D7, J1, S2,S5, W1	Narrowing of carriageway to be coordinated with High St Junction and considered inline with future development proposals. Any restriction of vehicle movements and associated bus route alterations require the granting of additional powers in relation to moving traffic offences alongside further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.
	D7	Land south of Bridge St	Development site outlined in the Stalybridge TC Framework. Public space on canal front to be provided, including opportunities for amenity space for residents and public. Early consultation with developers to ensure open space and access is provided.	0	1	3	3	2	1	1.7	1	1.7	800.00		£ 360,000.00		Long	S1	Dependant on TC Framework development plans. Early engagement with Development needed.
	S5	Castle St	Street-scape enhancement including active travel connections, street trees, robust furniture, wayfinding, opportunities for spill-out for commercial ground floor. Street-scape to address proposed framework development. Early consultation with any development south of Castle St to ensure commercial ground floors are provided.	3	3	2	3	3	3	2.8	2	4.8	1,700.00		£ 765,000.00		Medium	S1,S4	Future development south of Castle St and ensuring proposals have a positive impact on the streetscape. Rationalising on street parking and providing loading and servicing plan.
	W1	Caroline St access	Improve existing route along the canal. Access is part of the Tame Valley loop.	1	1	3	3	3	3	2.3	2	4.7	500.00		£225,000.00		Medium	W4, W3	Consultation with Canal and Rivers Trust
Area 2	S12	South Melbourne St	Streetscape enhancements to support the local high street, including upgraded furniture, lighting, shop frontages and integrating sustainable drainage systems.	3	3	1	2	3	3	2.5	3	7.50	1,300.00	£ 390,000.00			Medium	S3, S4	Consultation with existing businesses to understand their needs and requirements of space.
	D2	Trinity Square	An enhanced public space celebrating the Civic Hall and activating Trinity street. Enhance the scene to connect the Civic heart and create a vibrant, bustling environment. Bus gate temporary diversions for events within the square.	3	3	2	1	3	3	2.5	3	7.50	900.00		£ 495,000.00		Short	S4, S8	Short-term possibility to use temporary diversions of the bus route out of Trinity Square. Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.
	S4	Castle St / Melbourne St	Enhance the street scene to connect the Civic heart and create a vibrant, bustling environment. Implement temporary vehicle measures to restrict movement from Castle St to Melbourne St.	3	3	1	1	3	3	2.3	3	7.00	2,000.00	£ 600,000.00			Short	S8, D1, D2	Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.
	S8	North Melbourne St	North Melbourne St to be one-way south bound to complete inner town circulation route. This long term vehicle strategy is an emerging aspiration and subject to further detail and engagement.	2	1	1	1	2	2	1.5	2	3.0	260.00		£ 104,000.00		Medium	S4, S9	Highway and bus routing proposals form part of a longer term vision for the space. Detailed consultation with TFGM, bus providers and highways required.
	D1	Armentieres Sq.	A transformed town centre square for Stalybridge, celebrating the town's character and history, connecting people to the water, and bringing joy to the heart of the town.	3	3	2	3	3	3	2.8	3	8.50	4,589.00	£ 1,376,700.00			Short	D2, J2, S4	Highway and bus routing proposals form part of a longer term vision for the space. Internal square works and links to Melbourne Street are shorter term phases. Detailed consultation with TFGM, bus providers and highways required. Architectural changes required to address the back of buildings. Canal and River Trust consultation required for new bridge proposal.

