

Bury Active Travel Fund Concept Design consultation report

Bury Council

April 2022

Quality information

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Table of Contents

1. Introduction.....	6
2. Engagement approach and methodology	7
3. Feedback and Analysis	10
4. Conclusion.....	41
5. Next steps	41
Appendix A Concept Design Plans	42
Appendix B Promotional Flyer.....	57
Appendix C Plan Engage Platform	59
Appendix D Hardcopy Survey	61

Figures

Figure 1: Study area boundaries	6
Figure 2: Consultation event at the Polish Social Centre in Bury	10
Figure 3: Pie chart showing distribution of overall sentiments of all comments received	14
Figure 4: Pie chart showing distribution of sentiments across the comments on the proposals that were not specifically related to proposed design improvements	14
Figure 5: Pie chart showing distribution of sentiments across the comments on the proposals that were not specifically related to proposed design improvements	15
Figure 6: How many times each proposed design improvement was mentioned in feedback (top eleven).....	17
Figure 7: Distribution of sentiments across responses to the Market Street / Gigg Lane priority junction proposed improvement.....	19
Figure 8: Distribution of sentiments across responses to the A56 Manchester Road / Gigg Lane Toucan crossing proposed improvement.....	20
Figure 9: Distribution of sentiments across responses to the A56 Manchester Road and Parkhills Road signal-controlled junction	21
Figure 10: Distribution of sentiments across responses to the Home Street north road closure and Sparrow crossing on Parkhills Road	22
Figure 11: Distribution of sentiments across responses to the Devon Street / Parkhills Road filter point	23
Figure 12: Distribution of sentiments across responses to the Market Street / Parkhills Road signal-controlled junction.....	24
Figure 13: Distribution of sentiments across responses to the Parkhills Road traffic calming chicanes	25
Figure 14: Distribution of sentiments across responses to the Killon Street / Parkhills Road signal-controlled junction.....	26
Figure 15: Distribution of sentiments across responses to the Killon Street traffic calming chicanes	27
Figure 16: Distribution of sentiments across responses to the Market Street / Wellington Road CYCLOPS junction	28
Figure 17: Distribution of sentiments across responses to the Alfred Street bridge filter point and road closure	29
Figure 18: Distribution of sentiments across responses to the Home Street / Wellington Road tiger crossing	30
Figure 19: Distribution of sentiments across responses to the Narrowed Wellington Road / A56 Manchester Road priority junction	31
Figure 20: Distribution of sentiments across responses to the Wilson Street / Heywood Street signal-controlled junction.....	32
Figure 21: Distribution of sentiments across responses to the Wilson Street / Alfred Street filter point	33
Figure 22: Distribution of sentiments across responses to the Rochdale Road / Pimhole Road toucan crossing	34
Figure 23: Distribution of sentiments across responses to the Rochdale Road / Heywood Street puffin crossing	35

Figure 24: Distribution of sentiments across responses to the Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point	36
Figure 25: Distribution of sentiments across responses to the Kershaw Street eastbound one-way street	37

Tables

Table 1: Consultation events, dates, times and locations	8
Table 2: Number of comments received by independent feedback channels, by channel	13
Table 3: Suggested improvements for active travel	15
Table 4: How many times each proposed design improvement was mentioned in feedback (overall) ..	17
Table 5: Suggested improvements for Market Street / Gigg Lane priority junction	19
Table 7: Suggested improvement for A56 Manchester Road / Gigg Lane Toucan crossing	20
Table 8: Suggested improvements for A56 Manchester Road and Parkhills Road signal-controlled junction	21
Table 9: Suggested improvements for Home Street north road closure and Sparrow crossing on Parkhills Road	22
Table 10: Suggested improvements for Devon Street / Parkhills Road filter point	23
Table 11: Suggested improvements for Parkhills Road traffic calming chicanes	25
Table 12: Suggested improvements for Killon Street / Parkhills Road signal-controlled junction	26
Table 13: Suggested improvements for Market Street / Wellington Road CYCLOPS junction	28
Table 14: Suggested improvements for Alfred Street bridge filter point and road closure	29
Table 15: Suggested improvements for Narrowed Wellington Road / A56 Manchester Road Priority junction	31
Table 16: Suggested improvements for Wilson Street / Heywood Street signal-controlled junction	32
Table 17: Suggested improvements for Wilson Street / Alfred Street filter point	33
Table 18: Suggested improvements for Rochdale Road / Heywood Street Puffin crossing	35
Table 19: Suggested improvements for Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point	36
Table 22: Suggested improvements for Kershaw Street eastbound one-way street	37
Table 20: Suggested improvements for Fountain Street southbound one-way street	38
Table 21: Suggested improvements for Ormrod Street/ Tinline Street filter point	38
Table 6: Suggested improvement for Devon Street / Gigg Lane filter point	38

1. Introduction

This report provides a detailed breakdown of the stakeholder engagement and public consultation carried out for the concept designs for the Bury Active Travel Fund (ATF) Project in Fishpool and Pimhole on behalf of Bury Council. This report documents the engagement activities that took place during the concept design consultation period, which ran from 11 January 2022 to 8 March 2022. The report details the feedback received through all channels, including an online survey, two in-person consultation events, one online consultation event, stakeholder meetings and emails.

1.1 Project context

The Bury ATF scheme aims to develop proposals for Fishpool and Pimhole that will improve connectivity for walkers and cyclists, create high quality public spaces, improve safety, reduce congestion, and enable and encourage more active and environmentally friendly forms of travel for shorter journeys.

Key benefits that could be delivered for local people include reduced congestion from private vehicles and improved air quality. Wider public health benefits can be gained by getting people to be more active and improved local environment through public spaces that are attractive, safer, better connected and easier to navigate.

This project forms part of the Government's £2bn investment in active travel – walking and cycling – in response to the COVID-19 pandemic. It is funded by the Department for Transport's ATF scheme, and proposals delivered through the scheme will complement improvements already being developed by Bury Council through the Mayor's Walking and Cycling Challenge Fund, including some within Fishpool and Pimhole.

The project will also support the Greater Manchester Combined Authority Transport Strategy and the Combined Authority's commitment to achieve clean air compliance by 2024 and to be carbon neutral by 2038. The study area for this project is shown in Figure 1.

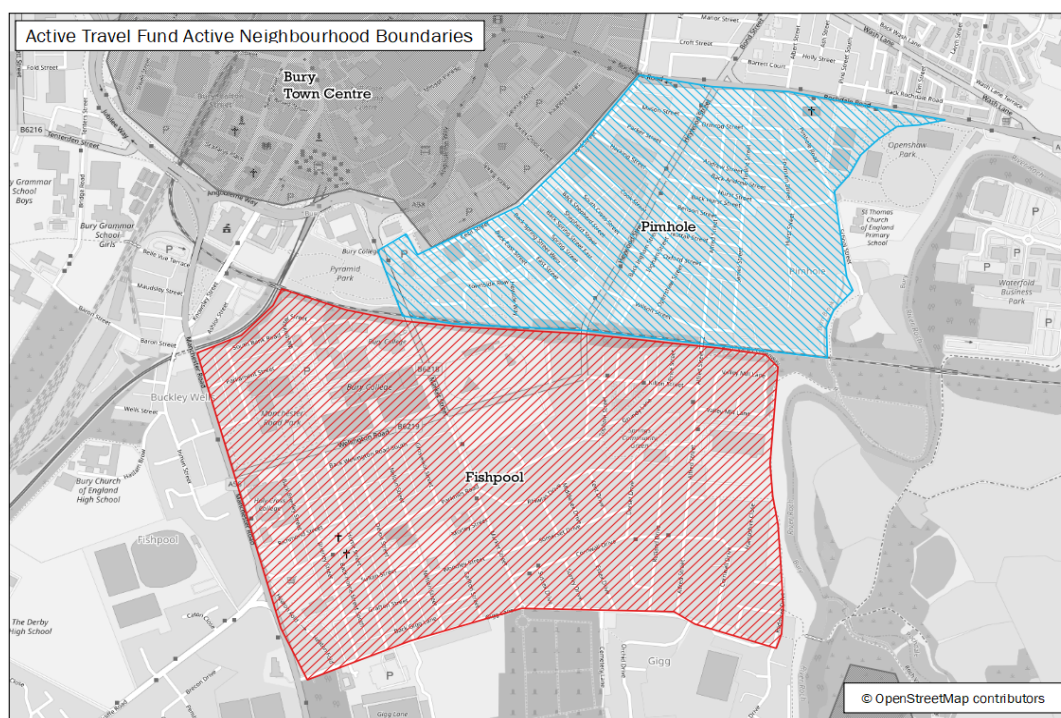


Figure 1: Study area boundaries

2. Engagement approach and methodology

2.1 Initial Public Consultation

Previous engagement was carried out from 26 July 2021 to 23 August 2021 which sought people's views on what changes they would like to see implemented as part of the scheme within the Fishpool and Pimhole area to improve pedestrian and cycling facilities. As part of the consultation process, the local community were able to provide feedback on current walking, cycling and street scene challenges through an online interactive survey, and discuss where and how improvements could be made.

A digital-first approach was adopted for the public consultation, with information hosted on Bury Council's website at www.bury.gov.uk/activetravel. On the website an interactive map was provided which allowed users to directly pin comments to areas where they felt there was an issue or where they believed would benefit from new infrastructure. This enabled direct localised feedback to be captured to directly feedback into the design team.

The approach to the public consultation also included workshops with local residents. These workshops (and depth interviews) were carried out with 13 residents of Fishpool and 12 residents of Pimhole between 11 and 31 August 2021. These workshops and interviews allowed the team to understand more about the methods and purpose of residents travel in and around their area, what local issues they perceived impacted on travel, and what the potential opportunities were to improve or resolve these issues to make travel easier and more attractive, particularly active modes.

The initial consultation was promoted through the distribution of promotional flyers to both residential and commercial addresses within the local areas, with an additional 300 flyers delivered to local community venues. A social media toolkit was compiled for Bury Council to post social media content to further promote the consultation. Promotional emails were sent to local schools and stakeholders, encouraging them to circulate the information about the consultation with their local networks. This was supported by a press release by Bury Council.

A briefing for elected members was organised via Microsoft Teams to inform local councillors of the scheme and consultation. The briefing was also supported by an email that informed councillors of the scheme's intentions and proposed timeframes.

Once the consultation had ended, all of the feedback received was analysed and documented in an initial consultation report, which was then used to develop the concept design proposals.

2.2 Second Public Consultation

The second public consultation was held from 11 January 2022 to 8 March 2022. The consultation explained that feedback from the initial consultation had been analysed and considered and gave the local community a chance to comment on the concept design proposals for the Fishpool and Pimhole areas to improve walking and cycling facilities, that had been drafted according to community feedback. By engaging with local communities, we aimed to understand their views on the proposed plans. The feedback gathered through this consultation will be used to further refine the proposed interventions in the detailed design stage.

2.2.1 Scheme promotion

This round of consultation was promoted through online and offline channels to raise awareness within the local community.

2.2.1.1 Leaflet drop

3800 promotional flyers were delivered to all residential and commercial addresses in the study boundaries of Fishpool and Pimhole. A total of 300 flyers were also delivered to six local community venues so members of the community could pick them up

2.2.1.2 Online promotion and social media

A social media toolkit was developed to promote the consultation on Twitter, Facebook and Instagram, throughout the consultation period. The toolkit identified key communication channels and created suitable content to further promote the consultation and in-person consultation events. Through posts

on Bury Council social media channels, the reach of the consultation was broadened. Social media posts attracted the attention of local users, some of whom may not necessarily have been made aware through other promotional materials.

A webpage on the Transport for Greater Manchester active travel website, highlighted the scheme purpose and promoted the consultation, giving users access to the interactive web platform. This webpage can be accessed at <https://activetravel.tfgm.com/schemes/bury/fishpool-pimhole-active-neighbourhoods/>.

2.2.1.3 Schools/ Community groups

Alongside the above, promotional emails were sent to schools to encourage them to share information about the consultation with students, parents and guardians. By directly emailing schools, we aimed to encourage parents and guardians of children who may benefit from the scheme to take part in the consultation.

A promotional email was also delivered to local stakeholders that we identified as being crucial to the development process such as local cycling clubs and forums, health and wellness forums, as well as a variety of disability groups.

2.2.1.4 Local councillors

A briefing for elected members was organised via Microsoft Teams to inform local councillors of the scheme and consultation, detailing the need for such a scheme, as well as the benefits of implementing a more active travelling environment.

2.2.1.5 Press

To further promote the consultation, a press release was developed to be displayed in Bury Council's news archive for stakeholders to be informed of the consultation details. The press release was supported by Councillor Alan Quinn, cabinet member for the environment and climate change, who provided a quote to reiterate the importance of active travel and encouraged consultation participation. This is available to view at <https://www.mynewsdesk.com/uk/bury-council/pressreleases/local-people-invited-to-have-their-say-on-design-proposals-for-access-improvements-in-fishpool-and-pimhole-3154334>

2.3 Consultation feedback channels

For the second consultation, an approach similar to the initial consultation's was adopted. Information regarding the consultation was hosted on Bury Council's website at www.bury.gov.uk/activetravel. As the consultation aimed to spark feedback from local people it served as a listening exercise to gain feedback on the proposed designs. Therefore, an interactive map was provided on the website which allowed users to directly comment on each specific design intervention, as well as submit scheme-wide comments. This enabled direct localised feedback to be captured to directly feedback into the design team. This map can be accessed at https://planengageuk.alytics.com/bury_atf_feedback_design/study/Active-Travel-Designs.

People were also able to provide feedback via email and hardcopy versions of the survey (which were available on request by email and freephone). This can be found in Appendix D.

People were also able to provide their feedback at the in-person consultation events by filling in hardcopy response forms (Appendix D).

2.4 Consultation events

We hosted three consultation events during the consultation period. One online event and two in-person events at community venues within the scheme area. The event details are noted below in Table 1.

Table 1: Consultation events, dates, times and locations

Location	Date	Time
Teams Live	26/01/2022	6pm-7pm
Polish Social Centre	23/02/2022	3pm-7pm
Metro Christian Centre	03/03/2022	4pm-7pm

2.4.1 Online consultation event

A Teams Live event was hosted for the public to join on 26 January 2022, running from 6pm till 7pm, where local residents could learn more about the concept designs for Fishpool and Pimhole and submit questions for our team to answer. An evening event was chosen so that individuals could attend the event after working hours. The event had nine public attendees and five project staff members available to present and answer any specific or technical questions. An in-depth presentation was displayed with a member of the project team explaining each of the interventions and design proposals. There was also a question and answer session with the public to answer any of the questions and to address any concerns. The sentiments of the online event were neutral, with some attendees supporting the scheme and some opposing it.

2.4.2 In-person events

Alongside the online event, two public in-person consultation events took place. The first event took place on 23 February 2022, from 3pm till 7pm, at the Polish Social Centre in Fishpool and can be seen below in Figure 2. There were 10 pull-up banners spread across the venue, with each banner hosting two of the design proposals. There were also hardcopy response forms available for the public to fill-in and return to the team. The event had 24 attendees who displayed mixed opinions on the scheme due to conflicting interests. A key topic at this event was the Alfred Street bridge filter point and road closure which many local residents at this event were strongly against. Another intervention that was strongly opposed was the Wilson Street / Alfred Street filter point due to it restricting HGV access for a number of businesses in the area.

