

## Appendix B: Proposed Consultation Revisions – Ramsbottom Town Centre Plan

Original Text/Page	Proposed Amended Text
<p><b>Whole Document</b></p>	<ul style="list-style-type: none"> <li>Proposals are now referred to as 'high level proposals' or 'longer term concepts'</li> <li>Each of the high-level proposals includes 'project links'. There are no longer any links shown between the longer-term concepts and high-level proposals.</li> </ul>
<p><b>(Pg 9) Purpose of the plan</b></p> <p>Phase 1 will provide a Place Management Plan and Movement Strategy including a series of proposed interventions.</p> <p>Phase 2 will comprise detailed design work and costings for an agreed list of priority interventions.</p>	<p>Phase 1 of the Ramsbottom Town Centre Plan sets out a series of <b>high-level proposals</b> and <b>concepts</b> to improve the future of the town for residents, businesses and visitors.</p> <p><b>Phase 2 will develop the concepts and proposals in more detail where opportunities arise. These are likely to be developed on an individual project basis and there would be further engagement and consultation in Phase 2 prior to implementation.</b></p>
<p><b>(Pg 15) Ramsbottom as a Place</b></p> <p><b>Green Infrastructure</b></p> <p>The prevalence of independent shops, and food establishments gives Ramsbottom a unique identity but the pavements which serve them are often narrow, steep and uneven, often making the environment challenging for pedestrians, especially when heavy goods vehicles regularly pass by.</p>	<p>The prevalence of independent shops, and food establishments gives Ramsbottom a unique identity but the pavements which serve them are often narrow, steep, and uneven, often making the environment challenging for pedestrians, especially when <b>large vehicles</b> regularly pass by.</p>

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<p><b>(Pg 17) Movement</b></p> <p><b>Vehicle Movement</b></p> <p>The infrastructure network is well served by routes that pass north-south but opportunities to travel east-west are limited, meaning that Ramsbottom is a key link across the valley. This problem is compounded by the presence of multiple HGV generators in the town centre whose fleets are forced to use Bury New Road/Bridge Street as the only link suitable for lorries requiring the motorway network.</p> <p>This problem is compounded by the presence of multiple HGV generators in the town centre whose fleets are forced to use Bury New Road/Bridge Street as the only link suitable for lorries requiring the motorway network.</p>	<p>The infrastructure network is well served by routes that pass north-south but opportunities to travel east-west are limited, meaning that Ramsbottom is a key link across the valley. <b>This includes Bury New Road / Bridge Street which acts as a critical link for vehicle movement for residents and businesses in the town. This often creates congestion in the town, and this sometimes creates difficulties for pedestrian movement in the town centre.</b></p> <p>This <b>issue</b> is compounded by the presence of a number <b>of important businesses in the town which rely on HGV movement as part of their operations.</b> Bury New Road/Bridge Street <b>acts as a vital link for these businesses who require access to the motorway network.</b></p>
<p><b>(Pg 17) Movement</b></p> <p><b>Vehicle Movement</b></p> <p>Owing to the fact that pavements along Bridge Street are narrow, the town centre often feels dominated by vehicles and HGVs in particular. The scenario is made worse by the tight urban grain at the crossroads with Bolton Street, where this important gateway into Ramsbottom is congested with traffic and as such becomes an unappealing environment for pedestrians.</p>	<p>Owing to the fact that pavements along Bridge Street are narrow, the town centre often feels dominated by vehicles, <b>including</b> HGVs that need to access the essential businesses in the town. The scenario is made worse by the tight urban grain at the crossroads with Bolton Street, where this important gateway into Ramsbottom is congested with traffic and as such becomes an unappealing environment for <b>pedestrians.</b></p>
<p><b>(Pg 18) Movement</b></p> <p><b>Sustainable Transport</b></p> <p>For those travelling by bike, National Cycle Network 6 passes north-south through the town centre. While this infrastructure is</p>	<p>For those travelling by bike, National Cycle Network 6 passes north-south through the town centre. While this infrastructure is welcome,</p>