PROJECTS																				
Project Area	Project Code	Location	Description	OB. 1 Score	OB.2 Score	OB.3 Score	OB.4 Score	OB.5 Score	OB.6 Score	Mean Impact Score	Complexity	Score	Indicative Area (sqm)	Indicative Public Realm Budget (low range @£300 p/sqm)*	Indicative Public Realm Budget (medium range @£450 p/sqm)*	Indicative Public Realm Budget (low range @£600 p/sqm)*	Timescales	Related Projects	Delivery considerations / risks	
Area 3	D9	Southern Railway arch's	Activation of the railway arch's.	3	3	2	2	2	1	2.2	1	2.2	5,000.00		£ 2,250,000.00		Long	W7, J3	Dependant on TC Framework and new southern entrance to station	
	D3	Waterloo Rd Railway arch's	Activation of the railway arch's.	3	3	2	0	3	3	2.3	2	4.7	2,700.00		£ 1,215,000.00		Long	D6, J3	Ownership issues. Consultation with existing businesses.	
	D6	Spring Gardens	A new woodland park for Stalybridge, forging new connections for the community and celebrating Stalybridge's rail heritage. Enhanced access through the railway viaduct Community garden spaces & play Well lit and safe walking routes throughout the day Programmed space for artists and communities to collaborate	3	1	3	0	3	3	2.2	2	4.3	6,600.00	£ 1,980,000.00			Medium	D3, J3, D8	Ownership unknown and Maintenance ricks.	
	D8	Train Station arrival	Create an arrival spaces which announces and orientates users around the town centre.	3	1	1	0	2	3	1.7	3	5.0	N/A				Immediate	J3	Train Station project already in motion by First Rail.	
	J3	Market St / Waterloo Rd Junction	A welcoming arrival into Stalybridge that draws people into the heart of the town and prioritises pedestrians. Enhance pedestrian and cyclist safety and accessibility by reducing the dominance of the highway and reconfiguring the existing junction. This includes widening footpaths leading to the train station to create a more welcoming and accommodating route.	3	2	2	0	3	3	2.2	3	6.50	2,100.00		£ 945,000.00		Short	S10, D3, D6, D8, D9	Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.	
	S10	West Market St	West Market St to be one-way vehicle movement west-bound. Increase widths of pavements, consolidating servicing and providing wayfinding. Project is to be a continuation of recent works on Market St. Design to match the specification of existing Market St works.	3	2	2	0	3	3	2.2	3	6.50	1,200.00		£ 540,000.00		Short	J3, S2, S11	Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.	
	S11	Waterloo Rd / King's St	King St one-way south bound. With Junction works at Waterloo Road. This long term vehicle strategy is an emerging aspiration and subject to further detail and engagement.	3	1	1	1	2	3	1.8	2	3.7	1,100.00		£ 495,000.00		Long	D10,G3	Highway and bus routing proposals form part of a longer term vision for the space. Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.	
	G3	King St Steps	Improvement of stepped route including lighting, wayfinding and furniture.	1	0	1	0	1	3	1.0	3	3.0	500.00	£ 150,000.00			Medium	S11	Visual inspection required to assess existing condition.	