The second in-person event took place on 3 March 2022, from 4pm till 7pm at the Metro Christian Centre, on the border of Fishpool and Pimhole. The format of the event was identical to the first event and the public could view the designs on the pull-up banners, as well as submit their response forms in-person. This event had 12 attendees, who displayed very positive sentiments as most attendees were in favour of the scheme. They provided suggestions on what interventions they favoured and how some of the interventions, such as the Home Street / Wellington Road Tiger crossing could benefit the community further if it was moved further down the road, nearer to a local school.



Figure 2: Consultation event at the Polish Social Centre in Bury

3. Feedback and Analysis

3.1 Introduction

This section provides an overview of the main findings and themes arising from feedback received during the public consultation that took place between 11 January and 8 March 2022.

This section of the report will summarise sentiments towards the scheme as a whole followed by sentiments for the specific proposed design improvements as well as suggestions for improvements.

Feedback was accepted via the interactive map portal, in person at the consultation events via hard copies of the response form and via email. All responses received by 11.59pm on 8 March 2022 were analysed.

The proposed design improvements that asked for comments were as follows:

- **Market Street / Gigg Lane priority junction**
This junction improvement proposes for the existing mini roundabout to be converted to priority junction for Gigg Lane.
- **A56 Manchester Road / Gigg Lane Toucan crossing**
This is a signal-controlled shared pedestrian and cyclist crossing (Toucan) crossing to allow safe access across A56 Manchester Road for both pedestrians and cyclists linking to the existing cycle track.
- **A56 Manchester Road and Parkhills Road signal-controlled junction**
This is a signal-controlled junction with signalised pedestrian crossing (Puffin) at the junction of A56 Manchester Road and Parkhills Road
- **Horne Street north road closure and Sparrow crossing on Parkhills Road**
This intervention consists of Horne Street north to be closed to motorised traffic. Segregated cycle crossing (Sparrow) over Parkhills Road to provide onward cycling and walking routing.
- **Devon Street / Parkhills Road filter point**
This proposal is for the existing Devon Street road closure to be opened for cycling access only.

- **Market Street / Parkhills Road signal-controlled junction**
This is a signal-controlled junction Market Street / Parkhills Road to reduce traffic speeds on Parkhills Road and improve cycling and walking connectivity.
- **Parkhills Road traffic calming chicanes**
This proposal introduces traffic calming chicanes along Parkhills Road. Priority direction for vehicles alternates half-way along Parkhills Road to reduce traffic speed.
- **Killon Street / Parkhills Road signal-controlled junction**
This is a signal-controlled junction at Killon Street / Heywood Street to reduce vehicle speeds along Parkhills Road. Puffin crossings provided on all roads.
- **Killon Street traffic calming chicanes**
This proposal is for traffic calming chicanes along Killon Street. The priority direction for vehicles alternates half-way along Killon Street to reduce traffic speed.
- **Market Street / Wellington Road CYCLOPS junction**
This is a signal-controlled segregated cycling and walking junction (CYCLOPS) replacing the existing roundabout at junction of Market Street and Wellington Road.
- **Alfred Street bridge filter point and road closure**
This proposal is for the Alfred Street bridge to be closed to vehicles. Access provided for pedestrians and cyclists. Emergency vehicle access to be maintained.
- **Horne Street / Wellington Road Tiger crossing**
This proposal is for cyclist and pedestrian priority crossing (Tiger) on Wellington Road.
- **Narrowed Wellington Road / A56 Manchester Road Priority junction**
The existing priority junction entrance from Wellington Road to A56 Manchester Road is to be narrowed to reduce traffic speeds and provide a shorter and safer crossing for pedestrians.
- **Wilson Street / Heywood Street signal-controlled junction**
This is new a signal-controlled junction at Wilson Street / Heywood Street to improve visibility to exit from Wilson Street and to reduce traffic speeds in the area.
- **Wilson Street / Alfred Street filter point**
Wilson Street is to be closed at its eastern end at the junction of Alfred Street but provide onward access for pedestrians and cyclists.
- **Rochdale Road / Pimhole Road Toucan crossing**
This is a signal-controlled shared pedestrian and cycling crossing (Toucan) that is currently under construction at junction of Rochdale Road and Pimhole Road.
- **Rochdale Road / Heywood Street Puffin crossing**
The existing crossing is to be upgraded to Puffin crossings to improve safety for pedestrians at junction of Rochdale Road and Heywood Street.
- **Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point**
The existing Andrew Street road closure is to be opened for cycling access only. Signal-controlled junction at Parker Street to incorporate segregated cyclist and pedestrian crossing over Heywood Street.
- **Kershaw Street eastbound one-way street**
A one-way system is to be installed on Kershaw Street eastbound.
- **Fountain Street southbound one-way street**
A one-way system is to be extended on Fountain Street southbound.
- **Ormrod Street/ Tinline Street filter point**

This proposal is for a filter point to allow access only for cyclists and pedestrians to prevent rat running between Tinline Street and Heywood Street.

- **Devon Street / Gigg Lane filter point**
This proposal is for the existing Devon Street road closure to be opened for cycling access only
- **Ormrod Street eastbound one-way street**
A one-way system is to be installed on Ormrod Street eastbound.
- **Alfred Street northbound one-way street**
A one-way system is to be installed on Alfred Street northbound.
- **Nelson Street / Wellington Road filter point**
This proposal is for the existing Nelson Street road closure to be opened for cycling access only.
- **Brierly Street / Wellington Road filter point**
This proposal is for the existing Brierley Street road closure to be opened for cycling access only.
- **East Hurst Street Zebra crossing**
This proposal consists of an improved footway and pedestrian priority crossing (Zebra) on East Hurst Street
- **Rochdale Road / Lord Street / York Street junction removal of street furniture**
Junction safety is to be improved for pedestrians and cyclists by removing existing guard rails at junction of Rochdale Road, Lord Street and York Street.
- **Pimhole Road Tiger crossing**
This proposal consists of cyclist and pedestrian priority crossing (Tiger) to be installed to provide safe crossing for pedestrians and cyclists. Existing footways to be upgraded to shared pedestrian and cycling footway on Pimhole Road (in front of JK Car Parts).
- **Andrew Street eastbound one-way street**
A one-way system is to be installed on Andrew Street eastbound.
- **James Street/ Hurst Street filter point**
The filter point on James Street is to allow pedestrian and cyclist access only.
- **Albert Street / Rochdale Road filter point**
Albert Street is to be closed at the southern end to vehicles for pedestrian access only.
- **Rochdale Road / Tinline Street filter point**
The existing Tinline Street road closure is to be opened for cycling access only.
- **Palace Street / Fountain Street filter point**
The existing Palace Street road closure is to be opened for cycling access only.
- **Carlton Street / Gigg Lane filter point**
This proposal is for the existing Carlton Street road closure to be opened for cycling access only.
- **Hurst Street westbound one-way street**
The one-way system is to be extended on Hurst Street westbound.
- **Fountain Street/ Hurst Street filter point**
The existing Hurst Street road closure is to be opened for cycling access only.

The detailed maps of the interventions mentioned above can be found in Appendix A.

3.1.1 Online map tool

We used PlanEngage to capture the online feedback. PlanEngage features an interactive map with each of the locations where interventions are proposed marked with a pin. When clicked on, a pop-up window displayed a brief description and drawing of the proposed measures. Respondents could add their own feedback to each of these pins. A screenshot of the PlanEngage tool can be found at Appendix C.

3.1.2 Responses received

In total 278 distinct responses were received, and the number of different response types is detailed in Table 2 below.

Table 2: Number of comments received by independent feedback channels, by channel

Feedback channel	No of comments received
Online map tool – comments with pins to map	160
Online map tool – comments without pins to map	98
Email	5
Hard copy response	15
Total	278

3.2 Analysis

All feedback was reviewed and analysed on a comment-by-comment basis with free text responses broken down into constituent comments that were attributed to a number of themes.

Therefore, although 278 number of responses were analysed, a larger number of individual comments were identified due to some responses being split up via theme.

Each piece of feedback was categorised as having up to three themes. Each comment was then categorised as having a positive, negative or neutral sentiment. Feedback was categorised under the theme of other where it was considered to be outside the scope of the scheme.

3.2.1 Feedback on the consultation

Although no direct feedback was requested on the consultation and materials produced some responses did include this feedback within their answers. These are summarised below.

Two comments suggested there could be an improvement in the consultation platform and materials and three comments mentioned that they had found the PlanEngage platform difficult to use.

3.2.2 Overall sentiments of all comments on proposals

Figure 3 shows the overall sentiment of each of the comments that were received and analysed as part of the consultation.

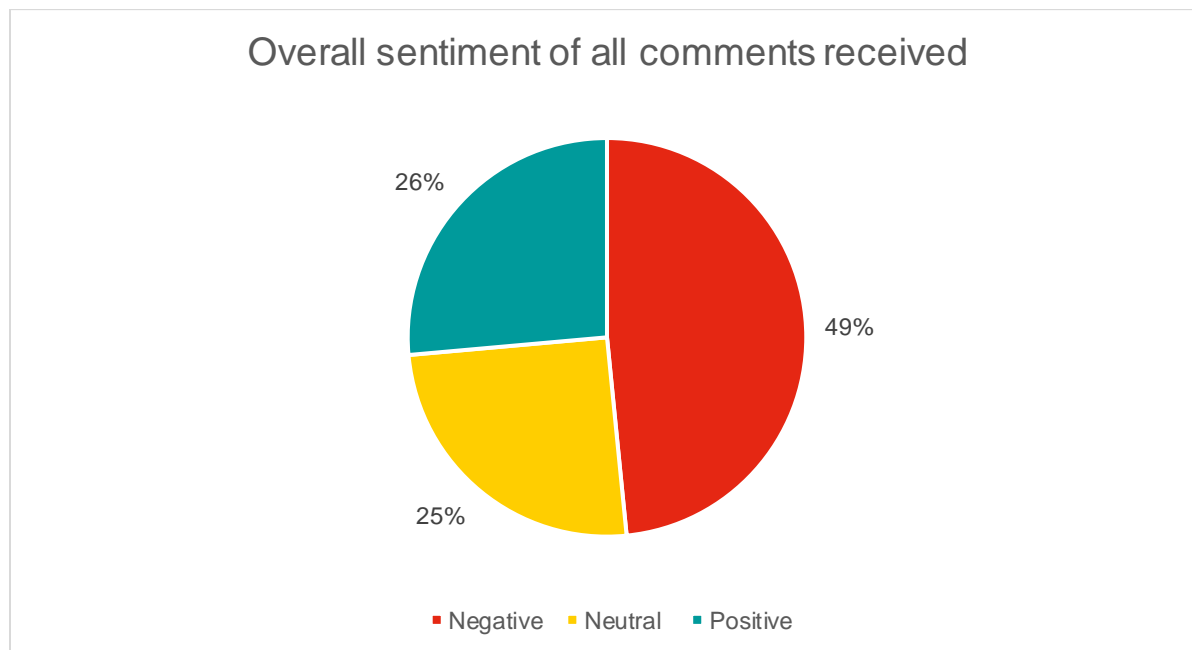


Figure 3: Pie chart showing distribution of overall sentiments of all comments received

3.2.3 Distribution of sentiments across non-geographic specific feedback

Figure 4 shows the distribution of sentiments across the comments on the proposals that were not specifically related to proposed design improvements and were non-geographic specific.

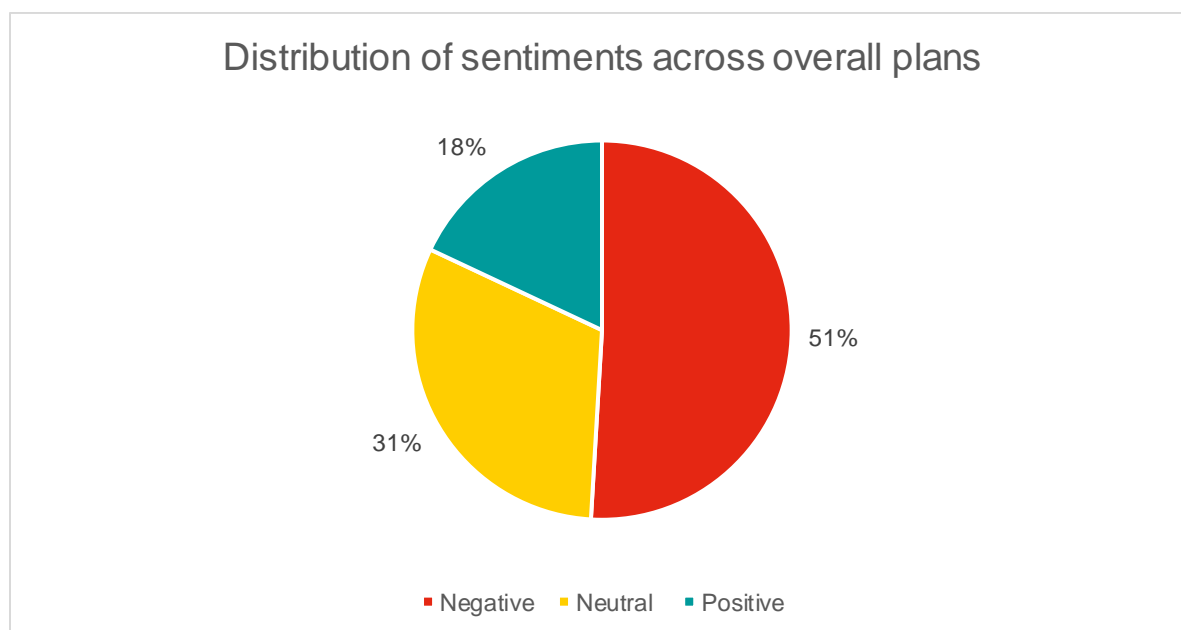


Figure 4: Pie chart showing distribution of sentiments across the comments on the proposals that were not specifically related to proposed design improvements

3.2.4 Distribution of themes across non-geographic specific feedback

All comments were assigned at least one theme and up to three themes. Figure 5 below shows which of these themes were raised the most.

