

Cycling and Walking Consultation

Active Travel Fund: A666 Bolton Road / Manchester Road

Bolton Council

August 2021

Quality Information

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1. Executive Summary

This report summarises the consultation activity undertaken for the A666 Manchester Road / Bolton Road Corridor (between Farnworth Town Centre and the borough boundary with Salford). The proposed scheme needs to comply with Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' standards and in this regard, includes enhanced cycle lanes, achieved through the reallocation of road space and the introduction of light segregation using wand orcas.

At the time of consultation, no indicative designs had been produced, but the consultation allowed Bolton Council to understand local people's opinion on the proposed scheme and understand any potential impacts the scheme may have. The information gathered as part of this consultation will be used to inform scheme design.



Source: AECOM

Policy

In July 2020, the Government published the Gear Change document that sets out the actions required at all levels of government to achieve its targets. The main themes are:

- better streets for cycling and people;
- cycling and walking at the heart of decision-making;
- empowering and encouraging local authorities; and
- enabling people to cycle and protecting them when they do.

Some of the key design principles identified were that people cycling should be separated from traffic, and people cycling should be separated from people walking. The proposed scheme aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040 and the "Right Mix" aims for sustainable travel, which is seeking to redress the balance away from trips in the private car. It is supported by NICE (National Institute for Health and Care Excellence) guidance highlighting the important role of local authorities in enabling walking and cycling, most notably 'Physical activity and the environment: NICE guideline NG90' (2018) and 'Physical activity: walking and cycling: NICE Public health guideline PH41' (2012).

Local Context

The proposed cycle lanes would provide connectivity from Farnworth Town Centre to Salford, linking areas with relatively high levels of deprivation, with lower levels of deprivation towards the Salford boundary. The majority of the study area population also has access to at least one car, and when combined with limited bus service options in the area, the proposed cycle lanes could support cycling and walking activities for short journeys.

Consultation Activities

The consultation was held between Monday 22nd March and Sunday 2nd May 2021, a period of six weeks. Owing to the prevailing COVID-19 pandemic and associated limitations, it was not possible to stage any face-to-face events.

The consultation approach involved:

- delivery of a flyer to properties within 200m of the proposed scheme corridor;
- a dedicated website on Commonplace, an online engagement tool, which received a total of 1,110 visitors;

- bespoke survey (online Snap survey¹ with paper copies made available) with 187 respondents; and
- press release and social media campaigns.

The main mechanism for feedback was provided through the Commonplace engagement tool, where users could provide comments on specific locations using an interactive mapping tool and / or through the completion of the Snap survey. As respondents could provide feedback through the Commonplace map and Snap survey, for the purposes of this report, the analysis is treated separately to avoid duplication of data.

Consultation Key Findings

The purpose of the consultation was to gather feedback associated with the proposed scheme so that any concerns or improvements identified can be addressed as the scheme develops. It should be noted that respondents were asked about their overall sentiment towards to the scheme or key elements of the scheme. The responses to these questions help provide context to the qualitative responses provided throughout.

Overall the proposed scheme was opposed, however this was due to a number of key concerns that can be addressed throughout the scheme development. The key concerns identified with the corridor / proposed scheme were:

- Difficulties for residents parking the car (46%) and the associated traffic congestion (36%), with concerns that the neighbouring roads (i) Oakes Street, (ii) Grosvenor Street, (iii) Stoneclough Road, (iv) High Stile Street and (v) Lord Street would become congested with motorists looking for alternative routes to avoid congestion on the A666.
- 68% of respondents strongly oppose the use of wand orcas compared to 11% who strongly support. The key reasons given for opposing the wand orcas was mainly due to concerns that they would block access to properties and perceptions of the wand orcas being 'dangerous' and 'hazardous'.
- 64% of respondents strongly oppose the reallocation of road space compared to 16% who strongly support. The key reasons for opposition was mainly due to concerns of increasing traffic congestion and the perceived impact on the ability for residents to park outside their houses, as well as respondents feeling that the current cycle provision is adequate for the perceived limited number of people who cycle in the area.

The Bolton Council project team engaged with key stakeholders to provide the opportunity to identify concerns with the proposed scheme. The main concern identified by Diamond (bus operator) focused on the availability of space to include a cycle lane between Higher Market Street / Long Causeway / A666 Bolton Road junction and the A666 / Stoneclough Road junction.

Recommendations

The consultation provided the opportunity to gather views on the proposed scheme and understand how these can be addressed as the scheme progresses to concept designs.

Key suggested improvements focus on:

- Common improvements suggested were to have safer roads (39%) and dedicated space for cycling (37%).
- Providing more dedicated walking routes (21%) and safer crossings (19%) were the key factors that would encourage respondents to walk and / or cycle more for short journeys.

The concept designs should consider the key improvements for the area, along with addressing the concerns of parking and access in this area to ensure that the route is suitable for all road users.

¹ Snap Survey is a software which allows the bespoke design of multi-format surveys

2. Introduction

2.1. Background

This report provides a summary of consultation activity undertaken of the Active Travel Fund (ATF) A666 Manchester Road / Bolton Road Corridor (between Farnworth Town Centre and the borough boundary with Salford).

In March 2020, the UK went into a national lockdown due to the COVID-19 pandemic and, during this time, there was an increase in cycling and walking trips as people were directed away from public transport wherever possible. To help local authorities restart local transport as part of the Government's COVID-19 recovery strategy, Department for Transport (DfT) announced a £250 million Active Travel Fund (ATF) allocated in two tranches. The main aims of the funding are as follows:

- encourage more people to cycle or walk more; and
- support safe social distancing in busy locations such as high streets, outside shops, hospitals and transport hubs.

As part of the Greater Manchester Safe Streets Save Lives campaign launched in May 2020, Bolton Council conducted an extensive online consultation running to July 2020. The results of the consultation were used to assist the council in identifying projects to go forward, via the Greater Manchester Combined Authority (GMCA). Subsequently, through the Emergency Active Travel Fund (EATF), Greater Manchester was awarded £3.1m and enabled Bolton Council to implement a scheme on the A673 Chorley New Road Corridor, which is similar in nature to the proposed scheme. Following quick delivery of the EATF Tranche 1 schemes, the government announced the ATF Tranche 2 allocations.

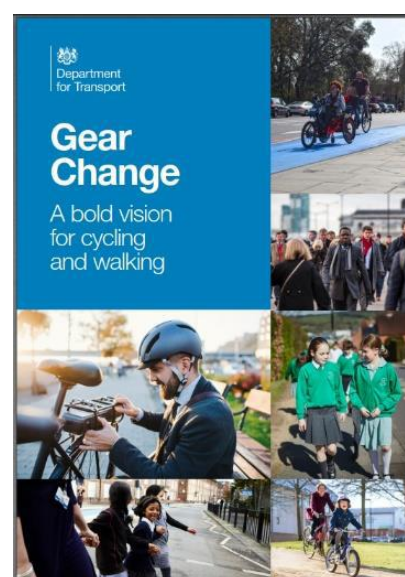
The A666 Manchester Road / Bolton Road Corridor, connecting Farnworth to Salford, was identified as a priority, to provide greater protection for people cycling. In July 2020, DfT published the Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', the purpose of which is to provide guidance to local authorities on delivering high quality cycle infrastructure and to inform all future development of cycle infrastructure.

2.2. Policy

The UK Government has set a vision to make England a great walking and cycling nation. The National Planning Policy Framework (NPPF)² 2019 seeks to ensure that the planning system delivers sustainable development. It identifies that planning policies should actively manage patterns of growth and in areas of high development, there is a need to provide sustainable and active travel modes, which ensure a choice of transport modes. There is an acknowledgement that there is an increase in demand on the highway network and by supporting the delivery of sustainable travel options, along with providing high quality walking and cycling networks, this can help to reduce congestion and emissions.

In July 2020, the Government published the Gear Change document that sets out the actions required at all levels of government to achieve its target. The main themes are:

- better streets for cycling and people;
- cycling and walking at the heart of decision-making;



²

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

- empowering and encouraging local authorities; and
- enabling people to cycle and protecting them when they do.

Some of the key design principles identified were that people cycling should be separated from traffic and people cycling should be separated from people walking.

The scheme strongly aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040 and the "Right Mix" aims for sustainable travel, which is seeking to redress the balance away from trips in the private car. It is supported by NICE (National Institute for Health and Care Excellence) guidance highlighting the important role of local authorities in enabling walking and cycling, most notably 'Physical activity and the environment: NICE guideline NG90' (2018) and 'Physical activity: walking and cycling: NICE Public health guideline PH41' (2012).

The funding also supports the Bee Network infrastructure proposals across Greater Manchester and contributes to achieving the vision of the city region in which walking and cycling are the natural choices for shorter journeys, whether for work, education or leisure.

Promoting active travel has health, air quality, environmental and economic benefits, so is a key part of the council's response to the Climate Emergency declaration and responsibility to improving population health.

2.3. Structure of the Report

This Consultation Report is structured as follows:

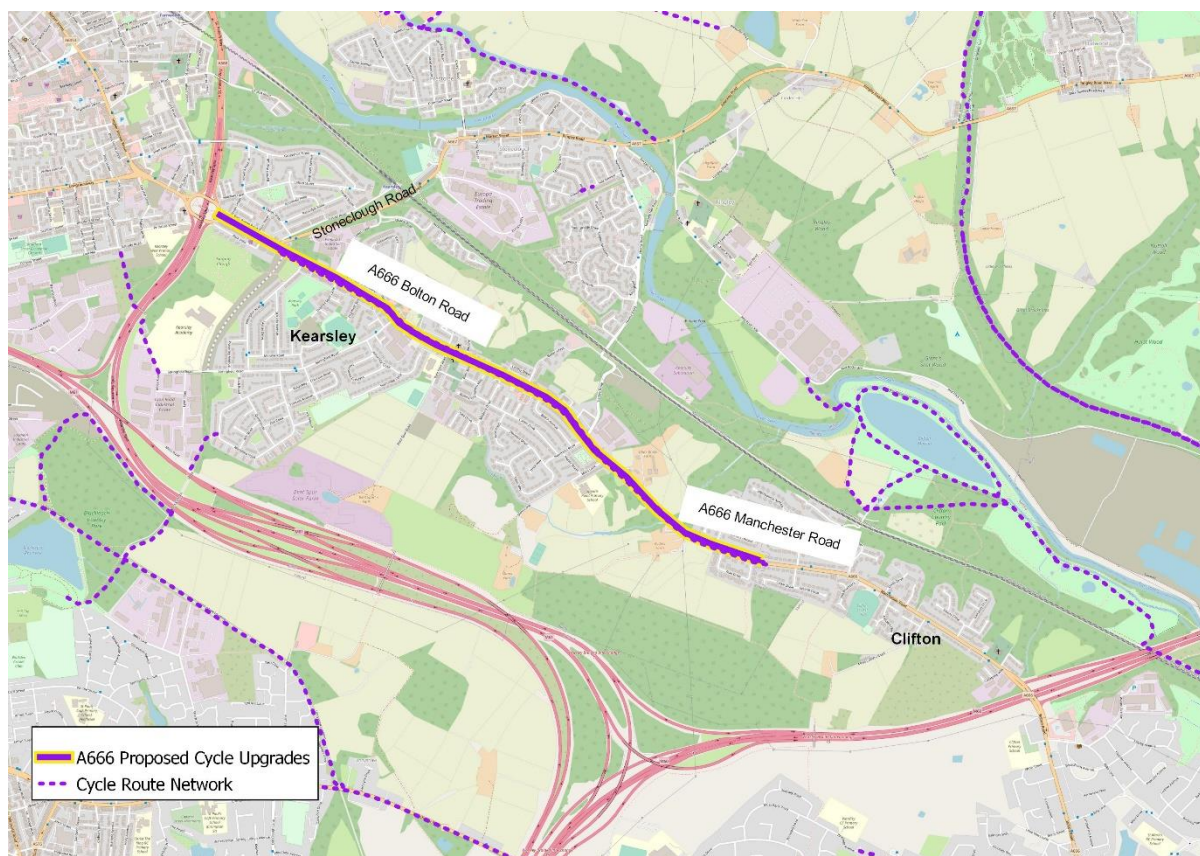
- **Section 3** 'Local Context' provides an overview of the area in which the A666 Manchester Road / Bolton Road Corridor is located.
- **Section 4** 'Consultation Approach' contains a summary of the methods used to communicate the consultation and scheme details to the public via online, digital and paper-based measures.
- **Section 5** 'Consultation Analysis' presents the analysis of the main consultation.
- **Section 6** 'Summary and Recommendations' contains an overview of the key concerns identified through the consultation and provides a series of recommendations that could be considered by Bolton Council in order to address these concerns.

3. Local Context

3.1. Background

The proposed scheme will run along the A666 Manchester Road / Bolton Road Corridor between the Kearsley Interchange and Teak Drive at the Salford boundary. It entails road space reallocation and the provision of light separation from vehicle traffic, through the use of wand orcas. **Figure 3-1** illustrates the proposed scheme in the context of the wider cycle network.

Figure 3-1: A666 Manchester Road / Bolton Road



A study area composed of the Lower-layer Super Output Areas (LSOAs³) along the A666 was created to better understand the socio-economic background of the road in comparison to the Bolton district and Greater Manchester. The population change in these geographies is presented in **Table 3-1**. The level of growth from 2011 to 2019 within the study area (1.1%) is significantly less than the levels seen in Bolton (3.9%).

Table 3-1: Population Change (2011 – 2019)

	A666 Study Area	Bolton	Greater Manchester
2011 Population	11,713	276,786	2,682,528
2019 Population	11,844	287,550	2,835,686
Population Change (n)	131	10,764	153,158
Population Change (%)	1.1	3.9	5.7

Source: 2011 Census, 2019 Population Estimates

³ E01004775, E01004885, E01004837, E01004840, E01004843, E01004844, E01004845, E01004868, E01004870, E01004923

In **Table 3-2**, this population is broken down further by age, showing that in the study area, there is a greater proportion of over 50s (39.5%), than there is in Bolton (35.9%) and Greater Manchester (33.8%).

Table 3-2: Population by Age Group (2019)

	A666 Study Area (%)	Bolton (%)	Greater Manchester (%)
Under 16	19.0	21.5	20.5
16-24	9.0	10.3	11.4
25-34	13.9	13.3	15.0
35-49	18.5	19.0	19.2
50-64	20.8	18.6	17.9
65-74	10.3	9.6	8.8
75+	8.4	7.7	7.1
Base (n)	11,844	287,550	2,835,686

Source: 2019 Population Estimates

In **Table 3-3**, the 2019 population is broken down by gender, with only marginal differences between the proportions shown in each geography.

Table 3-3: Population by Gender (2019)

	A666 Study Area (%)	Bolton (%)	Greater Manchester (%)
Male	49.2	49.7	49.7
Female	50.8	50.3	50.3
Base (n)	11,844	287,550	2,835,686

Source: 2019 Population Estimates

Table 3-4 shows the breakdown of population by ethnicity, and there is a notably higher proportion identified as White (95.9%), than in Bolton (81.9%) and Greater Manchester (83.8%). Conversely, there is a smaller proportion of Asian / Asian British in the study area (1.8%), compared to in Bolton (14.0%) and Greater Manchester (10.1%).

Table 3-4: Population by Ethnicity (2011)

Ethnicity	A666 Study Area (%)	Bolton (%)	Greater Manchester (%)
White	95.9	81.9	83.8
Mixed / multiple ethnic groups	1.3	1.8	2.3
Asian / Asian British	1.8	14.0	10.1
Black / African / Caribbean / Black British	0.7	1.7	2.8
Other ethnic group	0.3	0.7	1.0
Base (n)	11,713	276,786	2,682,528

Source: 2011 Census

Table 3-5 indicates that there may be a greater reliance on car travel in the area, with 24.9% of households having no access to a car or van, considerably lower than the levels seen in Bolton (28.3%) and Greater Manchester (30.6%).

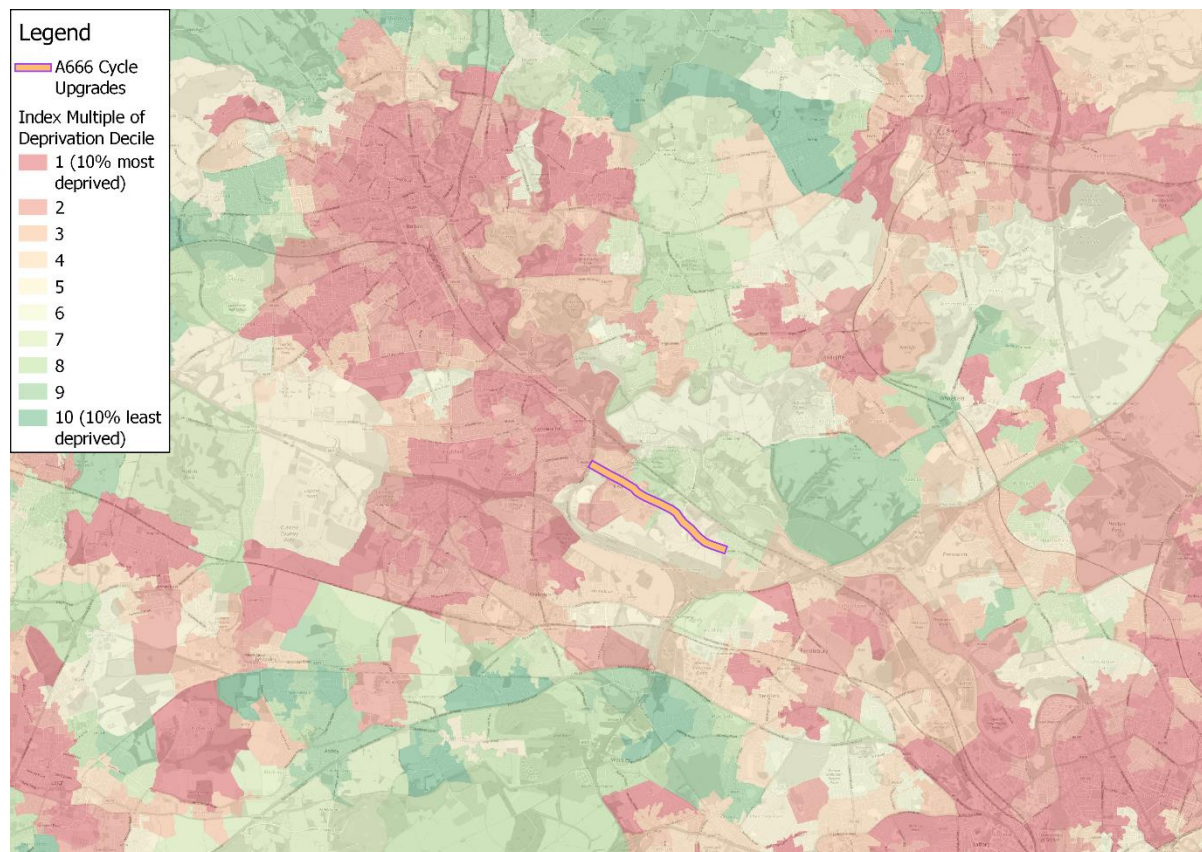
Table 3-5: Car Ownership (2011)

Cars per household	A666 Study Area (%)	Bolton (%)	Greater Manchester (%)
0	24.9	28.3	30.6
1	45.7	43.0	42.7
2	23.8	23.3	21.8
3+	5.6	5.3	4.9

Source: 2011 Census

Figure 3-2 illustrates that there are some areas with high levels of deprivation, that the Farnworth end of the scheme.