	D10	Previous Bus Station	Create an arrival spaces which announces and orientates uses around the town centre. Ensure development plot provides 100 sqm of public open space.	3	2	2	0	1	3	1.8	1	1.8	1,200.00			£ 720,000.00	Long	S11	Consultation with TFGM. Landownership issues. Dependant on TC Framework development plans.	
	D4	Land east of Water St	Create access to the river, and a water front public space	0	1	3	3	3	1	1.8	1	1.8	300.00			£ 180,000.00	Long	S2	Land ownership unknown.	
	S13	Active travel route through new development (location TBC)	Route includes a new bridge over the river to facilitate an active travel route from Castle field to Stalybridge train station.	3	2	3	3	2	3	2.7	1	2.7	unknown						Location and extent is unknown. Route to be included in Stalybridge West development. Early engagement with developer partner required.	
	S2	Shepley St and Water St	Rationalise traffic movement to activate North Market St commercial use and connect to the train station to enhance the sense of arrival. Shepley St to be one-way north bound and Water St one-way south bound.	3	3	3	0	3	3	2.5	2	5.0	2,000.00		£ 900,000.00		Medium	S1, D4	Ownership of King St land unknown.	
Area 4	G2	Park St / Acres Ln Corner	Potential development which creates a gateway linking the town centre to Cheetham park.	2	1	3	0	3	3	2.0	1	2.0	3,500.00				Long	J2	Pricing not application due to development site suggestion. Land ownership unknown.	
	J2	Trinity St / Grosvenor St /Acres Ln	Reduce vehicle dominance and provide permeable and safe routes for pedestrians. Increase pedestrian permeability across Acres Ln. Reduce dominance of fuel station access.	2	1	3	0	1	3	1.7	1	1.7	2,400.00		£ 1,080,000.00		Long	D1, S7, J2	Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.	
	S7	East Grosvenor St	Streetscape enhancements, to extend the High St. character eastwards. Strengthen links to Cheetham Park.	3	2	3	0	2	3	2.2	2	4.2	900.00	£ 270,000.00			Medium	J2, S3	Residential access requirements. Position of secure line preventing vehicle access on to Grosvenor St.	
	S3	Grosvenor Square	Revitalise Grosvenor Square by refreshing the public realm and creating a vibrant space for people to spend time in whilst enhancing connections to Armentieres Square.	3	3	2	0	2	3	2.2	3	6.50	2,250.00	£ 675,000.00			Short	S7, S12, S6, D1	Consultation with existing businesses to understand their needs and requirements of space.	
	S6	West Grosvenor St	Re-instate historic connection between Grosvenor St and Gorse Hall. Extending the High St.	3	3	3	0	3	3	2.5	2	5.0	2,300.00	£ 690,000.00			Medium	J1, S3	Highway impacts on western end of Grosvenor St. Ownership boundaries around residential areas. Assessment of 'uses' along street needed to achieve an extension of commercial core, significant amounts of residential exists. Architectural changes may be needed.	