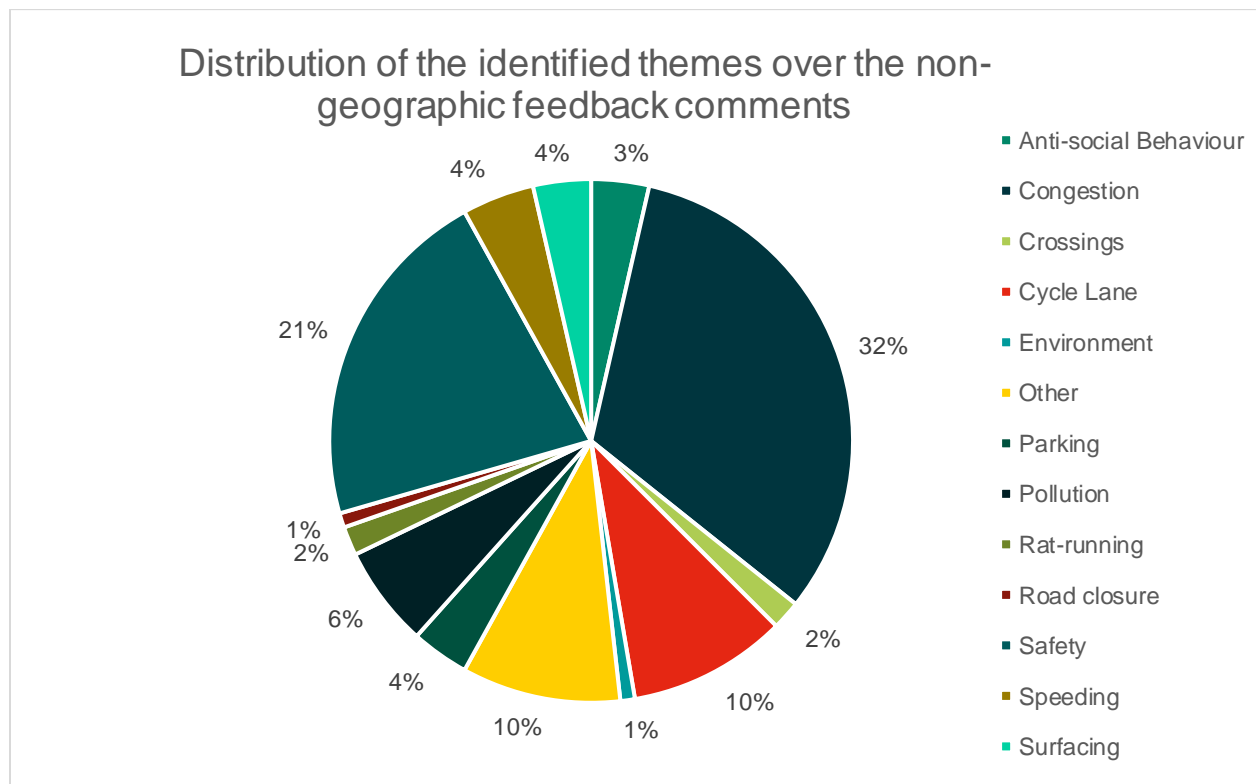


Figure 5: Pie chart showing distribution of sentiments across the comments on the proposals that were not specifically related to proposed design improvements

3.2.5 Suggested improvements for the proposals that were not specifically related to proposed design improvements

Table 3 shows a summary of suggestions that were collected within the responses to the consultation. These suggestions were raised in general responses to the scheme and not in response to individual proposed design improvements. The suggestions for specific design improvements can be found in section 3.2.6.

Table 3: Suggested improvements for active travel

Theme	Suggestions
Surfacing	Road surfaces should be improved
Cycle lanes	<p>Segregated cycle lanes should be included in plans</p> <p>Alfred street should be one way</p> <p>Cycle lanes to include cargo-trikes and e-scooters</p> <p>Insert cycle lane into Bury</p> <p>New routes should be fully accessible for all users – including cargo cycles, tandems and those who use cycles as mobility aids</p>

Congestion	Signalised junction on Wilson Street
	Traffic calming measures
	Finishing cycle lanes at the CYCLOPS junction near the market
	No parking zones on Morley Street
Other	Path from Alfred Street to Roch Bank way
	Cleaner streets
	Open Roch Valley Park route
	Sparrow crossing on Parkhills Road
	Improve the Manchester Road and Manchester Old Road junction as it will remain motor-dominated and intimidating for cyclists and pedestrians
Speeding	Speed cameras on Parkhills Road
	More speed cameras
Safety	Extra crossings on Parkhills Road
	Slip road from the A56 turning west onto Radcliffe Road removed completely
	The turn into Heaton Fold should be relocated further south
	Parkhills Road must have protected cycle lanes
	Reduce the width of the A56 heading north and Radcliffe Road
	Segregated cycle lane
	Removal of chichane on Parkhills Road
	Move Horne Street crossing to Nelson street
	Rhiwlas drive to be one way
Rat-running	Create larger pedestrian island, with railings
	Install lights at the Manchester Road/Wellington Road junction
	Traffic should be directed along the B6219 and Parkhills Rd

3.2.6 Distribution of comments across proposed design improvements

Not all proposed design improvements received comments and the number of times each proposed design improvement was mentioned can be found in Table 4. Figure 6 shows the top eleven most commented on proposed design improvements. To see the sentiments of these proposed design improvements, see section 3.2.6.

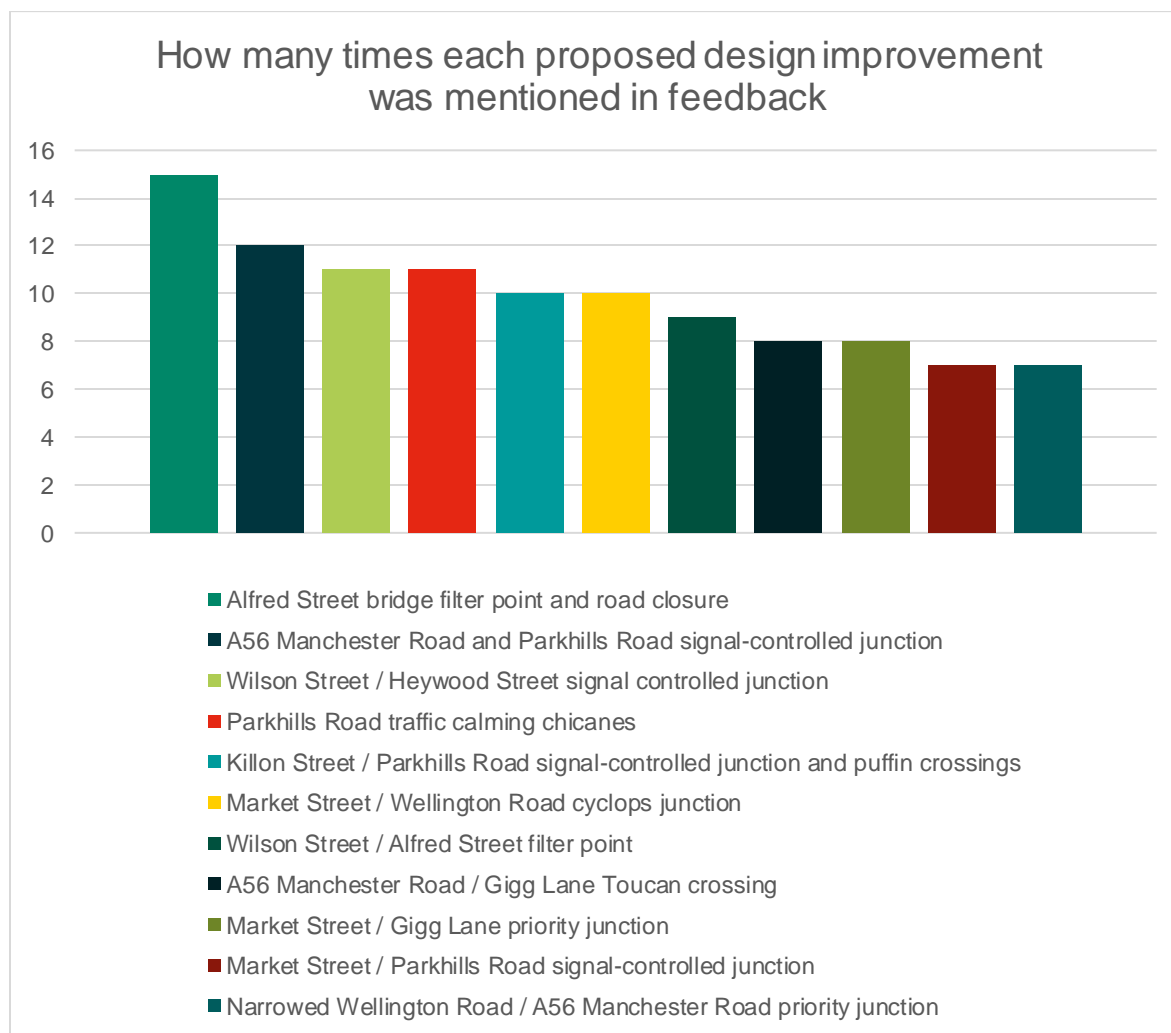


Figure 6: How many times each proposed design improvement was mentioned in feedback (top eleven)

Table 4 shows how many times each proposed design improvement was mentioned in the feedback overall

Table 4: How many times each proposed design improvement was mentioned in feedback (overall)

Proposed design improvement	Number of comments
Alfred Street bridge filter point and road closure	15
A56 Manchester Road and Parkhills Road signal-controlled junction	12
Wilson Street / Heywood Street signal-controlled junction	11
Parkhills Road traffic calming chicanes	11

Killon Street / Parkhills Road signal-controlled junction and puffin crossings	10
Market Street / Wellington Road cyclops junction	10
Wilson Street / Alfred Street filter point	9
A56 Manchester Road / Gigg Lane Toucan crossing	8
Market Street / Gigg Lane priority junction	8
Market Street / Parkhills Road signal-controlled junction	7
Narrowed Wellington Road / A56 Manchester Road priority junction	7
Horne Street north road closure and Sparrow crossing on Parkhills Road	6
Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point	6
Ormrod Street eastbound one way street	5
Killon Street traffic calming chicanes	4
Rochdale Road / Heywood Street puffin crossing	4
Rochdale Road / Pimhole Road toucan Crossing	4
Horne Street / Wellington Road tiger crossing	3
Lord Street at South Cross Street zebra crossing	3
Carlton Street / Gigg Lane filter point	2
Devon Street / Parkhills Road filter point	2
James Street / Hurst Street filter point	2
Kershaw Street eastbound one way street	2
Andrew Street eastbound one way street	1
Brierly Street / Wellington Road filter point	1
Devon Street / Gigg Lane filter point	1
East Hurst Street zebra crossing	1
Fountain Street / Hurst Street filter point	1
Nelson Street / Wellington Road filter point	1
Palace Street / Fountain Street filter point	1
Pimhole Road parallel crossing	1

3.2.7 Sentiment across proposed design improvements

Comments that provided feedback on specific proposed design improvement were assigned a sentiment based on their comments. Where more than one sentiment was identified for a specific proposed design improvement this has been displayed in graph format however where there were minimal comments this has not been displayed graphically.

This will show overall sentiments for each proposed design improvement followed by a summary of themes raised for each improvement, followed by any suggestions for each proposed design improvement.

3.2.7.1 Market Street / Gigg Lane priority junction

Figure 7 shows the distribution of sentiments received across the responses to the Market Street / Gigg Lane priority junction proposed improvement.

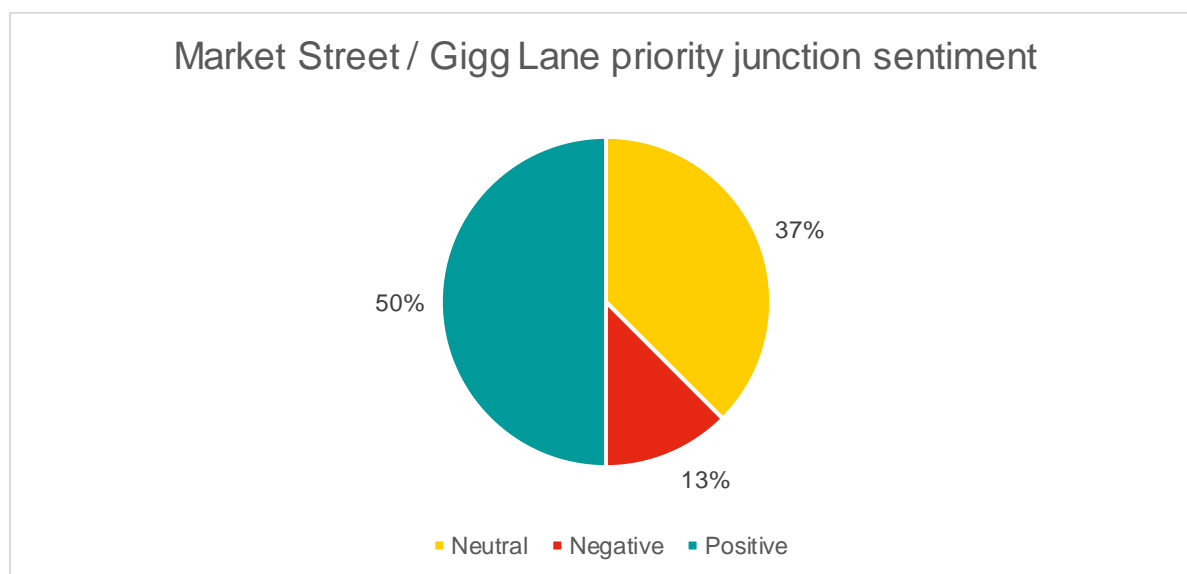


Figure 7: Distribution of sentiments across responses to the Market Street / Gigg Lane priority junction proposed improvement

The suggested change to this proposed improvement and related theme are summarised in Table 5.

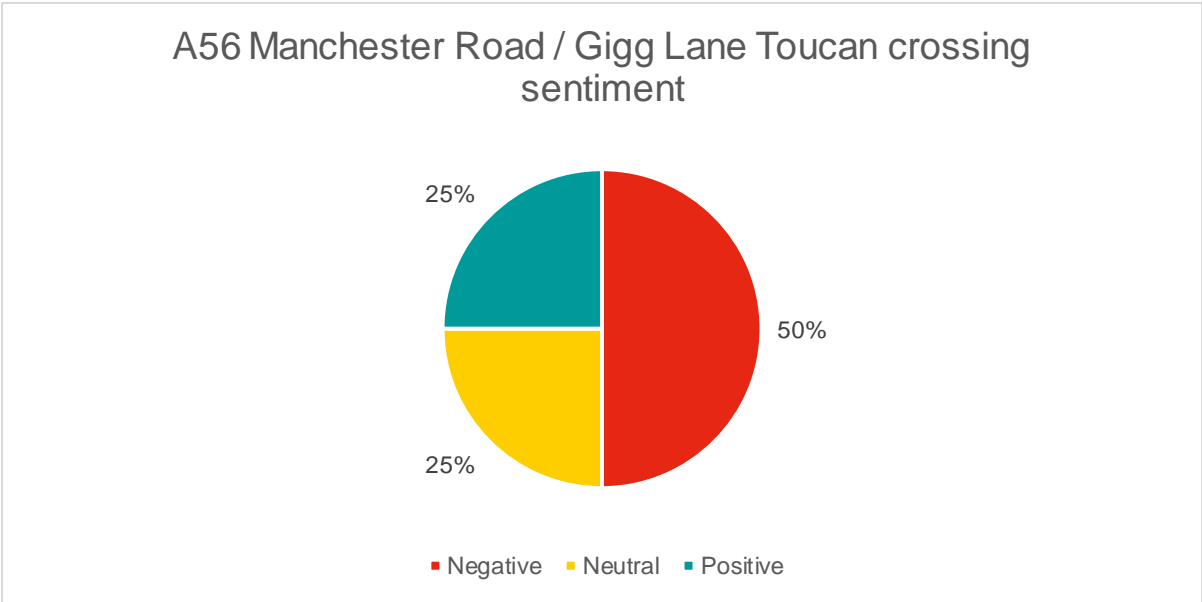
Table 5: Suggested improvements for Market Street / Gigg Lane priority junction

Theme	Suggestions
Safety	Increase visibility for Gigg Lane

3.2.7.2 A56 Manchester Road / Gigg Lane Toucan crossing

Figure 8 shows the distribution of sentiments received across the responses to the A56 Manchester Road / Gigg Lane Toucan crossing proposed improvement.