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<p>welcome, practically the route follows busy roads which are often congested and host HGVs. Furthermore, signage and demarcation are limited making it difficult to navigate and unwelcoming, particularly for a novice cyclist.</p>	<p>practically the route follows busy roads which are often congested. Furthermore, signage and demarcation are limited making it difficult to navigate and unwelcoming, particularly for a novice cyclist.</p>
<p><b>(Pg 17) Movement</b></p> <p><b>Issues</b></p> <p>Congested Street frequented by HGVs.</p>	<p>Congested <b>highways, often conflicting with pedestrian movement.</b></p>
<p><b>(Pg 24) A place Making Narrative</b></p> <p><b>A Unique Place</b></p> <p>Traffic congestion in the town centre – with such a high volume of HGV traffic – detracts from its sense of place and identity.</p>	<p>Traffic congestion in the town centre – with such a high volume of <b>vehicles</b> – detracts from its sense of place and identity.</p>
<p><b>(Pg 29) Place Making Narrative</b></p> <p><b>Longer Term Recommendations</b></p> <p>To its credit, Ramsbottom has held onto a number of important industrial and logistics businesses – and their jobs – where other post-industrial towns have lost them all.</p> <p>The downside, however, is the incongruence of a semi-rural town that is now best known as a visitor destination and a great place to live – where a large proportion of its town centre is dominated by industry and the HGV traffic it generates.</p>	<p>To its credit, Ramsbottom has held onto a number of important industrial and logistics businesses – and their jobs – where other post-industrial towns have lost them all. <b>This is of huge benefit to the economy of the town.</b></p> <p>The downside, however, is the incongruence of a semi-rural town that is now best known as a great place to live and visit <b>but still retains a strong industrial base providing important local jobs for residents.</b></p>

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<p>In the longer term the relocation of one or more of these larger industrial uses could ideally be incentivised through the provision of more suitable premises elsewhere.</p> <p>The release of one or more of these larger sites would be transformational for the town, as it would – at a stroke – release substantial land, which is in such scarce supply, while significantly reducing the amount of HGV traffic through the town centre.</p>	<p>There needs to be further consideration as to traffic movements within the town centre to reduce congestion and the conflict this has with pedestrians.</p>
<p><b>(Pg 35) Strategic Objectives</b></p> <p><b>Longer Term</b></p> <p>The Ramsbottom Town Centre Plan proposes a number of projects that despite being no less important, are more challenging to deliver. These are therefore listed as longer-term aspirations and public realm enhancements to Bridge Street and Bolton Road West</p>	<p>The Ramsbottom Town Centre Plan identifies a number of projects that would require further detailed consideration. The conflict between pedestrian and traffic movement on Bridge Street, for example, is something that has been highlighted as an issue, but this requires more detailed survey work to determine whether public realm improvements can help to address this.</p>
<p><b>(Pg 39) Potential Projects</b></p> <p><b>Longer Term Aspirations</b></p> <p>Realising that some projects have a more complex set of challenges than others, some of the proposals are considered to be longer term, allowing time to overcome such complexities. These projects are no less important than the others, but the road to delivery is more challenging.</p>	<p><b>Longer Term</b></p> <p>Realising that some projects have a more complex set of challenges than others, some of the proposals are therefore considered to be longer term concepts.</p>

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<p><b>(Pg 41) New Public Square (PS1)</b></p> <p><b>Making it happen</b></p> <ul style="list-style-type: none"> <li>Continuation of servicing to rear of Bridge Street</li> </ul>	<ul style="list-style-type: none"> <li>Continuation of servicing to rear of Bridge Street <b>and adjacent areas.</b></li> <li><b>Detailed design to be developed including engagement with key stakeholders and further consultation.</b></li> <li><b>Detailed design to fully consider traffic and pedestrian routes.</b></li> </ul>
<p><b>(Pg 46) Eastern Gateway (PS2)</b></p> <p><b>Draft Visual</b></p>	<ul style="list-style-type: none"> <li><b>Bridge Street Gardens referenced on plan.</b></li> <li><b>Trees/Bench removed to reflect business access.</b></li> </ul>
<p><b>(Pg 46) Eastern Gateway (PS2)</b></p> <p><b>Objectives achieved</b></p> <ul style="list-style-type: none"> <li>Reducing dominance of vehicles (especially HGVs).</li> </ul> <p><b>Realignment of Railway Street</b></p> <ul style="list-style-type: none"> <li>Possibly restrict HGV movements to improve environment for pedestrians.</li> </ul>	<p><b>Objectives achieved</b></p> <ul style="list-style-type: none"> <li><b>Reducing dominance of vehicles.</b></li> </ul> <p><b>Realignment of Railway Street.</b></p> <ul style="list-style-type: none"> <li><b>Improve environment for pedestrians.</b></li> </ul>

