

**SALFORD CITY COUNCIL CORE STRATEGY DEVELOPMENT
PLAN DOCUMENT**

**ANALYSIS OF THE CORE STRATEGY ISSUES AND OPTIONS
CONSULTATION QUESTIONNAIRE RESPONSES**

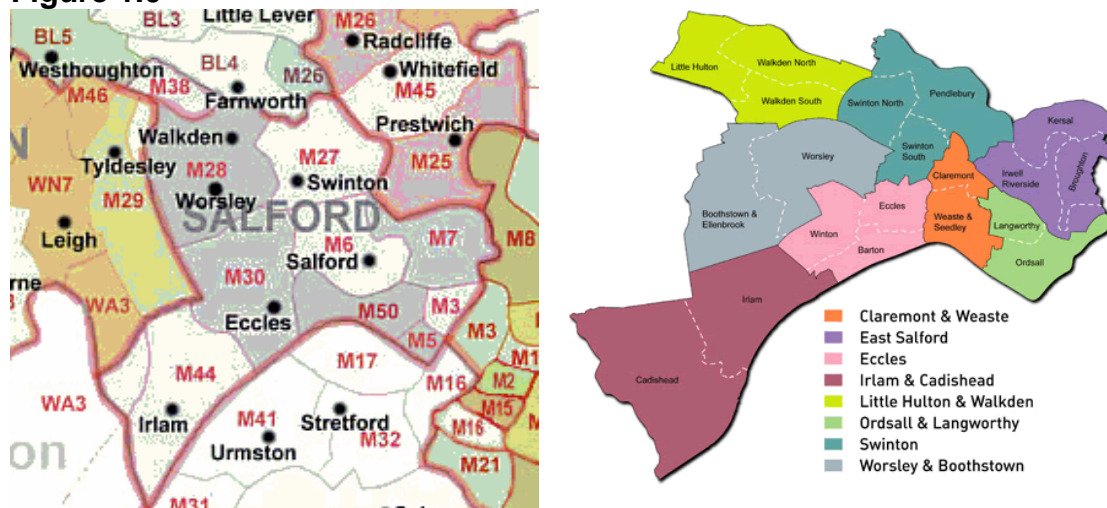
APRIL 2009

ANALYSIS OF CORE STRATEGY ISSUES AND OPTIONS REPORT QUESTIONNAIRE RESPONSES

1. INTRODUCTION

- 1.1 Counting the 107,300 leaflets initially delivered by Royal Mail, combined with the approximately 5,500 sent out in additional mail-shot following complaints of non-delivery, and the estimated numbers handed out at various events, approximately 113,000 leaflets were distributed. 1,754 were returned with at least part of the questionnaire completed. This represents a response rate of approximately 1.6%.
- 1.2 In order to analyse the responses in more detail, they were broken down by location. This will allow us to know if a particular area of the city was disproportionately represented in the results. If a particular area is over-represented, perhaps the issues raised through the consultation may be more pertinent to residents in that location.
- 1.3 The most time-efficient method of differentiation was to use respondents' postcodes. It would have been desirable to look at each individual address and to divide the responses by Community Committee (CC) area, but this was not possible with over 1,700 responses. When designing future leaflets, it would be useful to record more accurate address data. This could be done by including a map of the city, perhaps numbering the Community Committee areas and asking respondents to tick the area in which their address is located.
- 1.4 Figure 1.0 shows the location of postcode areas in Salford, taken from a wider Greater Manchester diagram, and Fig 1.1 shows the Community Committee areas for comparison.

Figure 1.0



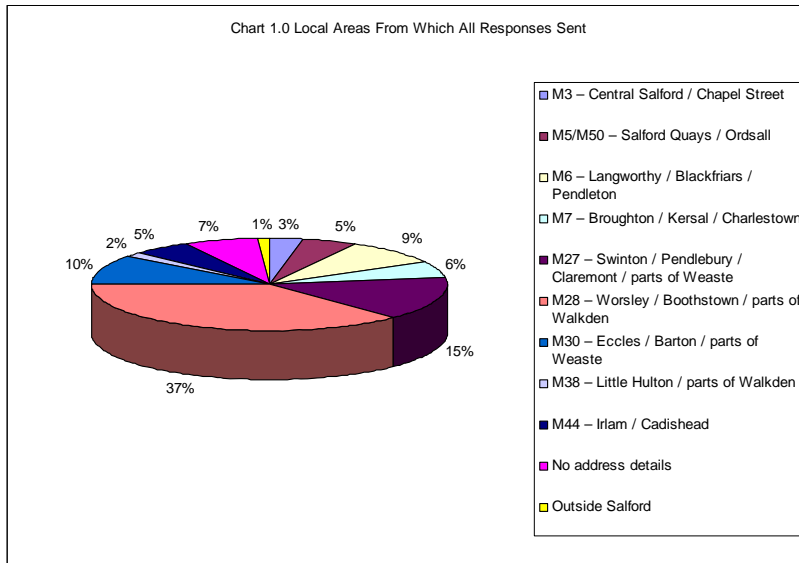
- 1.5 Figure 1.1 shows a breakdown of the postcode locations from which leaflets were returned, and the response rate in each area.