Figure 8: Distribution of sentiments across responses to the A56 Manchester Road / Gigg Lane Toucan crossing proposed improvement.



The suggested change to this proposed improvement and related theme are summarised in Table 6.

Table 6: Suggested improvement for A56 Manchester Road / Gigg Lane Toucan crossing

Theme	Suggestions
Surfacing	Complete re-surfacing of the area

3.2.7.3 A56 Manchester Road and Parkhills Road signal-controlled junction

Figure 9 shows the distribution of sentiments received across the responses to the A56 Manchester Road and Parkhills Road signal-controlled junction proposed improvement.

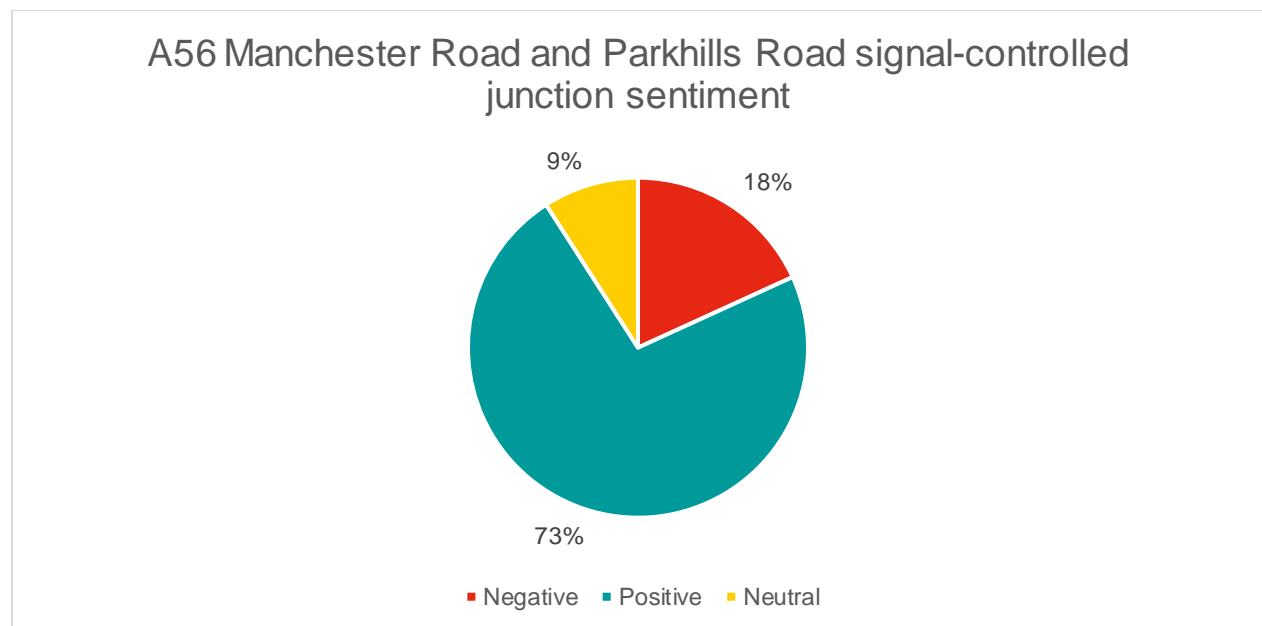


Figure 9: Distribution of sentiments across responses to the A56 Manchester Road and Parkhills Road signal-controlled junction

The suggested changes to this proposed improvement and related themes are summarised in Table 8.

Table 7: Suggested improvements for A56 Manchester Road and Parkhills Road signal-controlled junction

Theme	Suggestions
Cycle lanes	Segregated cycle lanes/CYCLOPS junction
Safety	Include CYCLOPS junction here
Neutral	Crossings should be set back
Other	Junction of Parkhills Road should be narrowed.

3.2.7.4 Horne Street north road closure and Sparrow crossing on Parkhills Road

Figure 10 shows the distribution of sentiments received across the responses to the Horne Street north road closure and Sparrow crossing on Parkhills Road proposed improvement.

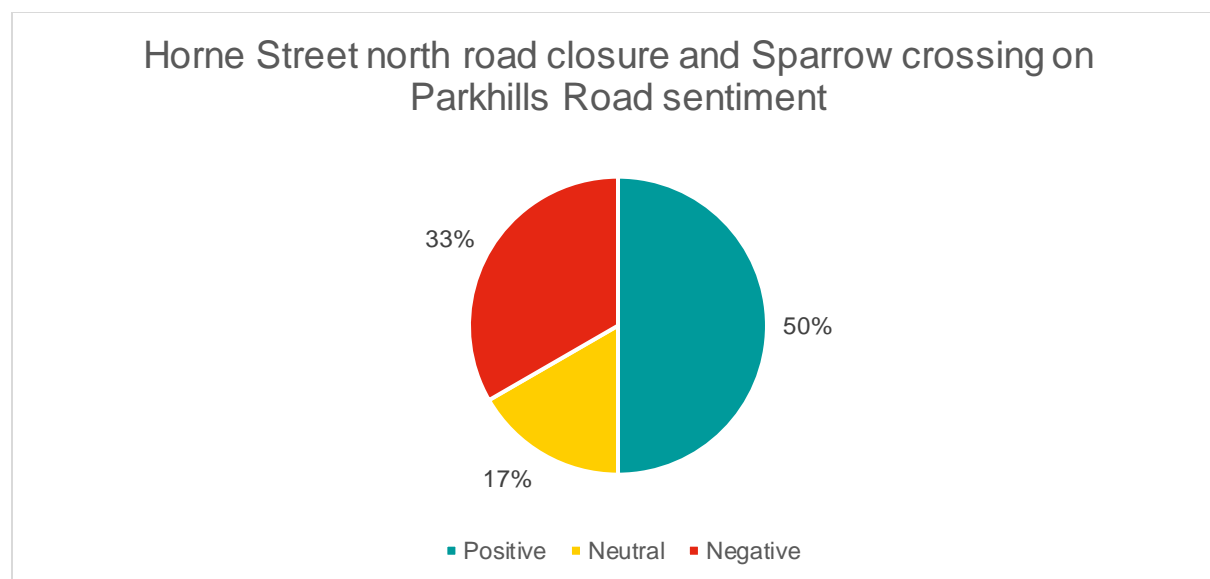


Figure 10: Distribution of sentiments across responses to the Horne Street north road closure and Sparrow crossing on Parkhills Road

The suggested changes to this proposed improvement and related themes are summarised in Table 9.

Table 8: Suggested improvements for Horne Street north road closure and Sparrow crossing on Parkhills Road

Theme	Suggestions
Crossings	Increased pedestrian crossing on Parkhills Road Move junction Move crossing closer to Nelson Street by school
Congestion	Chicanes on Parkhills Road

3.2.7.5 Devon Street / Parkhills Road filter point

Figure 11 shows the distribution of sentiments received across the responses to the Devon Street / Parkhills Road filter point proposed improvement.

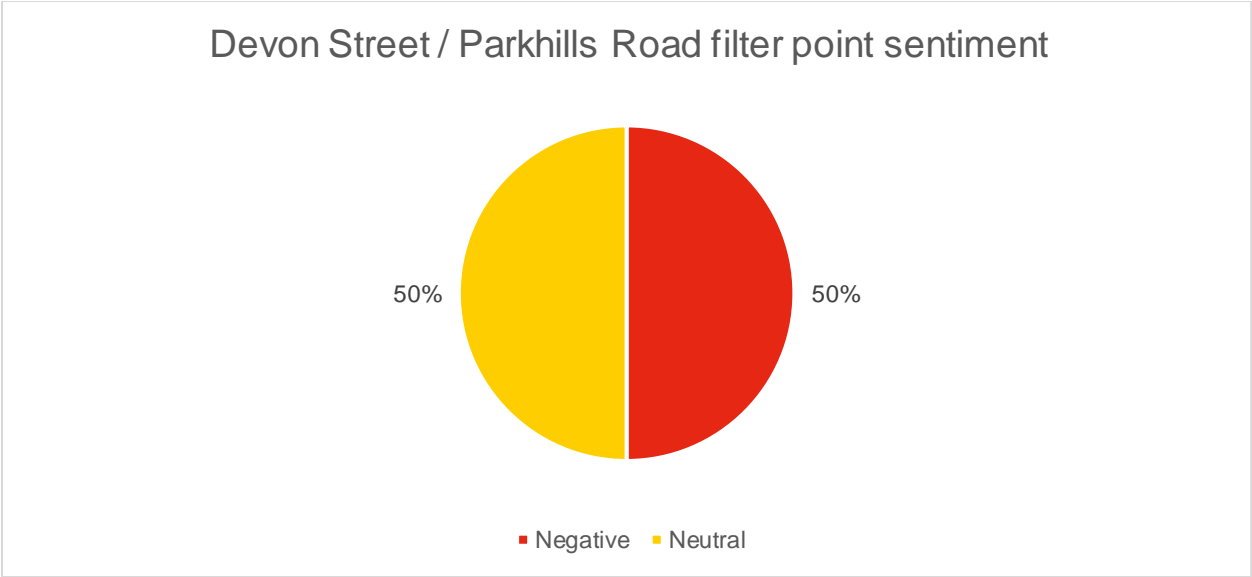


Figure 11: Distribution of sentiments across responses to the Devon Street / Parkhills Road filter point

The suggested change to this proposed improvement and related theme are summarised in Table 10.

Table 9: Suggested improvements for Devon Street / Parkhills Road filter point

Theme	Suggestions
Speeding	Pedestrian refuges

3.2.7.6 Market Street / Parkhills Road signal-controlled junction

Figure 12 shows the distribution of sentiments received across the responses to the Market Street / Parkhills Road signal-controlled junction proposed improvement.

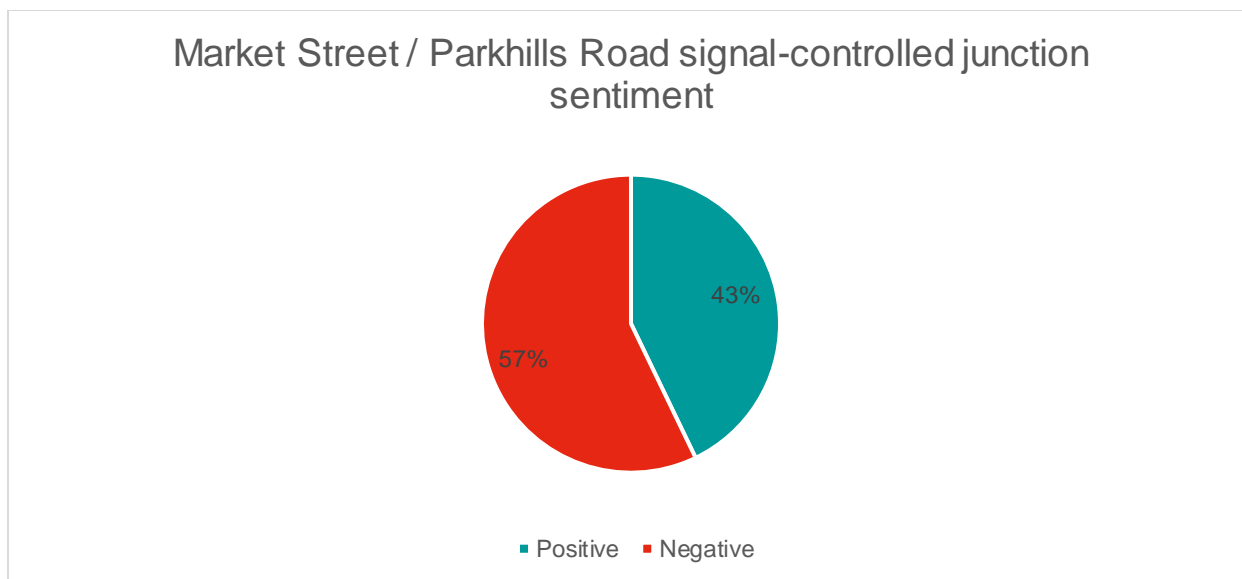


Figure 12: Distribution of sentiments across responses to the Market Street / Parkhills Road signal-controlled junction

No suggested improvements were made on this proposed design improvement.

3.2.7.7 Parkhills Road traffic calming chicanes

Figure 13 shows the distribution of sentiments received across the responses to the Parkhills Road traffic calming chicanes proposed improvement.

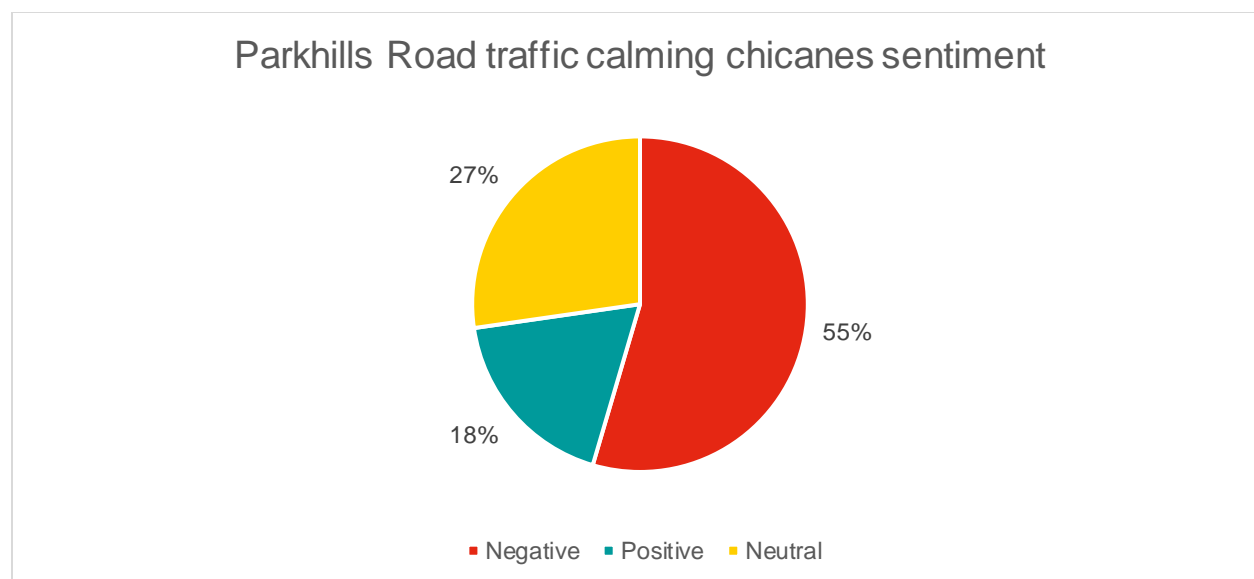


Figure 13: Distribution of sentiments across responses to the Parkhills Road traffic calming chicanes

The suggested changes to this proposed improvement and related themes are summarised in Table 11.

Table 10: Suggested improvements for Parkhills Road traffic calming chicanes

Theme	Suggestions
Safety	Additional traffic calming measures
Speeding	Additional traffic calming measures
	More speed cameras
	Increased number of chicanes on Parkhills Road between Horne St and Market St

3.2.7.8 Killon Street / Parkhills Road signal-controlled junction

Figure 14 shows the distribution of sentiments received across the responses to the Parkhills Road traffic calming chicanes proposed improvement.

