



Welcome

Bury Council has developed revised proposals for enhancing connectivity and improving accessibility throughout Ramsbottom town centre and to surrounding areas. These proposals have been developed after careful consideration of all feedback received during public consultation in 2022 and 2024.

At the heart of the proposals is a commitment to making it easier and safer for everyone to travel to and around Ramsbottom town centre. You can find out more about the proposals as you read through these boards.

This scheme is being funded by UK Government via the Streets for All element of Greater Manchester's City Region Sustainable Transport Settlement, which is part of the investment in the Bee Network to transform the way we travel across Greater Manchester. This particular element of funding may only be spent on capital investment for walking, cycling, and sustainable transport improvements and cannot be used to fund other day-to-day revenue spend such as maintaining the roads.

Next steps

The proposals that we present here are those which have received local community support, and which can collectively deliver wider opportunities to improve cycling and walking routes in and around the town centre.

Following the significant level of feedback received during the 2024 consultation, this engagement period has been designed to demonstrate how public feedback has shaped the updated proposals.

Following this engagement period, Bury Council councillors will consider the scheme for approval. If approved, construction is expected to begin in 2027 and take approximately 12 months to complete.

If you have any questions or would like more information you can contact us, via email at: ramsbottom-town-centre@aecom.com.





You said, we did...

The current proposals have been developed following a public consultation on the Streets for All scheme in late 2024.

We received 1504 responses to the 2024 consultation. After considering the feedback we have revised the proposals for Ramsbottom town centre.

The table below outlines some of the changes made to the proposals as a result of feedback from the consultation.

Topic	You said	We did
One-way system	<ul style="list-style-type: none"> You raised concerns about increased congestion, emergency vehicle access and the unsuitability of Kay Brow for HGVs. Local businesses highlighted potential impacts on footfall and delivery access. 	The proposed one-way system has been removed from the scheme.
Widening and improving footpaths	<ul style="list-style-type: none"> Concerns were raised about widening pavements on Bridge Street to allow for the one-way system. There was strong support for widening and improving footpaths to enhance accessibility and safety. 	Pavement widening along Bridge Street and at the northern end of Bolton Street near its junction with Bridge Street will no longer be implemented due to the removal of the one-way system. The pavement on Bridge Street between Crow Lane and Palatine Street has been widened to accommodate a shared use path for pedestrians and cyclists.
Improved pedestrian crossings	<ul style="list-style-type: none"> There was support for improved pedestrian crossings, particularly for enhancing safety and accessibility. Respondents also raised concerns about potential impacts on traffic flow and congestion. 	We are still proposing a number of new and improved pedestrian crossings, though the location of these has changed following removal of the one-way system. In particular, we are proposing a new controlled crossing on Bolton Street, north of Kay Brow.
20-mile-per-hour speed limit	<ul style="list-style-type: none"> There was support for introducing a 20mph speed limit, as it improves safety for cyclists and pedestrians, with most comments highlighting its traffic-calming benefits about the speed limit. 	The 20mph zone has been retained in the proposals.

Changes around Bridge Street and the market car park

This board explains the proposals and changes made following the consultation process around Bridge Street, the north end of Railway Street, Bolton Street, and the roads around the market car park. All of these streets will have a 20mph speed limit to help make travel safer for everyone.

What is being proposed?

- New raised table crossings on Bridge Street, Bolton Street, Railway Street, Square Street, Silver Street, Factory Street and Crow Lane.
- New signal-controlled pedestrian and cycle crossings at the junction of Bridge Street and Palatine Street and Railway Street at the junction with Union Street.
- New pedestrian and cycle crossing on Bridge Street at the junction with Palatine Street, and closure of Palatine Street to allow for the cycling route to Nuttall Park to be diverted from Railway Road. The pavement between Crow Lane and the new crossing has also been widened to accommodate shared use by pedestrians and cyclists.
- Union Street will be reconfigured to route traffic around the car park, with vehicle access restricted to residents, businesses, and delivery services. The section from the junction with Railway Street will be closed to general vehicle traffic, allowing access only for pedestrians and cyclists.
- Where possible, some road resurfacing, funded by the Council's highways budget, will be incorporated into the scheme.

What has been changed since the previous proposals?