Figure 1.1

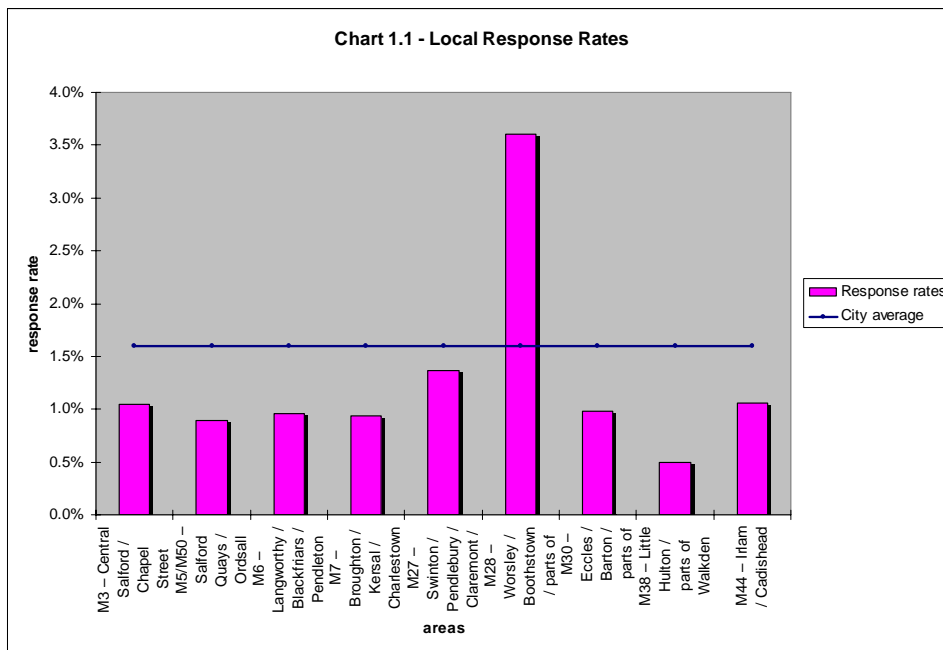
Area	Leaflets returned	% of total	total addresses	local response rate
M3 – Central Salford / Chapel Street	56	3.2%	5,349	1.0%
M5/M50 – Salford Quays / Ordsall	87	5.0%	9,711	0.9%
M6 – Langworthy / Blackfriars / Pendleton	153	8.7%	16,050	1.0%
M7 – Broughton / Kersal / Charlestown	107	6.1%	11,420	0.9%
M27 – Swinton / Pendlebury / Claremont / parts of Weaste	262	14.9%	19,139	1.4%
M28 – Worsley / Boothstown / parts of Walkden	657	37.4%	18,257	3.6%
M30 – Eccles / Barton / parts of Weaste	177	10.1%	17,971	1.0%
M38 – Little Hulton / parts of Walkden	31	1.8%	6,215	0.5%
M44 – Irlam / Cadishead	94	5.2%	8,847	1.1%
No address details	117	6.7%		CITY RESPONSE RATE
Outside Salford	19	1.1%		
TOTAL:	1,760	100.0%	112,959	1.6%

1.6 The figures show that 37.5% of leaflets returned were from the M28 postcode area, which encompasses Worsley, Boothstown and parts of Walkden. Combined with the M30 and M27 postcode areas, there is a contiguous area primarily comprised of the Worsley/Boothstown, Eccles and Swinton Community Committee areas which accounted for 62.5% of all responses. Only 23% of responses came from the East Salford and Ordsall/Langworthy Community Committee areas. It is difficult to determine how many responses came from the Claremont/Weaste Community Committee area as this area is split across the M5, M30 and M27 postcodes.

1.7 Chart 1.0 displays the locational breakdown of the responses.



1.8 Overall, local response rates vary from 3.6% in M28 to 0.5% in M38. Chart 1.1 shows the comparisons across the city compared with the overall average:



1.9 The chart shows that the citywide average has been inflated by the response rate in M28, as none of the other postcode areas actually reached the average response rate across the city.

2. QUESTIONNAIRE RESPONSES

Q1 Do you support the vision?

2.1 Question 1 asked respondents whether or not they supported the Vision as explained in the leaflet:

Some of the key things that the plan will seek to achieve include:

- *A significant increase in the supply of high quality, affordable housing*
- *Major economic growth, supporting the success of the whole of Greater Manchester, including the development of MediaCityUK, and providing a significant increase in employment opportunities.*
- *A city that has reduced its carbon footprint and adapted to the impacts of climate change*
- *Improved transport connections across the city, and to surrounding districts*
- *An attractive network of green spaces running through the city*
- *High quality, accessible local facilities*

In terms of different parts of the city, this would mean:

- *A vibrant mix of employment, housing, tourism, leisure and retail uses around Chapel Street and Salford Quays*
- *The ongoing regeneration of Central Salford, providing a beautiful environment, a vibrant community and a prosperous community*
- *Moderate levels of development with parts of Salford West that support regeneration, whilst protecting the area's overall suburban character and surrounding countryside.*

2.2 The database did not record in a simple yes/no fashion whether or not respondents supported the vision. 1,454 respondents or 83 per cent of the total completed this question.

