

Walking and Cycling Consultation

Active Travel Fund: B6536 Bolton to Farnworth Corridor

Bolton Council

August 2021

Quality Information

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1. Executive Summary

This report summarises the consultation activity undertaken for the B6536 Bolton to Farnworth Corridor; the corridor runs from the A579 Lower Bridgeman Street junction and merges into A575 Manchester Road and finally into the A6053 Bolton Road / Market Street. 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 concept designs had been developed, but the consultation has provided Bolton Council with an understanding of resident and wider corridor user opinions on the proposed scheme and any potential impacts of implementing the scheme. The information gathered as part of this consultation will be used to inform scheme design.



Source: AECOM

The aim of the consultation was to identify and understand the breadth of views towards the proposed scheme. The consultation has identified some concern with elements (and associated impacts) of the scheme and suggested where these could be mitigated, which if integrated into the scheme design, would potentially improve general perceptions of the proposed scheme. This could be supported by efforts to improve awareness of the rationale / benefits for the scheme and engagement activity to reach all parts of the population, particularly the target audience of less confident or novice cyclists.

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 serve the area between Bolton Town Centre and Farnworth Town Centre, connecting also the Queen's Campus and the main town centre campus for the University of Bolton. The area has high levels of deprivation, along the entire proposed route combined with a high percentage of low car ownership, the proposed scheme would provide a key benefit to the area and it is hoped would encourage the uptake of cycling in the area, as well as provided enhanced conditions for other road users such as pedestrians.

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 340 visitors;
- Online Snap Survey¹ and paper surveys were made available with 52 respondents completing the survey; 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 through concept development and / or future schemes subject to availability of funding. It should be noted that respondents were asked about their overall sentiment towards the scheme or key elements of the scheme. The responses to these questions help provide context to the qualitative responses provided throughout.

Overall, perceptions of the proposed scheme / corridor was generally more negative due to concerns over (i) the potential impact on traffic and congestion and (ii) concerns over current cycle demand to justify the upgrades.

However, there are a number of concerns specific to the scheme that can be considered as part of the scheme development.

- The key concerns identified with the corridor / scheme were feeling unsafe as a cyclist, finding it difficult cycling and the speed of vehicles. It should be noted that some of these issues are what the proposed scheme is trying to address.
- Key concerns focused on the difficulty to cycle due to speeding vehicles and wide junctions along the route. Key locations identified were: (i) Manchester Road junction Orlando Bridge, (ii) Bradshawgate / Trinity Street junction, (iii) Market Street junction, and (iv) Scholey Street junction.
- 47% of respondents considered that the scheme would improve safety for people cycling, whereas 28% stated they thought it would worsen safety. Just over half (53%) consider that the scheme would have no change on safety on people walking, with 28% stating it would improve safety and 20% stating it would worsen.
- 18% of respondents stated that they would be 'very likely' to use the proposed enhancements, with the main reason being to travel to / from the shops and work. Those who stated that they would be 'very unlikely' (45%), stated the main reason was due to not having access to a bicycle and usually cycling for leisure purposes away from the proposed route.

The Bolton Council project team engaged with bus operators including Diamond, who identified concerns over the potential narrowing of lanes at sections of the route and the associated impact on bus services due to the potential increase in congestion in the area. The interaction with bus infrastructure would be considered at the design stage.

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

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 design.

Key suggested improvements focus on:

- permanent dedicated space for cycling (which could be developed over time linked to demand and the availability of funding);
- creation of safe crossings for people who walk and cycle at key junctions: (i) Manchester Road junction Orlando Bridge, (ii) Bradshawgate / Trinity Street junction, (iii) Market Street junction, and (iv) Scholey Street junction;
- addressing vehicle speed in the area; and
- review of road markings to support the flow of all road users.

2. Introduction

2.1 Background

This report provides a summary of consultation activity undertaken as part of the B6536 Bolton Town Centre to Farnworth Town Centre Active Travel Fund (ATF) scheme, which consists of the B6536 / A575 Manchester Road to A6053 Bolton Road / Market Street. For the purposes of this report, this route will be referred to as the B6536 Bolton to Farnworth Corridor.

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 where 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 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 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. Following the quick delivery of the EATF (ATF Tranche 1), the UK government announced the ATF Tranche 2 allocations.

