

# You Said, We Did

## General Comments

You Said	We Did
You said you were concerned that the proposed schemes would lead to congestion, pollution and reduced air quality.	The aim of the scheme is to increase the number of people travelling on foot and by bike, this will reduce the number of cars. The interventions are localised so although they may cause localised delays, overall impact to journeys will be minimal. With a greater number of people using active travel for short trips, pollution will be reduced and air quality improved.
You said the area was not safe or secure for people to walk.	The scheme promotes walking and cycling by provide safe infrastructure where they are sharing space with motorised vehicles. Increasing the number of pedestrians and cyclists on the residential streets will improve security overall.
You said there should be improvements made to footway and road conditions, such as fixing potholes.	There are restrictions of the funds that are being used to pay for the proposed schemes, and these can only be used for new and improved infrastructure, and not on maintenance issues such as pothole repairs.
You said we should make improvements to street lighting in the area.	There are restrictions of the funds that are being used to pay for the proposed schemes and they cannot be used for improvements to street lighting. Bury Council has a long-term programme of street lighting improvements throughout the borough.
You said we should install speed cameras to enforce the 20mph speed limit.	There are restrictions of the funds that are being used to pay for the proposed schemes and they cannot be used for speed cameras. There are certain criteria that must be satisfied for the installation of speed cameras and this is administered by the Greater Manchester Police.

## ATF Fishpool Schemes

You Said	We Did
You said there should be a pedestrian crossing over Parkhills Road at Nelson Street instead of Horne Street due to the location of the primary school.	The Horne Street crossing location was selected due to the north-south route formed from Gigg Lane to Wellington Road, however it is recognised that a crossing at Nelson Street would be beneficial for accessing the primary school. An additional crossing is therefore proposed close to Nelson Street in the updated design.
You said that traffic should be directed to Wellington Road instead of Parkhills Road as it has fewer houses and is more suitable as a through route.	It is agreed that Wellington Road has the capacity to take through traffic, however the junction of Manchester Road/Wellington Road does not have the capacity for Wellington Road to be used as the primary route. The current junction of Manchester Road/Parkhills Road has a high capacity and provides a direct route

	from Radcliffe Road. It is therefore not considered feasible to redirect traffic.
You said we should install additional traffic calming on Parkhills Road	Many consultation feedback comments raised concerns over speeding on Parkhills Road. The updated design has therefore included improvements to traffic calming on Parkhills Road.
You said the proposed designs were blocking routes used by residents.	The proposed filters have been placed ensuring viable alternate routes are accessible. Although this will cause some increase in journey length and time, this should be small compared to overall journey times.
You said you were concerned that the proposed traffic calming chicanes on Parkhills Road were dangerous.	The design adopted for the chicane design is a standard detail that has been used across Greater Manchester and is not associated with an increase in road traffic accidents. Before construction, all designs will undergo a Road Safety Audit by a qualified road safety engineer to identify potential hazards to be addressed.
You said we should improve the traffic calming on Gigg Lane.	Gigg Lane has not been identified through the public engagement and consultation as a particular issue for speeding vehicles. It is therefore not considered necessary to improve the traffic calming on Gigg Lane.
You said Killon Street was not a suitable road for the through traffic that would be experienced due to the Alfred Street bridge filter point.	The intention is that the scheme will reduce the number of vehicles using Alfred Street and therefore the increase in traffic using Killon Street would not be large. It is understood that the capacity of the road is low and not suitable as a primary route, this is one reason the filter on the Alfred Street bridge has been removed in the updated design.
You said you were concerned that the Alfred Street bridge filter point would attract antisocial behaviour and be a risk to residents.	It is agreed that there is a risk that the Alfred Street bridge filter point will attract antisocial behaviour – this is one reason the filter has been removed from the updated design.
You said you were concerned that the Alfred Street bridge filter point would restrict HGV access to Pilot Mill.	The Alfred Street filter point would restrict HGV access to Pilot Mill from Wilson Street, however access would be maintained via Gigg Lane. The filter point has, however, been removed from the updated design.
You said you would like improved traffic calming on Alfred Street.	With the updated design removing the Alfred Street bridge filter point the issue of vehicles speeding on Alfred Street is not addressed, therefore the updated design includes improvements to the traffic calming.
You said we should make the Alfred Street bridge one-way.	There is a risk that making Alfred Street one way at the bridge would make speeding worse as there is no opposing traffic to account for.

## ATF Pimhole Schemes

You Said	We Did
You said the Wilson Street filter point restricted HGV access to the businesses on James Street.	It is acknowledged that the consultation design did not account for HGV access to James Street. The updated design removes the Wilson Street filter to maintain access to James Street.
You said we should make Parker Street one-way in from Heywood Street and make the proposed traffic lights request only.	Making Parker Street one-way in does simplify the junction layout with Heywood Road and therefore this has been adopted for the updated design.
You said that the new one-way restrictions on Ormrod Road make the routeing for residents on Kershaw Street very long to get to Heywood Road and onwards.	It is recognised that the one-way section of Ormrod Road makes the routing from Kershaw Street to Heywood Road overly long and makes access to the business on Heywood Road easier. The updated design therefore removes the proposed section of one-way on Ormrod Street.
You said you would like traffic calming on Kershaw Street	Due to the low traffic flows on Kershaw Street, traffic calming in this location is not considered a priority.