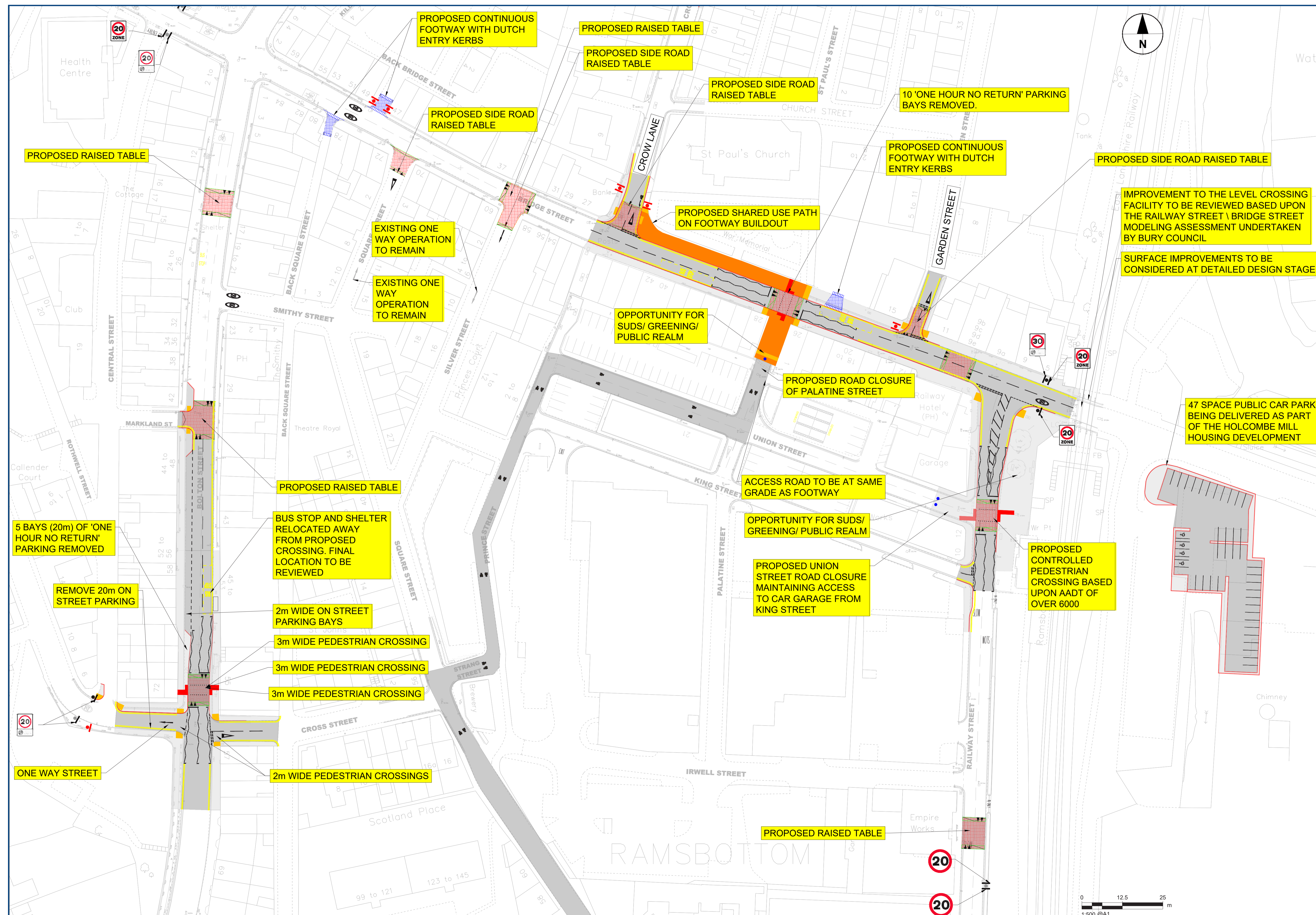
The one-way system planned for Ramsbottom town centre is no longer part of the scheme. Because of this change, the following proposed measures will also not happen:

- Installing a controlled pedestrian crossing at Bridge Street/Crow Lane (will be installed at Bridge Street/Palatine Street).
- Widening the pavements along Bridge Street and at the north end of Bolton Street near Bridge Street.
- Relocating the bus stop to Railway Street (will remain where it is).
- Junction improvements on Bolton Street/Bridge Street.

Changes around Bridge Street and the market car park

This board shows the proposals and changes made following the consultation process around Bridge Street, the north end of Railway Street, Bolton Street, and the roads around the market car park. All of these streets will have a 20mph speed limit to help make travel safer for everyone.