2.3 Examination of the written responses recorded in the text boxes provided for Q1 – “Do you support the vision? Is there anything you would like to add or change?” and in Q2 – “Are there any parts of the options that you particularly like or dislike?” shows a variety of opinions being expressed, and it must be recognised that each individual respondent will have had individual and personal reasons for submitting their response. However, it is possible to generalise the responses, and Figure 1.2 shows a quantitative tally of the broad themes of respondents’ comments and concerns:

Figure 1.2

Comment	Totals	% of total responses
Do support the vision	531	30.2%
Don't support the vision	168	9.5%
Want more affordable homes	88	5.0%
Would prefer more houses than apartments	247	14.0%
Concerned about/questioning of total housing numbers	223	12.7%
Concerned/against loss of greenbelt and other green areas	749	42.6%
In favour of development on old industrial areas	103	5.9%
In favour of proposals at Barton and Cutacre	62	3.5%

Would like to see more/better local facilities	76	4.3%
Would like to see protection/enhancement of parks/greenspace	109	6.2%
(TOTAL RESPONSES = 1,760)		

- 2.4 In categorising the responses and compiling these figures, as much effort as possible has been made to remove interpretation, and only attribute comments to one or more of these categories if it was explicit from the text as written. The figures show that the most frequently expressed comment, by 42.6% of all respondents was that Green Belt and other 'greenfield' land should be protected from development, and many of the comments were explicit in their strong opposition to any development on this land, 'at all costs'.
- 2.5 30.2% of respondents expressed that they did support the vision, although this support was often qualified by expressing opposition to one or more of the options, particularly option 4, and/or on the basis that the necessary infrastructure accompanied development.
- 2.6 Only 9.5 per cent of respondents stated explicitly that they did not support the vision.
- 2.7 In recording the number of respondents who expressed a preference for more houses than apartments, for example, only those who explicitly stated this were counted. Closely linked to this was the volume of respondents who expressed scepticism or opposition to the number of new homes proposed or who questioned the methodology used to arrive at this figure. There were different degrees of opposition to the housing figures, but these were all counted together in order to illustrate a recurring theme throughout the responses.
- 2.8 Another theme recurring throughout the responses was transport, both the road network and public transport provision.

Q2: Ranking of Options

- 2.9 Question 2 asked respondents to rank the four options in the Issues and Options paper in order of preference.
- 2.10 Some respondents misunderstood the question, and gave two options an equal score, for example. These were discounted for the purposes of analysis on this question, as have responses where the question was left entirely blank. Some respondents ranked for example Option 2 their favourite, Option 3 their second favourite, but did not specify a third or least favourite. These responses were not discounted, but they have been quantified in the results, where a blank response has been recorded against the relevant option.
- 2.11 There were 1,392 leaflets returned where Q2 had been correctly completed in total across the city. Of these, 76 provided no address

details, so have not been included in the area-based analysis. The breakdown of these responses by location is as follows:

Figure 2.0

Area	Leaflets returned
M3 – Central Salford / Chapel Street	50
M5/M50 – Salford Quays / Ordsall	83
M6 – Langworthy / Blackfriars / Pendleton	115
M7 – Broughton / Kersal / Charlestown	107
M27 – Swinton / Pendlebury / Claremont / parts of Weaste	219
M28 – Worsley / Boothstown / parts of Walkden	511
M30 – Eccles / Barton / parts of Weaste	140
M38 – Little Hulton / parts of Walkden	18
M44 – Irlam / Cadishead	73
No address details	76
TOTAL:	1,392

City-wide results

Figure 2.1

TOTAL 1,389	Rank					% OF CITY
	1 st	2nd	3rd	4th	blank	
Option 1	39.2%	25.4%	14.9%	18.4%	2.2%	100.0%
Option 2	29.3%	43.5%	20.6%	4.5%	2.1%	
Option 3	15.2%	23.0%	54.4%	5.3%	2.2%	
Option 4	14.1%	6.0%	7.0%	71.0%	1.9%	

2.12 City-wide, Option 1 was the most popular first choice, with 39.2% of all respondents selecting this as their first choice. Option 4 was overwhelmingly the least popular, with 71% of all respondents voting it their least favourite. 72.8% of all respondents chose Option 2 as either their favourite or second favourite. The corresponding figure for Option 1 was 64.6%.

2.13 The city-wide results show that Option 4 is clearly unpopular, and although the aggregate picture will be heavily influenced by responses from postcodes in the Worsley/Boothstown area, this does not account for all of the opposition to the proposals in Option 4. The lowest level of 'opposition' was for Options 2 and 3, with 4.5% and 6.3% respectively, ranking these lowest.

M28 Worsley, Boothstown

Figure 2.2

TOTAL			Rank			Local total
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511	1st	2nd	3rd	4th	blank	response rate
Option 1	49.7%	24.3%	15.1%	9.4%	1.6%	3.6%
Option 2	28.6%	51.3%	16.0%	2.5%	1.6%	
Option 3	12.3%	19.4%	62.6%	3.9%	1.8%	% of Q2 responses
Option 4	8.4%	2.9%	3.5%	84.3%	0.8%	

2.14 M28 covers the majority of the Worsley/Boothstown Community Committee area. This area accounted for 36.8% of all responses where Q2 was completed correctly. Option 1 was ranked highest by 49.7% of respondents. 74% ranked Option 1 either highest or second highest. In contrast, Option 4 was ranked lowest by 84.3%. This is a clear rejection of Option 4 by respondents from this area of the city.