## MCF Schemes

You Said	We Did
You said we should provide segregated cycle lanes on Manchester Road and a CYCLOPS junction at the Parkhills Road junction.	At the initial design stage we had planned to provide segregated cycle facilities on Manchester Road and a CYCLOPS junction at Parkhills Road, however there is insufficient space available to achieve this. We are therefore planning to establish a parallel quiet route along Horne Street.
You said we should not reduce the number of traffic lanes southbound on Manchester Road.	The design is subject to further development and maintaining the number of southbound traffic lanes will be considered for the final design.
You said we should straighten the alignment of the crossing on the north arm of the junction.	The design is subject to further development and the alignment of the crossing will be considered for the final design.
You said we should narrow Parkhills Road to prevent illegal parking near the junction.	Narrowing the end of Parkhills Road would reduce the queuing capacity of the junction and increase delays along Parkhills Road.
You said we should increase the footway widths around the Manchester Road/Parkhills Road junction.	The design is subject to further development and the width of the footways will be maximised where possible.
You said that Gigg Lane is not suitable as a designated quiet route due to the football stadium.	The football stadium is a major journey generator, however this is only during specific times. Providing improved active travel routes through Fishpool and Pimhole will reduce the number of car journeys to the stadium.
You said we should restrict parking near the Gigg Lane/Market Street junction to improve visibility.	The design is subject to further development and the possibility of suspending parking near the junction will be considered.
You said we should make the roundabout at Gigg Lane/Alfred Street a priority junction.	If there is sufficient budget available, removal of the Gigg Lane/Alfred Street junction to a priority junction will be added to the scheme.

<p>You said the Market Street/Wellington Road CYCLOPS junction was unnecessary, over complicated and hazardous.</p>	<p>The CYCLOPS junction will link to segregated cycle lanes planned for Market Street connecting to the CYCLOPS junction at Angouleme Way. The CYCLOPS junction design has now been implemented in multiple locations around Greater Manchester and has been shown to be safe for motorists, pedestrians and cyclists.</p>
<p>You said the improvements to Wellington Road/Manchester Road are unnecessary.</p>	<p>The improvements at Wellington Road are to make crossing on foot easier. The current road is unnecessarily wide at Manchester Road and makes crossing more difficult. Given the high number of journeys made over the road to access Holy Cross College, the proposed intervention is a simple improvement that will aid crossing.</p>
<p>You said we should signalise the junction of Wellington Road/Manchester Road.</p>	<p>There are currently no operational issues with the Wellington Road/Manchester Road junction, and signalising the junction could cause delays on Manchester Road and impacting the capacity of the Parkhills Road junction.</p>
<p>You said we should make Wellington Road two lanes to turn out to Manchester Road</p>	<p>Adopting two lanes at the exit to Wellington Road would increase the width of the road and make it more difficult for pedestrians to cross.</p>
<p>You said we should make the uncontrolled crossing over Wellington Road a zebra crossing, or provide a raised crossing.</p>	<p>A zebra crossing would have to be set back from the junction with Manchester Road and would be away from the pedestrian desire line which would reduce its effectiveness. The proposed uncontrolled crossing will be made a raised crossing for the final design.</p>
<p>You said we should reinstate the right turn lane at the Rochdale Road/Heywood Street junction.</p>	<p>The design is subject to further development and the reinstatement of the right turn lane will be considered for the final design.</p>

# Design Changes

As a result of the comments received during the public consultation, the changes listed below are proposed to the design for the ATF and MCF schemes. The revised design layout is shown in Appendix A.

## ATF

- New controlled pedestrian crossing over Parkhills Road at Nelson Street
- Additional traffic calming on Parkhills Road
- Removal of Alfred Street Bridge filter point
- Improved traffic calming on Alfred Street
- Removal of Wilson Street/Alfred Street filter point
- Make Parker Street one-way in with contraflow cycle lane
- Remove new section of one-way on Kershaw Street at Heywood Street