Map of Ramsbottom town centre and the locations of proposed changes



The north end of Bridge Street, leading on from Crow Lane



Key	
PROPOSED KERB	PROPOSED WEEKLY MARKET \ EVENT SPACE
PROPOSED DROPPED KERB	PROPOSED SHARED FOOTWAY
PROPOSED CONTINUOUS FOOTWAY	PROPOSED RAISED TABLE
PROPOSED CONTROLLED CROSSING TACTILES	PROPOSED PERMANENT BOLLARD
PROPOSED UNCONTROLLED CROSSING TACTILES	PROPOSED ACCESS CONTROL BOLLARD
PROPOSED HAZARD TACTILES	EXISTING ROUTE TO NUTTALL PARK
PROPOSED ROAD MARKINGS PRIMROSE YELLOW IN CONSERVATION AREAS	EXISTING BRIDGE
PROPOSED BUS CAGE MARKINGS	PROPOSED SIGN ON NEW POST
PROPOSED FOOTWAY	PROPOSED SIGN ON EXISTING POST OF LIGHTING COLUMN
PROPOSED CARRIAGEWAY \ CAR PARK	

Changes around Kay Brow

This board explains the proposals and changes made following the consultation process around Kay Brow, the southern end of Bolton Street and Railway Street. Kay Brow will become part of the 20mph zone.

What is being proposed?

- Four new raised tables on Kay Brow, Railway Street, Square Street and Bolton Street.
- A new controlled pedestrian crossing on Bolton Street, just north of Callendar Street and Cross Street.
- A new controlled pedestrian crossing on Bolton Street, north of Kay Brow.
- Where possible, and subject to funding, resurfacing of the roads will be incorporated as part of the scheme.

What has been changed since the previous proposals?

The one-way system planned for Ramsbottom town centre is no longer part of the scheme. Because of this change, the following proposed measures will also not happen:

- Changes to the Bolton Street/Kay Brow junction, including installing a right-turn pocket.
- The proposed contraflow cycle lane (Square Street will remain two-way).
- A pedestrian and cycle crossing at the junction of Railway Street, Square Street and Kay Brow.

Raised table

A raised table is a section of the road that's built higher than the surrounding surface, like a flat speed bump. It's usually placed at pedestrian crossings or junctions to slow down vehicles and helps to make it easier and safer for pedestrians to cross the road.

Controlled pedestrian crossing

A controlled pedestrian crossing is a safer place to cross the road where traffic is stopped or directed by traffic lights or signs.

Changes around Kay Brow

This board shows the proposed changes around Kay Brow, the southern end of Bolton Street and Railway Street. Kay Brow will become part of the 20mph zone.

Map of Ramsbottom town centre and the locations of proposed changes



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EXISTING ROUTE TO NUTTALL PARK	
EXISTING BRIDGE	
PROPOSED SIGN ON NEW POST	
PROPOSED SIGN ON EXISTING POST OF LIGHTING COLUMN	

Changes to Nuttall Park

This board shows the planned changes in and around Nuttall Park, which are designed to make it easier to travel between the park and the town centre.