M30 Eccles, Barton and Weaste

Figure 2.3

TOTAL 140	Rank					Local total response rate
	1st	2nd	3rd	4th	blank	
Option 1	35.7%	27.9%	14.3%	21.4%	0.7%	1.0%
Option 2	25.7%	42.1%	26.4%	5.0%	0.7%	
Option 3	22.1%	19.3%	48.6%	9.3%	0.7%	% of Q2 responses
Option 4	16.4%	10.0%	10.0%	62.9%	0.7%	

2.15 A similar, though less pronounced, picture can be seen in Eccles, Barton and Weaste, which are covered under the M30 postcode. Option 1 was ranked highest by the most respondents, with 35.7%. Again, the biggest opposition was to Option 4, with 62.9% of respondents ranking it lowest. 63.6% ranked Option 1 either first or second, with 67.8% doing the same for Option 2.

M27 Swinton, Pendlebury, Claremont

Figure 2.4

TOTAL 219	Rank					Local total response rate
	1st	2nd	3rd	4th	blank	
Option 1	37.0%	30.6%	17.4%	14.2%	0.9%	1.4%
Option 2	32.4%	45.7%	17.8%	3.2%	0.9%	
Option 3	17.4%	17.8%	57.5%	6.4%	0.9%	% of Q2 responses
Option 4	11.9%	5.9%	6.8%	74.4%	0.9%	

2.16 The M27 postcode area, comprising mainly of the Swinton Community Committee area, returned largely similar results to the aggregate city-wide responses. Option 4 remained the least favourite, with 74.4% of respondents in this area ranking it the lowest. Option 1 was ranked highest by 37% of respondents, but Option 2 was very close to this with 32.4%.

M44 Irlam, Cadishead

Figure 2.5

TOTAL 70	Rank					Local response rate
	1st	2nd	3rd	4th	blank	
Option 1	44.3%	17.1%	10.0%	28.6%	0.0%	1.1%
Option 2	17.1%	52.9%	21.4%	8.6%	0.0%	% of Q2 responses
Option 3	11.4%	22.9%	62.9%	2.9%	0.0%	
Option 4	27.1%	7.1%	4.3%	61.4%	0.0%	

2.17 M44 covers Irlam and Cadishead. Opinion was much more divided in this area than in others. 44.3% of respondents here ranked Option 1 the highest, and 61.4% ranked Option 4 lowest. However, 27.1% of people ranked Option 4 the highest. This area only attracted 70 responses, the fourth lowest in the city, and only 5% of total responses to this question.

M3 Central Salford, Chapel Street

Figure 2.6

TOTAL 50	Rank					Local response rate
	1st	2nd	3rd	4th	blank	
Option 1	30.0%	32.0%	16.0%	20.0%	2.0%	1.0%
Option 2	40.0%	34.0%	22.0%	2.0%	2.0%	% of Q2 responses
Option 3	20.0%	26.0%	48.0%	4.0%	2.0%	
Option 4	8.0%	6.0%	12.0%	72.0%	2.0%	

M3 covers the central Salford area around Chapel Street, Greengate, and the areas adjacent to Manchester city centre, split across the East Salford and Ordsall/Langworthy Community Committee areas. Only 50 responses were received that correctly completed Q2, 3.6% of the total, and only 3.2% of responses overall came from this postcode. A possible explanation for this is that the residential population is lower here than in other parts of the city, and of that resident group, it is likely that some households will be less established in the area, as renters of apartments as opposed to owner-occupiers with

deeper roots in the city. The figures returned from this area follow the overall pattern found across the city, with 72% ranking Option 4 lowest. Option 2 was ranked as first choice by 40% of respondents. However, it is difficult to draw robust conclusions due to the small sample size.

M5 / M50 Ordsall, Salford Quays

Figure 2.7

TOTAL 83	Rank					Local response rate
	1st	2nd	3rd	4th	blank	
Option 1	15.7%	22.9%	19.3%	32.5%	9.6%	0.9%
Option 2	33.7%	24.1%	20.5%	10.8%	10.8%	
Option 3	16.9%	32.5%	31.3%	7.2%	12.0%	% of Q2 responses
Option 4	16.9%	12.0%	12.0%	47.0%	12.0%	6.0%

2.18 This area comprises most of the Ordsall/Langworthy Community Committee area, which includes Salford Quays. The 83 responses to Q2 represent 6% of the total responses for this question across the city. The most popular option was Option 2, with 33.7% of responses. Again, Option 4 is least popular, with 47 per cent ranking it bottom, although it is relevant to note that 32.5% of respondents ranked Option 1 the lowest.

M6 Langworthy, Blackfriars, Pendleton

Figure 2.8

TOTAL 115	Rank					Local response rate
	1st	2nd	3rd	4th	blank	
Option 1	22.6%	27.0%	20.0%	29.6%	0.9%	1.0%
Option 2	35.7%	33.9%	24.3%	5.2%	0.9%	
Option 3	21.7%	27.8%	44.3%	5.2%	0.9%	% of Q2 responses
Option 4	19.1%	10.4%	10.4%	59.1%	0.9%	8.3%

2.19 The M6 postcode area covers Langworthy, Blackfriars and Pendleton, and is split between the Ordsall/Langworthy and East Salford Community Committee areas. 59.1% of respondents here ranked Option 4 lowest. The most popular was Option 2, with 35.7% of respondents ranking it highest. Opinion on Option 1 was divided, with roughly equal numbers of respondents ranking it first, second, third or fourth. Options 2 and 3 were ranked lowest by only 5.2%, perhaps indicating that these options are viewed as acceptable compromises, attracting no strong opposition.