Figure 3-2: Index of Multiple Deprivation Deciles along the A666 Manchester Road / Bolton Road Corridor (2019)



Source: Ministry of Housing, Communities and Local Government, 2019

Table 3-6 shows the proportional mode shares for local residents and employees within the corridor, based on journey to work data provided in the 2011 Census. While the data may be somewhat dated, it still provides a reasonable indication of the travel patterns of those in the area, notwithstanding the current changes associated with the COVID-19 pandemic.

For those living within the corridor, the figures show that while the use of sustainable modes (23.9%), i.e. active travel and public transport, is consistent with the figure for Bolton (23.5%). However, both of these values are lower than that of Greater Manchester (29.5%).

The difference is more apparent for those working in the corridor, with 25% of these employees using sustainable modes to travel to work, and only 22.6% in Bolton, compared to 22.6% in Bolton, 29.5% in Greater Manchester.

Those who work (25%) in the area use sustainable modes of travel slightly more than those who live (23.9%) in the area.

This data, coupled with the car ownership data in **Table 3-5**, indicates a high level of car dependency in parts of the corridor compared with Greater Manchester, which this scheme could play a key role in addressing.

Table 3-6: Journey to Work Mode Share for Local Residents and Employees (2011)

Mode of travel	Live in Corridor			Work in Corridor		
	A666 Study Area (%)	Bolton (%)	Greater Manchester (%)	A666 Study Area (%)	Bolton (%)	Greater Manchester (%)
Work mainly at or from home	0.0	0.0	0.0	0.0	0.0	0.0
Underground, metro, light rail or tram	0.4	0.2	1.4	0.2	0.1	1.4
Train	1.8	4.0	2.7	1.0	1.8	3.3
Bus, minibus or coach	10.5	7.5	11.6	7.5	8.1	11.3
Taxi	1.3	1.4	0.8	1.6	1.4	0.8
Motorcycle, scooter or moped	0.9	0.7	0.6	0.6	0.7	0.6
Driving a car or van	66.8	67.0	62.6	65.7	67.7	62.9
Passenger in a car or van	7.0	7.1	6.2	6.8	7.4	6.0
Bicycle	1.5	1.1	2.5	1.6	1.2	2.4
On foot	9.6	10.6	11.4	14.8	11.4	11.0
Other method of travel to work	0.2	0.3	0.3	0.3	0.2	0.2
Base (n)	10,116	104,615	1,057,342	7,772	96,449	1,084,732

Source: 2011 Census

The A666 Manchester Road / Bolton Road Corridor is serviced by two key services (8 and 22) operated by Diamond.

4. Consultation Approach

4.1. Public Consultation Methodology

4.1.1. Overview

In order to gather feedback on the partially implemented A666 Manchester Road / Bolton Road Corridor scheme, an online consultation was launched, utilising Bolton Council's licence with Commonplace. The consultation was held from Monday 22nd March to Sunday 2nd May 2021, a period of six weeks.

Bolton Council used a variety of methods to help raise awareness of the consultation, each method is discussed in the following sections.

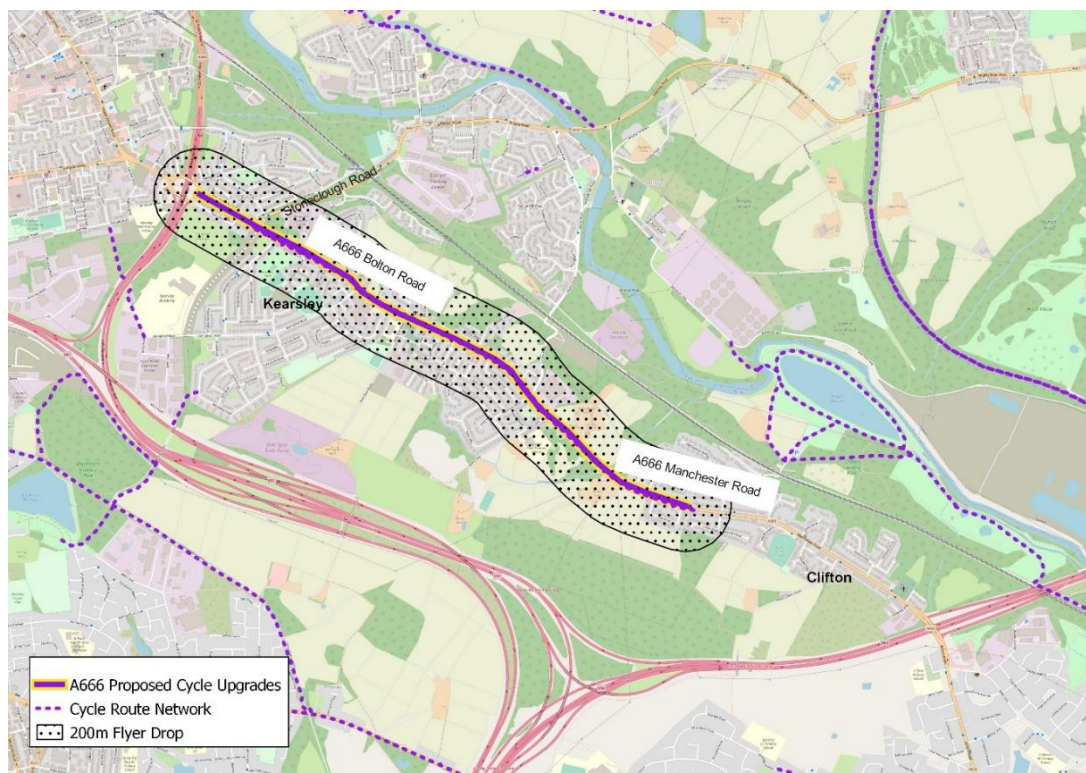
4.1.2. Flyer Design and Distribution

A consultation flyer was designed to raise public awareness of the ATF consultation. The flyer included a summary of the scheme, identified the key benefits and signposted the various options for respondents to provide feedback through a variety of methods, which included:

- the online Commonplace online engagement tool (see **Section 4.1.5**) - linked also through a QR code;
- Dedicated email address (atf@bolton.gov.uk);
- Freephone number (hosted by AECOM) for queries and accessible format requests; and
- A postal address.

A copy of the consultation flyer is contained in **Appendix A**.

Despite the travel and workplace restrictions associated with COVID-19, a comprehensive effort was made to provide paper copies of the flyer to residents and businesses within a 200m buffer of the route, as illustrated in **Figure 4-1**.

Figure 4-1: A666 Flyer Distribution Area in correlation to Existing Cycle Network

Flyers were produced for an area encompassing approximately 1,973 properties using the Postal Address Finder (PAF), this included 1,902 residential addresses and 71 business addresses within the 200m buffer of the proposed scheme.

4.1.3. Route QR Codes

In addition to QR codes included on the flyer, QR codes were also mounted to lighting columns along the route. The QR codes provided the opportunity for people who may not live in the area, but use the corridor to have access to the consultation. The QR code had a direct link to the dedicated Commonplace website, which provided further information on the scheme and access to an interactive map and the online survey.

4.1.4. Social Media

The consultation was promoted through Bolton Council press releases, dedicated consultation pages (**Figure 4-2**) and via the Bolton Council Twitter account.

Figure 4-2: Bolton Council Webpage

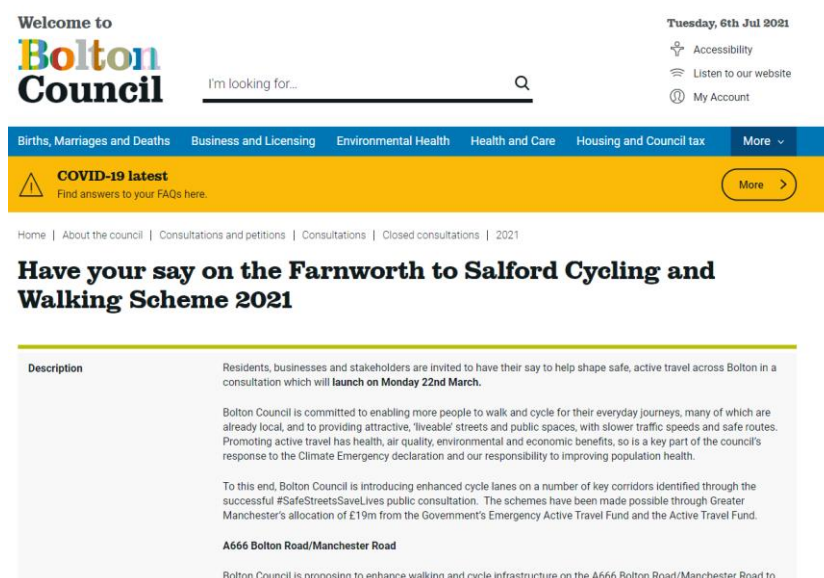


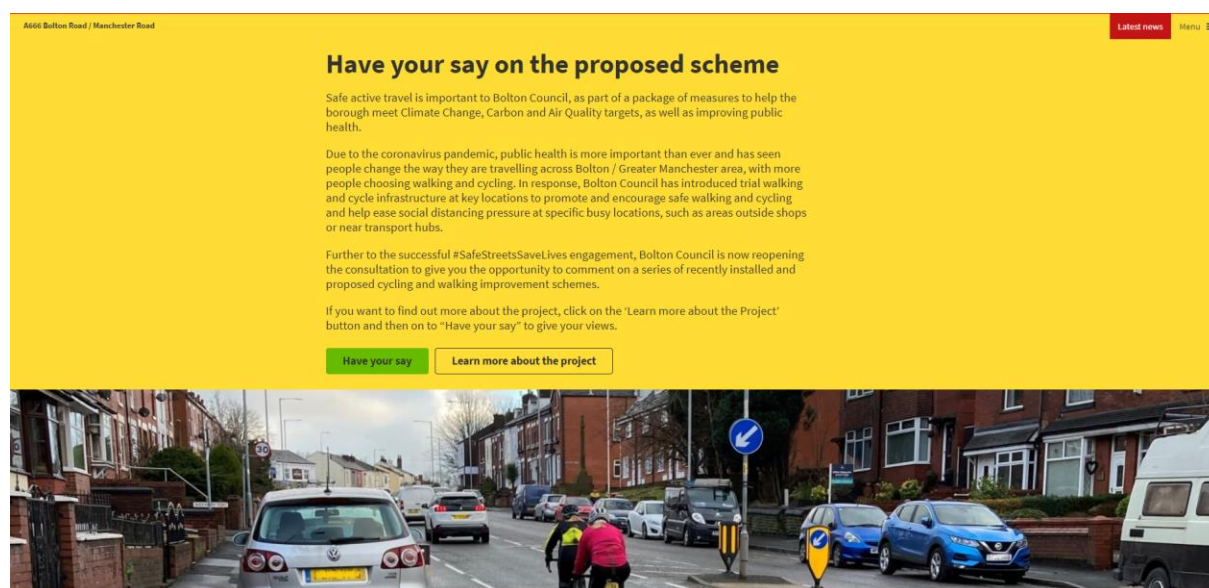
Figure 4-3: Bolton Council Twitter Consultation Promotion



4.1.5. Commonplace Website

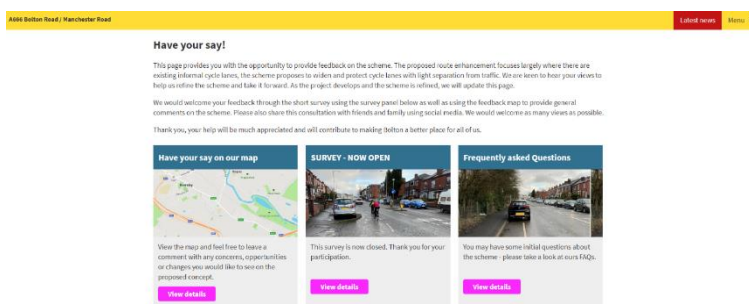
Commonplace is an online community engagement platform (Figure 4-4), which was utilised as part of a department licence obtained by Bolton Council. Commonplace was used to provide a website which offered a single location for information about the scheme and detailed how people could respond.

Figure 4-4: Commonplace Website Landing Page



4.1.6. Website Content

A Commonplace website was created which included a number of webpages related to the proposed scheme. These provided an explanation of the project, as well as the opportunity to provide comments on the scheme concept to inform the potential refinement of the scheme design and other similar planned schemes. The website also included links to news stories and the option to opt-in to receive scheme updates.



The separate webpages were:

- A comment map to allow respondents to provide feedback on specific locations along the corridor;
- Survey (further information contained in **Section 4.1.7**); and
- Frequently asked questions.

4.1.7. Survey

A bespoke survey was developed to gather information on:

- General perceptions of walking and cycling;
- Understanding how the scheme could be used; and
- Understanding challenges and opportunities for delivery of the scheme.

The survey was developed using Snap Survey software and was made available through the Commonplace engagement tool. Paper versions were developed to allow respondents to complete offline where preferred / no option and could be requested using a freephone telephone number. These were issued by post alongside a covering letter explaining how to complete the survey along

with details of when the survey should be returned by (with a freepost envelope provided). A copy of the paper survey can be found in **Appendix B**.

4.2. Liaison with Stakeholders

The project team at Bolton Council sought to engage with key stakeholder groups to gather feedback on the partially implemented scheme and understand any issues or opportunities for walking and cycling.

The project team raised awareness of the consultation among the voluntary and community sector through the CVS Partner Bulletin. All stakeholders were provided with the opportunity to engage with the project team, further detail on this is provided in **Section 5**.

Schools were notified via the Extranet system and details of the consultation were issued to the Youth Service team to engage with Youth Council and Youth Voice, however due to COVID-19 restrictions, this impacted the level of engagement.

There may be the opportunity to undertake further engagement activities with these groups as the scheme progresses.

4.3. Challenges

It is important to note that the consultation faced a number of key challenges which needed to be considered during the design and delivery of the consultation. **Table 4-1** identifies the challenges, actions taken and how this mitigated the impact, as well as lessons learned for future consultations.

Table 4-1: Challenges and Mitigation

Consultation			
conducted during the pre-election period	A reduction in the consultation period was implemented as the consultation took place during the pre-election period and the scheme featured in election communications distributed by candidates.	A legal review was undertaken of the potential impacts of the consultation being undertaken during the pre-election period. It was found that there was no negative impact associated.	This should be avoided in future as it has the potential to increase divisiveness with regards to the scheme
No option for face-to-face engagement	COVID-19 restriction removed face-to-face engagement as an option.	Engagement was sought using a variety of methods and actions to provide the greatest opportunity for feedback to be provided. No negative feedback was received.	Following the easing of lockdown restrictions, the option of face-to-face public engagement could be reintroduced
Requirement for digital access	Understanding that not all respondents may have access to a computer / internet.	A freephone number and postal surveys were supplied which was utilised by a number of respondents.	To include postal / telecommunication options as part of engagement.

5. Consultation Analysis

5.1. Overview

The following section provides a breakdown of the level of engagement received directly through the Commonplace website and the embedded Snap survey. Respondents were provided with the opportunity to complete both the map and survey and for the purposes of reporting, the analysis of both has been undertaken separately to ensure that information is not duplicated.

5.2. Commonplace Overview

Commonplace provides key analytics of engagement:

Commonplace provide a breakdown of the key analytics of engagement:

- A666 Manchester Road / Bolton Road Corridor Commonplace site received 1,110 visitors;
- A666 Manchester Road / Bolton Road Corridor Commonplace site map received 354 visitors;
- The Commonplace site map received 103 comments, of these 100 were confirmed or pending (i.e. completed or partially completed sign up process); and
- A total of 74 unique respondents provided 100 comments along the A666 Manchester Road / Bolton Road Corridor.

Figure 5-1 shows the spatial distribution of respondents who commented on the Commonplace map and provided a full postcode. The majority of respondents reviewed the Commonplace site and the information provided. In addition, the map provided 103 comments from 74 unique respondents.

Figure 5-1: Commonplace Map

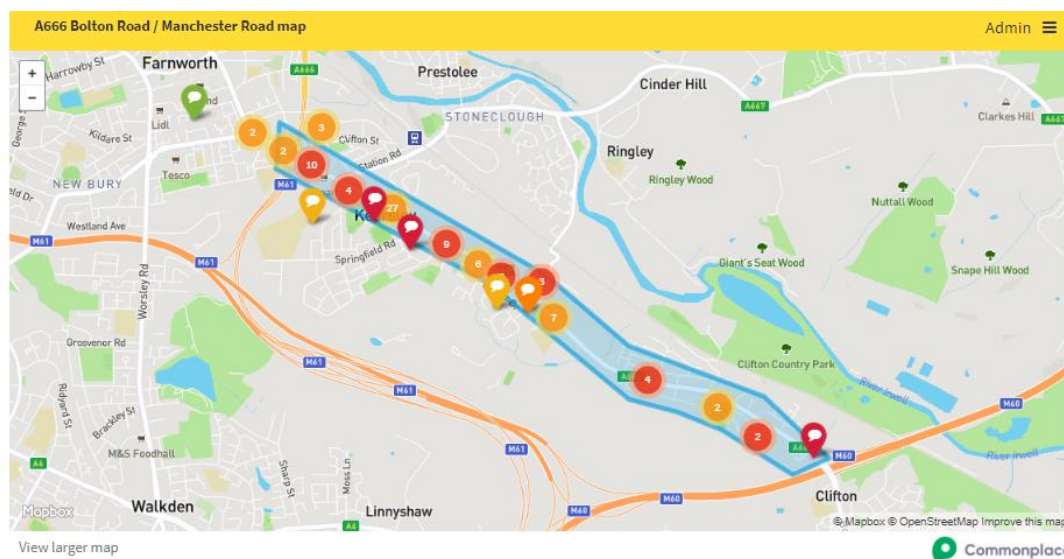


Figure 5-2 shows the spatial distribution of respondents by postcode, with the size of the marker corresponding to the number of respondents at each postcode. In total, there were 53 unique postcodes amongst the respondents.