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<p><b>(Pg 47) Eastern Gateway (PS2)</b></p> <p><b>Benefits to the town</b></p> <ul style="list-style-type: none"> <li>Reduces HGVs on Bridge Street by enforcing turn right only when exiting Railway Street. All other vehicles permitted to turn left.</li> </ul>	<ul style="list-style-type: none"> <li><del>Reduces HGVs on Bridge Street by enforcing turn right only when exiting Railway Street. All other vehicles permitted to turn left.</del> <b>Text removed</b></li> <li>Improvements to existing outdoor public space taking advantage of the river frontage.</li> </ul>
<p><b>(Pg 47) Eastern Gateway (PS2)</b></p> <p><b>Making it happen</b></p> <ul style="list-style-type: none"> <li>Tracking of junction to test whether change to radii compromises HGV manoeuvres.</li> <li>Feasibility associated with HGV logistics to understand how changes to the junction may impact upon the wider highway network.</li> </ul>	<ul style="list-style-type: none"> <li>Detailed feasibility work and engagement to understand how the proposals would ensure that HGV manoeuvres and logistics would not be impacted.</li> <li>Detailed design and consultation required.</li> </ul>
<p><b>(Pg 48) Eastern Gateway (PS2)</b></p> <p><b>Draft visual</b></p>	<ul style="list-style-type: none"> <li>Amendment clarifies business access.</li> <li>Addition of Bridge Street Gardens.</li> </ul>
<p><b>(Pg 50) Square Street (PS3)</b></p> <p><b>Benefits to the town</b></p> <ul style="list-style-type: none"> <li>Creates a safe place for pedestrians to dine outdoors</li> </ul>	<p><b>Benefits to the town</b></p> <ul style="list-style-type: none"> <li>Creates a safe space for pedestrians and diners.</li> </ul>

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	<p><b>Making it happen</b></p> <ul style="list-style-type: none"> <li>Detailed design with input from key stakeholders and further consultation.</li> </ul>
<p><b>(Pg 55) Market Place (PS4)</b></p> <p><b>Deliverability</b></p> <p>Longer term, user experience of this space would be significantly improved if passing traffic and HGV movements were reduced. At this point, the way in which the civic space integrates with the road could be revisited so that pedestrian activity took greater priority.</p>	<p>Longer term, user experience of this space could be significantly improved with a better balance between pedestrian and vehicle traffic. At this point, the way in which the civic space integrates with the road could be revisited so that pedestrian activity took greater priority.</p>
<p><b>(Pg 65) Nuttall Park Link (AT3)</b></p> <p><b>Making it happen</b></p> <ul style="list-style-type: none"> <li>Acceptance that HGV's will still occupy the space to access businesses.</li> </ul>	<ul style="list-style-type: none"> <li>Ensuring access is retained for HGV movements to/from business premises.</li> <li>Detailed designs developed through engagement with key stakeholders.</li> <li>Support required from key stakeholders/landowners.</li> </ul>
<p><b>(Pg 70) Parking Project: The Context</b></p>	<p><b>Next Steps</b></p> <p>The introduction of any parking strategy for the Ramsbottom Town Centre and will require further detailed survey analysis to develop a full parking strategy which would be subject to further engagement and consultation.</p>

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<p><b>(Pg 84) Longer Term Project (LT1) Bridge Street</b></p> <p><b>Draft visual</b></p> <ul style="list-style-type: none"> <li>• HGV turning. Surfacing renewed to better integrate pedestrian flows.</li> </ul>	<ul style="list-style-type: none"> <li>• Junction threshold kerb alignment to enable HGV manoeuvres, but surfacing renewed to better integrate pedestrian flows.</li> </ul>
<p><b>(Pg 85) Longer Term Project (LT1) Bridge Street</b></p> <p><b>Making it happen</b></p> <ul style="list-style-type: none"> <li>• Feasibility in the context of HGVs must be explored further.</li> </ul>	<ul style="list-style-type: none"> <li>• Detailed feasibility work and engagement would be required to ensure that proposals would not impact on HGV manoeuvres and logistics.</li> <li>• Detailed design and stakeholder consultation.</li> </ul>
<p><b>(Pg 85) Longer Term Project (LT1) Bridge Street</b></p> <p><b>Deliverability</b></p> <p>As the main retail frontage and vehicular through route, Bridge Street is a familiar and critical part of the town centre jigsaw. The strong presence of independent outlets has been identified as one of Ramsbottom's selling points, yet as already documented, the street currently suffers from high volumes of HGVs, which makes for a sub-standard pedestrian and shopping experience.</p> <p>This project seeks to tip the balance so that pedestrians become the priority user ahead of motorists therefore enabling people to move more freely and safely up and down the street. To realise this concept the spatial arrangement of the street must change so that pavements are widened, and the carriageway narrowed. Further work is required to determine the critical dimensions across the street and understand whether the space available can be sensibly adjusted to accommodate the demands of each user group.</p>	<p>As the main retail frontage and vehicular through route, Bridge Street is a familiar and critical part of the town centre jigsaw. The strong presence of independent outlets has been identified as one of Ramsbottom's selling points, yet as already documented, the street currently suffers from high volumes of traffic which makes for a sub-standard pedestrian and shopping experience.</p> <p>This project would seek to tip the balance so that pedestrians become the priority user ahead of motorists therefore enabling people to move more freely and safely up and down the street. To realise this concept the spatial arrangement of the street would need to change so that pavements are widened, and the carriageway narrowed.</p> <p>Detailed analysis would be required to determine the critical dimensions across the street and understand whether the space</p>