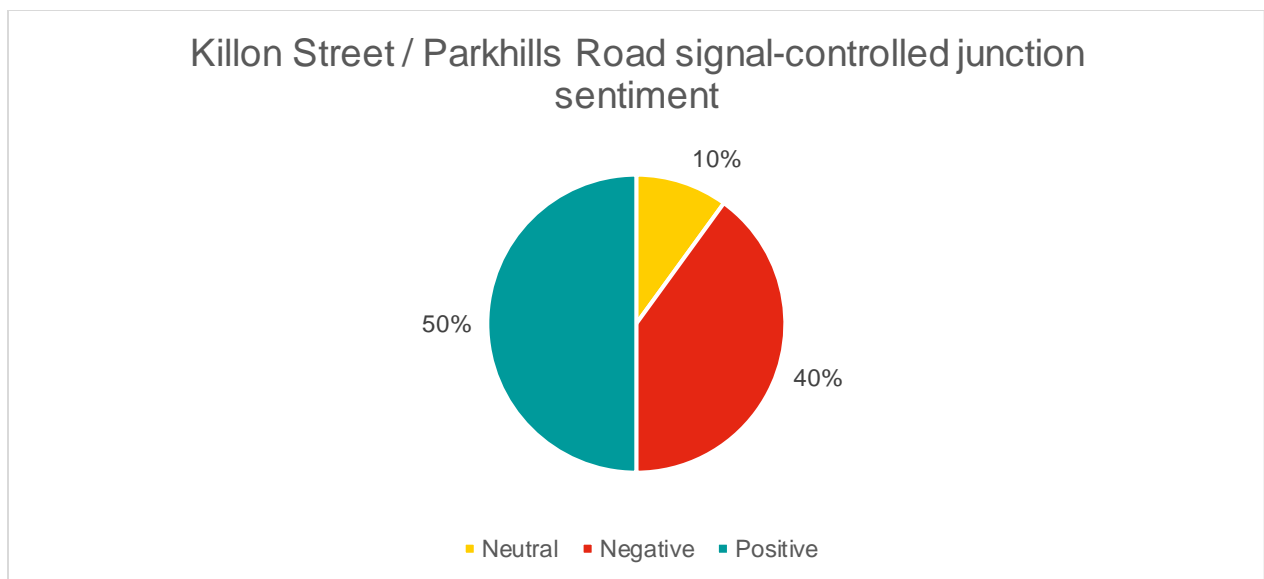


Figure 14: Distribution of sentiments across responses to the Killon Street / Parkhills Road signal-controlled junction

The suggested changes to this proposed improvement and related themes are summarised in Table 12.

Table 11: Suggested improvements for Killon Street / Parkhills Road signal-controlled junction

Theme	Suggestions
Positive	Traffic should be routed towards Willington Road instead
Neutral	Sequencing of the lights should be monitored

3.2.7.9 Killon Street traffic calming chicanes

Figure 15 shows the distribution of sentiments received across the responses to the Killon Street traffic calming chicanes proposed improvement.

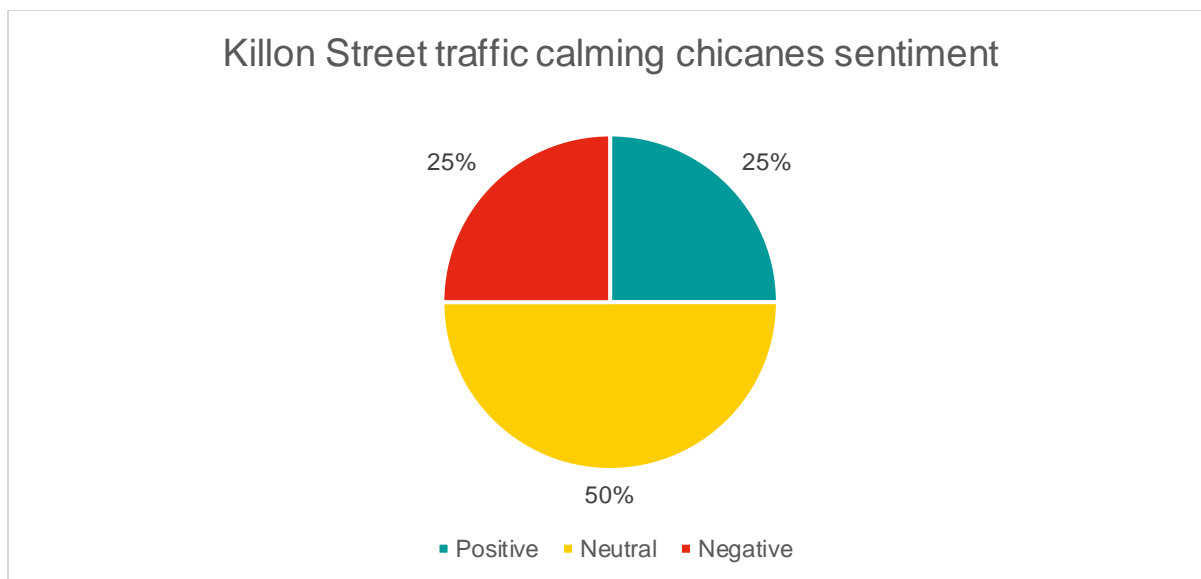


Figure 15: Distribution of sentiments across responses to the Killon Street traffic calming chicanes

No suggested improvements were made on this proposed design improvement.

3.2.7.10 Market Street / Wellington Road CYCLOPS junction

Figure 16 shows the distribution of sentiments received across the responses to the Market Street / Wellington Road CYCLOPS junction proposed improvement.

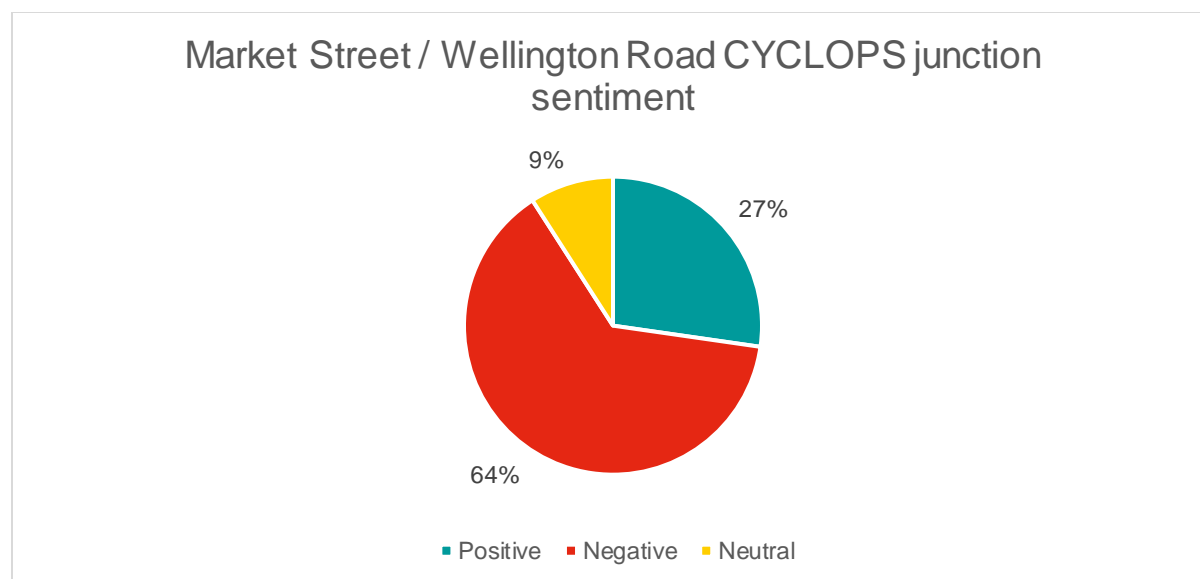


Figure 16: Distribution of sentiments across responses to the Market Street / Wellington Road CYCLOPS junction

The suggested changes to this proposed improvement and related themes are summarised in Table 13.

Table 12: Suggested improvements for Market Street / Wellington Road CYCLOPS junction

Theme	Suggestions
Crossings	Pedestrian crossing on Wellington Park Road
Pollution	More speed cameras

3.2.7.11 Alfred Street bridge filter point and road closure

Figure 17 shows the distribution of sentiments received across the responses to the Alfred Street bridge filter point and road closure proposed improvement.

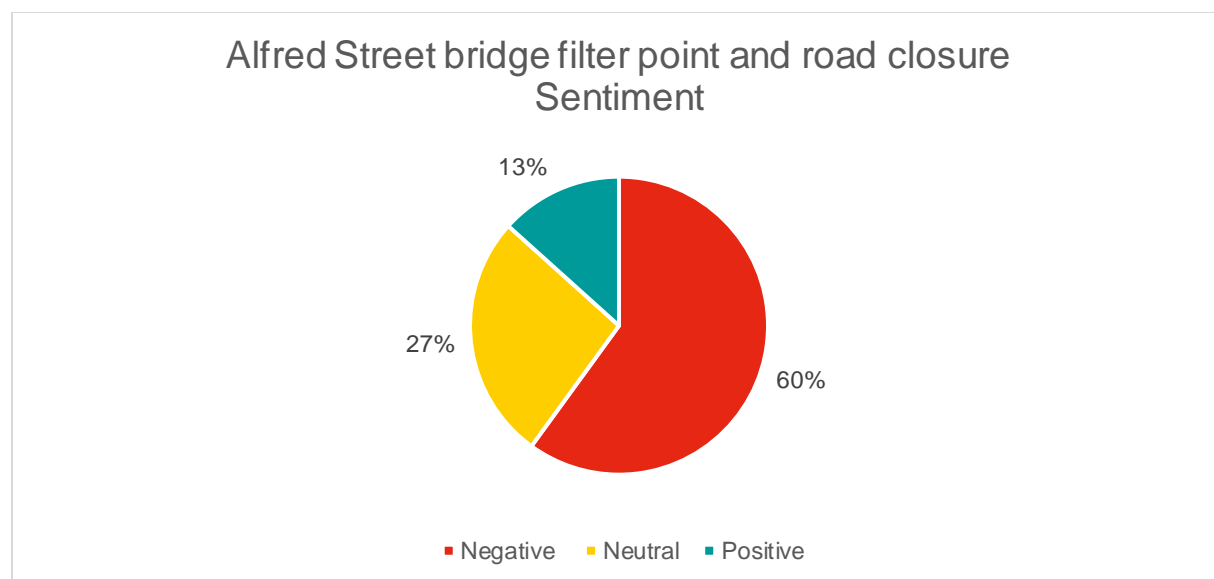


Figure 17: Distribution of sentiments across responses to the Alfred Street bridge filter point and road closure

The suggested changes to this proposed improvement and related themes are summarised in Table 14.

Table 13: Suggested improvements for Alfred Street bridge filter point and road closure

Theme	Suggestions
Safety	Enable emergency access
Speeding	Traffic calming measures
Congestion	Signalised crossing
	Chicane on Alfred Street

3.2.7.12 Horne Street / Wellington Road Tiger crossing

Figure 18 shows the distribution of sentiments received across the responses to the Horne Street / Wellington Road tiger crossing proposed improvement.

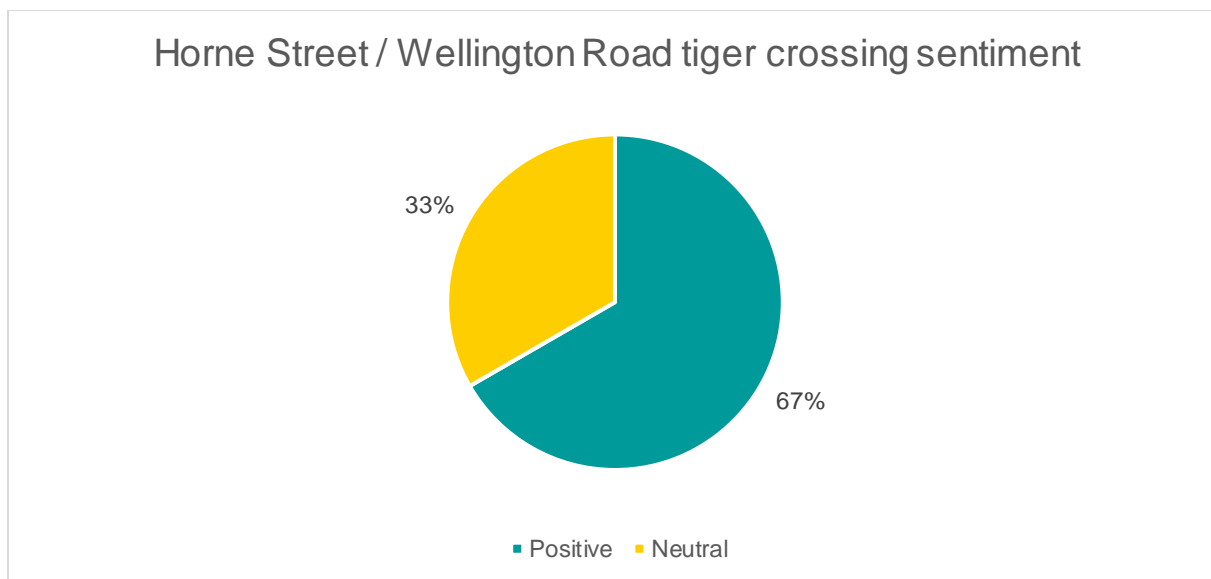


Figure 18: Distribution of sentiments across responses to the Horne Street / Wellington Road tiger crossing

No suggested improvements were made on this proposed design improvement.

3.2.7.13 Narrowed Wellington Road / A56 Manchester Road Priority junction

Figure 19 shows the distribution of sentiments received across the responses to the Narrowed Wellington Road / A56 Manchester Road priority junction proposed improvement.

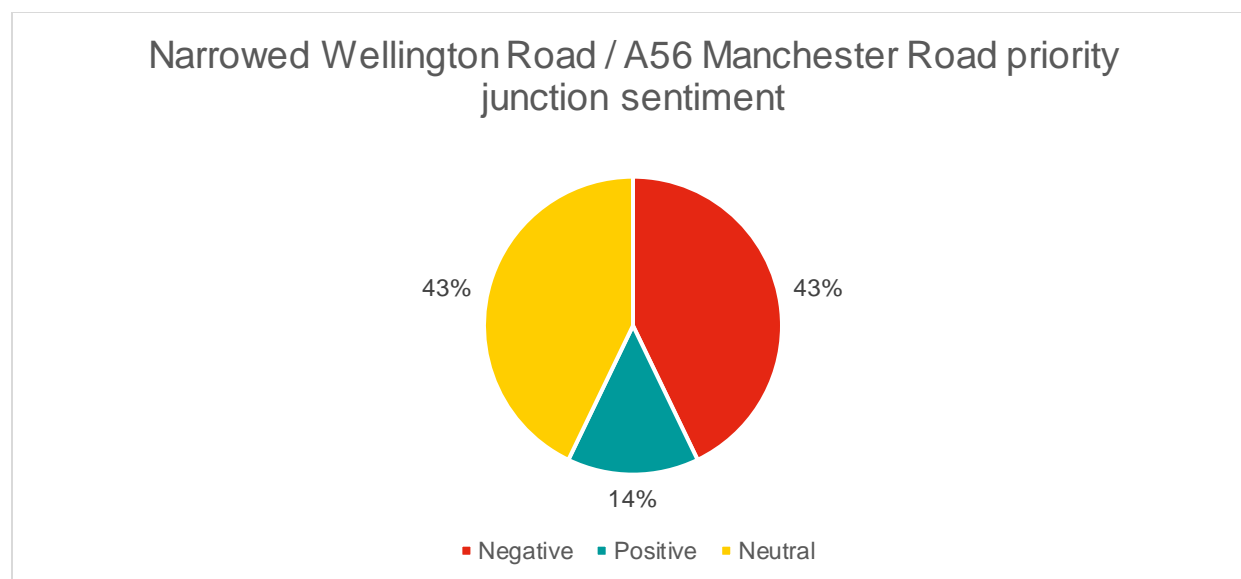


Figure 19: Distribution of sentiments across responses to the Narrowed Wellington Road / A56 Manchester Road priority junction

The suggested changes to this proposed improvement and related themes are summarised in Table 15.