Figure 5-2: Respondent Postcodes (Commonplace Map)



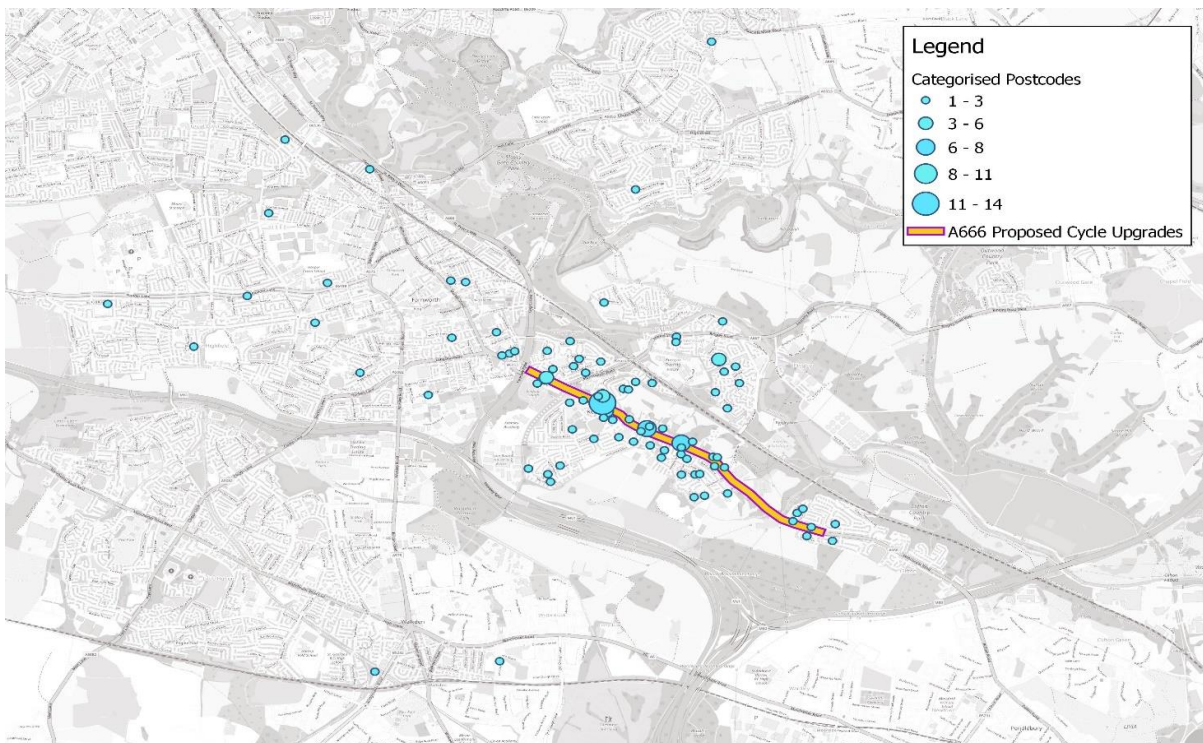
Source: AECOM

5.3. Snap Survey Overview

In total, 187 surveys were completed, of which 181 were completed online and six returned paper surveys.

Figure 5-3 shows the spatial distribution of respondents who completed the survey and provided a full postcode. In total, there were 113 unique postcodes found in the responses. The postcodes have been categorised by the number of respondents per postcode, the larger the marker, the more respondents per postcode.

Figure 5-3: Respondent Postcodes (Survey)



Source: AECOM

5.4. Commonplace Analysis

5.4.1. Overview

When providing a comment on the map, respondents were asked to answer key questions. To avoid duplication, the data was cleaned to provide unique respondents (n=113). The respondent overview will be based on the unique respondents, noting that questions were optional.

5.4.2. Respondent Overview

Respondents were asked to provide their age and gender. **Table 5-1** identifies that more females (n=20) than males (n=16) completed the Commonplace map, which varies from the gender split for the area.

Table 5-1: Respondent Gender

	Commonplace (n)
Male	16
Female	20
Prefer not to say	1
Base (n)	37*

*37 respondents did not provide an answer

Table 5-2 provides a breakdown of the unique respondents by age, 11 respondents were aged between 35 and 44 and 11 were aged between 55 and 64. Younger people were substantially underrepresented, with only four respondents aged between 25 and 34 compared to the population of the area which is 12.5% (as shown in **Table 3-2**).

Table 5-2: Respondent Age

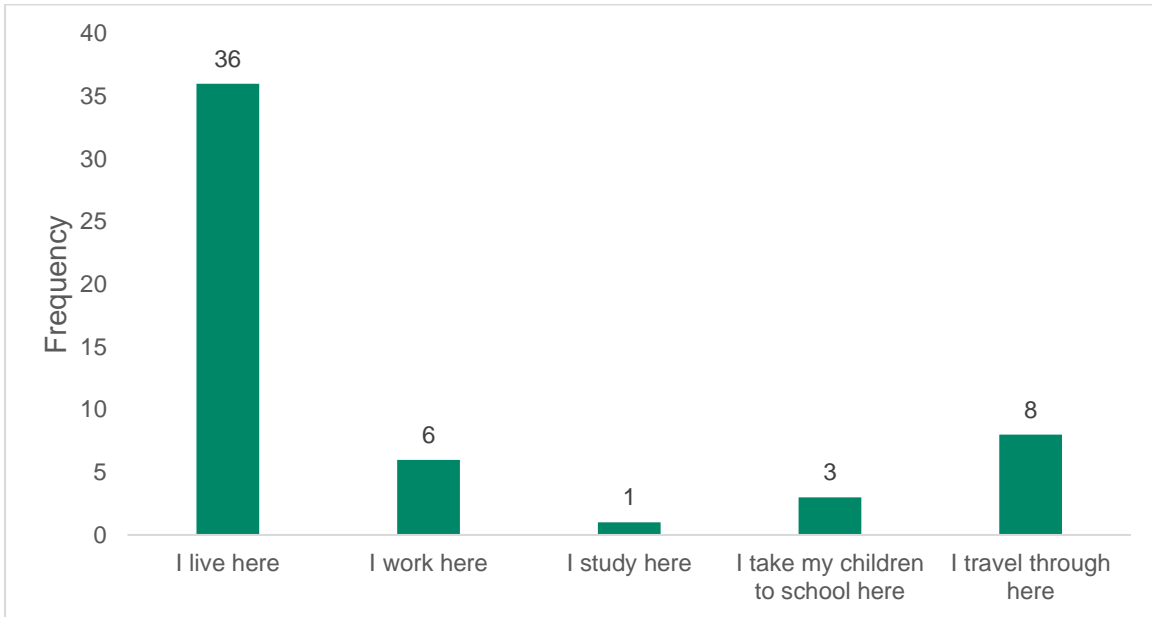
	Commonplace (n)
18 – 24	1
25 – 34	4
35 – 44	11
45 – 54	6
55 – 64	11
65 – 74	3
75+	1
Prefer not to say	0
Base (n)	38*

*36 respondents did not provide an answer

5.4.3. Respondent Travel and Connection

Figure 5-5 identifies the connection respondents had with the area, the majority of respondents (n=36) stated that they live there. This was followed with eight stating that they travel through the area and six work in the area.

Figure 5-4: Connection to the Area (Multiple Response)

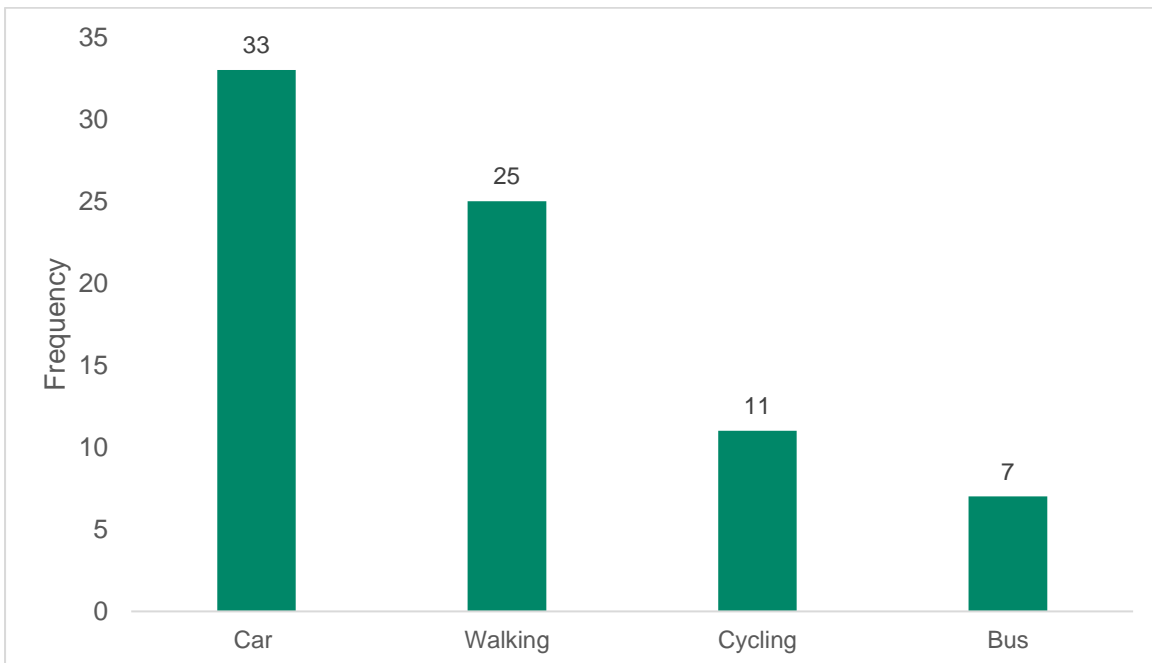


Base: 39

NB: 35 respondents did not provide an answer

Figure 5-5 identifies the majority of respondent’s usual mode of travel in the area is car (n=33). Respondents also usually traveling by walking (n=25) and cycling (n=11). Noting that the proposed scheme focuses on cycle lane enhancements, this may have encouraged respondents who use active travel to complete the Commonplace map questions.

Figure 5-5: Usual Mode of Travel in or Around the Area (Multiple Response)



Base: 38

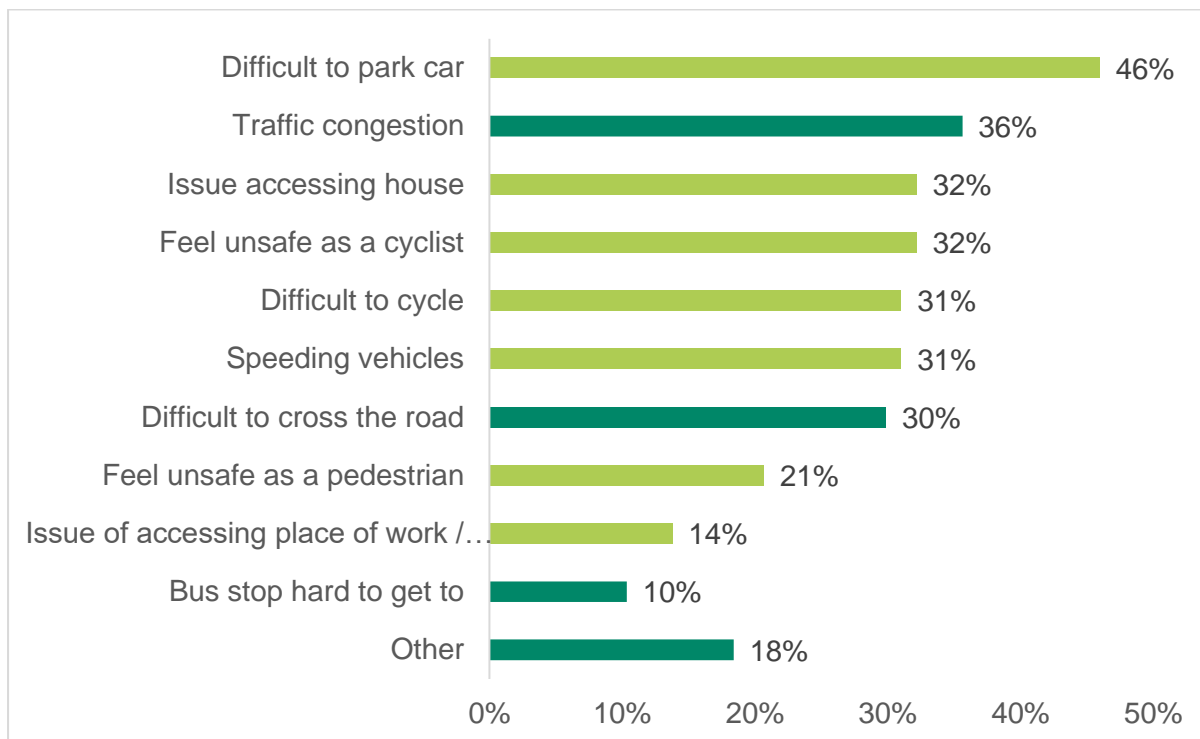
NB: 36 respondents did not provide an answer

5.4.4. Concerns

Figure 5-6 shows the main concerns identified by respondents on the corridor / proposed scheme. The top three reasons being ‘difficult to park car’ (46%), ‘traffic congestion’ (36%), ‘issues accessing house’ (32%) and ‘feel unsafe as a cyclist’ (32%). The concerns listed as ‘other’ include reasons, such

as concerns over emergency vehicle access, personal security and security of private property, parking on the carriageway and insufficient parking, and the consideration of the scheme as a waste of money.

Figure 5-6: Concerns About the Scheme Identified by Location (Multiple Response)



Base: 87

NB. 13 Respondents did not provide an answer

Some of the concerns listed could be addressed / mitigated as part of further scheme development (highlighted in **lime green**) and could imply that the respondent does not necessarily directly oppose the scheme if these are considered.

Residential Parking and Access

The majority of respondents, just under half (46%), identified issues with parking as a concern about the scheme. Although some respondents identify that cycling and walking in the area is hindered by parked cars on streets, pavements and main roads, a large proportion of respondents are concerned about the scheme limiting car parking options for residents.

"It's hard enough to park round here as it is, also a family member has mobility issues so I need to be able to park as close to my house as possible, this will cause chaos!"

"For the houses that do not have a parking insert on Manchester Road, this is terrible the road is difficult to park as it is. We have no space to park in the backstreet as this would be blocking access. I think this is a terrible decision."

"I live on Manchester Road in Kearsley. Parking is already an issue without adding those little posts into the cycle lanes. This road is the main route out of Bolton into Manchester therefore is already very congested at peak times. Also there is a primary school directly behind my house, which at drop off and pick up times is very heavily congested with limited parking spaces."

"To potentially take away the residents right to park their car in front of their own property as they live on a main road is not acceptable in my opinion. Where would all the cars park then? Taking away the right to park doesn't make there any less cars on the road, it just makes it more difficult to park in general."

Respondents also stated that they had concerns over being able to access their house (32%), which could have been allayed if concepts designs had been shared.

"I am a resident on Bolton Road and I currently have constant issues parking my car in front and at the back of my property, so if the proposed cycle lane goes ahead this would be unbearable to park my car even more!!! Most houses are two / three car properties and unless adequate parking is made possible at the back (i.e. car park for two cars per house or two car width access road). It would be unfair for you to go ahead with this proposal and as an NHS worker I need access to my property 24 hours due to shift work - Please I ask for this not to go ahead."

Congestion

Just over a third (36%) of responses identified the potential for greater congestion as a concern associated with the introduction of the scheme; this relates to the concern that road space reallocation will create narrower passage for vehicles and therefore increase congestion and effect journey times for local residents and those travelling through.

There is also a concern that the congestion will be diverted on to nearby residential roads with motorists looking to avoid waiting in traffic at peak times.

"Unnecessary, as I live on this street and hardly ever see cyclists. It also creates more challenge for the high number of drivers to fit, would increase traffic (which would be a hassle for many students who take public transport) and would create hassle for the people who live here and park on this street."

"Slackey Brow is a rat run used by people who do not wish to queue at Stoneclough Road. This causes speeding problems along Hulme Road, and the tunnel under the railway is often the location of long queues. Please close this route to motorists."

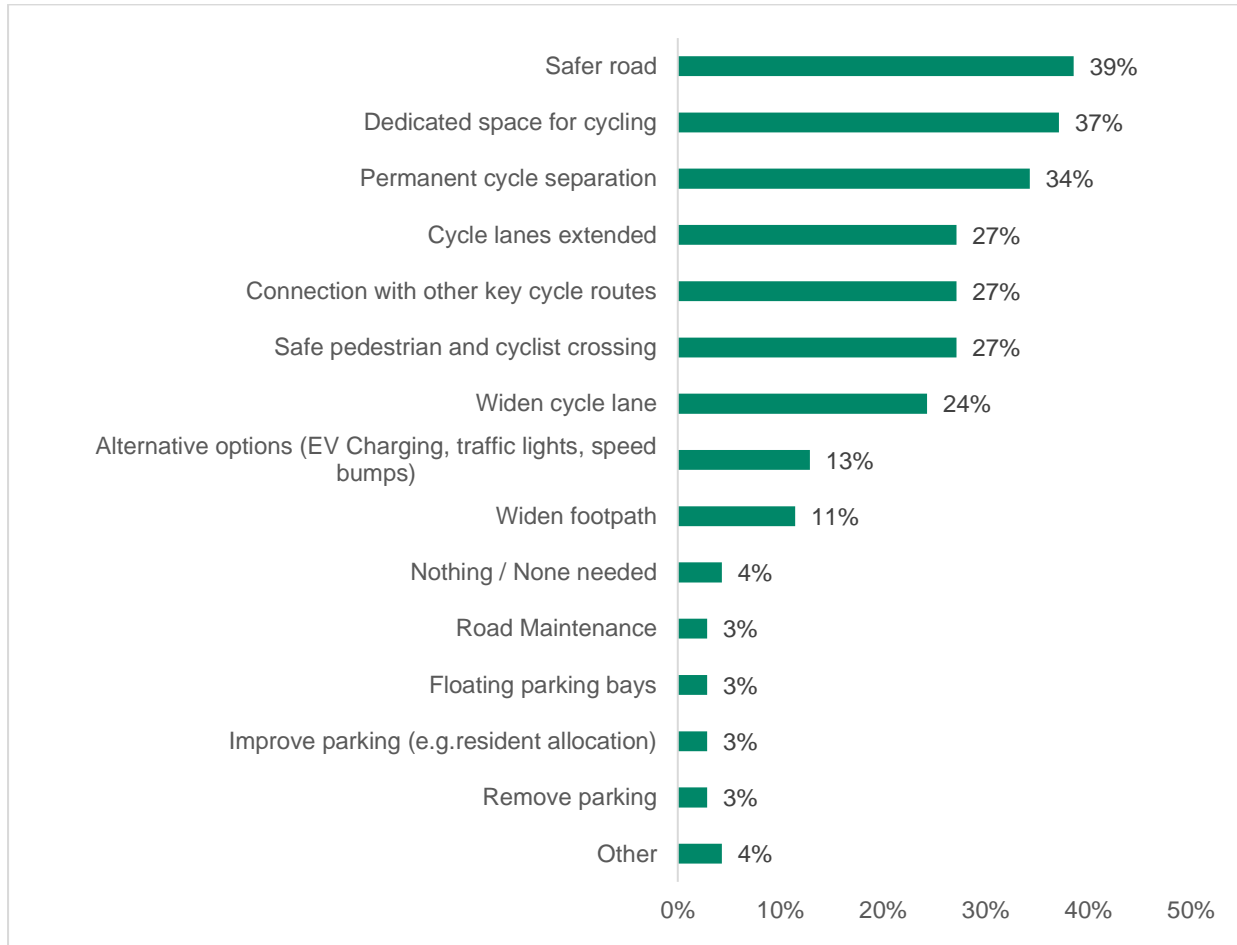
"In busy times drivers try to avoid congestion by cutting through Oakes Street, Howard Avenue, Grosvenor Street, Lord Street and High Stile Street. The damage to these side streets is obvious and it seems to me that this current proposal will only make this worse and more dangerous."

5.4.5. Improvements

Figure 5-7 shows the frequency at which potential improvements were requested by respondents, with the top three being 'safer roads' (39%), 'dedicated space for cyclists' (37%) and 'permanent cycle separation' (34%). A number of the other common responses alluded to the scheme needing to go further, including the need for cycle lanes to be extended (27%), connectivity with other cycle infrastructure (27%) and widening cycle lanes (24%). 24% of responses related to safety of pedestrians and cyclists, which could potentially address some of the concerns identified in **Figure 5-6**.