M7 Broughton, Kersal, Charlestown

Figure 2.9

TOTAL 82	Rank					Local response rate
	1st	2nd	3rd	4th	blank	
Option 1	24.4%	23.2%	9.8%	40.2%	2.4%	0.9%
Option 2	25.6%	30.5%	31.7%	11.0%	1.2%	
Option 3	15.9%	35.4%	40.2%	7.3%	1.2%	% of Q2 responses
Option 4	32.9%	9.8%	15.9%	40.2%	1.2%	

2.20 The M7 postcode area covers Broughton, Kersal and Charlestown, all of which are within the East Salford Community Committee area. 5.9% of qualifying responses to Q2 came from this area. This was the only area in which the largest preference as a first choice was for Option 4, with 32.9% ranking it highest.

2.21 Option 1 was ranked least favourite by 40.2% of respondents, with exactly the same percentage ranking Option 4 as the lowest. Perhaps the high level of existing apartment provision in these areas is seen as unwelcome by a sizeable proportion of respondents from these districts, which could explain their higher level of disapproval for Option 1 across areas mostly in or adjacent to the Regional Centre, compared to the aggregate response across the city.

M38 Little Hulton, parts of Walkden

Figure 2.10

TOTAL 18	Rank					Local response rate
	1st	2nd	3rd	4th	blank	
Option 1	44.4%	0.0%	5.6%	44.4%	5.6%	0.5%
Option 2	16.7%	38.9%	38.9%	5.6%	0.0%	
Option 3	11.1%	50.0%	38.9%	0.0%	0.0%	% of Q2 responses
Option 4	27.8%	11.1%	16.7%	44.4%	0.0%	

2.22 Only 18 responses to Q2 were received from this area, which comprises the northern part of the Walkden/Little Hulton CC area, so it is difficult to draw firm conclusions from the results.

Q3 - Priorities

2.23 Question 3 asked respondents to examine 8 priorities central to the vision. They were asked “with regards to new developments, which of the following do you rate to be the highest and lowest priorities?”

- 2.24 The priorities were: Affordable housing; energy efficiency and renewable energy provision; High quality design and materials; Local environmental improvements, Local facilities such as health centres and community centres; Open space and recreational facilities; Public transport improvements; and training and local employment opportunities.
- 2.25 There were 1,441 leaflets returned in which this question was completed. Those responses where the question had been misunderstood were discounted, for example, where all priorities had been ranked equally. Responses where, for example, the top three priorities had been identified and ranked 1- 3 but the rest of the question left blank, have been included for the purposes of this analysis. Where a priority has been left blank, this has been recorded in the tables.
- 2.26 The results, across the city, follow overleaf in Figure 2.11

Figure 2.11

Priority	1st	2nd	3rd	4th	5th	6th	7th	8th	blank
Affordable Housing	35.4%	8.6%	7.7%	8.1%	8.0%	7.8%	7.8%	12.8%	3.6%
Energy Efficiency	9.3%	10.8%	12.1%	11.9%	13.5%	12.1%	15.7%	11.0%	3.7%
High Quality Design and Materials	7.1%	9.9%	9.0%	6.8%	9.3%	12.6%	15.7%	25.9%	3.8%
Local Environment Improvement	10.1%	14.9%	13.4%	14.9%	13.4%	12.6%	11.0%	6.2%	3.5%
Local Facilities	7.2%	13.5%	15.5%	15.6%	13.1%	14.3%	10.4%	6.6%	3.7%
Open Space	16.7%	14.4%	12.6%	12.1%	14.2%	12.0%	8.4%	6.4%	3.3%
Public Transport	14.2%	14.4%	14.6%	14.2%	11.1%	8.7%	10.5%	9.0%	3.3%
Training and Local Employment Opps	6.9%	9.9%	9.8%	11.6%	11.1%	14.0%	14.3%	18.5%	3.8%

- 2.27 The most popular choice of top priority was affordable housing, with 35.4% of all qualifying responses ranking it number one. This was a considerably higher figure than for the next most popular first choice of open space, coming in at 16.7%. Public transport was the third most popular first choice, with local environmental improvements fourth. The latter three priorities were the most popular second choice priorities, with approximately 14% of all respondents ranking them second most important.
- 2.28 The priority most commonly ranked as least important was high quality design and materials, with 25.9% of respondents ranking it at the bottom. Second most commonly ranked at the bottom was training and local employment opportunities, with 18.5%, and third was affordable housing on 12.8%. Aside from the 35.4% of respondents ranking affordable housing their top priority and the 25.9% who ranked high quality design and materials at the bottom, there were no strong preferences or obvious trends to identify, with the rest of the ranking choices spread relatively evenly throughout the 8 listed priorities.
- 2.29 Figure 2.12 displays cumulative percentages.