Table 14: Suggested improvements for Narrowed Wellington Road / A56 Manchester Road Priority junction

Theme	Suggestions
Safety	Segregated cycle lanes/CYCLOPS junction Signalised junction
Other	Cutting back of hedges to allow pedestrians to walk safely on pavements.
Crossings	Zebra crossing included Signalised junction

3.2.7.14 Wilson Street / Heywood Street signal-controlled junction

Figure 20 shows the distribution of sentiments received across the responses to the Wilson Street / Heywood Street signal-controlled junction proposed improvement.

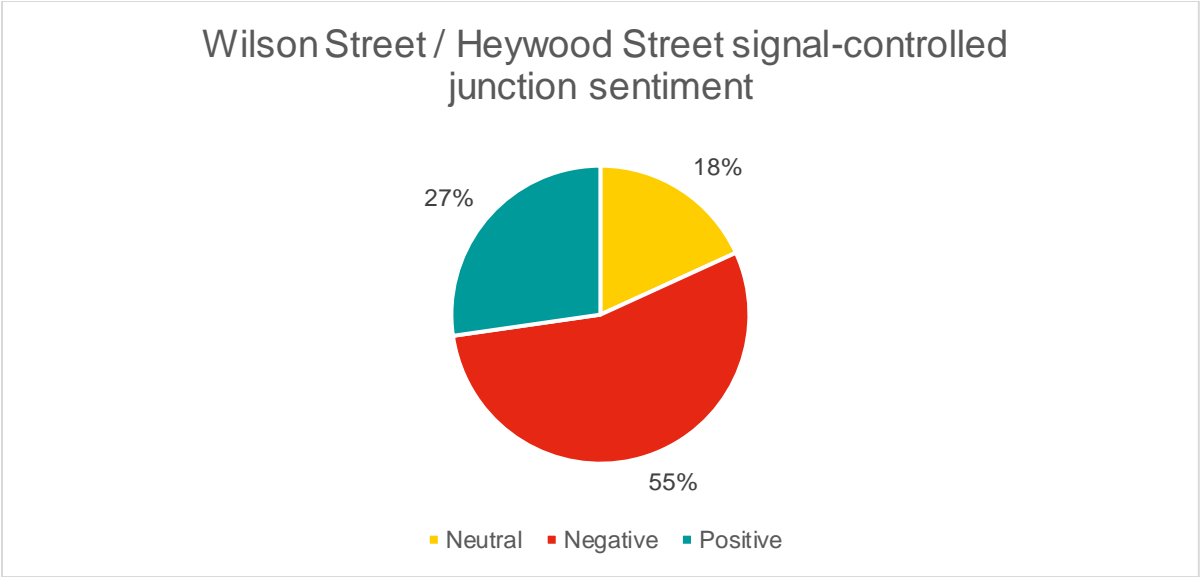


Figure 20: Distribution of sentiments across responses to the Wilson Street / Heywood Street signal-controlled junction

The suggested change to this proposed improvement and related theme is summarised in Table 16.

Table 15: Suggested improvements for Wilson Street / Heywood Street signal-controlled junction

Theme	Suggestions
Neutral	Sequencing of the lights should be monitored

3.2.7.15 Wilson Street / Alfred Street filter point

Figure 21 shows the distribution of sentiments received across the responses to the Wilson Street / Alfred Street filter point proposed improvement.

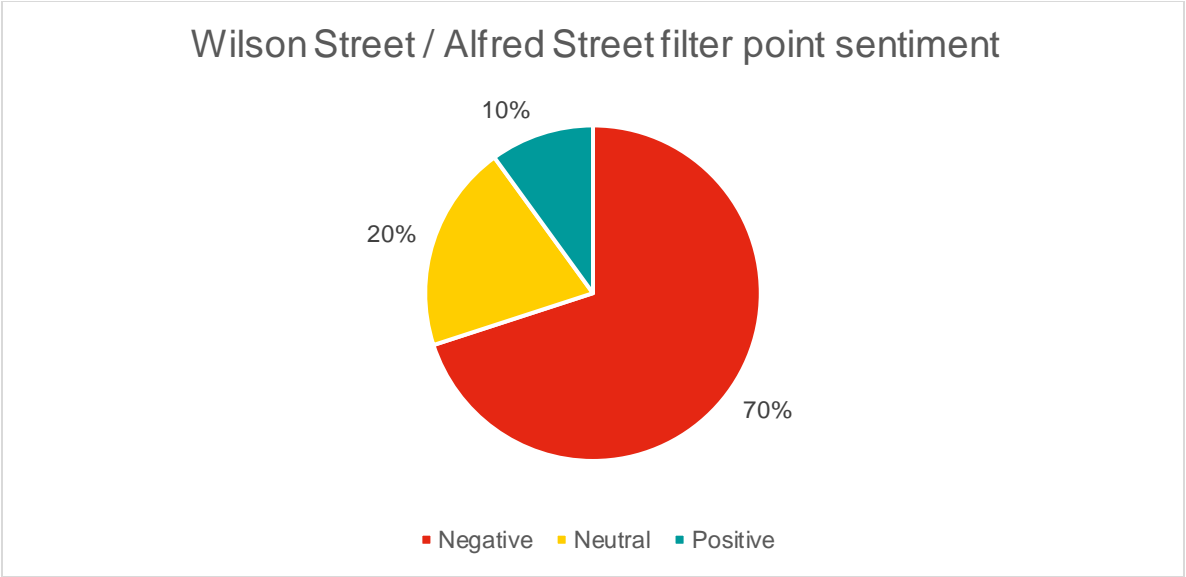


Figure 21: Distribution of sentiments across responses to the Wilson Street / Alfred Street filter point

The suggested change to this proposed improvement and related theme is summarised in Table 17.

Table 16: Suggested improvements for Wilson Street / Alfred Street filter point

Theme	Suggestions
Rat-running	Introduce chanies

3.2.7.16 Rochdale Road / Pimhole Road Toucan crossing

Figure 22 shows the distribution of sentiments received across the responses to the Rochdale Road / Pimhole Road toucan crossing proposed improvement.

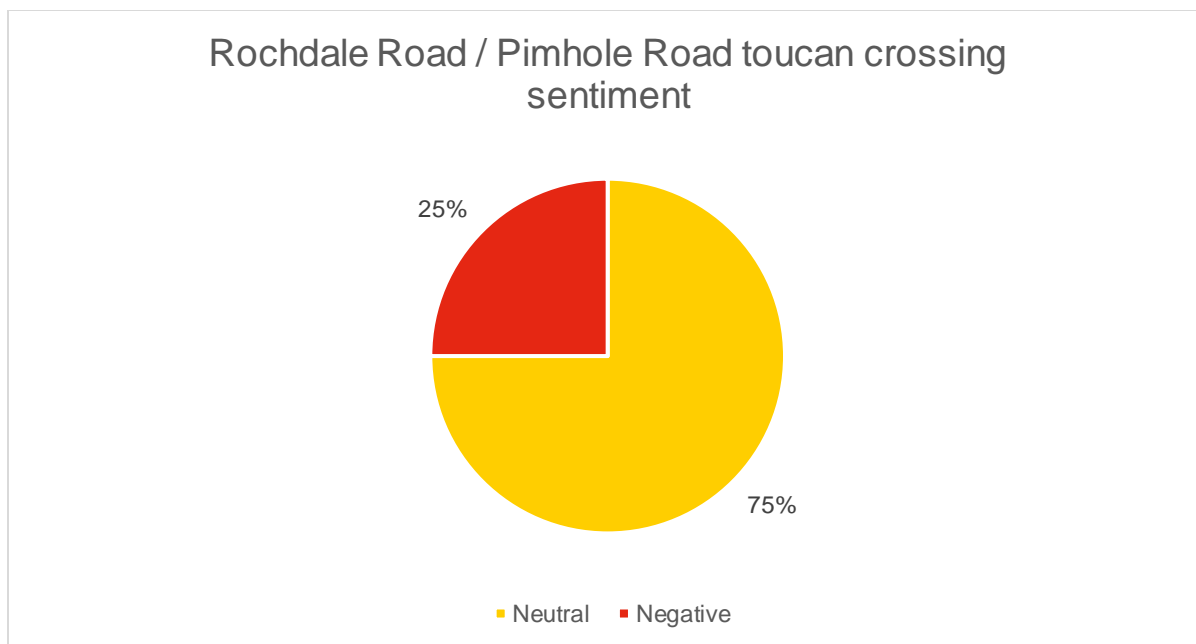


Figure 22: Distribution of sentiments across responses to the Rochdale Road / Pimhole Road toucan crossing

No suggested improvements were made on this proposed design improvement.

3.2.7.17 Rochdale Road / Heywood Street Puffin crossing

Figure 23 shows the distribution of sentiments received across the responses to the Rochdale Road / Heywood Street puffin crossing proposed improvement.

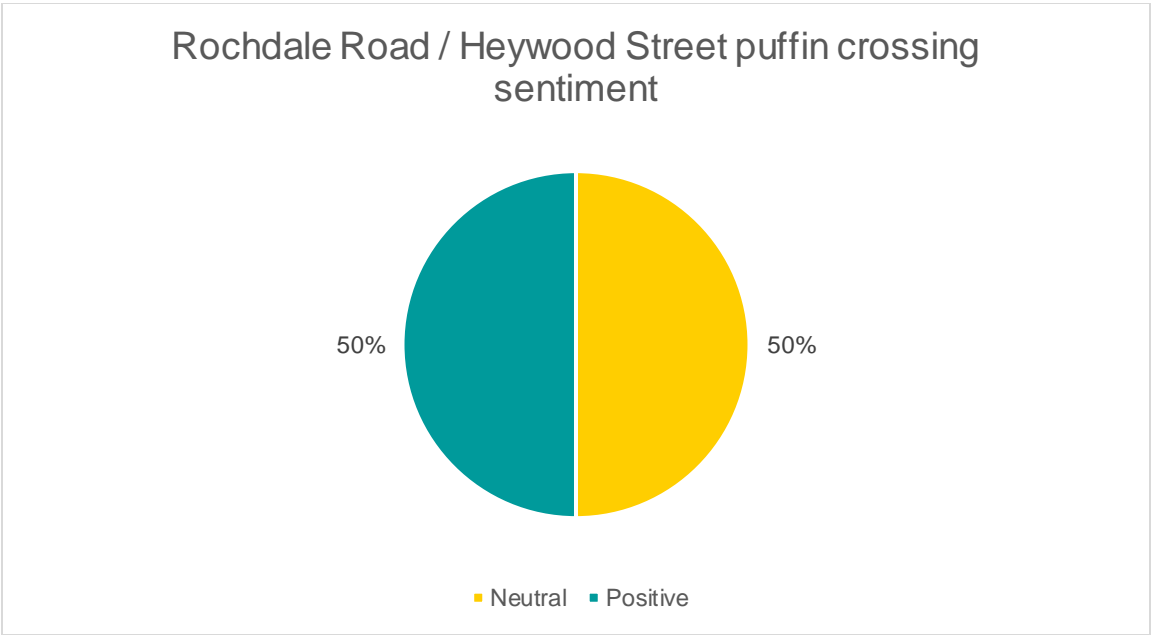


Figure 23: Distribution of sentiments across responses to the Rochdale Road / Heywood Street puffin crossing

The suggested change to this proposed improvement and related theme are summarised in Table 18.

Table 17: Suggested improvements for Rochdale Road / Heywood Street Puffin crossing

Theme	Suggestions
Congestion	Reinstate right-turn onto Heywood Street

3.2.7.18 Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point

Figure 24 shows the distribution of sentiments received across the responses to the Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point proposed improvement.

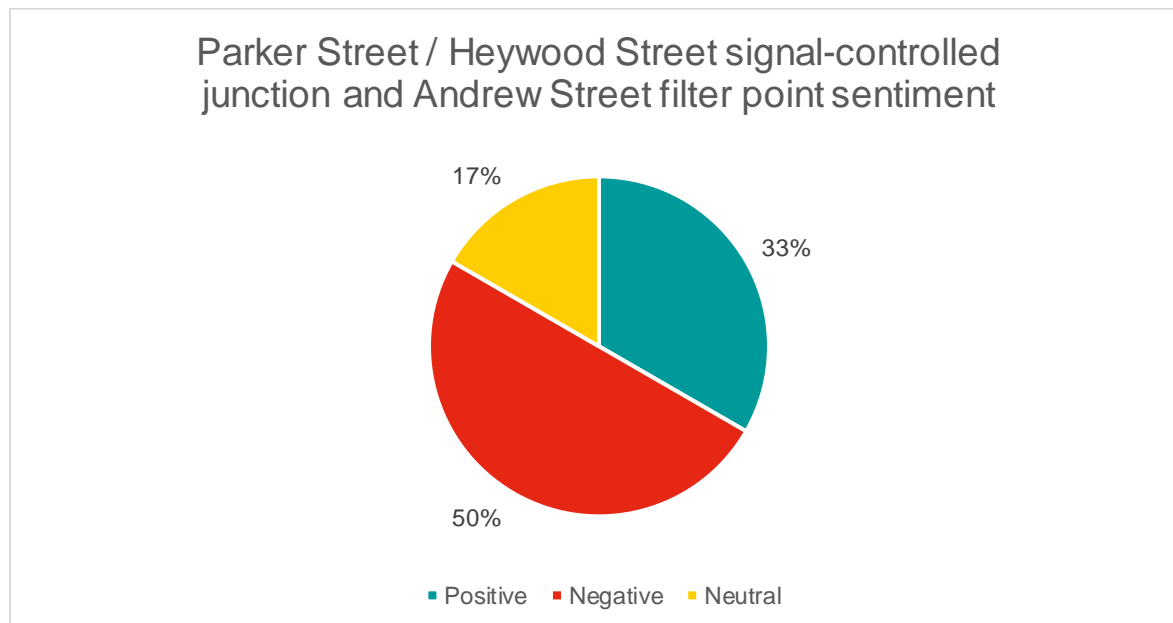


Figure 24: Distribution of sentiments across responses to the Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point

The suggested changes to this proposed improvement and related theme are summarised in Table 19.

Table 18: Suggested improvements for Parker Street / Heywood Street signal-controlled junction and Andrew Street filter point

Theme	Suggestions
Congestion	One way street
	Traffic lights should work by request

3.2.7.19 Kershaw Street eastbound one-way street

Figure 25 shows the distribution of sentiments received across the responses to the Kershaw Street eastbound one-way street proposed improvement.