The improvements covered by the blanket term 'other' include improving parking (e.g. resident allocation), removing parking, alternative options (e.g. Electric Vehicle charging, traffic lights, speed bumps), road maintenance, floating parking bays and some felt no change was needed.

Figure 5-7: Potential Scheme Improvements Identified by Location (Multiple Response)



Base: 70

NB. 30 Respondents did not provide an answer

Safety

Creating a safer road (39%) was identified as a key improvement. This appeared to relate to perceptions that speeding was an issue with inferences the A666 Manchester Road / Bolton Road Corridor subject to vehicles travelling over the 30mph limit. In response, respondents suggested introducing traffic calming measure or stricter speed restrictions.

“If it makes car drivers give people on bikes or walking more space and time, it can only be a good thing.”

Cyclists

Respondents identified dedicated space for cycling (37%) along with permanent cycle separation (34%) as key methods of improvement. Respondents have identified the need to encourage people to cycle in the area to create wider benefits, such as air quality and personal wellbeing. The suggested provision of permanent and dedicated spaces for cycling will help to encourage the uptake in cycling.

"This whole route needs protected cycleways, with no gaps, no giving up at junctions and no excuses. The road user hierarchy, which has been in place for 13 years in the Manual for Streets, is: Pedestrians, Cyclists, Public transport users, Specialist service vehicles (e.g. emergency services, waste, etc.), then Other motor traffic. The government's "Gear Change" strategy mandates reallocation of road space to recognise this hierarchy."

"Protected cycle lanes are really needed here. Currently cycling here feels dangerous, hence why you don't see many people cycling here. If there were wider protected lanes with wand orcas, you will see you more people cycling, and I would feel safe enough to let my child cycle along here."

Crossings

Just over a quarter (27%) of respondents felt that the provision of safer crossings for people who walk, and cycle would be a key improvement in the area. This was particularly identified at junctions; (i) Kearsley Interchange, (ii) Pilkington Road junction and (iii) A5082 Long Causeway / A6053 Higher Market Street / Bolton Road.

"This three-way junction [A5082 Long Causeway / A6053 Higher Market Street / Bolton Road] is a miserable place for any pedestrian or cyclist, as well as dangerous. A filter cycle lane in the middle toward the lights, with ASLs [Advance Stop Lines] is stupidly dangerous. We need something school children can use, especially considering the nearby schools and town centre. Very wide lanes also encourage speeding. Would recommend 2.5m wide road lanes, through-road Kearsley-Farnworth with road to Walkden at a straight T-junction."

General Feedback

General feedback received about the proposed scheme identified existing congestion and speeding along the corridor, with some respondents highlighting that a reduction in road space available to cars could lead to a deterioration in traffic conditions and exacerbate safety issues for cyclists and pedestrians.

"A total waste of money given the numbers who would cycle. It is also dangerous to reduce the road space available for other road users and emergency vehicles."

Respondents did note that the road layout could help to manage the challenges that may arise from the implementation of the proposed scheme. Such as the removal of hatching that runs in sections along the road.

“There is plenty of room here if the central hatching is removed to put in segregated cycle lanes, along with parking / loading restrictions along the non-residential parts of the route, and floating parking bays in any areas where parking needs to be retained for residents. “

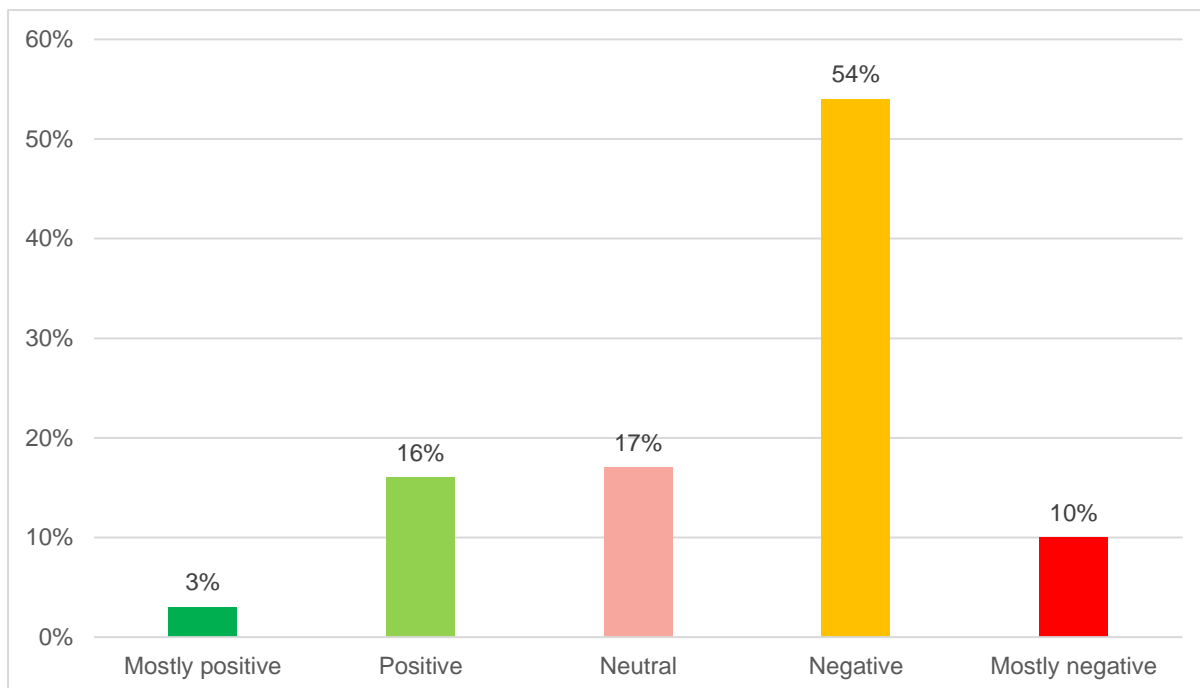
“Along this whole stretch the road is really wide with lots of pointless central hatching. If the central hatching was removed, then floating parking bays could be provided and a continuous kerbside cycle lane provided. This would be much safer for cyclists and encourage even the most inexperienced cyclists including children to use the lane, and still allow the vast majority of on-road parking to be retained for residents. This would also solve the issue highlighted in the scheme FAQ of how to install wand orcas if the cycle lane was kept on the roadside when passing parking.

“There are plenty of islands / hatching in the middle of the road - this space could be used for cars, leaving space for dedicated cycle space as well as parking.”

5.4.6. Summary

Respondents gave a wide range of opinions on the proposed scheme along the A666 Manchester Road / Bolton Road Corridor, with **Figure 5-8** showing the proportional responses to the question “how do you feel about the scheme?”. Just over half (54%) of respondents stated that they felt negative towards the scheme compared to 16% who stated positive.

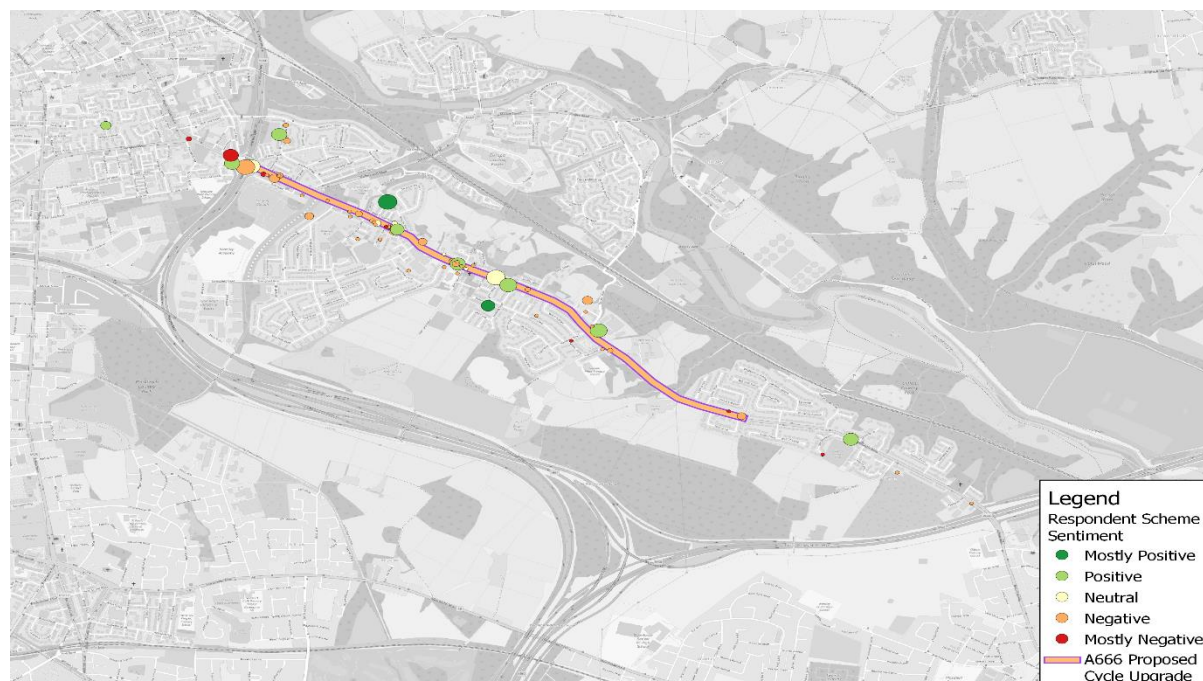
Figure 5-8: Average Respondent Sentiment – How do you Feel about the Scheme?



Base:100

Figure 5-9 illustrated the respondents’ sentiments to the scheme based on a specific location; where the size of the marker relates to the number of agreements. Agreements are based upon the initial comments, so this may be positive or negative towards the proposed scheme. The majority of the markers are clustered around the Kearsley Interchange, where the majority of the negative comments are based, this has been based on concerns the scheme would have on neighbouring streets. The majority of the positive comments were central to the route.

Figure 5-9: Respondent Sentiment and Agreement



Although the proposed scheme received more negative sentiments via the Commonplace map, positive comments received the highest number of agreements. **Table 5-3** provides a review of the positive comments, which received the highest number of agreements (seven and above). These comments identify that although parking has been identified as a concern, the comments receiving the highest agreements were focused on supporting people who walk and cycle and that parking is not a priority focus of the scheme.

Table 5-3: Positive Sentiment Comments and Agreements

Location	Comment	Number of Agreements (n)
A666 Road	<p>I am a regular cyclist moving from Trafford to Bolton Road, Kearsley in the next seven days. This is new to me, but any improvements that will reduce traffic and make cycling safer are welcome. I work for Salford and will be cycling to work when the office reopens but am more likely to go through Blackleach CP and onto the Loopline as it feels safer for me. Although the speed of the road may be more attractive.</p> <p>Where I currently live, the road has a dedicated cycle path, which is much better than before and I do feel safe. People parking in it has always been a problem and is dangerous to pass near shops and takeaways.</p>	9
Parking along route	<p>Many comments here are moaning about difficulty parking. The design of the road should first consider walking, then cycling, then the remaining space is for motoring.</p>	9
A666 Road	<p>Protected cycle lanes are really needed here. Currently cycling here feels dangerous, hence why you don't see many people cycling here. If there were wider protected lanes with wand orcas, you will see more people cycling and I would feel safe enough to let my child cycle along here.</p>	8
Manchester Road	<p>There are a lot of comments around parking, particularly the right to park in front of their property. There is no such right, you have bought and paid for the property - the house and the land it stands on - NOT the space on the road which you take up with a vehicle that spends at least 80% of its time stationary.</p>	8

Location	Comment	Number of Agreements (n)
Junction of Long Causeway and Higher Market Street	The scheme needs to be extended to include this horrendous junction. The road through Farnworth needs to be reduced to 30mph and many pedestrian crossings added.	8
A666 Road	I support the scheme as a whole.	7
A666 Road	The entire length of this road can be slowed down by removing the hatching - it's pointless and encourages speeding and takes longer to cross the road.	7
Whole scheme	This scheme is sorely needed. This is NOT an important through-route between Bolton and Manchester as there is a dedicated motorway route that is reserved exclusively for motor vehicles. It is, however, the main route for people on cycles.	7

Key Findings

- The average respondent sentiment towards the proposed scheme was more negative (64%) than positive (19%). Based on the feedback received, this is based on:
 - Key concerns about the scheme focused on difficulty parking outside residential properties, traffic congestion and this affecting neighbouring roads (i) Oakes Street, (ii) Grosvenor Street, (iii) Stoneclough Road, (iv) High Stile Street and (v) Lord Street, issues accessing private properties and safety as a person who cycles.
- Although there was negative feedback, these could be addressed through the scheme development. Key suggested improvements focus on the creation of safe roads, dedicated space for cycling and permanent cycle separation, as well as safe crossings for people who walk and cycle.

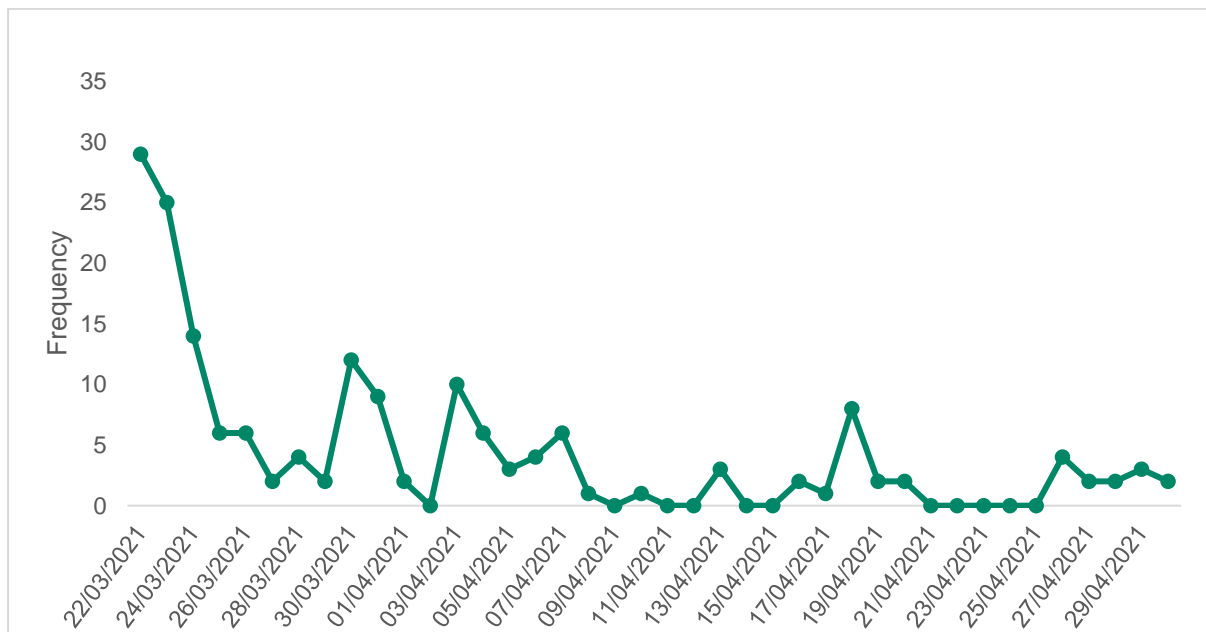
5.5. Snap Summary Analysis

5.5.1. Outline

A bespoke Snap survey was developed in conjunction with the Bolton Council project team and Transport for Greater Manchester (TfGM). Questions were designed to understand general perceptions of cycling and walking in the area and the level of support or opposition for the key attributes of the scheme.

Figure 5-10 provides a breakdown of the 187 surveys completed through the online link throughout the consultation period. This shows that the highest number of surveys completed were within the first couple of days of the consultation. A total of 181 surveys were completed online directly and a further six were received in the post.

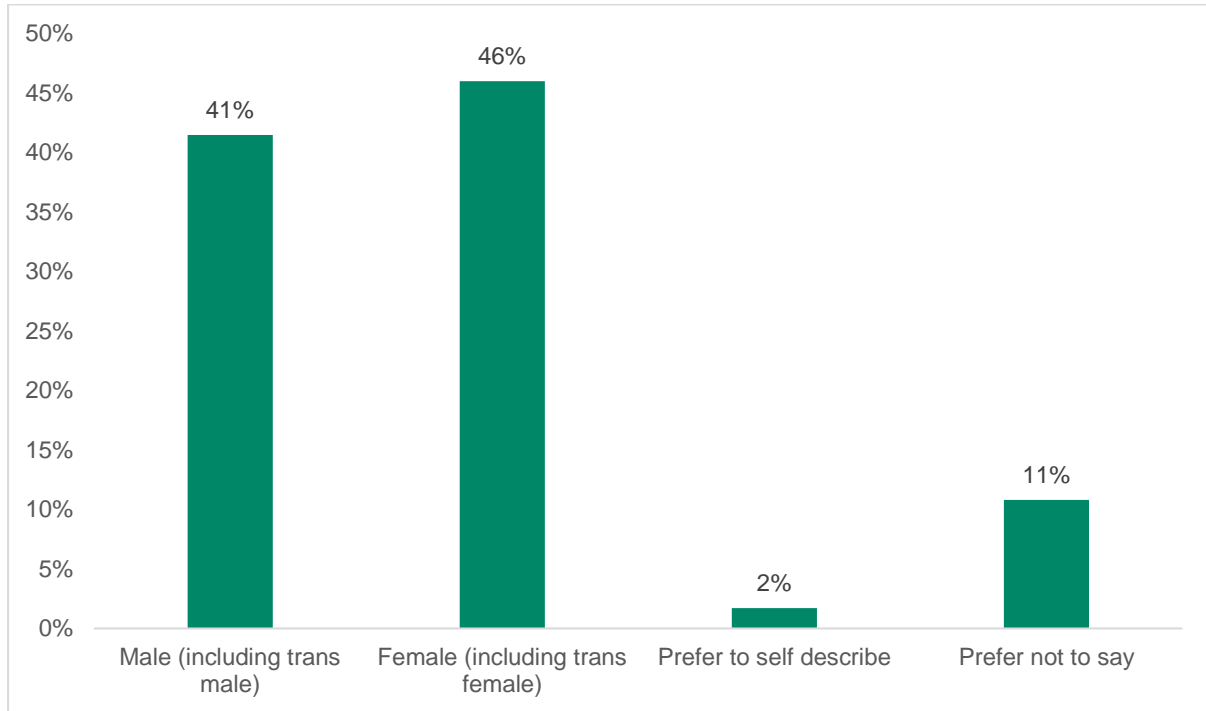
Figure 5-10: Number of Completed Surveys per day



5.5.2. Respondent Overview

Figure 5-11 shows the gender of respondents, highlighting that there was a relatively even split between male (41%) and female (46%). This is notably different to the gender splits highlighted in **Table 3-3**, where 49.7% of the population of Bolton are male and 50.3% being female.