Figure 2.12

Priority	CUMULATIVE PERCENTAGE OF RANK								
	1st	2nd	3rd	4th	5th	6th	7th	8th	blank
Affordable Housing	35.4%	44.0%	51.7%	59.8%	67.9%	75.7%	83.6%	96.4%	3.6%
Energy Efficiency	9.3%	20.1%	32.1%	44.0%	57.5%	69.7%	85.4%	96.3%	3.7%
High Quality Design and Materials	7.1%	17.0%	26.0%	32.8%	42.1%	54.6%	70.3%	96.2%	3.8%
Local Environment Improvement	10.1%	25.1%	38.4%	53.4%	66.8%	79.4%	90.4%	96.5%	3.5%
Local Facilities	7.2%	20.7%	36.2%	51.8%	65.0%	79.3%	89.7%	96.3%	3.7%
Open Space	16.7%	31.0%	43.7%	55.7%	69.9%	81.9%	90.3%	96.7%	3.3%
Public Transport	14.2%	28.7%	43.2%	57.5%	68.6%	77.2%	87.7%	96.7%	3.3%
Training and Local Employment Opps	6.9%	16.9%	26.6%	38.2%	49.3%	63.4%	77.7%	96.2%	3.8%

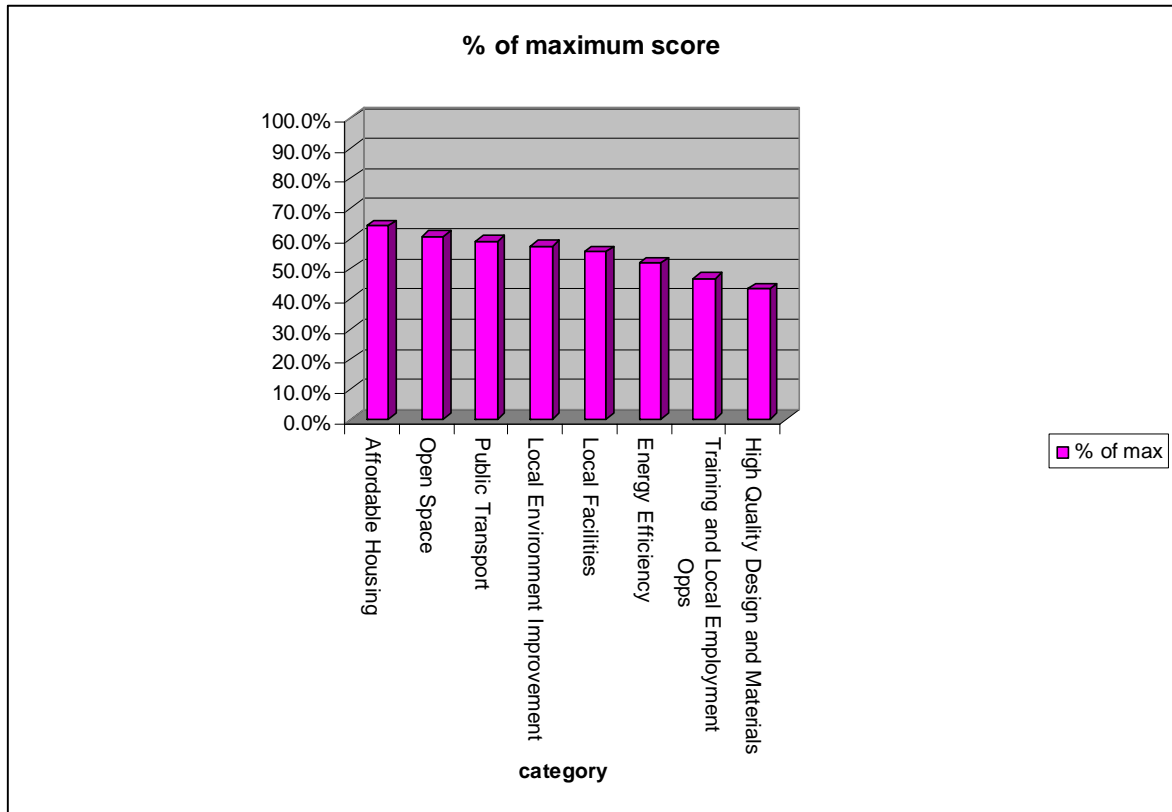
- 2.30 Figure 2.12 shows, for example, that 35.4% of respondents ranked affordable housing as their most important priority. It also shows that 44.% of respondents ranked it either first or second choice, 51.7% ranked it in the top three, and so on. The figures show that the top three priorities ranked in most respondents' top three priorities were affordable housing (51.7%), open space (43.7%) and public transport (43.2%). By contrast, only 26.6% of respondents ranked training and local employment opportunities in their top three priorities.
- 2.31 Figure 2.13 shows the priorities ranked by points score. These figures were derived by assigning all 'votes' for (e.g.) affordable housing as most important priority a score of 8, as second priority a score of 7, and so on. Therefore, the higher the total score, the more 'popular' it can be said to be, according to this method. Annex A contains a breakdown of these scores by postcode area.