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<p>Given the frequency of HGV traffic, it is however doubtful that this project could be implemented in the short term. A more realistic goal is to consider this project as part of a longer-term strategy to shift HGV movements away from the town centre. With a different dynamic to vehicle activity, there would be more scope to realign kerbs and free up space for pedestrians.</p>	<p>available can be sensibly adjusted to accommodate the demands of each user group.</p> <p>Given the volume of traffic, it is however doubtful that this project could be implemented in the short term. This project requires alternative routes to be found to move traffic from the core town centre but without compromising the need for HGVs to service the local businesses or without negatively impacting local businesses themselves. With a different dynamic to vehicle activity, there would be more scope to realign kerbs and free up space for pedestrians.</p> <p>The proposal to increase active travel modes in and around the town centre could help to reduce traffic in the town.</p>
<p><b>(Pg 88) – Longer Term Project (LT2) Bolton Street</b></p> <ul style="list-style-type: none"> <li>Removal of filter lanes to create a less car dominant streetscape.</li> </ul>	<ul style="list-style-type: none"> <li><del>Removal of filter lanes to create a less car dominant streetscape.</del> <b>Text removed.</b></li> </ul>
<p><b>(Pg 89) – Longer Term Project (LT2) Bolton Street</b></p> <ul style="list-style-type: none"> <li><b>Making it happen</b></li> <li>This project must be reviewed in the context of moving HGV routes away from the heart of the town centre.</li> </ul>	<ul style="list-style-type: none"> <li>Detailed feasibility work and engagement would be required to ensure that proposals still allowed necessary vehicle movement.</li> <li>Detailed <b>design and stakeholder consultation.</b></li> </ul>

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<p><b>(Pg 89) Longer Term Project (LT2) Bolton Street</b></p> <p><b>Deliverability</b></p> <p>In a similar way to Bridge Street, the character of Bolton Street is currently influenced by the presence of HGVs and therefore delivery of this scheme would be most sensible when the frequency of this type of traffic has been reduced. Kerb lines can then be considered holistically and adjusted to create more space for pedestrians and tree planting. This project is therefore considered to be most feasible in the longer term.</p>	<p>In a similar way to Bridge Street (LT1) the character of Bolton Street is currently heavily dominated by vehicles. It is an important route in and out of the town and there are opportunities to improve the street scene. Further detailed work is required to identify the opportunities to introduce more space for pedestrians and tree planting. However, given the lack of alternative infrastructure, Bolton Street will remain a key route into and around the town, including providing access to service existing businesses.</p>
<p><b>(Pg 100) – Vehicle &amp; HGV Movement</b></p> <p><b>Analysis narrative</b></p> <ol style="list-style-type: none"> <li>3. Essity Paper Mill at the north of the town is major HGV generators through the town centre.</li> <li>4. HGV movement at Bridge Street crossroad junction in the centre of Ramsbottom causes traffic and a large amount of noise.</li> <li>5. Bury New Road / Bridge Street is the only east to west link suitable for HGVs to access the M66 motorway from the town centre. <del>HGVs cause disruption at this junction.</del> <b>Text removed</b></li> <li>6. TNT/FedEx and Cormar Carpets located at the southern eastern fringe of the town centre are a major cause of the heavy flow of HGV traffic.</li> </ol>	<ol style="list-style-type: none"> <li>3. A number businesses on the north of the town require HGVs for essential business purposes that pass through the town centre.</li> <li>4. HGV and other large vehicle movements at Bridge Street crossroad junction in the centre of Ramsbottom sometimes results in delayed pedestrian and traffic movement and a large amount of noise.</li> <li>5. Bury New Road / Bridge Street is the only east to west link suitable for HGVs to access the M66 motorway from the town centre.</li> <li>6. Several vital businesses located at the southern eastern fringe of the town centre contribute to the heavy flow of HGV traffic.</li> </ol>