Figure 5-11: Respondent Gender (Survey)

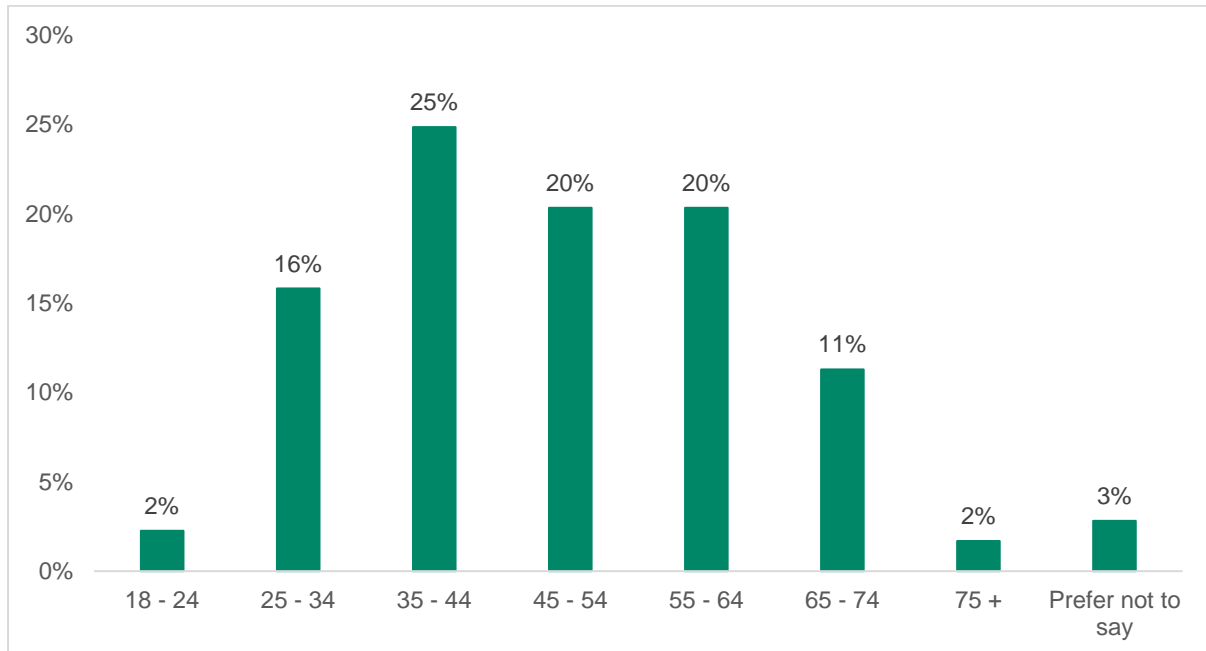


Base: 176

NB: 11 respondents did not provide an answer

Figure 5-12 shows the breakdown of respondents by age, a quarter of respondents were aged 35-44 and a further two-fifths were in the 45-64 age bracket. Only 18% of respondents were aged under 35, compared to 41.9% as identified in **Table 3-2** for the study area, noting that the consultation approach was not specifically aimed at children.

Figure 5-12: Respondents Age (Survey)



Base: 177

NB: 10 respondents did not provide an answer

The majority of respondents (77%) stated that they are White (English, Northern Irish, Scottish, Welsh, British) and 3% stating they are Asian or Asian British – marginally lower than for the area as a

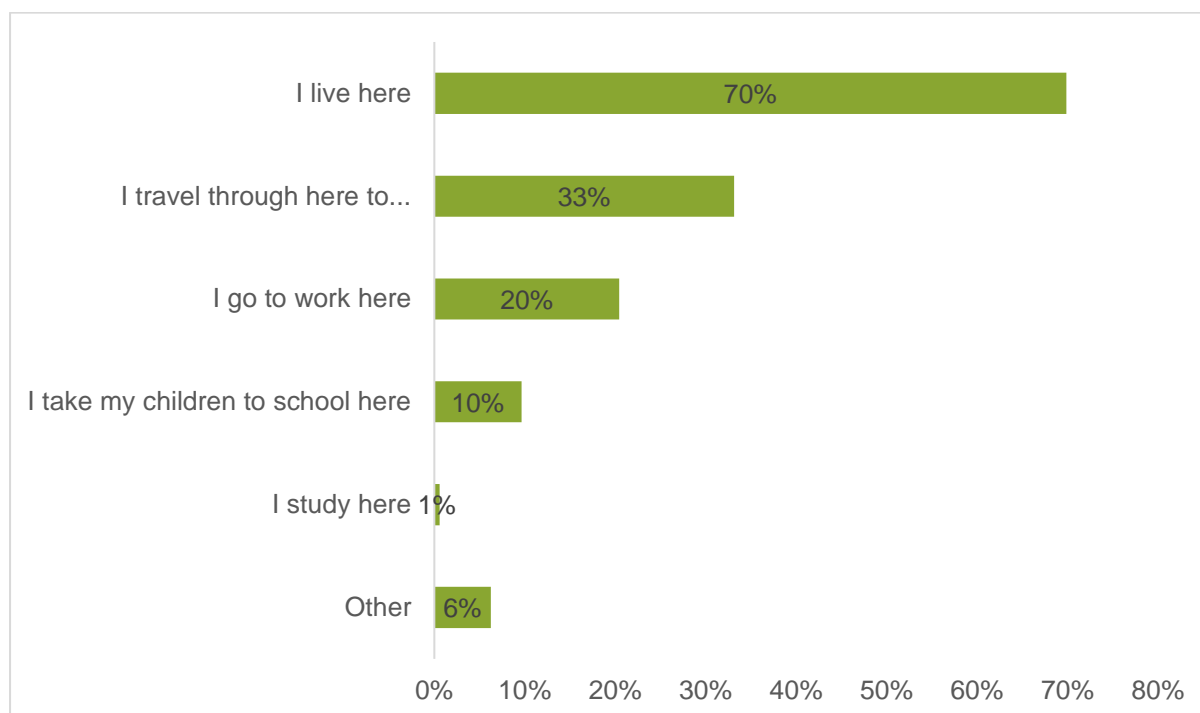
whole, of which 14% of the population describe their background as Asian or Asian British, as shown in **Table 3-4**.

Respondents were asked if they had a health problem or disability, which is expected to last at least 12 months. Of the total surveyed, 76% stated they did not, whilst 17% stated that they were either limited a lot or a little by their disability / health problem.

5.5.3. Connection to the Area

Figure 5-13 identifies the proportional composition of the respondents' connection to the area where the schemes are proposed, with a large majority (70%) of respondents stating that they live in the area. A third (33%) of respondents stated that they travel through the area

Figure 5-13: Connection to the Area (Multiple Response) (Survey)



Base: 176

NB. 11 respondents did not provide an answer.

Respondents who identified that they travelled through the area, were asked to provide details of the location, below provides a breakdown of the key locations:

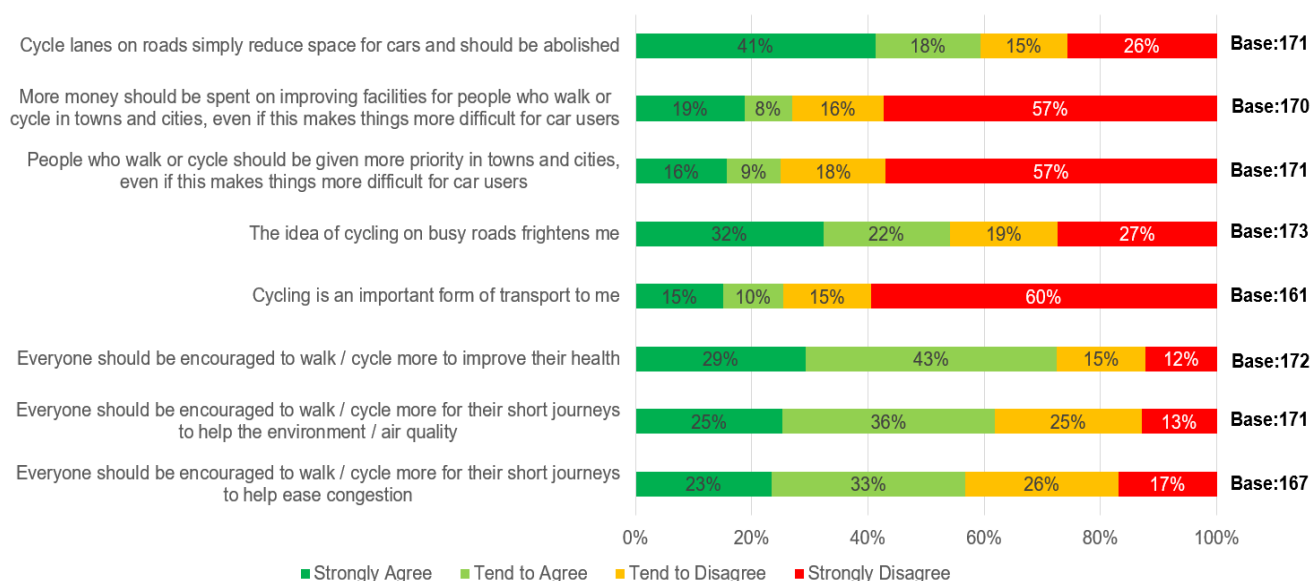
- Manchester (n=13)
- Bolton (n=8)
- Salford (n=8)
- Farnworth (n=6)
- Kearsley (n=4)
- Clifton (n=4)
- Swinton (n=2)
- Bacup (n=1)
- General travel (n=7)

5.5.4. Travel Options

Respondents were asked their perceptions of walking and cycling in general. **Figure 5-14** provides an overview with the key outcomes being:

- **72%** of respondents **agree** that people should be encouraged to walk / cycle more to improve their health
- **61%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help the environment / air quality
- **56%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help ease congestion
- **25%** of respondents **agree** that cycling is an important form of transport to them.
- **25%** of respondents **agree** that cycling and walking should be given more priority in towns and cities.

Figure 5-14: General Perceptions of Walking and Cycling (Survey)

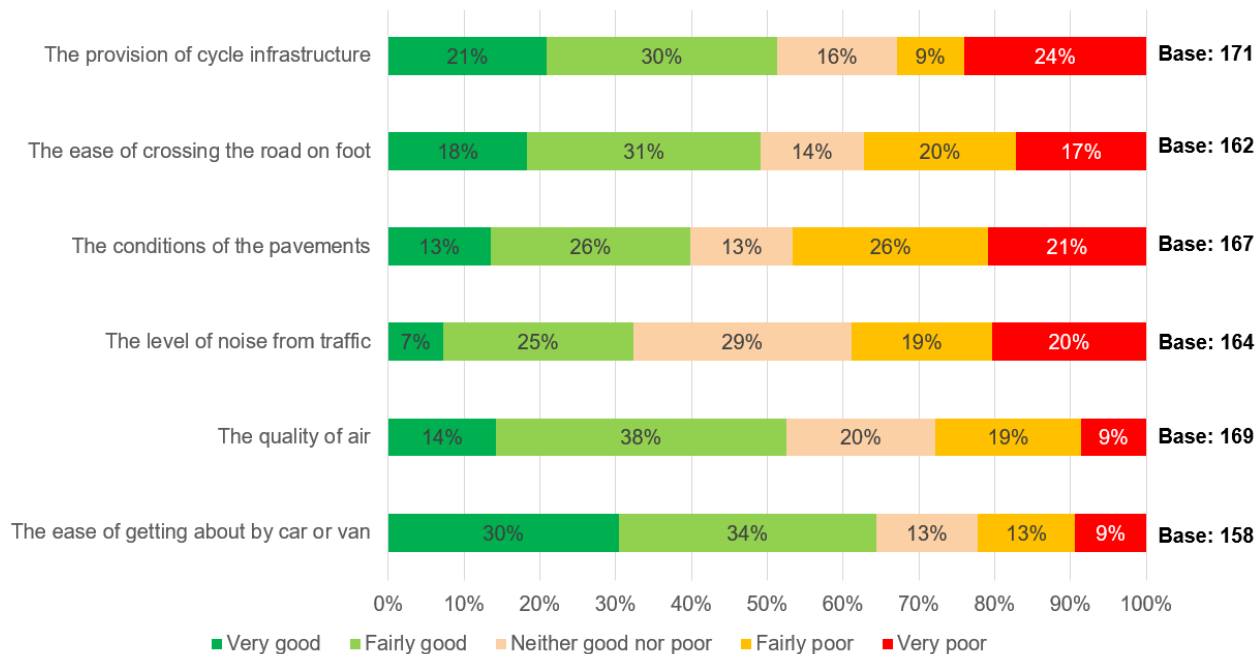


Bases exclude 'Don't know' and respondents who did not provide an answer

Figure 5-15 illustrates how respondents rated aspects of the A666 Manchester Road / Bolton Road Corridor. Just under a quarter (24%) stated that the provision of cycle infrastructure was 'very poor', along with 21% stating that the conditions of the pavements were also 'very poor'.

The majority of respondents (64%) identified the ease of getting about by car or van as overall good.

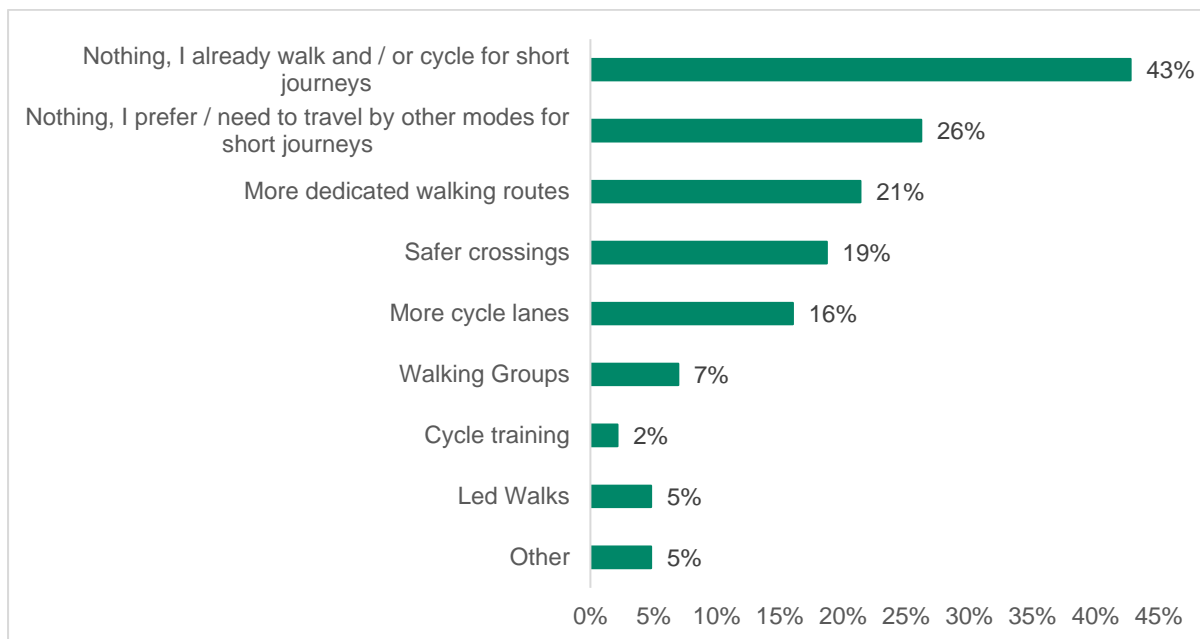
Figure 5-15: Respondents Perceptions of A666 Manchester Road / Bolton Road Corridor (Survey)



Bases exclude 'Don't know / No opinion and respondents who did not provide an answer

Figure 5-16 shows the responses to the question “what, if anything, would encourage you to walk and / or cycle more for short journeys (less than 5 miles)?” Despite just under half (43%) of respondents already walking and cycling for short journeys, respondents indicated that more dedicated walking routes (21%) and more cycle lanes (16%) would encourage them to walk or cycle more. Just under a fifth (19%) of respondents identified that safer crossing points would encourage them to walk or cycle. This identifies that supporting people who walk along the A666 should be an important focus in the scheme design.

Figure 5-16: Encourage use of Active Travel Modes for Short Journeys (Multiple Responses) (Survey)



Base: 187.

N.B. 10 respondents not answered question. Respondents could provide more than one answer.

Five percent of responses were identified as 'other', which included improved safety, wider pavements, fully segregated cycle paths, reduced speed limits and speed enforcement, secure and safe cycle parking and uncontrollable elements, such as weather.

Key Findings

- Overall respondents are positive towards the impacts of walking and cycling
 - 61% of respondents agree that people should be encouraged to walk / cycle more for short journeys to help the environment / air quality.
 - 72% of respondents agree that people should be encouraged to walk / cycle more to improve their health.
- A quarter (25%) of respondents agree that cycling is an important form of transport to them (25%) and agree that cycling and walking should be given more priority in town and cities (25%).
- The majority of respondents identified the ease of getting about by car or van as 'very good' or 'good' (64%), but 39% of respondents believed the level of noise from traffic was poor.

5.5.5. About the Scheme

Table 5-4 shows the responses to the question "since the start of the year, approximately how often, if at all, did you use each of the following modes to travel along the A666 Manchester Road / Bolton Road Corridor?"

The most popular mode of transport among respondents for daily travel was car / van (37%), as it was for 2-3 times a week (28%) and weekly (17%). Active travel (walking and cycling) modes were used daily (27%) and 2-3 times a week (29%), with 5% using active travel weekly showing an appetite for walking and cycling in this area.

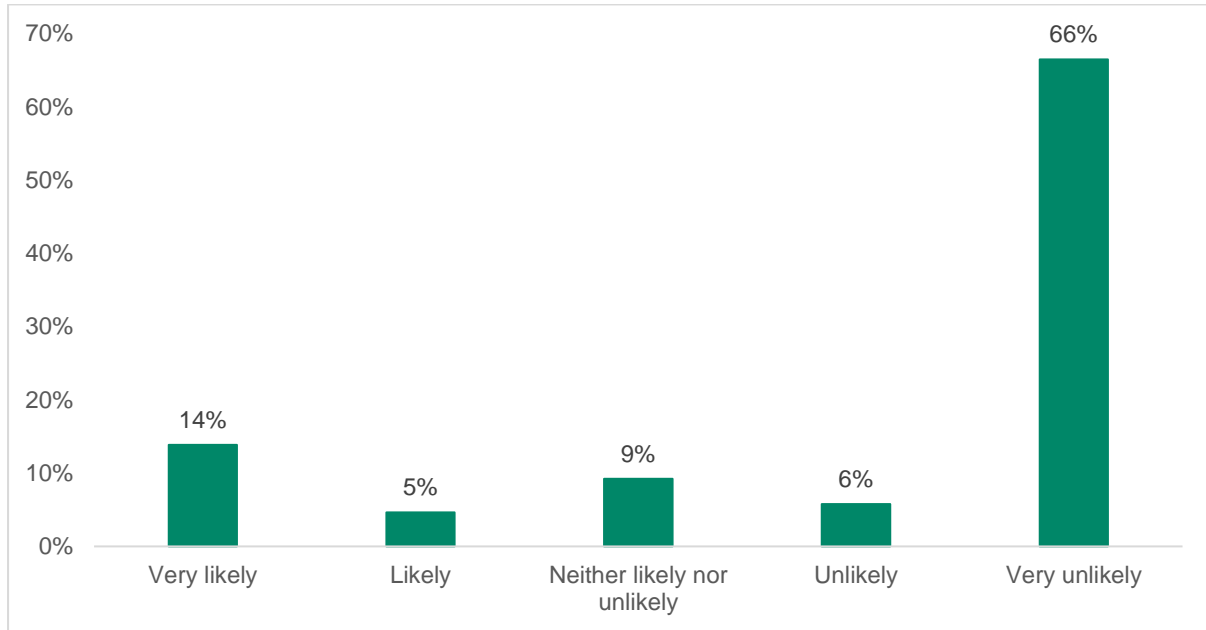
Table 5-4: Existing Transport Mode Use on A666 Manchester Road / Bolton Road Corridor

Travel Mode	Daily	2-3 times a week	Weekly	Fortnightly	Monthly	Less frequent / Never	Base (n)
Car / Van	37%	28%	17%	3%	7%	8%	173
Walking	23%	23%	12%	5%	8%	29%	171
Cycling	4%	6%	5%	4%	8%	73%	166
Bus	3%	4%	4%	3%	13%	74%	166
Taxi	1%	1%	4%	3%	10%	82%	164
Motorbike / Moped	0%	1%	1%	1%	2%	96%	163

Bases excluded respondents who did not provide an answer and 'other'

Figure 5-17 shows the responses to the question "how likely is it that you will use the proposed enhanced cycle lanes?" Just under a fifth (19%) indicated that they were either 'likely' or 'very likely' to use the enhanced cycle lanes, whilst 72% stated that they were 'unlikely' or 'very unlikely' to make use of the improved cycle provision.