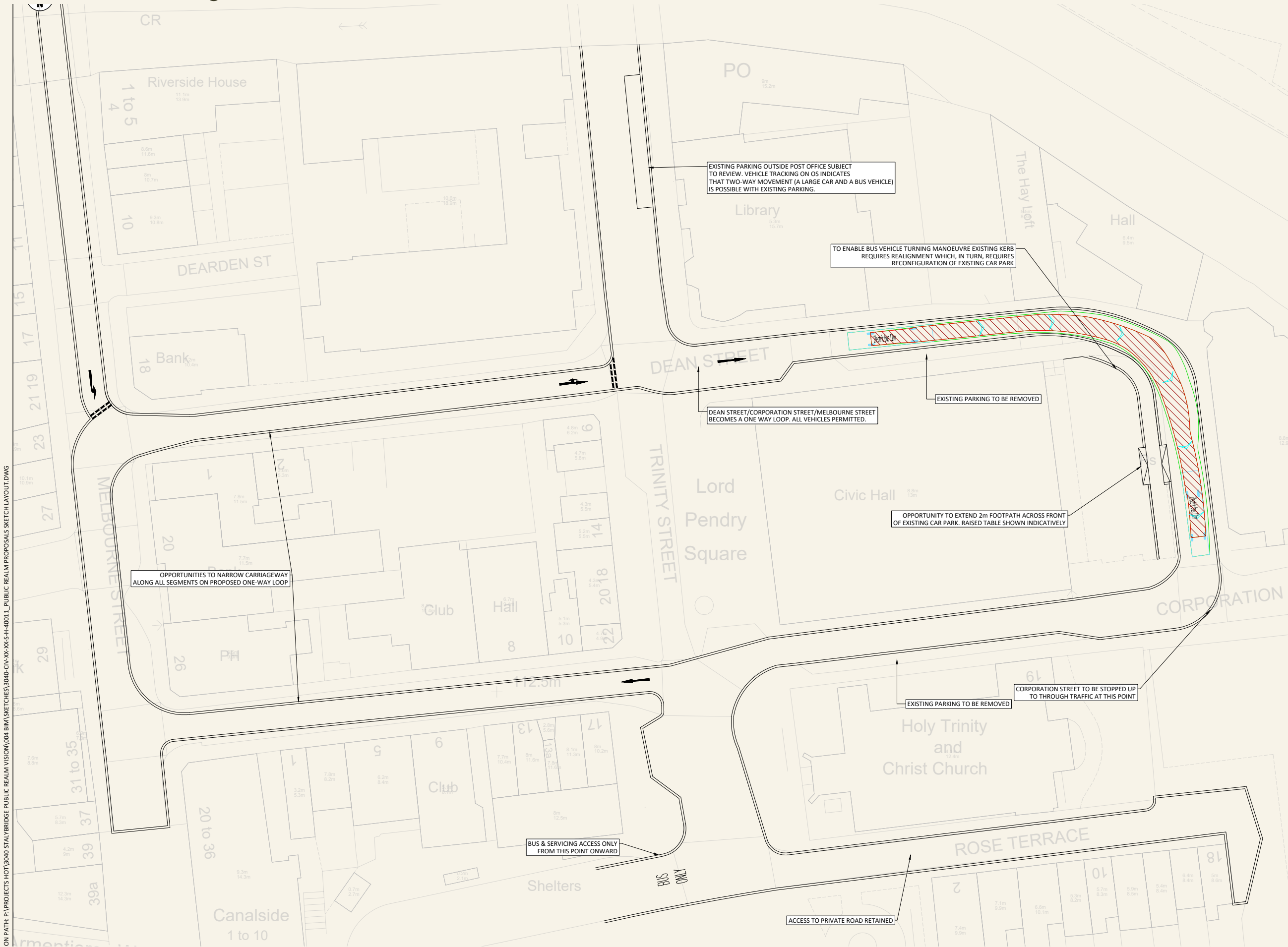
PROJECTS																				
Project Area	Project Code	Location	Description	OB. 1 Score	OB.2 Score	OB.3 Score	OB.4 Score	OB.5 Score	OB.6 Score	Mean Impact Score	Complexity	Score	Indicative Area (sqm)	Indicative Public Realm Budget (low range @£300 p/sqm)*	Indicative Public Realm Budget (medium range @£450 p/sqm)*	Indicative Public Realm Budget (low range @£600 p/sqm)*	Timescales	Related Projects	Delivery considerations / risks	
Area 5	D5	Trinity Gateway	Reduce dominance of junction and improve the public realm around the War Memorial. Creating inviting public spaces to respect the history and enjoy the time spent here.Enhance links to the river walk.	2	1	3	3	3	2	2.3	1	2.3	1,600.00		£ 720,000.00		Long	G1, S9	TC Framework development. Ownership. Consultation regarding war memorial. Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.	
	S9	North Trinity St	Improved street scene to reflect heritage setting and reduced on street parking.	3	1	1	1	3	3	2.0	3	6.0	1,000.00	£ 300,000.00			Medium	S8, D5, D2	Highway and bus routing proposals form part of a longer term vision for the space. Highways alterations are subject to further testing and engagement with the bus providers and Local Highway Authority, and therefore do not form part of the Priority Projects.	
	G1	Trinity Gardens	A beautiful new garden, framing a new eastern arrival into the town centre, unlocking the site of the former town hall and an enhanced gateway to the historic Trinity Street corridor.	3	2	3	1	3	3	2.5	3	7.50	1,600.00	£ 480,000.00			Short	D5	Listed Structure in site. Consider providing compliant route from Stamford St to Trinity St. Maintenance risks.	
Area 6	W6	South Riverside Path	Development to provide river routes for walking and cycling. Ensure that developers fully embrace future resilience to address flood zone by considering cooling and surface water management through adopting SUDS principles. Ensure early consultation with developers to ensure public space is provided along the river.	1	0	3	3	2	3	2.0	2	4.0	400 length	£120,000.00			Long	W7	Dependant on TC Framework. Project scope and area may vary.	