Figure 25: Distribution of sentiments across responses to the Kershaw Street eastbound one-way street

The suggested changes to this proposed improvement and related theme are summarised in Table 22.

Table 19: Suggested improvements for Kershaw Street eastbound one-way street

Theme	Suggestions
Speeding	Traffic calming measures

3.2.7.20 Fountain Street southbound one-way street

Only one comment on this proposed design improvement was received which was positive and in support of the proposal.

The suggested changes to this proposed improvement and related theme are summarised in Table 20.

Table 20: Suggested improvements for Fountain Street southbound one-way street

Theme	Suggestions
Other	CCTV and parking management

3.2.7.21 Ormrod Street/ Tinline Street filter point

Only four comments on this proposed design improvement were received which were all negative and not in support of the proposal.

The suggested changes to this proposed improvement and related theme are summarised in Table 21.

Table 21: Suggested improvements for Ormrod Street/ Tinline Street filter point

Theme	Suggestions
Safety	Speed cameras and speed bumps

3.2.7.22 Devon Street / Gigg Lane filter point

Only one comment was received on the Devon Street / Gigg Lane filter point proposed improvement and this was identified as having a positive sentiment with suggestions for improvement that are summarised in Table 6.

Table 22: Suggested improvement for Devon Street / Gigg Lane filter point

Theme	Suggestions
Speeding	Chicanes on Gigg Lane

3.2.7.23 Ormrod Street eastbound one-way street

Only one comment on this proposed design improvement was received which was negative and not in support of the proposal. No suggested improvements were made on this proposed design improvement.

3.2.7.24 Alfred Street northbound one-way street

No comments and no suggested improvements were made on this proposed design improvement.

3.2.7.25 Nelson Street / Wellington Road filter point

Only one comment on this proposed design improvement was received which was positive and in support of the proposal. No suggested improvements were made on this proposed design improvement.

3.2.7.26 Brierly Street / Wellington Road filter point

Only one comment on this proposed design improvement was received which was negative and not in support of the proposal. No suggested improvements were made on this proposed design improvement.

3.2.7.27 East Hurst Street Zebra crossing

Only one comment on this proposed design improvement was received which was positive and in support of the proposal. No suggested improvements were made on this proposed design improvement.

3.2.7.28 Rochdale Road / Lord Street / York Street junction removal of street furniture

No comments and no suggested improvements were made on this proposed design improvement.

3.2.7.29 Pimhole Road Tiger crossing

No comments and no suggested improvements were made on this proposed design improvement.

3.2.7.30 Andrew Street eastbound one-way street

Only one comment on this proposed design improvement was received which was positive and in support of the proposal. No suggested improvements were made on this proposed design improvement.

3.2.7.31 James Street/ Hurst Street filter point

Only two comments on this proposed design improvement were received which were positive and in support of the proposal. No suggested improvements were made on this proposed design improvement.

3.2.7.32 Albert Street / Rochdale Road filter point

No comments and no suggested improvements were made on this proposed design improvement.

3.2.7.33 Rochdale Road / Tinline Street filter point

No comments and no suggested improvements were made on this proposed design improvement.

3.2.7.34 Palace Street / Fountain Street filter point

Only one comment on this proposed design improvement was received which was positive and in support of the proposal. No suggested improvements were made on this proposed design improvement.

3.2.7.35 Carlton Street / Gigg Lane filter point

No suggested improvements were made on this proposed design improvement.

4. Conclusion

The feedback received in the consultation showed a range of responses to the proposals including some who supported them and some who did not. As part of their responses, respondents often included suggestions for improvements to individual proposed design improvements as well as suggestions that are considered to be outside the scope of the scheme

5. Next steps

Bury Council in collaboration with TfGM will consider the feedback set out in this report and whether changes can be made to the concept designs.

Appendix A Concept Design Plans

A detailed explanation for the interventions mentioned in the concept design plans can be found in section 3.1.





KEY PLAN

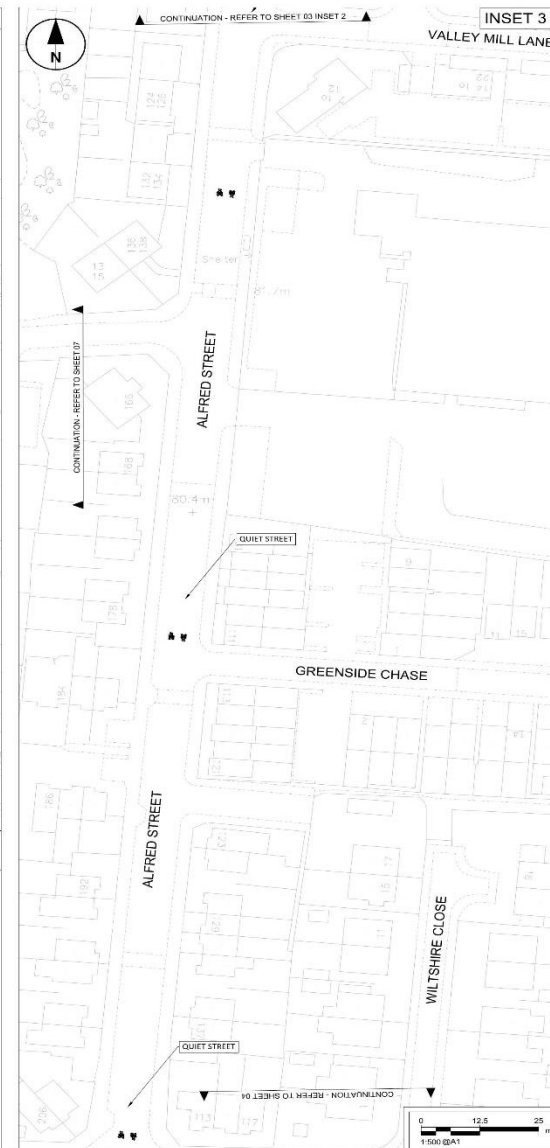
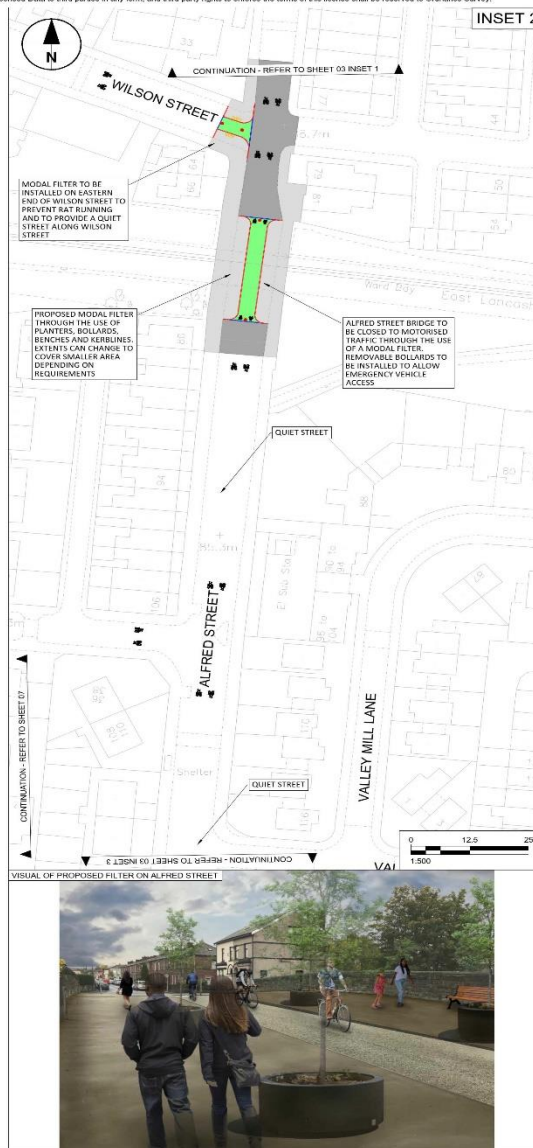


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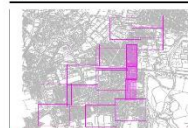
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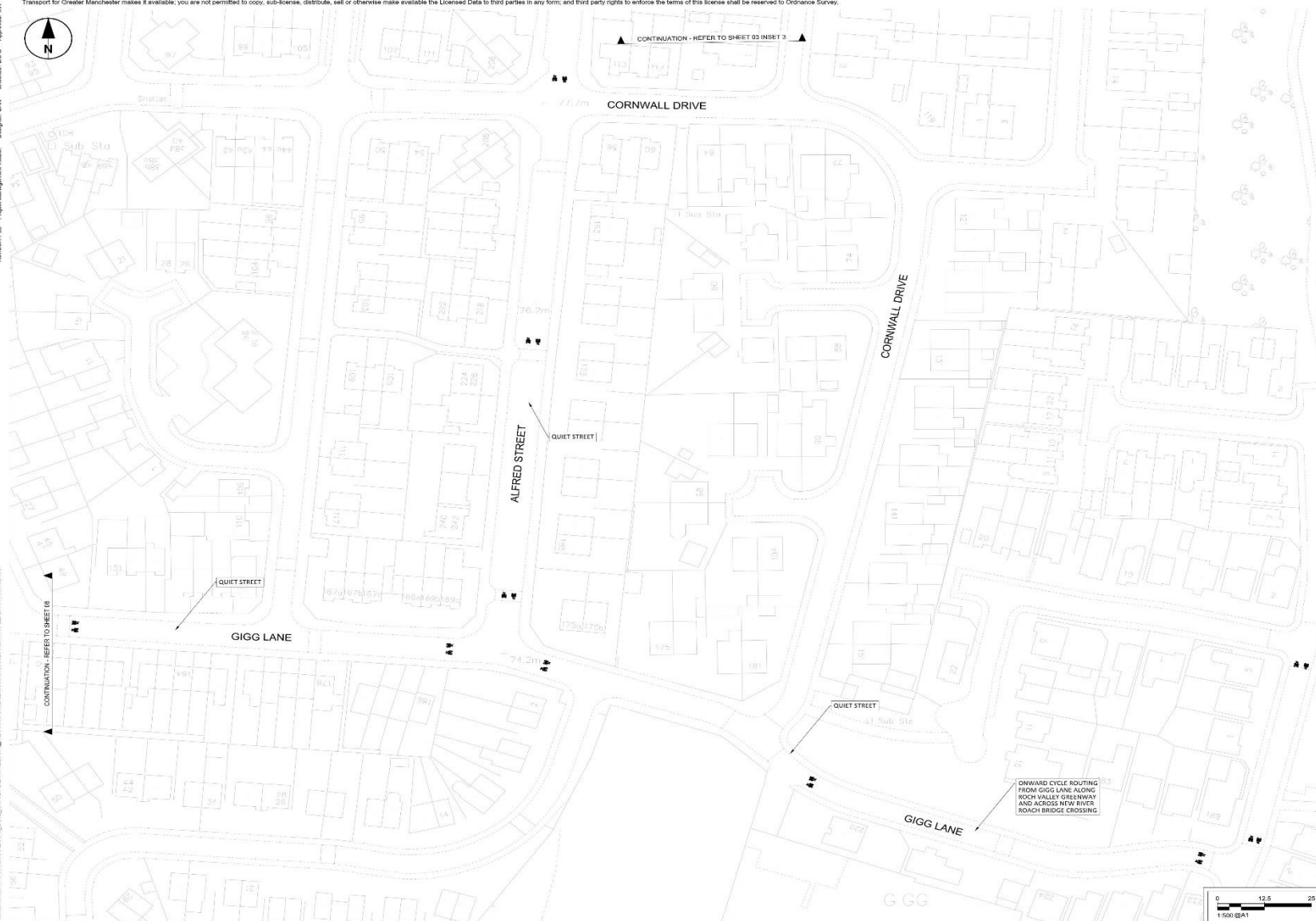
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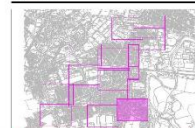
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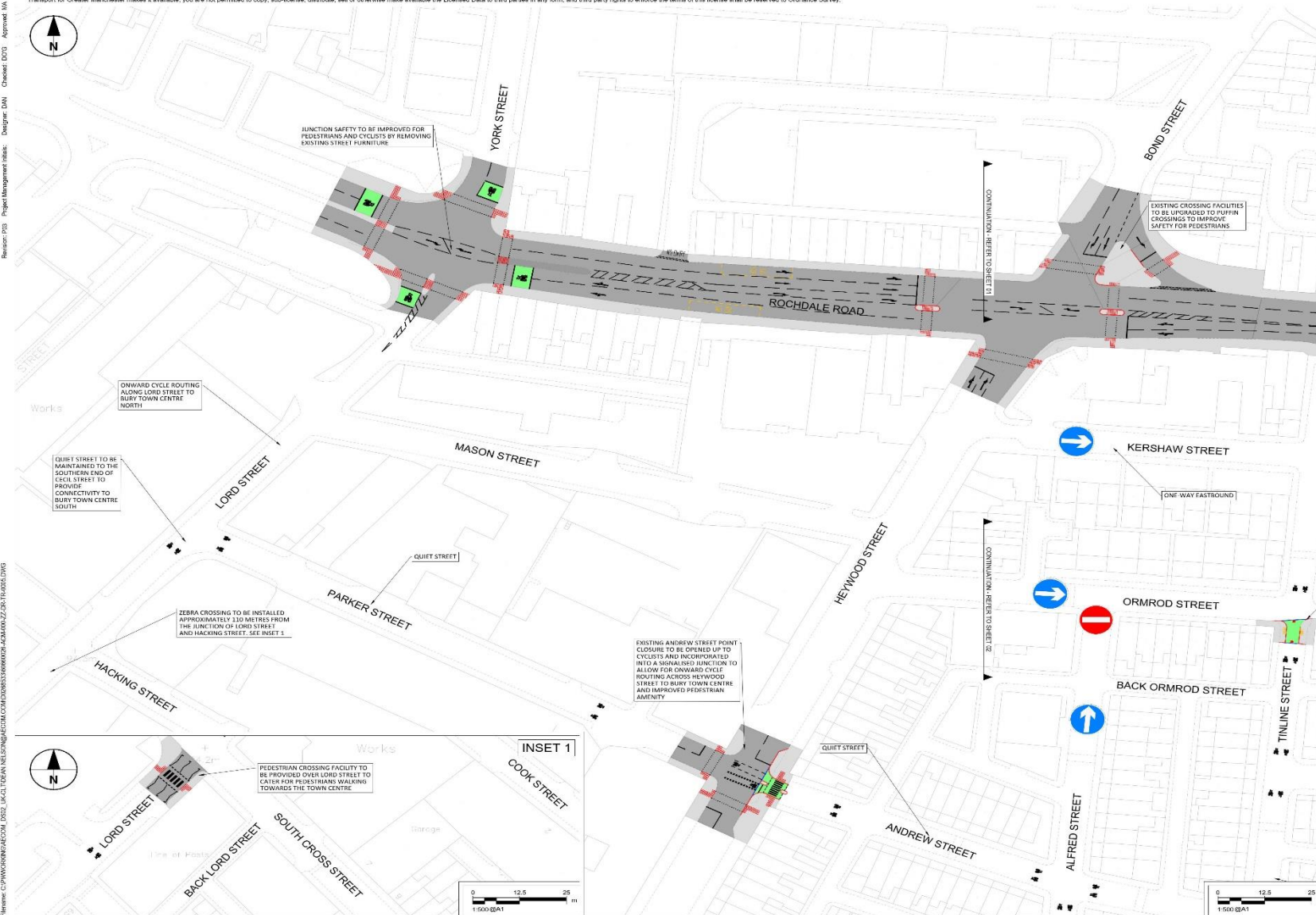
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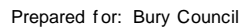
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P03	22/12/2021 CONSULTATION REVISION
P02	03/12/2021 CONSULTATION ISSUE
P01	24/09/2021 DRAFT ISSUE FOR COMMENT
IR	DATE DESCRIPTION

ISSUE PURPOSE / SUITABILITY	
FOR CONSULTATION	
PROJECT NUMBER	
60660026	
SHEET TITLE	
BURY ATF GENERAL ARRANGEMENT SHEET 7 OF 13	
SHEET NUMBER	
60660026-ACM-000-ZZ-DR-TR-0007	



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BURY ATF
FISHPOOL AND
PIMHOLE ACTIVE
NEIGHBOURHOOD

CLIENT

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COUNCIL

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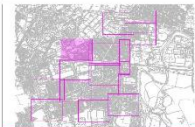
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5. DESIGNS DEVELOPED IN COLLABORATION WITH GMTC.