Figure 5-17: Potential Use of Proposed Cycle Lanes (Survey)

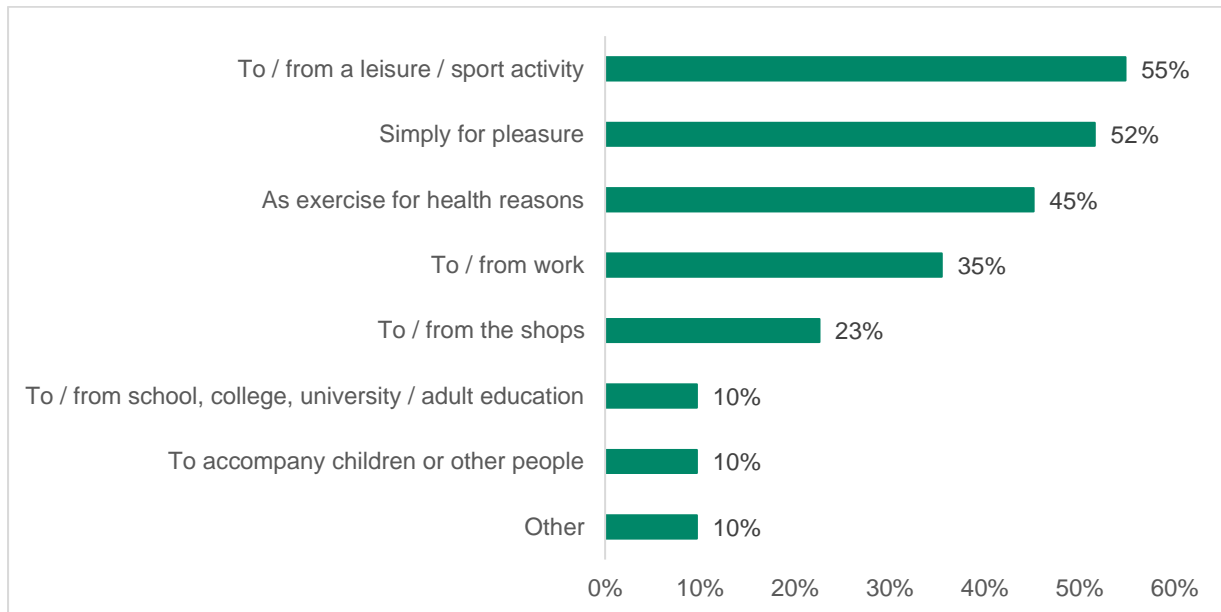


Base: 173

NB: 12 respondents did not provide an answer

Respondents who stated they were ‘likely’ or ‘very likely’ (n= 32) were asked for what journey purpose they would use it for, with responses shown in **Figure 5-18**. Over half (55%) identified it would be for leisure or for a sport activity, or for pleasure (52%). Just over a third (35%) indicated intentions to utilise cycle lanes for commuting to / from work.

Figure 5-18: Use of Proposed Cycle Lanes (Survey)

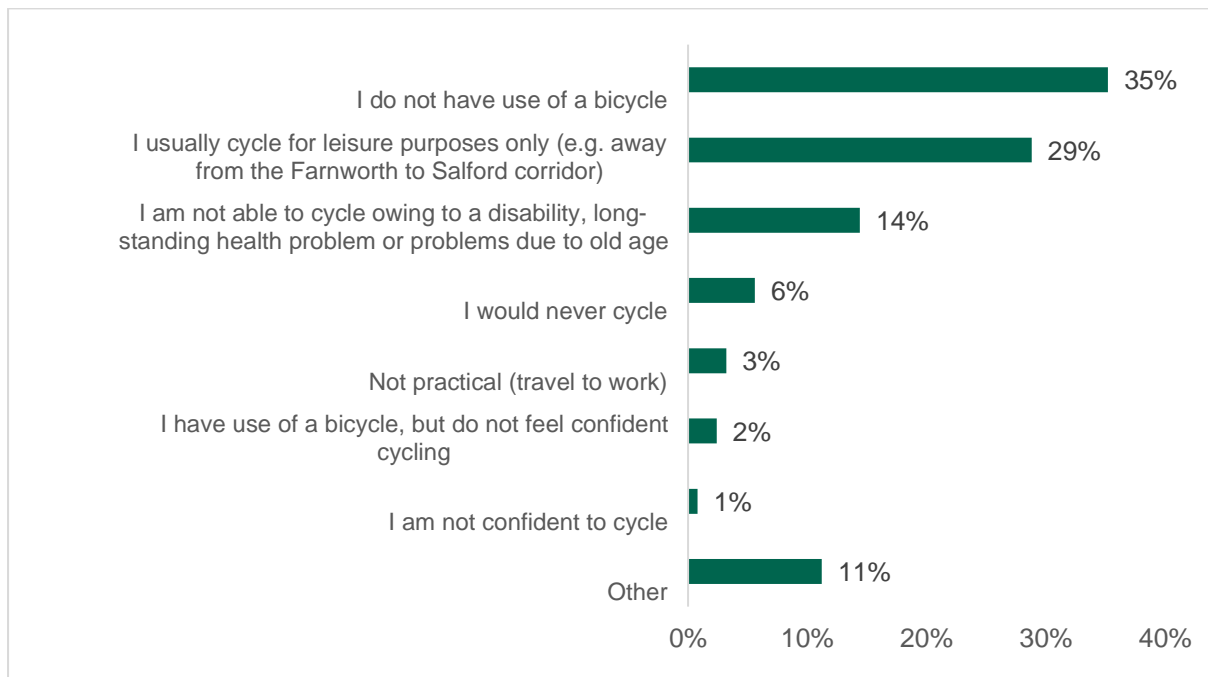


Base: 31

NB One respondent did not provide an answer

Respondents who stated they were ‘unlikely’ or ‘very unlikely’ (n=125) to use the proposed cycle lanes were asked what the reason for this was, as shown in **Figure 5-19**. Around a third of respondents (35%) stated that they do not have use of a bicycle and just over a quarter (29%) stated that they only cycle for leisure purposes.

Figure 5-19: Respondents Reasons for Not Cycling (Survey)



Base:125

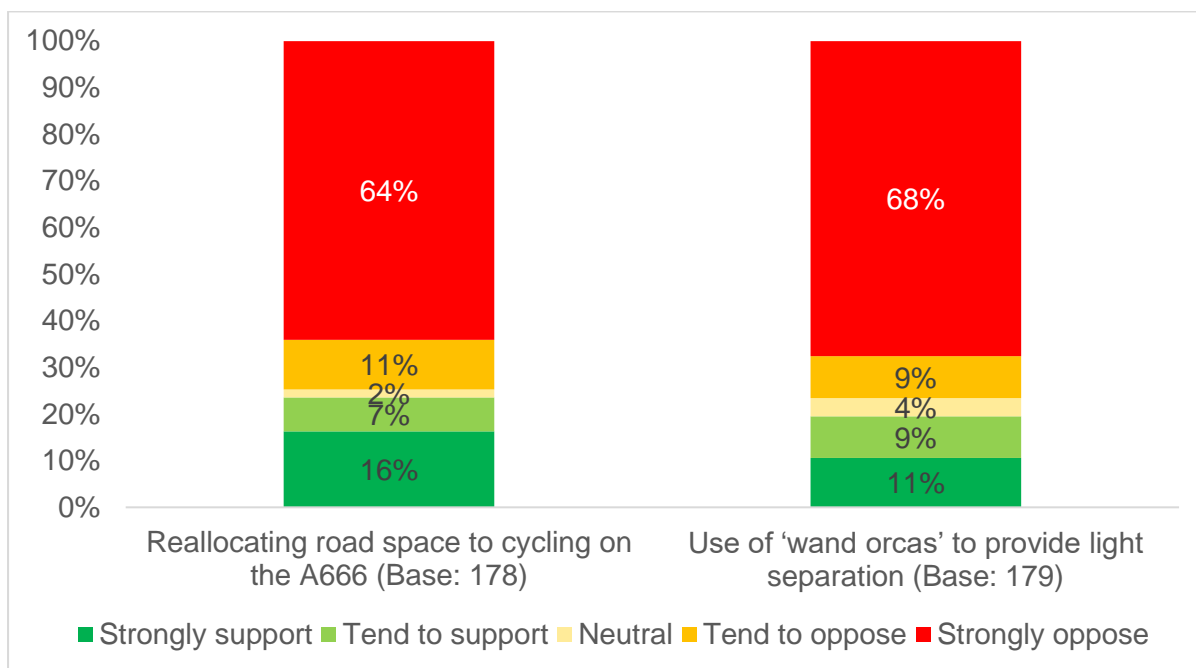
Key Findings

- Only 19% of respondents stated that they were very likely / likely to use the proposed enhanced cycle lanes.
 - 52% stated that they would use the enhanced cycle lanes for leisure and 55% stated for exercise – this is encouraging to help support more cycling in the area and would provide health benefits to those using the route.
- The main reason for not using the enhanced cycle lanes are due to not having access to a bicycle (35%) and a preference for cycling for pleasure purposes only (29%). This shows that if the cycle enhancements were installed this may support people to cycle and walk more for short journeys in the area.

5.5.6. Scheme Attributes

Respondents were asked a series of questions to provide feedback on various potential elements of the proposed enhanced cycle routes. **Figure 5-20** shows the extent of support or opposition to the reallocation of road space to cycling, as well as the use of wand orcas. Over half of respondents noted that they would strongly oppose the reallocation of road space to cycling (64%), with just under a quarter strongly supporting (16%) or tending to support (7%) reallocating road space. The level of opposition to the use of wand orcas was notably similar, with 68% of the respondents being strongly opposed to the idea, whilst only 20% strongly supported or tended to support the use of wand orcas.

Figure 5-20: Extent of Support or Opposition to Reallocation of Road Space to cycling and Wand Orcas (Survey)



Excludes 'Don't know / No opinion'

NB. 9 respondents did not provide an answer to road space reallocation / 4 respondents did not provide an answer to wand orcas

Reallocation of Road Space

Table 5-5 and **Table 5-6** show the reasons that respondents gave for why they supported or opposed the reallocation of road space to cycling.

Error! Reference source not found. **Table 5-5** shows that the main reason for support of this scheme is the restriction of vehicle parking in cycle lanes (n=9). This is followed by the need to have dedicated cycle lanes (n=4).

Table 5-5 Reasons for Strongly Support / Tend to Support Road Space Reallocation to People Cycling

Reason for support	Quantum of support (n)
Need to restrict cars parking in cycle lanes	9
Dedicated cycle lanes are needed	4
Provides health and environmental benefits	3
Makes it safer to cycle	3
Provides wider connection	2
Promotes / encourages cycling	1
Need to ensure that cycle lanes are maintained	1
Other	4
Base (n)	25

Bases exclude respondents who did not provide an answer.

Positive Feedback:

The majority of respondents who strongly supported or tended to support road space reallocation felt that car parking needed to be restricted in cycle lanes, the respondents comment below supports the opinion that cars should not have priority and road space should be reallocated to prioritise cyclists.

“Cars have been prioritised for too long, cycle lanes will accommodate future means of electric transport too, so this is vital development.”

“Cyclists need their own space. EVERY day I walk on the pavements and EVERY day I come across cyclists on the pavements who seem to think that I - the pedestrian - should move out of their way. Often this means I have to step onto the road. Cyclists are obviously using the pavements because (1) they feel unsafe out on the road and (2) the existing cycle lanes are 'blocked' anyway with parked cars.”

“There are many sections which are simply used as a public car park. It makes more sense to make better use of the road space for safe cycling rather than an empty car.”

Error! Reference source not found. shows the reasons that respondents gave for opposing the reallocation of road space to cyclists. The main reason for opposing the reallocation of road space was perceptions of the potential impact of the scheme on parking (n=42), reflecting concerns that the scheme layout will reduce resident parking in the area. Secondly, there was a concern regarding the increase of traffic / congestion (n=15).

Table 5-6: Reasons for Strongly Oppose / Tend to Oppose Road Reallocation to People Cycling

Reason for Opposition	Quantum of opposition (n)
Layout / wands will impact inset parking / reduce resident car parking	42
Increase traffic / congestion	15
Will make road too narrow for vehicles	13
Waste of time/ money	13
Dangerous / hazard	13
Cycle lanes are not used e.g. use pavements instead	9
Only a small number of cyclists	8
Existing cycle lanes are sufficient	7
Not needed / unnecessary	7
Already sufficient space for cyclists / Cycle lanes are adequate	7
Make pedestrian crossing unsafe	4
Unfairly targeted vehicle drivers	3
Negative experience with other uses across UK	3

Reason for Opposition

Quantum of opposition (n)

Cyclists behaviour e.g. breaking highway code	2
Should provide better provision for walking	2
Car park in cycle lanes	1
Other	6
Base (n)	105

Residential Parking

Respondents felt that the proposed cycle lanes will negatively impact on parking ability for local residents, with some identifying cause for concern due to a disability that requires them accessing their vehicle.

“Car parking for residents reduced. Pedestrian safety reduced. Waste of public finances.”

“There is no off-road parking where residents are supposed to park. I am currently renting a house on Manchester road with three small children this would make everything very difficult for me, having to relocate as there would be literally no parking space if a bike lane is put in place.”

I live on Manchester and utilise the parking outside my home using the parking insets. Introducing wands will make this parking very difficult to access and also to exit during rush hours which are already challenging. There is insufficient parking on the side street or behind the terraced houses and the quality of the roads is exceptional poor and not where I would be happy to leave my vehicle every night overnight as it is not owned or maintained by the council. The parking is challenging enough.”

“There is little parking available for us on the main road, if cycle lanes are extended it would make this situation very difficult. I think it would also devalue our homes.”

“Ridiculous idea as parking on the road is already over capacity and these lines would impact on that. There are lanes already! Spend the money on anti-social behaviour ongoing in Kearsley.”

Congestion

As the response below shows, some respondents felt that reallocation road space would make the road narrower for vehicles and therefore will increase congestion and traffic whilst being dangerous for cyclists, pedestrians and vehicles.

There are no parking bays outside my property on Manchester Road Kearsley and I have a severe disability and rely on a Motability car to live day to day. If the cycle wands were put in, I wouldn't have access to my vehicle therefore would be housebound."

"There's enough congestion already and you take away road space would cause more traffic, poorer air quality leading to environmental damage."

Use of Wand Orcas

Table 5-7 and **Table 5-8** show the reasons respondents gave for why they support or oppose the use of wand orcas as a means of separating cycle lanes from road traffic.

In **Table 5-7**, it is shown that the main reason for supporting the use of wand orcas, was the need to offer protection and improve safety for people who cycle (n=9).

Table 5-7: Reasons for Strongly Support / Tend to Support use of Wand Orcas

Reason for support	Quantum of support (n)
Offers needed protection / improves safety for cyclists	9
Prefer full segregation	6
Good idea / Needed in the area	5
Need additional improvements	3
Need to be maintained to be fully utilised / effective	2
Cycle lane width should remain the same	1
Not enough improvement for active travel	1
Base (n)	20

Bases exclude respondents who did not provide an answer.

Safety

Respondents felt that wand orcas would provide necessary protection for cyclists, therefore improving safety. Although some respondents supported the introduction of wand orcas they felt that maintenance was important to ensure they were replaced if damaged and kept clean.

"They need to be maintained well, but they are a big step in the right direction."

"These will be absolutely essential to make it a safe place to cycle however there needs to be a clear agreement in place to be able to replace damaged wand orcas quickly."

Table 5-8 shows that respondents who opposed the use of wand orcas believed that they would block access to private properties and block resident parking (n=28) and were concerned they are dangerous, a hazard and could cause accidents (n=26). The LTN 1/20 notes that for roads with high volumes of traffic and / or with high speeds, it is insufficient rely on road markings or cycle symbols as this will not be perceived as safe cycling. Therefore, the inclusion of wand orcas along the A666 Manchester Road / Bolton Road Corridor addresses the core design principle of providing safe space for cycling.

Respondents also noted that the build-up of rubbish and debris within the proposed lanes was a concern to them (n=9), however this could potentially be addressed with further scheme development / mitigation and does not necessarily mean these respondents are fully opposed to the use of wand orcas.

Table 5-8: Reasons for Strongly Oppose / Tend to Oppose use of Wand Orcas

Reason for Opposition	Quantum of opposition (n)
Block access to properties / block resident parking	28
Dangerous / hazardous / cause accidents	26
Waste of time / money	16
Would make road too narrow for vehicles	11
Dirty / needs maintaining / debris accumulation / potholes	9
Not needed / bad idea / do not like	7
Concerns over emergency vehicle access	6
Increases traffic / congestion	4
Cyclists will not use the enhanced lanes	4
Do not provide any protection / increased safety to cyclists	3
Should be fully segregated cycle lanes	2
Safety concerns over crossing the road	2
Negative experience with other uses across UK	2
Not reflective / difficult to see	1
Alternative measures needed	1
Base (n)	92

Some respondents felt that wand orcas were not the answer and would cause more problems than they would solve, restricted residential parking and cause issues with regards to accessing the properties, this may be for deliveries or due to disability.

“They restrict the use permanently, parking will be prevented, deliveries will be a nightmare as they will block roads whilst delivering.”

“There are no places for people to park their cars nor is there any place for disabled residents to alight or get in their car.”