## MCF

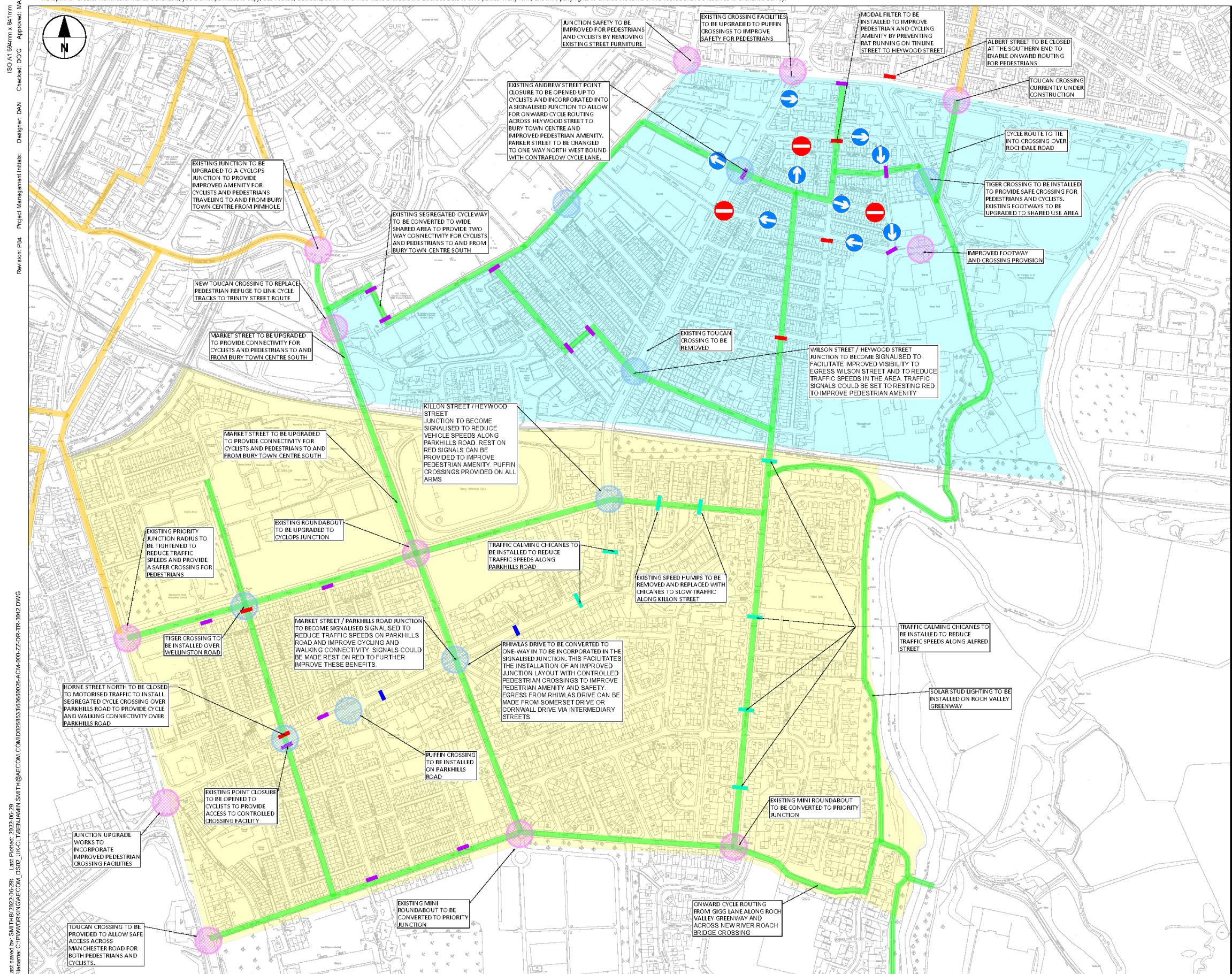
The following will be considered during detailed design:

- Maintaining the current number of lanes through the Manchester Road / Parkhills Road junction
- Change alignment of northern crossing on the Manchester Road / Parkhills Road junction to make more direct
- Widen footways on Manchester Road / Parkhills Road junction where possible
- Provide raised table crossing over Wellington Road at junction with Manchester Road
- Suspend parking on approach to Gigg Lane / Market Street to improve visibility
- Change Gigg Lane / Alfred Street mini-roundabout to priority junction



## Appendix A – Updated Design

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## PROJECT

BURY ATF  
FISHPOOL AND  
PIMHOLE ACTIVE  
NEIGHBOURHOOD

**CLIENT**

**Bury**  
COUNCIL




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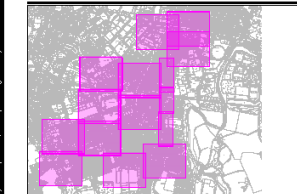
## NOTES

1. THESE DRAWINGS ARE FOR CONSULTATION PURPOSES ONLY.
2. DESIGNED USING OS DATA PROVIDED BY BURY COUNCIL.
3. ANY PROPOSED STREET FURNITURE AND FEATURES ARE SHOWN INDICATIVELY.
4. DRAWING NOT TO SCALE.

## 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                                  |
|  | PROPOSED FLAT TOP ROAD HUMP                           |

### KEY PLAN



FOR CONSULTATION

ISSUE/REVISION

P04	29/06/2022	COMMENTS UPDATE
P03	10/06/2022	CONSULTATION COMMENTS
P02	03/12/2021	CONSULTATION ISSUE
P01	27/09/2021	DRAFT ISSUE
I/R	DATE	DESCRIPTION

### ISSUE PURPOSE / SUITABILITY

CONSULTATION ISSUE

## PROJECT NUMBER

60660026

## SHEET TITLE

## BURY ATF OVERVIEW PLAN

## SHEET NUMBER

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