Figure 2.13

Priority	Score
Affordable Housing	7,413
Open Space	7,000
Public Transport	6,827
Local Environment Improvement	6,629
Local Facilities	6,428
Energy Efficiency	5,971
Training and Local Employment Opportunities	5,407
High Quality Design and Materials	4,986

Chart 2.0 shows the share of the possible maximum score each priority was given:

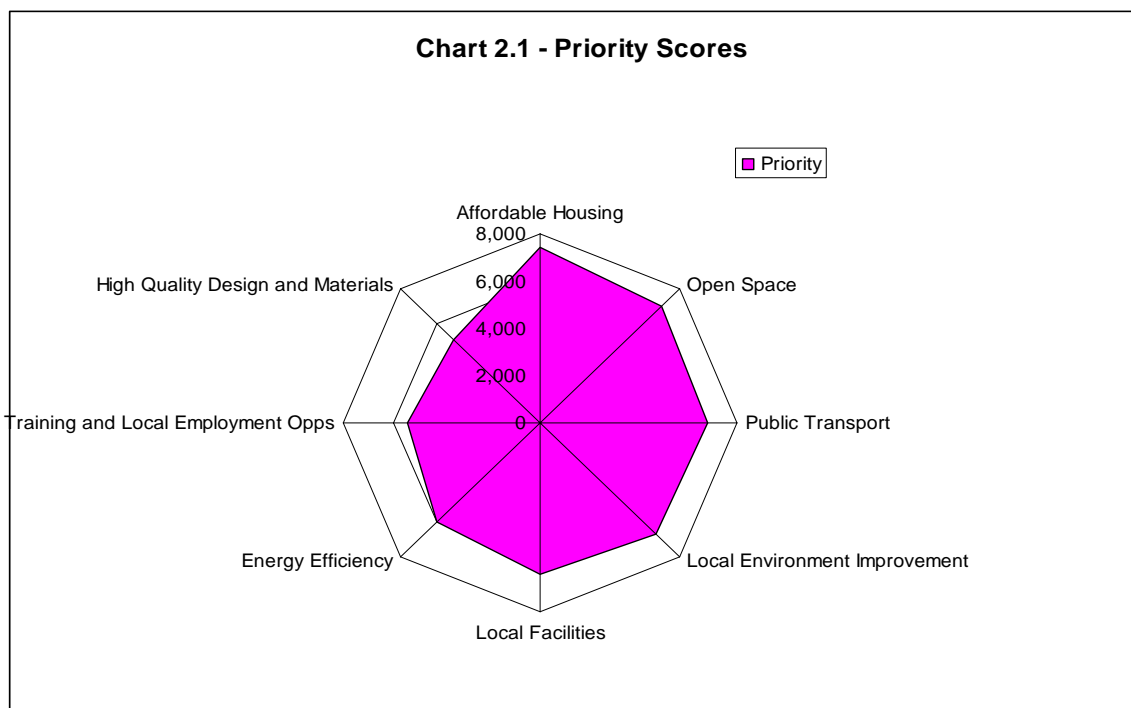
Chart 2.0



2.32 Affordable housing comes in as the most highly rated priority, although the score generated for each category is relatively evenly split across the eight options. The maximum score a category could have been given was 11,528, if all 1,441 responses to this question had ranked it first (8 points). The percentages are derived from this figure.

2.33 Chart 2.1 shows the scores given in a radar chart, displaying which priorities scored the highest.

Chart 2.1



3. CONCLUSIONS

- 3.1 52.4% of all responses were from the M28 and M27 postcode areas, which cover Worsley, Boothstown, Ellenbrook, Swinton, Pendlebury and parts of Claremont, with 37.5% from Worsley, Boothstown and Ellenbrook alone.
- 3.2 This must be taken into consideration when assessing the responses, and in drawing conclusions with regards to the way forward into Preferred Option stage. It is likely that the significant representation from the areas mentioned above is a result of the more contentious and locationally specific content of Options 3 and 4, which would result in Green Belt and Greenfield land being released for housing. Were the more controversial elements of the 4 options proposed in central Salford, for example, it is possible that a higher percentage of the responses would have emanated from that area.
- 3.3 Option 1 has emerged as the most popular, with Option 4 the least popular. However, in certain areas of central Salford, Option 1 is just as unpopular as Option 4, with support for Options 2 to 4 spread more evenly between first and second choices than elsewhere in the city, with Option 4 the 'favourite' in the M7 area (Broughton, Kersal and Charlestown) and Option 2 leading in a contiguous 'inner' area formed by M3, M5/50 and M6, broadly representing the Chapel Street, Blackfriars, Langworthy, Ordsall and Salford Quays areas.
- 3.4 Affordable housing was the most popular highest ranked priority, and also the most commonly ranked in the top 3, but overall the ranking of the eight priorities did not reveal many overwhelming trends, perhaps

reflecting the difficulty in ranking what are all fundamental parts of the Core Strategy vision and all of huge importance.

- 3.5 The loss of Green Belt and other areas of green space was strongly opposed by a large proportion of the respondents in the space for written responses, with many emphasising the need to protect these areas from development at all costs.
- 3.6 30.2% of respondents stated that they support the vision, although many of these were qualified by saying that this support was dependent on issues like retaining Green Belt, or improving transport infrastructure, both in terms of road networks and public transport.
- 3.7 The written responses revealed a broad support for change, and for a coordinated effort to improve Salford as a place to live and work, but with some major concerns about the form that this change might take and how it might be delivered.