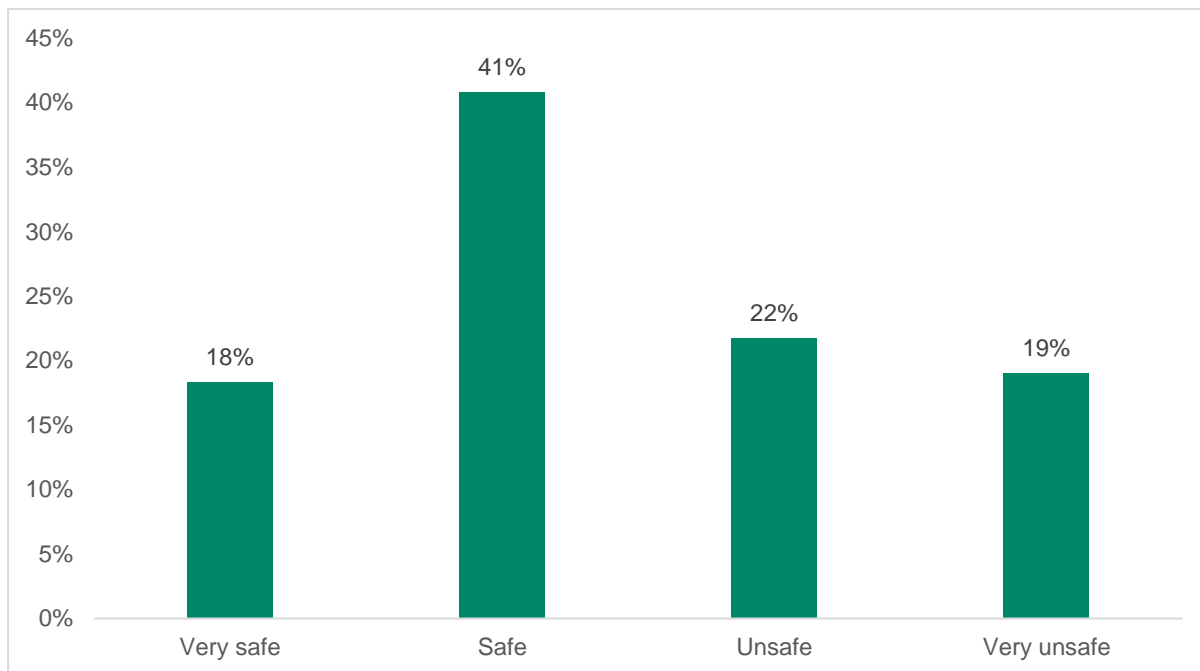
“The cycle lane runs right outside my house, I park my car right outside my house in the cycle lane as there is simply nowhere else to park my car safely, the same goes for everyone else in the terrace and terraces further down the road, I've never had a problem with cyclists as they simply go around the cars, putting 'wands' up would cause problems for the entire road, both sides, with regards to parking, my car is in the safest place it can be; right outside my house.”

Scheme Safety

Figure 5-21 details the sentiment felt by respondents to the question “currently how safe do you feel it is (or would be) for you to cycle along the A666 Manchester Road / Bolton Road?”

The majority of respondents stated that they currently (or would) feel ‘safe’ (41%), with a further 18% indicating that they feel ‘very safe’. However as the consultation was undertaken during a lockdown with reduced traffic generally, this may have impacted upon responses.

Figure 5-21: Current Safety Perceptions (Survey)



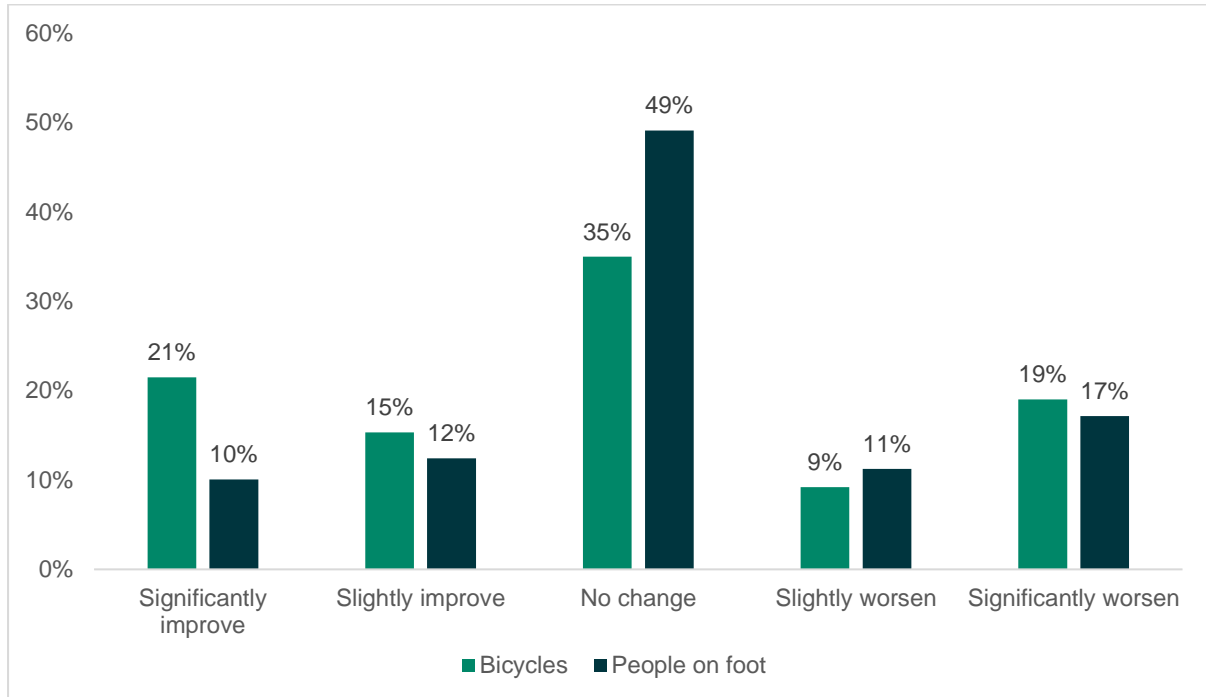
Base: 147

NB: 11 respondents did not provide an answer. Excludes ‘Don’t Know / No opinion’

Figure 5-22 shows the responses to perceptions of the impacts of the proposed scheme on safety for pedestrians and cyclists. The majority of respondents believed that the proposed scheme would lead to no change in safety for people who cycle (35%) and people on foot (49%). Respondents stated that it would improve safety for people who cycle (36%), compared to just over a quarter (28%) who stated

it would worsen. Respondents stated that the scheme would worsen levels of safety for people who walk (28%) compared to 22% who stated it would improve safety.

Figure 5-22: Respondents Perception of Impact of Proposed Scheme on Safety (Survey)



Bases: Bicycles: 163. Foot: 169

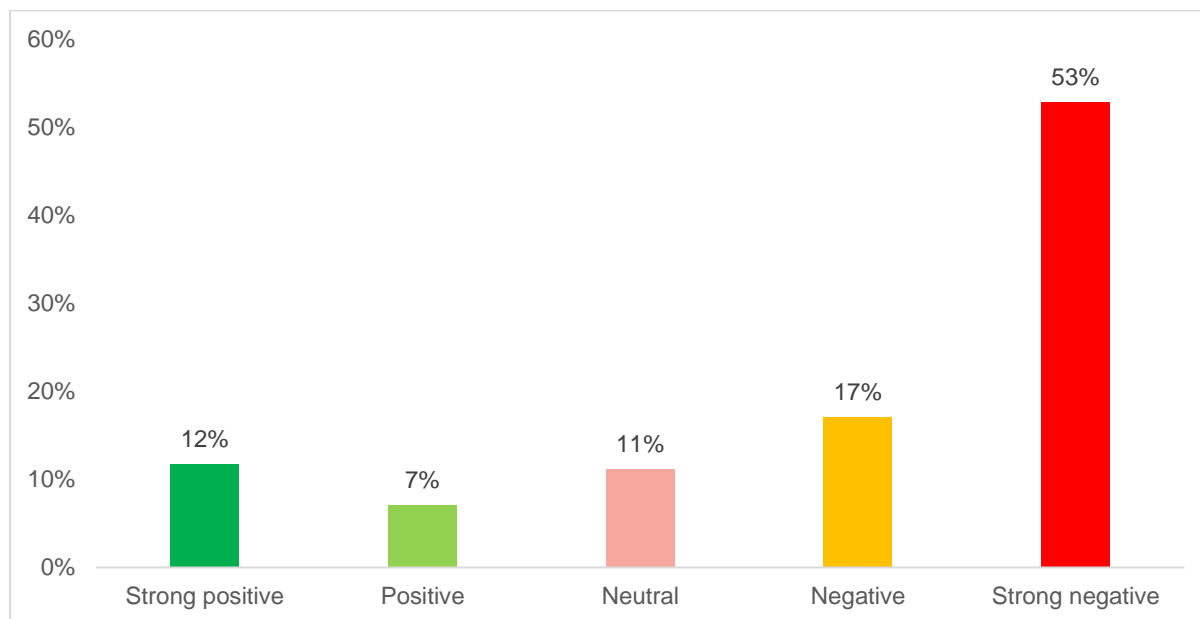
Excludes 'Don't Know / No opinion' and respondents who did not provide an answer

Scheme Impact

To understand if the proposed scheme would have any negative impacts on protected characteristics, respondents were asked 'what level of impact do you think the proposed enhanced cycle lane will have on you?'

Figure 5-23 shows the responses to the question "to what extent impact do you think the proposed enhanced cycle lane will have on you?" There is a clear split between perceived positive and negative impacts from respondents, with 19% of respondents anticipating a positive or strong positive impact, whilst 70% believed they would experience a negative or strong negative impact due to the scheme.

Figure 5-23: Proposed A666 Manchester Road / Bolton Road Corridor Scheme Expected Impact (Survey)



Base: 170.

N.B. 13 respondents did not provide an answer. Excludes: 'Don't know'.

Table 5-9 shows the cross-reference day-to-day activities being limited by whether the scheme would have a negative impact.

Table 5-9: Perceptions of Scheme Impact by Identification of Health Reason or Disability

	No	Prefer not say	Yes, limited a little	Yes, limited a lot	Base (n)
Strong positive	18	-	1	-	19
Positive	9	-	2	1	12
Neutral	17	-	1	1	19
Negative	23	3	2	1	29
Strong negative	60	8	10	12	90
Don't know	4	-	-	-	4
Base (n)	131	11	16	15	173

Bases excluded respondents who did not provide an answer

Respondents who identified as having a disability that impacted on their day-to-day activities and would be negatively impacted were reviewed and felt the impact of not being able to park outside their home would impact their ability to perform their usual tasks.

“I am registered disabled and need parking outside my terraced house - there is no space for inset parking! I also have a nurse attend regularly for my disability. She already complains of lack of car parking space, this will only get worse and I fear she will stop coming. This road is densely populated mainly with terraced houses. This scheme will breach disability and discrimination act, as well as my human rights to a life - I will be a prisoner in my own home.”

“I and my mother are registered disabled; therefore, this proposal would be devastating to our quality of life. If the access to parking outside my home, I would not be able to leave the house and she would not be able to visit me as the car is our freedom.”

“I have limited Mobility and need to park outside my house. Having these in place would stop that.”

Table 5-10 shows the split in responses between people who live in the area and people who work in the area. Respondents who live in the area felt the scheme would have a strong negative impact (n=69) compared to a strong positive impact (n=6) on them.

Table 5-10: Perceptions of Scheme Impact by Respondent’s connection to the area

	I live here (n)	I go to work here (n)
Strong positive	6	3
Positive	6	4
Neutral	11	2
Negative	26	4
Strong negative	69	22
Don't know	4	0
Base (n)	123	35

Bases excluded respondents who did not provide an answer

Respondents provided both positive and negative feedback on how the proposed scheme may impact them, although these do not reflect on protected characteristic these do provide an insight into some of the wider implications associated with the proposed scheme.

“Easier to cycle and will feel safe it is a busy road and worry of getting hit by a car not being able to use a cycle lane.”

“The car is way to dominant and prevalent. It blights the air we breathe. I say this as a car owner. We need to change our approach and by investing in cycling infrastructure, if necessary, to the detriment of motor vehicle infrastructure, we signal, intent, lead, and eventually people will follow.”

“They will result in increased journey times and increased frustration as I will be stuck in the inevitable increase in stopped traffic.”

“As stated previously the parking situation is frustrating at the best of times currently this would make it ridiculous just to park car at a property I pay money to live in and have to get my two young children under the age of four out of the car into the house safely.”

“It would open up this route to me. It's too far to walk, I don't have a car, the bus is slow & restrictive. I would much prefer to cycle but doesn't feel safe along here currently, so I just have to avoid things that are round here.”

Key Findings

- Overall, respondents opposed the proposed reallocation of road space (75%), compared to 23% of respondents that stated they supported reallocating road space to cyclists.
 - The main responses for opposing were ‘the layout will impact parking and reduce resident car parking options’ and ‘reallocation will cause an increase in traffic and congestion’.
- 77% of respondents oppose the use of wand orcas as part of the scheme, compared to 20% who support their use to help support more travel by active modes.
 - The main reasons for opposing wand orcas were perceptions that they were ‘dangerous’, as well as concerns they would ‘block access to properties and resident parking’.
 - There was also reports of negative experience of wand orcas elsewhere, predominantly those currently in place on the A673 Chorley New Road, but also noting the removal of wand orcas by other local authorities in the UK.
- 36% of respondents felt that the proposed scheme would improve safety for people who cycling, compared to 28% who stated that they thought it would worsen safety.
- 70% of respondents felt the enhanced scheme will have a negative impact on them – the main impact was identified on those who identified as having a disability, with the associated changes to car parking spaces outside residential properties.

5.5.7. Email Feedback

Respondents were able to provide electronic feedback through the dedicated email (atf@bolton.gov.uk), there were eight responses received via email, of which two supported the scheme and six of these opposed the scheme.

Themes **supporting** the scheme in the email feedback:

- Scheme would help address issues of congestion;
- Promotion of active travel would help mitigate air pollution in the area; and
- From an experience cyclist who supports the scheme but wishes to improve cycle lanes in the area, *“When cycling on roads with cycle lanes, I often feel the need to cycle of the edge of the cycle lanes to the motor traffic side or even on the edge of the motor traffic lane*

because the cycle lanes generally have a lot of debris in them (oil, screws, nails, glass, bottles, large stones, broken branches etc) that often end in punctures or bike damage.”

Themes **opposing** the scheme in the email feedback:

- Impact on residential parking, including wand orcas stopping access to parking in front of homes.
- Potential negative impact on house prices due to imposition of wand orcas outside properties.
- Potential negative impact on accessing schools.
- Investment in cycling:
 - request for counters to gauge number of cyclists to justify scheme;
 - proof that people will be encouraged to cycle more; and
 - existing cycle lanes already sufficient.
- Potential removal of pedestrian islands will reduce number of safe places to cross, impacting the elderly, those with disabilities, children and other vulnerable users.
- Safety could be addressed by speed measures, such as speed cameras.
- Reallocating road space with create congestion as roads will be narrower – particularly at the Kearsley Interchange.

5.5.8. Stakeholder Feedback

Bolton Council project team engaged with the North West Ambulance Service (NWAS), **Table 5-11** provides a breakdown of the key concerns and where provided comments in response. Comments were also collected from Diamond bus operator.

Table 5-11: Stakeholder Feedback

Concern Identified	Comment
<ul style="list-style-type: none"> ▪ How will emergency services be impacted? ▪ What will the emergency operating procedure be and the impact on traffic flow? 	<ul style="list-style-type: none"> ▪ Sufficient space between wand orcas will allow access. ▪ Wand orcas do not cause obstructions to driveways so accessing premises is not affected. ▪ Wand orcas can be removed if necessary.
<ul style="list-style-type: none"> ▪ To date, no feedback has been received from colleagues from NWAS about the impact of the trail scheme on Chorley New Road. ▪ No official report has been made, which means that no significant delays have been picked up as a result of the implementation. ▪ Category 1 incidents must be responded to within the time allocated 	N/A

Feedback from **Diamond** (bus operator):

- Referring to the Bus Back Better document, we believe that these cycle lanes should be bus and cycle lanes
- We do not believe there is sufficient road space to install cycle lanes between the Higher Market Street / Long Causeway / Bolton Road junction and the A666 / Stoneclough Road

junction without the removal of traffic lanes. This would be extremely disruptive to bus movements.

Key Findings

There was direct feedback received via the dedicated email address and through stakeholder engagement.

- Six out of the eight email responses opposed the scheme, with similar concerns as respondents in the online survey.
- The NWAS had concerns in the stakeholder feedback about the impacts on emergency vehicles, but no feedback was received from the trial scheme on the A673 Chorley New Road, which means there was no significant effect to emergency vehicles, supporting the scheme.
- The bus operator Diamond shared concerns that there was insufficient road space for additional cycle lanes and raised concern about the disruption to bus movements.

6. Summary and Recommendations

This report has presented the analysis of the pre-implementation consultation on the proposed active travel improvement scheme on the A666 Manchester Road / Bolton Road Corridor, held between 22nd March and 2nd May 2021. The analysis has considered the full range of methods used to engage the public and stakeholders, which included digital, paper-based, and social media methods.

The consultation resulted in 187 surveys completed and 74 unique respondents which commented on Commonplace.

6.1. Summary

The following section provides a summary of the consultation based on key themes:

General Perceptions of walking and cycling

Overall respondents were positive towards walking and cycling schemes and are aware of the health and environmental benefits.

- **72%** of respondents **agree** that people should be encouraged to **walk / cycle more to improve their health**.
- **61%** of respondents **agree** that people should be encouraged to **walk / cycle more for short journeys to help the environment / air quality**.
- Whilst respondents agree that cycling and walking should be encouraged to improve health, environment and air quality, over half of respondents (**57%**) **disagree** that more money should be spend **improving walking and cycling facilities** and that people who **walk, or cycle should be given priority** in towns and centres.

A key challenge that Bolton Council may need to address, is the majority of respondents disagreeing with spending money on improving walking and cycling facilities and making walking and cycling a priority in town.

Perception of the Proposed Scheme

Respondents have identified issues with the proposed scheme, many of the concerns raised can be reduced through providing concept design to identify how wand orcas will not block access and the potential inclusion of residential parking.

- **23%** of respondents **support** the **reallocation of road space** for cyclists. However, **75%** of respondents indicated that they **oppose** the reallocation of road space to cyclists on the A666 Manchester Road / Bolton Road Corridor.
 - It should be noted that responses to this question was influenced by the inclusion of wand orcas with many concerned over these potentially blocking / removing residents parking outside their homes.
- **77%** of respondents **oppose** the use of **wand orcas**, compared to **20%** who **support** their use to help support more travel by active modes.
 - The main reasons for opposing wand orcas were perceptions that they were 'dangerous', as well as concerns they would 'block access to properties and resident parking'
- **70%** of respondents felt that, overall, they would be **negatively impacted** by the proposed enhanced cycle lanes, although a review of comments identified iteration of previous comments collected in the consultation.
 - Due to concerns over resident parking being impacted, there were concerns raised regarding the impact this will have on those that rely on private vehicles for health reasons (e.g. nurses attending);

- Both residents and those that work in the area, also identified the proposed scheme would negatively impact them;
- **46%** stated that the condition of the footways were poor; and
- **64%** of respondents rated the ease of travelling around by car was good.

Safety

Safety is a key concern that the proposed scheme should address, the route is a link between Farnworth Town Centre and Salford, and on to Manchester, and the proposed scheme has been identified as improving safety.

- Of those that responded, **41%** stated that they currently (or would) **feel safe** to cycle along the A666. Conversely, **22%** considered that it is / would be **unsafe**.
- **36%** of respondents stated that they thought the proposed enhancements would **improve safety for people who cycle**, whilst **28%** stated they thought it would **worsen** safety. Just under half (**49%**) stated that they thought there would be no change to safety for **people who walk**.

6.2. Recommendations

The information gathered as part of the consultation should be used to inform concept designs for the proposed scheme and where possible, include recommendations identified as part of the consultation process.

Perceptions

Table 6-1 provides a breakdown of the challenges identified with respondents' perceptions of the scheme and suggested improvements.