KEY

- CONTROLLED TACTILES
- KERBS
- WHITE ROAD MARKINGS
- CORRIDOR TACTILES
- ROAD SYMBOLS
- UNCONTROLLED TACTILES
- BUS LANE MARKINGS
- BOLLARDS
- DROPPED KERBS
- CARRIAGEWAY
- FOOTWAY
- CYCLEWAY
- ONE WAY HOUSING
- ORCA SEGREGATION WANDS

KEY PLAN



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ISSUE/REVISION

ISSUE/REVISION	DATE	DESCRIPTION
P04	22/12/2021	CONSULTATION REVISION
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SHEET 9 OF 13

SHEET NUMBER

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EXAMPLE OF PROPOSED MODAL FILTER

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KEY

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|  | KERBS |
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|  | ROAD SYMBOLS |
|  | UNCONTROLLED TACTILES |
|  | BUS GATE MARKINGS |
|  | BOLLARDS |
|  | DROPPED KERBS |
|  | CARRIAGEWAY |
|  | FOOTWAY |
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|  | ONE WAY ROUTING |
|  | ORCA SEGREGATION WANDS |

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SHEET 10 OF 13

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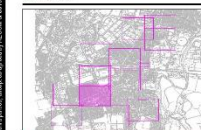
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PROJECT NUMBER

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BURY ATF
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SHEET 11 OF 13

SHEET NUMBER

60660026-ACM-000-ZZ-DR-TR-0011



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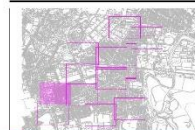
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| | UNCONTROLLED TACTILES |
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FOR CONSULTATION

PROJECT NUMBER

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BURY ATF
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SHEET 12 OF 13

SHEET NUMBER

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KEY
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BUS CAGE MARKINGS
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GENERAL ARRANGEMENT
SHEET 13 OF 13
SHEET NUMBER
00680026-ACM-000-ZZ-DR-TR-0013



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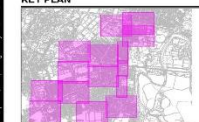
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KEY

-  PROPOSED MAYORS CHALLENGE FUND JUNCTION WORKS
-  PROPOSED ACTIVE TRAVEL FUND JUNCTION / CROSSING WORKS
-  EXISTING POINT CLOSURE
-  PROPOSED POINT CLOSURE
-  PROPOSED CHICANE
-  PROPOSED ACTIVE TRAVEL ROUTING
-  ONE-WAY ROUTING
-  PIMHOLE STUDY AREA
-  FISHPOOL STUDY AREA
-  PROPOSED BEE NETWORK

KEY PLAN



FOR CONSULTATION

ISSUE/REVISION

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P01	27/09/2021	DRAFT ISSUE
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ISSUE PURPOSE / SUITABILITY

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SHEET TITLE

BURY ATF
OVERVIEW PLAN

SHEET NUMBER

60660026-ACM-000-ZZ-DR-TR-0042

Appendix B Promotional Flyer



**HAVE
YOUR
SAY**

**Comment on initial design proposals
for access improvements in Fishpool
and Pimhole**

Find out more and have your say on the
newly developed design proposals between
11 January and 8 February 2022 at
www.bury.gov.uk/atf-fishpoolandpimhole

HAVE YOUR SAY

Bury Council and Transport for Greater Manchester are seeking your views on initial design proposals to improve access in Fishpool and Pimhole. Our designs have been shaped by your feedback from the consultation in August 2021.

We want to hear your opinions on the proposed designs so that we can develop streets that satisfy your needs.



To view the designs and have your say using our online survey, please visit www.bury.gov.uk/atf-fishpoolandpimhole or scan the QR code.

Join our virtual event which will be held on Wednesday 26 January 2022 at 6pm to find out more about the scheme and ask questions. Follow the QR code which will point you to a link to the meeting and provide instructions for joining.

We'll be posting the recording the day after the event so you can still listen to the session if you can't attend live.

If you'd like to receive our consultation materials in an alternative format or language, or to ask us any questions, please contact us by email or phone.

Email: buryactivetravel@aecom.com

Phone: 0800 652 8646



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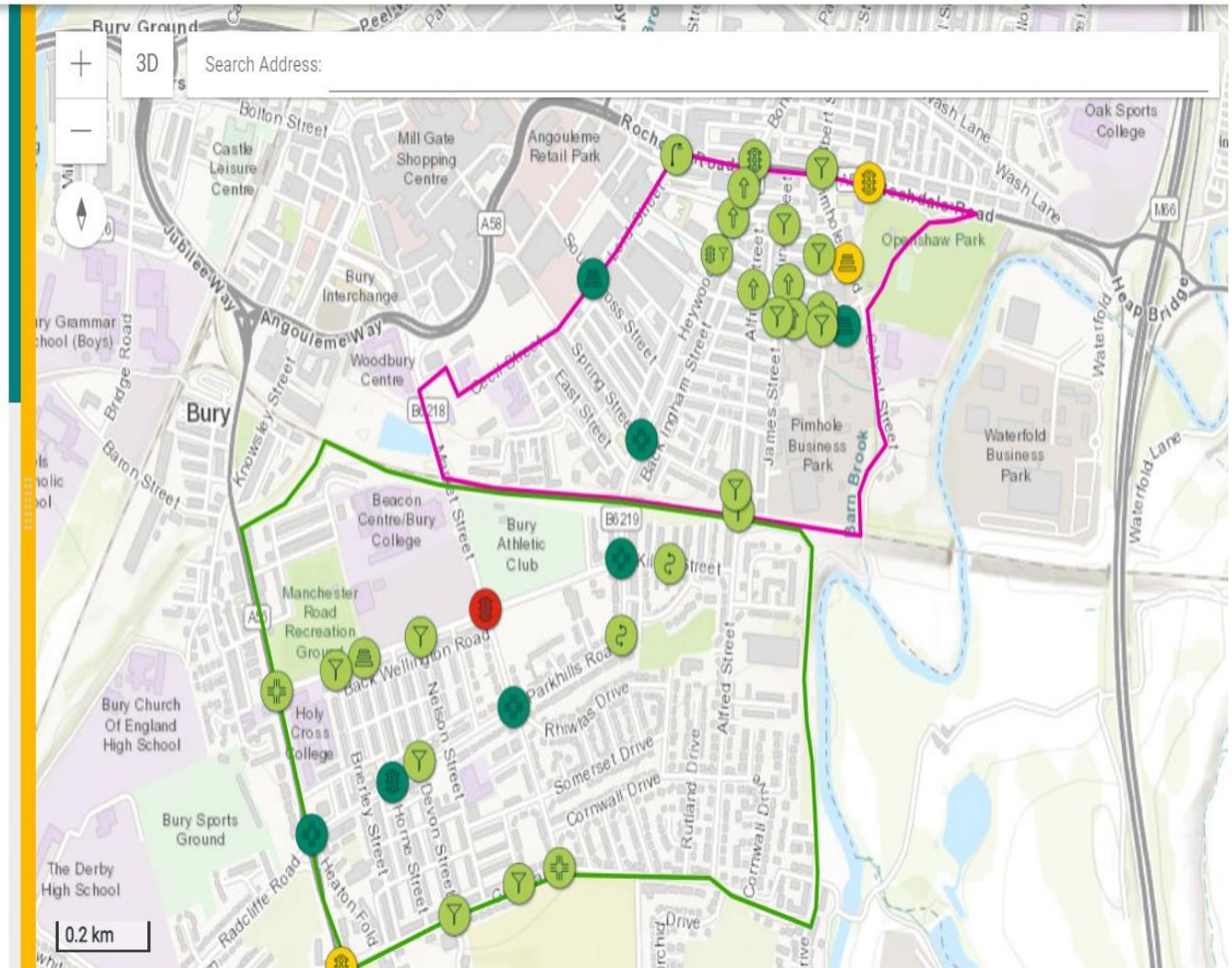
Appendix C Plan Engage Platform



Active Travel Designs



Bury Council and Transport for Greater Manchester are working together to improve access to and through the Fishpool and Pimhole areas. We want to encourage more active and environmentally friendly travel for short journeys and to make Fishpool and Pimhole safer and better places for families to live. Following your feedback in our Summer 2021 consultation, we've created outline designs for a scheme to address your suggestions.



Appendix D Hardcopy Survey

Active Travel Fund



Fishpool and Pimhole Active Travel scheme survey

Bury Council are working with Transport for Greater Manchester to improve access to and through the Fishpool and Pimhole areas. We want to encourage more active and environmentally friendly travel for shorter journeys and to make Fishpool and Pimhole safer and better places for families to live.

What is happening?

Between 11 January and 2 March, we are seeking views from the local community on initial design proposals to improve access to and through the Fishpool and Pimhole neighbourhoods.

Our designs have been shaped by feedback from the initial consultation in August 2021.

We now want to hear your opinions on the proposed designs so that we can develop streets that meet the needs of our communities.

Why you should have your say

By taking part in our survey, you'll be able to give feedback on the design proposals for Fishpool and Pimhole. We would like feedback from local communities – those who know their areas best – to tell us whether they feel our new designs will improve their neighbourhoods and to involve them in firming-up plans for their local streets.

What are the design proposals for Fishpool and Pimhole aiming to achieve?

Our proposals for Fishpool and Pimhole aim to:

- create attractive, high quality public spaces accessible to everyone;
- create areas where people are prioritised over traffic, stopping rat running and improving safety;
- create better routes to key destinations, including schools, workplaces and Bury town centre; and
- enable and encourage cycling and walking for shorter journeys, instead of travelling by car.

They will also complement improvements already being developed by Bury Council, including through the Mayor's Walking and Cycling Challenge Fund.

What are the benefits to making it easier to walk and cycle instead of travelling by car?

Improving provision for walkers and cyclists has significant benefits for local people, including:

- improving the local environment by providing public spaces that are attractive, safer, better connected and easier to navigate;
- reducing congestion from private vehicles and improving local air quality; and
- inspiring communities to adopt healthier, more active lifestyles that can provide health benefits.

What type of changes can I expect?

The types of changes we might put in place to improve existing street features or solve identified problems include improvements to walking and cycling routes, junctions and filter points, traffic calming chicanes, new and improved crossing points, and road closures to prevent rat running.

Active Travel Fund



Proposed design improvements

1. Market Street / Gigg Lane priority junction

This junction improvement proposes for the existing mini roundabout to be converted to priority junction for Gigg Lane.

2. Carlton Street / Gigg Lane filter point

This proposal is for the existing Carlton Street road closure to be opened for cycling access only.

3. Devon Street / Gigg Lane filter point

This proposal is for the existing Devon Street road closure to be opened for cycling access only

4. A56 Manchester Road / Gigg Lane Toucan crossing

This is a signal-controlled shared pedestrian and cyclist crossing (Toucan) crossing to allow safe access across A56 Manchester Road for both pedestrians and cyclists linking to the existing cycle track.

5. A56 Manchester Road and Parkhills Road signal-controlled junction

This is a signal-controlled junction with signalised pedestrian crossing (Puffin) at the junction of A56 Manchester Road and Parkhills Road

6. Horne Street north road closure and Sparrow crossing on Parkhills Road

This intervention consists of Horne Street north to be closed to motorised traffic. Segregated cycle crossing (Sparrow) over Parkhills Road to provide onward cycling and walking routing.

7. Devon Street / Parkhills Road filter point

This proposal is for the existing Devon Street road closure to be opened for cycling access only.

8. Market Street / Parkhills Road signal-controlled junction

This is a signal-controlled junction Market Street / Parkhills Road to reduce traffic speeds on Parkhills Road and improve cycling and walking connectivity.

9. Parkhills Road traffic calming chicanes

This proposal introduces traffic calming chicanes along Parkhills Road. Priority direction for vehicles alternates half-way along Parkhills Road to reduce traffic speed.

10. Killon Street / Parkhills Road signal-controlled junction

This is a signal-controlled junction at Killon Street / Heywood Street to reduce vehicle speeds along Parkhills Road. Puffin crossings provided on all roads.

11. Killon Street traffic calming chicanes

This proposal is for traffic calming chicanes along Killon Street. The priority direction for vehicles alternates half-way along Killon Street to reduce traffic speed.

12. Market Street / Wellington Road Cyclops junction

This is a signal-controlled segregated cycling and walking junction (Cyclops) replacing the existing roundabout at junction of Market Street and Wellington Road.

13. Alfred Street bridge filter point and road closure

This proposal is for the Alfred Street bridge to be closed to vehicles. Access provided for pedestrians and cyclists. Emergency vehicle access to be maintained.

Active Travel Fund



28. Hurst Street westbound one-way street

The one-way system is to be extended on Hurst Street westbound.

29. Fountain Street/ Hurst Street filter point

The existing Hurst Street road closure is to be opened for cycling access only.

30. James Street/ Hurst Street filter point

The filter point on James Street is to allow pedestrian and cyclist access only.

31. Albert Street / Rochdale Road filter point

Albert Street is to be closed at the southern end to vehicles for pedestrian access only.

32. Ormrod Street/ Tinline Street filter point

This proposal is for a filter point to allow access only for cyclists and pedestrians to prevent rat running between Tinline Street and Heywood Street.

33. Rochdale Road / Tinline Street filter point

The existing Tinline Street road closure is to be opened for cycling access only.

34. Palace Street / Fountain Street filter point

The existing Palace Street road closure is to be opened for cycling access only.

35. Kershaw Street eastbound one-way street

A one-way system is to be installed on Kershaw Street eastbound.

36. Ormrod Street eastbound one-way street

A one-way system is to be installed on Ormrod Street eastbound.

37. Alfred Street northbound one-way street

A one-way system is to be installed on Alfred Street northbound.

How to complete this survey

Please provide us with any feedback you may have on our proposed designs in the space below. Please number the design improvement when referring to it in your feedback. Please include additional sheets if needed.

Have another question for us?

Drop us an email at buryactivetravel@aeom.com or call our freephone number on 0800 652 8646 (9am-5pm, Monday-Friday). If you want to call outside these hours, you can leave a message and we'll call you back.

Active Travel Fund



Please fill in the page below with your views on the concept designs.