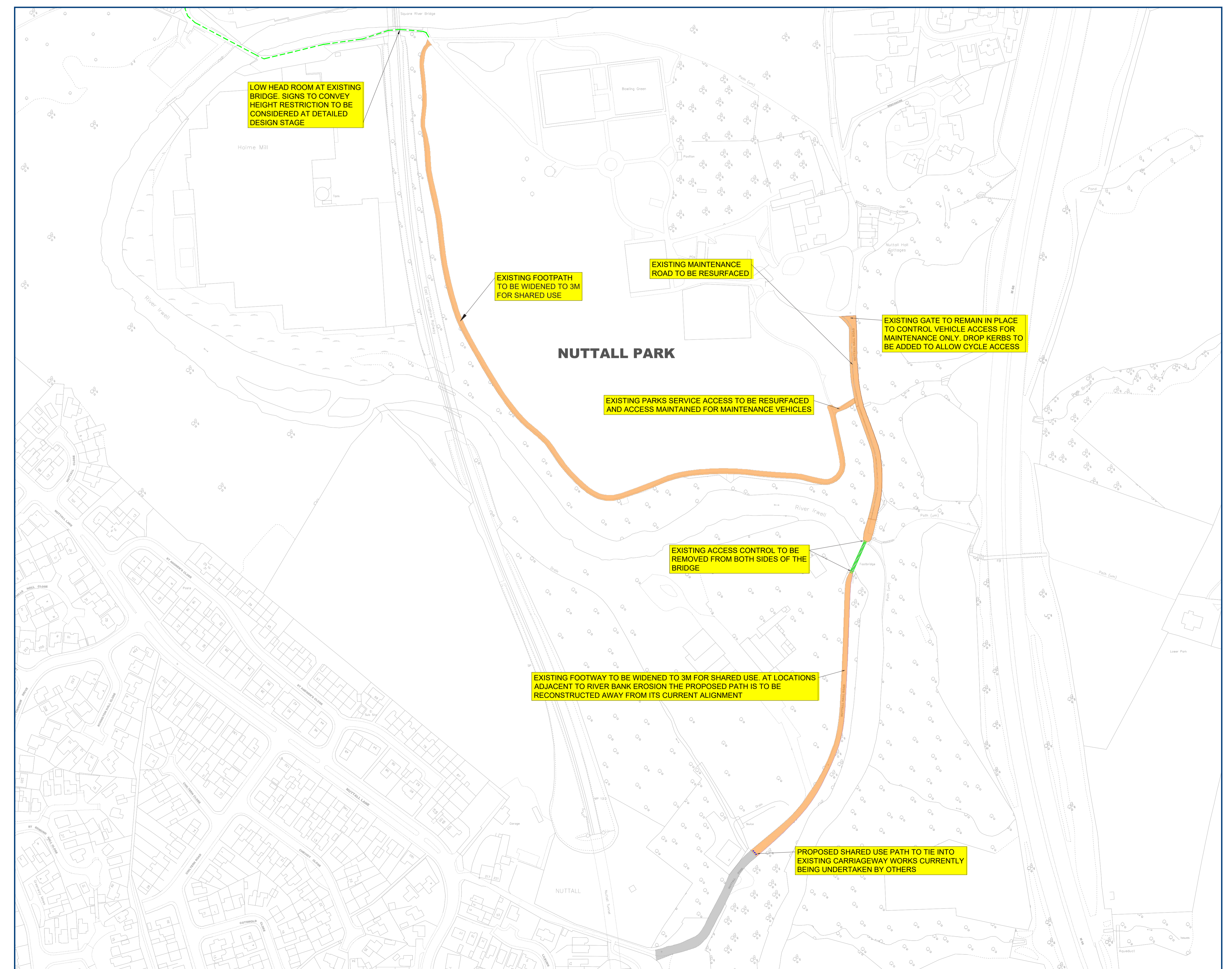
We want to improve the paths through Nuttall Park so it's easier to walk and cycle directly to and from the town centre. Improvements include installing dropped kerbs and continuous footpaths.

What is being proposed?

- Proposals include widening the existing footpath to accommodate walkers, wheelers and cyclists.
- Removal of access and control barriers at the bridge on the Nuttall Hall Road access point.

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Map of Nuttall Park





Proposals aim to enhance connectivity, improve safety and accessibility, and deliver environmental benefits.

Accessibility



- By improving dropped kerbs and tactile paving at junctions we're making Ramsbottom more accessible to everyone, including those with prams, mobility scooters and those with walking difficulties.
- Prioritising those walking and wheeling in more locations by adding controlled crossing facilities to busy roads, to help people move around the town centre.

Connectivity



- Improving walking, wheeling and cycling options will allow more local residents to travel into and through the town centre more easily, giving more access to local facilities.
- By expanding and improving the walking, wheeling and cycling infrastructure, including high-quality crossings, we aim to enhance connectivity for everyone. This effort is focused on making Ramsbottom town centre more accessible and creating a seamless, enjoyable journey for pedestrians, wheelchair users and cyclists.

Safety



- We're committed to making journeys smoother and safer for everyone - whether walking, wheeling, cycling, driving, or using public transport.
- By delivering new cycling infrastructure, improved pedestrian crossings, and targeted traffic-calming measures, the proposals will create safer and more accessible journeys for all those travelling to and through Ramsbottom town centre.
- These improvements are designed to reduce conflicts between different road users, make crossing key routes easier and more intuitive, and encourage more people to choose active and sustainable travel.

Health



- Enabling active travel to encourage people to walk or cycle more has health benefits. Increasing physical activity contributes to healthier lifestyles.
- Reducing the number of cars in the town centre can help to reduce emissions and make the air cleaner. This makes it a healthier environment for those walking, wheeling and cycling around town.

Environment



- Our proposals align with the Greater Manchester Combined Authority's vision for a 'Green City-Region' by enhancing air quality and decreasing greenhouse gas emissions by offering improved walking and cycling infrastructure.
- The improvements will contribute to Bury Council's target of being carbon neutral by 2038, including its commitments to reduce emissions, promote sustainability, improve air quality and the health and wellbeing of our communities.