ANNEX A - PRIORITY RANKING BY SCORE, BROKEN DOWN BY POSTCODE AREA

1.1 The tables below show the ranking of the eight priority categories for improvement that respondents were asked to assign a score of between 1 and 8, according to the importance the respondent places on them. These results were analysed and as in the city-wide table (Fig 3.2) a score of 8 was given to all the '1st place' votes, 7 for '2nd place' etc down to 1 for an 8th place, or lowest priority. The following eight tables show the scores given to each category, in each postcode, adjusted on this basis. The table at the end shows an aggregation of these results, to enable comparison within postcode areas, although not comparison across areas, as this is a 'count' statistic as opposed to a 'rate' statistic. This means that areas such as M28, with a higher response rate, will by definition have more points to distribute across the ranks.

AFFORDABLE HOUSING									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	592	344	424	392	704	1176	432	48	192
2nd	161	49	56	28	119	322	98	14	56
3rd	72	12	48	42	96	288	54	18	54
4th	60	15	40	50	120	180	20	10	30
5th	84	20	60	0	40	192	72	0	24
6th	27	21	18	12	57	159	21	0	24
7th	28	6	18	2	38	108	22	4	10
8th	26	11	16	6	21	81	21	5	7

ENERGY EFFICIENCY									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	208	80	72	56	112	368	128	16	64
2nd	224	56	77	56	175	392	168	21	49
3rd	198	66	102	54	144	324	150	30	42
4th	120	45	80	45	130	340	90	15	35
5th	68	36	68	64	140	292	40	8	36
6th	75	36	63	36	93	177	57	3	12
7th	46	24	40	20	74	164	38	6	38
8th	11	11	12	10	22	74	7	1	12

HIGH QUALITY DESIGN									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	112	88	64	56	120	256	64	8	48
2nd	112	84	77	105	147	357	70	7	49
3rd	108	72	60	42	120	306	84	0	30
4th	90	40	60	20	45	170	40	0	30
5th	76	12	48	32	80	244	44	0	12
6th	84	21	27	21	81	228	75	21	24
7th	52	20	52	34	56	166	40	10	32
8th	52	19	34	16	74	124	42	6	22

LOCAL ENVIRONMENTAL IMPROVEMENTS									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	176	64	112	64	192	416	136	8	40
2nd	210	63	91	56	182	644	147	35	91
3rd	132	54	90	78	228	438	78	6	54
4th	135	65	105	55	155	425	110	10	75
5th	116	56	76	40	112	276	72	16	28
6th	69	36	57	48	102	162	51	12	33
7th	50	20	30	14	42	116	38	6	22
8th	13	7	7	8	12	31	11	0	2

LOCAL FACILITIES									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	88	72	56	40	144	312	48	8	32
2nd	140	105	161	77	259	448	119	21	105
3rd	156	114	156	78	150	504	132	30	66
4th	170	50	70	65	205	390	135	5	55
5th	120	16	52	48	120	320	84	16	44
6th	96	30	66	39	66	225	72	9	39
7th	56	18	16	18	46	112	32	2	10
8th	10	6	9	5	18	36	5	2	3

OPEN SPACE									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	208	64	128	48	280	928	168	32	64
2nd	168	56	119	70	217	616	133	21	77
3rd	144	48	96	60	180	450	96	12	48
4th	140	60	55	45	145	280	120	25	45
5th	100	64	64	72	112	252	68	12	80
6th	75	39	66	42	72	177	48	3	27
7th	50	14	28	20	44	68	34	2	2
8th	14	10	11	4	15	24	8	1	7

PUBLIC TRANSPORT									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	152	104	64	72	240	768	96	16	104
2nd	175	49	140	63	224	595	119	14	63
3rd	174	54	108	66	186	486	114	12	72
4th	165	80	90	80	150	380	135	20	35
5th	100	48	60	24	120	204	92	12	28
6th	45	15	39	15	57	141	30	6	30
7th	52	30	36	22	48	82	34	4	16
8th	19	6	12	14	18	38	13	3	7

TRAINING									
	M3	M5	M6	M7	M27	M28	M30	M38	M44
1st	128	88	80	40	136	224	72	24	40
2nd	126	112	119	98	147	287	105	7	28
3rd	144	54	54	48	168	246	114	12	66
4th	70	35	85	25	120	385	40	15	60
5th	96	32	44	36	112	236	80	8	36
6th	90	27	36	27	96	231	54	6	30
7th	40	24	26	28	66	176	34	10	16
8th	45	10	34	17	31	99	32	2	14

TOTALS

Category	M3	M5	M6	M7	M27	M28	M30	M38	M44
Affordable housing	1,050	478	680	470	1,195	2,506	740	99	397
Energy efficiency	950	354	514	341	890	2,131	678	100	278
High quality design	686	356	422	326	723	1,851	459	52	247
Local environmental improvements	901	365	568	363	1,025	2,508	643	93	345
Local facilities	836	411	586	370	1,008	2,347	627	93	354
Open space	899	355	567	361	1,065	2,795	675	108	350
Public transport	882	386	549	356	1,043	2,694	633	87	355
Training opportunities	739	382	478	319	876	1,884	531	84	290