	W7	North Riverside Path	Development to provide river routes for walking and cycling. Potential to connect to southern train station entrance. Ensure that developers fully embrace future resilience to address flood zone by considering cooling and surface water management through adopting SUDS principles. Ensure early consultation with developers to ensure public space is provided along the river.	2	0	3	3	2	3	2.2	2	4.3	300 length	£90,000.00			Long	D9, W6	Dependant on TC Framework. Project scope and area may vary.	
	W8	Castle Street Riverside access	Enhance pedestrian connection from Castle Street to the Riverside.	1	3	1	3	3	3	2.3	1	2.3	60 length			£36,000.00	Long	S4	Ownership issues, consultation with surrounding businesses and residents.	
	W9	Riverside Path	Development to provide river routes for walking and cycling. Ensure that developers fully embrace future resilience to address flood zone by considering cooling and surface water management through adopting SUDS principles. Ensure early consultation with developers to ensure public space is provided along the river. Ensure early consultation with developers to ensure public space is provided along the river.	1	1	1	3	3	3	2.0	3	6.0	200 length	£60,000.00			Long	D5, S9	Dependant on TC Framework. Project scope and area may vary.	
Area 7	W2	Back Melbourne St access	Create an access to the canal from Back Melbourne or through TC framework development plot boundary.	1	1	3	3	3	3	2.3	1	2.3	170.00		£76,500.00		Long	W4	Challenging levels. Dependant on TC Framework.	
	W3	Canal Towpath	Enhance existing routes. Make the canal route safe and clean to attract visitors. Including paving, furniture, lighting, wayfinding improvements. Provide smooth and safe routes for cycling. Engage with developers at the earliest possible stage to ensure that secure moorings, boater facilities and greenspace/walkways are included in their plans .	1	1	3	3	3	3	2.3	3	7.00	550 length	£165,000.00			Medium	W1, W5	Consultation with the canal and rivers trust.	
	W4	Canal Towpath	Public access to canal edge to be provided. Engage with developers at the earliest possible stage to ensure that secure moorings, boater facilities and greenspace/walkways are included in their plans .	1	1	3	3	3	3	2.3	1	2.3	200 length	£60,000.00			Long	W1, W2	Dependant on TC Framework.	
	W5	Canal Towpath	Improve existing routes and access to the water. Including edge treatments in Armentieres Sq. Improvements include wayfinding and lighting. Mooring opportunity in Armentieres Sq.	2	3	3	3	3	3	2.8	3	8.50	400 length	£120,000.00			Medium	D1, W3	Consultation with the canal and rivers trust.	