Table 6-1: Perceptions

Concerns	Suggested Improvements
Cycling as a leisure activity	<p>Feedback received has identified that those who would use the proposed scheme would do so to travel to / from a leisure / sport activity (55%) and 52% would use simply for pleasure. Whilst cycling for leisure is a positive activity and provides those who cycle with health benefits, as well as provide environmental benefits to the area.</p> <p>Gear Change⁴ has a vision of half of all journeys in towns and cities to be cycled or walked, there is also a commitment to improve the network to be useful for everyday journeys.</p> <p>Bolton Council could aim to support the shift in attitude as viewing cycling as a predominantly leisure activity to a valid form of transport through community engagement.</p>
Proposed Scheme having a Negative Impact	<p>70% of respondents stated that the proposed scheme would have a negative impact on them. Although the majority of the feedback reiterated points already made, there were comments that directly related to protected characteristics.</p> <p>Respondents who identified that they had a disability raised concerns on the impact of the scheme and residential car parking spaces. This should be a key consideration as part of the design engineering process, a review of providing dedicated parking bays may be a requirement within this area, however consultation with disability</p>

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

Concerns	Suggested Improvements
	groups in the area may support the development of designs to ensure that those with protected characteristics are not negatively impacted.

Road Layout and Management

Table 6-2 provides a breakdown of the key concerns raised by respondents regarding the road layout perceived.

Table 6-2: Road Layout and Management

Concerns	Suggested Improvements
Impact on parking	<p>Respondents have identified that parking may be an issue if the road layout is changed. 77% of respondents stated they oppose the use of wand orcas – the main reason being the perceptions that the wands would block / remove the ability to park outside their homes. Although this was a key issue for those who identified as having a disability, it was also a general concern.</p> <p>The route is predominantly residential, however there are sections where houses have access to drives. Although designs were not provided at the time of consultation access to drives will not be blocked. A review of the road markings (hatched marking in the middle of the road) may provide the ability to include sections of dedicated parking.</p>
Increase in traffic / congestion	<p>Concerns have been identified over widening the cycle lane and impact this will have on traffic and congestion. At sections along the route, the removal or update of the road markings (i.e. hatched marking in middle of road) may allow for the widening of the cycle lanes with minimal or no impact on the traffic flow.</p> <p>A review of the road markings would be recommended as part of the concept designs.</p>
Road space	<p>Concerns were raised regarding the reallocation of road space to install cycle lanes between the Higher Market Street / Long Causeway / Bolton Road junction and the A666 / Stoneclough Road junction. There were concerns that this would require the removal of traffic lanes which would impact on bus services.</p> <p>It would be beneficial to engage with bus operators that run along this route to understand if the potential impacts of the proposed scheme on services once at a design level.</p>

Demand

Table 6-3 provides a breakdown of the concerns raised on the number of cyclists that would use the proposed enhancements.

Table 6-3: Demand for People who Cycle

Concerns	Suggested Improvements
Insufficient number of people cycling to justify the enhancements	<p>Comments identified that the number of cyclists is insufficient to justify the scheme.</p> <p>The proposed scheme is aimed at supporting those who currently do not feel confident to cycle. Just over a quarter (29%) stated that the</p>

Concerns	Suggested Improvements
	enhanced cycle lanes would make it easier to travel along the A666 Manchester Road / Bolton Road Corridor compared to 21% who stated it would not be easier, showing that the proposed enhancements may encourage cycling in the area.

Walking

Table 6-4 provides a breakdown of the concerns raised on people walking along the A666 Manchester Road / Bolton Road Corridor.

Table 6-4: Walking

Concerns	Suggested Improvements
Impact of the scheme on walking in the area	<p>A concern raised was on the potential removal of pedestrian islands to accommodate the cycle lanes. The main aspects that would encourage people to walk more for short journeys were 'dedicated walking routes' (21%) and safer crossings' (19%).</p> <p>As designs were not available at the time of consultation, it may be that these concerns are perceived. Design should ensure that infrastructure should support walking in the area along with ensuring that there are dedicated and improved crossings along the route, especially if there is a requirement to remove pedestrian islands.</p>

Safety

Table 6-5 provides a breakdown of the concerns raised with regards to walking and suggested improvements.

Table 6-5: Safety

Concerns	Suggested Improvements
Wand Orca maintenance	<p>A key concern identified was the wand orcas being a hazard to cyclists, concerns were raised about the maintenance and upkeep of orcas along with the concern they would cause accidents. A key recommendation would be to ensure that there is maintenance of the cycle lanes – clearing of debris and general road resurfacing to remove potholes.</p> <p>As well as the cleaning of the wand orcas, there should also be the need to ensure that wand orcas are maintained if damaged by vehicles. This would also ensure that the route is effective and fit for purpose.</p>
Alternative measures	Respondents have also identified the inclusion of alternative safety measures to allow all road user to co-exist. This included the recognition of using speed cameras to combat speeding vehicles and improve safety for people who walk and cycle.

6.3. Next Steps

The consultation has identified a series of recommendations that can inform the concept design and can provide improvements, which if implemented, would potentially mitigate key concerns about the proposed enhancements. Concept designs should be provided for future comment by both key stakeholders and the public as well as provide the opportunity to improve awareness of the rationale /

benefits for the proposed scheme and engagement activity to reach all parts of the population, particularly the target audience of less confident or novice cyclists.

Appendix A : Consultation Flyer



Have your say on the Farnworth to Salford Cycling and Walking Scheme

Bolton Council is proposing to enhance walking and cycle infrastructure on the A666 Bolton Road/Manchester Road to promote and encourage safe walking and cycling and help ease social distancing pressure.



For more details and to access the online survey, please go to farnworthtosalford.commonplace.is or scan the QR Code.

Consultation open from Monday 22 March to Sunday 2 May 2021.

**Bolton
Council**

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The A666 Bolton Road/Manchester Road is a key route between Farnworth Town Centre and the Salford boundary which was, through the **#SafeStreetsSaveLives** consultation, identified by respondents as a priority route for the installation of measures to support active travel.

The proposed scheme seeks to enhance the existing cycle lane provision through road space reallocation and the installation of 'Wand Orcas', which provide light separation from the motor traffic, providing safe space for people cycling as well as pedestrians.

Key benefits include:

- Encouraging more people to walk and cycle, providing associated health and wellbeing benefits, reducing congestion, and improving air quality.
- Greater protection for cyclists.
- Support COVID-19 recovery.



Example of Wand Orcas

Have your say

We would now like your feedback on the scheme. For more details on the scheme, and to access the online survey please go to **farnworthtosalford.commonplace.is**

Telephone

If you require a paper survey, please contact the freephone number **0800 652 8646** and a survey will be sent to you. If leaving a message, please provide details of your requirements, the scheme name, and contact details.

Email

atf@bolton.gov.uk

21-0101

Appendix B : Survey (Paper copy)

A666 Farnworth to Salford Corridor – Survey

Tell us your thoughts on the proposed cycle lane enhancements on the A666 Bolton Road / Manchester Road (Farnworth to Salford boundary Corridor)

Greater Manchester has been allocated just under £19million of funding from the Emergency Active Travel Fund (EATF) and Active Travel Fund (ATF). Using this specific funding, Bolton is delivering a number of schemes across the district that aims to increase the number of local journeys made by walking and cycling and to provide attractive, 'liveable' streets and public spaces, with slower traffic speeds and safe routes. Promoting more cycling and walking journeys will improve health, air quality, environment and provide economic benefits. We also expect to see community benefits from having more people out and about on the streets moving, chatting, visiting local businesses, and enjoying their neighbourhoods.

The proposed scheme seeks to enhance the existing cycle lane provision on the **A666 Bolton Road / Manchester Road**, which was identified through the Safe Streets Save Lives consultation as a priority route by respondents for the installation of new cycling and walking infrastructure, through road space reallocation and light separation from motor traffic using 'wand orcas' as seen in the adjacent image. These are now a minimum requirement in all new road schemes in accordance with National Government Guidance Local Transport Note 1/20.

This short survey aims to collect your thoughts on the proposed changes to the cycle lanes. It is suggested that this is completed having reviewed the scheme information / frequently asked questions contained within the Commonplace site <https://farnworthtosalford.commonplace.is/>. You can also add location specific comments (concerns and improvements) within the Commonplace site.



It is appreciated that the COVID-19 pandemic, including associated restrictions and health concerns may have affected travel behaviours, but capturing your views is important to help inform the development of the scheme and to inform future provision.

Responses to this survey are being collected by AECOM Ltd on behalf of Bolton Council.

Bolton Council and AECOM Ltd process your personal data as joint data controllers because it is necessary to have a company independent from the council to analyse the data and as the study is in the public interest.

Personal information retained by, or submitted to, Bolton Council is governed and protected by the General Data Protection Regulation 2018 (GDPR). This means only necessary information will be kept accurately, safely and securely. Bolton Council is registered on the public register of data controllers, with the registration number Z6659663. Please direct all data protection queries to dpo@bolton.gov.uk

Data collected from this questionnaire will be aggregated, so you will not be identified. Anonymised data will be utilised for the purposes of feedback on the proposed scheme and any potential scheme development.

A: Travel Options

Q1: Thinking about the A666 Manchester Road / Bolton Road corridor, how would you rate the following? (Tick one per row)							
	Very good	Fairly good	Neither good nor poor	Fairly poor	Very poor	Don't Know	Not applicable
The ease of getting about by car or van	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
The quality of the air	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
The level of noise from traffic	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
The condition of the pavements	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
The ease of crossing the road on foot	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇
The provision of cycle infrastructure	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇

Q2: How strongly do you agree or disagree with the following statements of walking and cycling? (Tick one per row)					
	Strongly Agree	Tend to Agree	Tend to Disagree	Strongly Disagree	Don't Know
Everyone should be encouraged to walk / cycle more for their short journeys to help ease congestion	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Everyone should be encouraged to walk / cycle more for their short journeys to help the environment / air quality	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Everyone should be encouraged to walk / cycle more to improve their health	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Cycling is an important form of transport to me	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
The idea of cycling on busy roads frightens me	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
People who walk or cycle should be given more priority in towns and cities, even if this makes things more difficult for car users	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
More money should be spent on improving facilities for people who walk or cycle in towns and cities, even if this makes things more difficult for car users	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅
Cycle lanes on roads simply reduce space for cars and should be abolished	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅

B: About the Scheme

Q3: Thinking about your travel since the start of the year, approximately how often, if at all, did you use each of the following modes to travel along the A666 Manchester Road / Bolton Road corridor (Tick one per row)

	Daily	2-3 times a week	Weekly	Fortnightly	Monthly	Less frequent / Never
Walking	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Cycling	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Bus	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Car / Van	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Taxi	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Motorbike / Moped	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
Other....	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
(If you have ticked 'Other', Please specify)						

Q4: Currently how safe do you feel it is (or would be) for you to cycle along the A666 Manchester Road / Bolton Road? (Tick one only)

Very safe	<input type="checkbox"/> ₁	Very unsafe	<input type="checkbox"/> ₄
Safe	<input type="checkbox"/> ₂	Don't know / no opinion	<input type="checkbox"/> ₅
Unsafe	<input type="checkbox"/> ₃		

Q5: Do you think the proposed cycle lane enhancements will improve levels of safety on the A666 Manchester Road / Bolton Road corridor... (Tick one per row)

	Significantly improve	Slightly improve	No change	Slightly worsen	Significantly worsen	Don't know / no opinion
... for people on bicycles?	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆
... for people on foot?	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆

Q6: Do you think the proposed cycle lane enhancement on the A666 Manchester Road / Bolton Road corridor will make it easier to cycle to / from ... (Tick one per row)

	A lot easier	A little easier	No change	Not easier	Not at all easier	Don't know / no opinion	Not applicable
Farnworth Town Centre?	<input type="checkbox"/> ₁	<input type="checkbox"/> ₂	<input type="checkbox"/> ₃	<input type="checkbox"/> ₄	<input type="checkbox"/> ₅	<input type="checkbox"/> ₆	<input type="checkbox"/> ₇

Q7a: To what extent, do you support or oppose reallocating road space to cycling on the A666 Manchester Road / Bolton Road corridor? (Tick one only)			
Strongly support	<input type="checkbox"/>	Tend to oppose	<input type="checkbox"/>
Tend to support	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
Neutral	<input type="checkbox"/>	Don't know / no opinion	<input type="checkbox"/>

Q7b: [If 7a = 1,2,4,5], please explain in full

Q8a: To what extent, do you support or oppose the use of 'wand orcas' to provide light separation for people who cycle on the A666 Manchester Road / Bolton Road corridor? [n.b. Further information on wand orcas is contained within the online scheme detail: https://farnworthtosalford.commonplace.is/.]			
Strongly support	<input type="checkbox"/>	Tend to oppose	<input type="checkbox"/>
Tend to support	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
Neutral	<input type="checkbox"/>	Don't know / no opinion	<input type="checkbox"/>

Q8b: [If 8a = 1,2,4,5], please explain in full

Q9: How likely is it that you will use the proposed enhanced cycle lanes? (Tick one only)			
Very likely (Go to Q10)	<input type="checkbox"/>	Unlikely (Go to Q11)	<input type="checkbox"/>
Likely (Go to Q10)	<input type="checkbox"/>	Very unlikely (Go to Q11)	<input type="checkbox"/>
Neither likely nor unlikely (Go to Q12)	<input type="checkbox"/>	Don't know (Go to Q12)	<input type="checkbox"/>

Q10 [If Q9 =1,2]: For what journey purpose are you most likely to use the enhanced cycle lane? (Tick all that apply)			
To / from work	<input type="checkbox"/>	To / from a leisure / sports activity	<input type="checkbox"/>
To / from school, college, university / adult education	<input type="checkbox"/>	Simply for pleasure	<input type="checkbox"/>
To / from the shops	<input type="checkbox"/>	As exercise for health reasons	<input type="checkbox"/>
To accompany children or other people	<input type="checkbox"/>	Other [please specify	<input type="checkbox"/>

Q11 [If Q9 =4,5]: What is the reason for this? (Tick one only)			
I do not have use of a bicycle	<input type="checkbox"/>	I usually cycle for leisure purposes only (e.g. away from the A666 Manchester Road / Bolton Road corridor)	<input type="checkbox"/>
I am not able to cycle owing to a disability, a long-standing health problem or problems due to old age	<input type="checkbox"/>	I have not used my bicycle owing to constraints associated with COVID related restrictions (e.g. requirement to work from home)	<input type="checkbox"/>
I have use of a bicycle, but do not feel confident cycling	<input type="checkbox"/>	Other... please specify	<input type="checkbox"/>
Please specify:			

Q12 What, if anything, would encourage you to walk and cycle more for short journeys (less than 5 miles)? (Tick all that apply)			
Nothing, I prefer / need to travel by other modes for short journeys	<input type="checkbox"/>	Walking Groups	<input type="checkbox"/>
Nothing, I already walk and/or cycle for short journeys	<input type="checkbox"/>	Led Walks	<input type="checkbox"/>
More cycle lanes	<input type="checkbox"/>	Safer crossings	<input type="checkbox"/>
More dedicated walking routes	<input type="checkbox"/>	Other... please specify	<input type="checkbox"/>
Cycle training	<input type="checkbox"/>		
Please specify:			

Q13a: What level of impact do you think the enhanced cycle lane will have on you? (Tick one only)			
Strong positive	<input type="checkbox"/>	Negative	<input type="checkbox"/>
Positive	<input type="checkbox"/>	Strong negative	<input type="checkbox"/>
Neutral	<input type="checkbox"/>	Don't know	<input type="checkbox"/>

Q13b: [If 13a = 1,2,4,5], please explain in full

C: About you

Q14: What is your home postcode? (For mapping purposes)

Q15: What is your connection to the A666 Manchester Road / Bolton Road corridor? (Tick all that apply)			
I live here	<input type="checkbox"/>	I travel through here to...	<input type="checkbox"/>
I go to work here	<input type="checkbox"/>	Other, Elected member	<input type="checkbox"/>
I study here	<input type="checkbox"/>	Other....	<input type="checkbox"/>
I take my children to school here	<input type="checkbox"/>		
<i>Please provide the full name of your usual destination e.g. Farnworth Town Centre and the full postcode if known:</i>			
Other: please specify:			

Q16: Which of the following best describes how you identify yourself? (Tick one only)			
Under 13	<input type="checkbox"/>	45 - 54	<input type="checkbox"/>
13 -17	<input type="checkbox"/>	55 - 64	<input type="checkbox"/>
18 - 24	<input type="checkbox"/>	65 - 74	<input type="checkbox"/>
25 - 34	<input type="checkbox"/>	75+	<input type="checkbox"/>
35 - 44	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>

Q17: Which of the following best describes how you identify yourself? (Tick one only)			
Male (including trans male)	<input type="checkbox"/>	In another way	<input type="checkbox"/>
Female (including trans female)	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>
Non - binary	<input type="checkbox"/>		

Q18: What is your ethnic group? (Tick one only)			
Asian or Asian British – Indian	<input type="checkbox"/> ₁	Mixed – White and Asian	<input type="checkbox"/> ₁₂
Asian or Asian British – Pakistan	<input type="checkbox"/> ₂	Mixed – Any other Mixed background	<input type="checkbox"/> ₁₃
Asian or Asian British – Bangladesh	<input type="checkbox"/> ₃	White – English, Northern Irish, Scottish, Welsh, British	<input type="checkbox"/> ₁₄
Asian or Asian British - Chinese	<input type="checkbox"/> ₄	White – Irish	<input type="checkbox"/> ₁₅
Asian or Asian British – Kashmiri	<input type="checkbox"/> ₅	White – Gypsy or Irish Traveller	<input type="checkbox"/> ₁₆
Asian or Asian British – Any other Asian background	<input type="checkbox"/> ₆	White – Eastern European	<input type="checkbox"/> ₁₇
Black or Black British – Caribbean	<input type="checkbox"/> ₇	White – Any other White background	<input type="checkbox"/> ₁₈
Black or Black British - African	<input type="checkbox"/> ₈	Other ethnic group – Arab	<input type="checkbox"/> ₁₉
Black or Black British – Any other Black background	<input type="checkbox"/> ₉	Other ethnic group – Other	<input type="checkbox"/> ₂₀
Mixed – White and Black Caribbean	<input type="checkbox"/> ₁₀	Prefer not to say	<input type="checkbox"/> ₂₁
Mixed – White and Black African	<input type="checkbox"/> ₁₁		
If other, please specify:			

Q19: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Tick one only)							
Yes, limited a lot	<input type="checkbox"/> ₁	Yes, limited a little	<input type="checkbox"/> ₂	No	<input type="checkbox"/> ₃	Prefer not to say	<input type="checkbox"/> ₄

Recontact: We might want to follow up with you to take part in a more research associated with the scheme. If so, somebody from Bolton Council or agents acting on our behalf will be in touch within the next year by either email or phone, to arrange an interview with you.

If you agree, please provide contact details – name, email and phone number – so that we can get in touch. We will keep your contact details securely for a maximum of twelve months and will not use them for any other purpose. Would you be willing to be contacted to take part?

Yes, willing to be contacted	<input type="checkbox"/> ₁	No, not willing to be contacted	<input type="checkbox"/> ₂
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If you ticked 'Yes' please complete the following details	
Full Name:	
E-mail Address:	
Telephone:	