8.2 Quick Wins

Potential Immediate Interventions		
Type	Description	Delivery Considerations
Ghost Signage	Identify gable ends and blank facades for ghost signage opportunities. To be consulted and developed with local artists and groups for delivery.	Ownership and maintenance regime
Improving town colour palette	United Creatives recommendation's. RAL 9022 Pearl light Grey and RAL 5022 Night Blue	Consider choice of paint and materials, liaise with UC through deliver process. Balanced use needed to ensure not overused.
Activate the Canal	Allowing mooring on the canal and introduction of potential leisure cruisers.	Consult with Canal and Rivers Trust. Identify appropriate locations and routes.
Creative hub	Support digital and creative businesses - potential managed workspace above the Market/Civic Hall or innovative venue/hub along lines/spin out of Ashton Baths. Investigate the potential to create new cultural and arts activities/venue for music, festivals, arts or sporting events - potentially in the existing Market Hall. Look to create suitable space for studios, performance space, space for artisans and crafts	TMBC and Town Team to collaborate.
Shop front design code	Develop design guide for the design and delivery of enhanced shop fronts along the Stalybridge Town Axis - Market Street, Trinity Street & Melbourne Street - including hand painted signs, use of lighting, colour code, architectural coding etc	Liaison with businesses needed, funding opportunities through HAZ or central government funding.
Temporary traffic Diversions and parking restrictions	Gradually introduce parking restrictions and temporary restrictions to central core and Town Centre Axis.	TRO requirements
Wayfinding & Interpretation	Develop wayfinding strategy which connects visitors and residents into the town centre and out to wider green spaces. Interpretation Boards highlighting heritage and stories of Stalybridge. To be developed with local artists.	Engage with local independent businesses and community culture teams.
Events strategy / programme	Develop programme in-line with public space strategy, inc. Meanwhile Use strategy.	Engage with local independent businesses and community culture teams.
Enhanced cycle facilities	Identify opportunities to introduce cycle facilities including, storage and hubs. To tie in to local and national cycle routes.	Active Travel Funding potential.
Lighting	Introduce enhanced lighting in low-light area - canal corridor, high street, town axis (Market Street, Trinity Street, Melbourne Street etc)	Liaison with a lighting designer and
Railway Bridge	Use of art, painting and lighting to enhance underbridge experience at the arrival to the town. Early opportunity to enhance the sense of arrival into the town.	Liaise with Network Rail/ TfGM
Play and Seating	Provide temporary/ semi-permanent seating and play in key spaces within the town on existing streets.	
Town Bridges	Enhance experience on existing bridges, to celebrate the history of the bridges and the views out to the countryside. Introduce way-finding to bridges and furniture on bridges to allow people to spend time and learn about the history.	



8.3 Vehicle Tracking



- DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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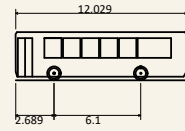
NOTES:

1. THIS SKETCH IS BASED ON THE FOLLOWING:
1.1. OS MASTERMAP DWG PROVIDED BY LDA ON 26/10/23
2. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER ABILITY GRADIENT AND ALTERNATIVE VEHICLE SPECIFICATION.

KEY:

- CHASSIS ENVELOPE
- BODY ENVELOPE
- CHASSIS ENVELOPE (REVERSE)
- BODY ENVELOPE (REVERSE)

ELECTRIC BUS:



Electric bus 12m
Overall Length 12.029m
Overall Width 2.689m
Overall Body Height 3.385m
Min Body Ground Clearance 0.245m
Max Track Width 2.110m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.760m

DRAFT - SUBJECT TO
DETAILED DESIGN

01.05.24	P01	ISSUED FOR INFORMATION	KL	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD



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35 Virginia Street, Glasgow, G3 7TH. Tel: 0141 370 1829

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PROJECT
STALYBRIDGE PUBLIC REALM VISION

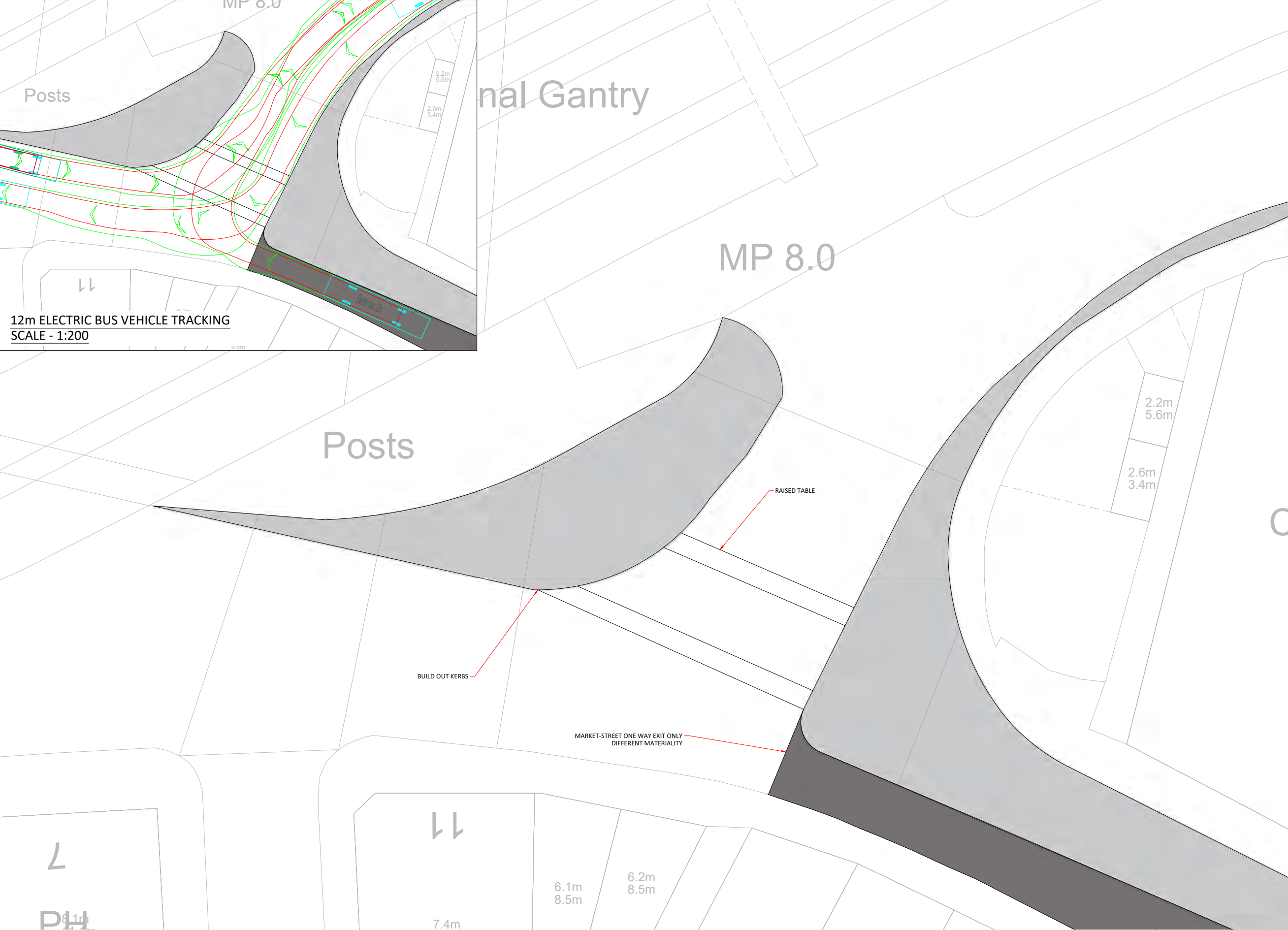
TITLE
PUBLIC REALM PROPOSALS
SKETCH LAYOUT

DRAWING STATUS PRELIMINARY			STATUS CODE -	
CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED

LD A DESIGN



8.4 Market St / Waterloo Rd Junction



12m ELECTRIC BUS VEHICLE TRACKING
SCALE - 1:200

2. THIS DRAWING SHOULD NOT BE SCALED.

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NOTES:

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KEY:

PUBLIC REALM AREA BUILD-OUT

MARKET STREET ONE-WAY AREA

Electric bus 12m
Overall Length 12.029m
Overall Width 2.470m
Overall Body Height 3.385m
Min Body Ground Clearance 0.249m
Max Track Width 2.110m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 8.760m

MAP:

08.01.24	PO1	ISSUED FOR INFORMATION	KL	PM
DATE	REV	DESCRIPTION	DRAWN	CHKD

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PROJECT

STALYBRIDGE PUBLIC REALM VISION

TITLE

MARKET STREET/WATERLOO ROAD JUNCTION IMPROVEMENT SKETCH

DRAWING STATUS

PRELIMINARY

STATUS CODE

-

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