The B6536 Bolton to Farnworth Corridor was identified as a priority to provide greater protection for people cycling. This was further reinforced by the University of Bolton, which invested in 1,000 bicycles for students and they have specifically highlighted this as a key route for students travelling between the Bolton Town Centre Deane Road Campus and the Farnworth Campus.

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 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



²

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

- 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 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 B6536 Bolton to Farnworth 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 findings of the information captured throughout the consultation period.
- **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 runs along the B6536 Manchester Road / A575 Manchester Road to A6053 Bolton Road / Market Street, providing a link between Bolton Town Centre and Farnworth Town Centre. It includes road space reallocation to cyclists and provides light separation from vehicular traffic, utilising wand orcas. These are now a minimum requirement in all new road schemes in accordance with LTN 1/20.

Figure 3.1 illustrates how the proposed scheme would provide a link between Bolton Town Centre and Farnworth Town Centre, linking also the University of Bolton campuses in the town centre and in Farnworth.

Figure 3.1: B6536 Bolton to Farnworth Corridor Scheme

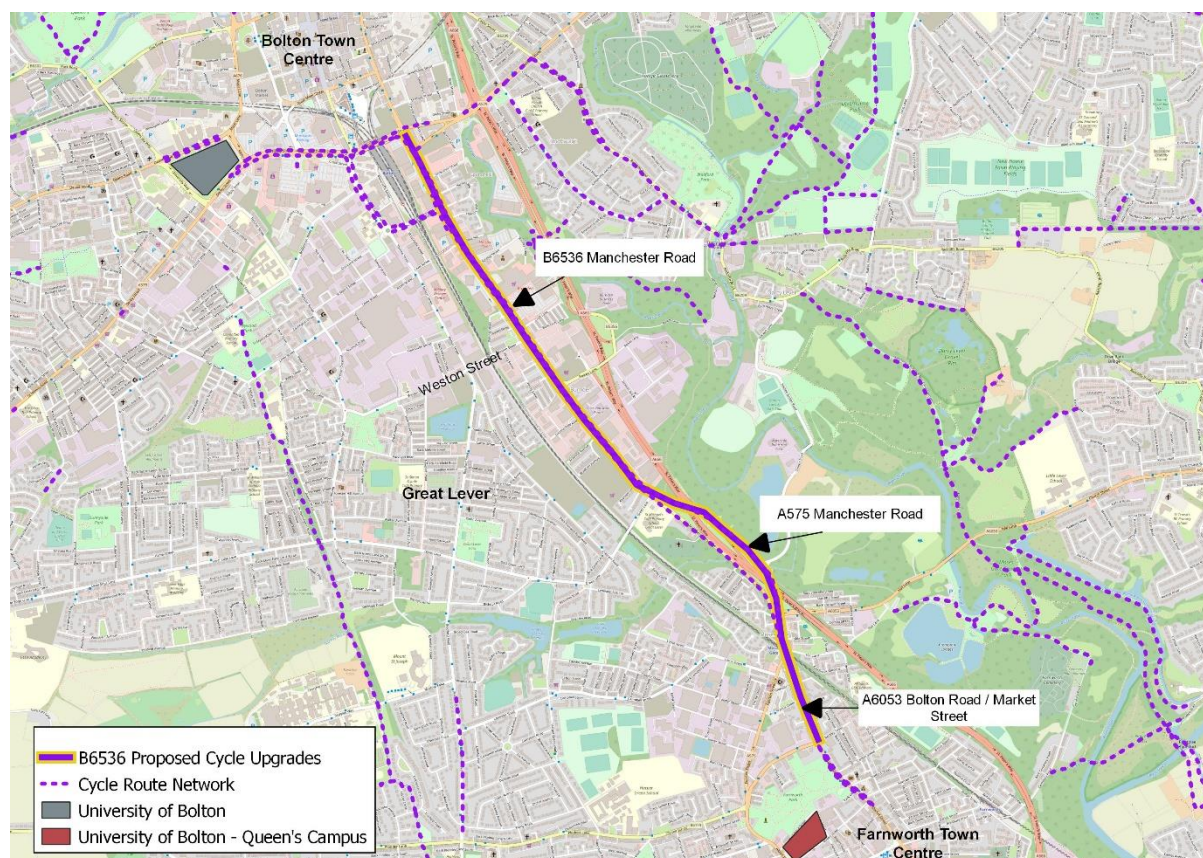
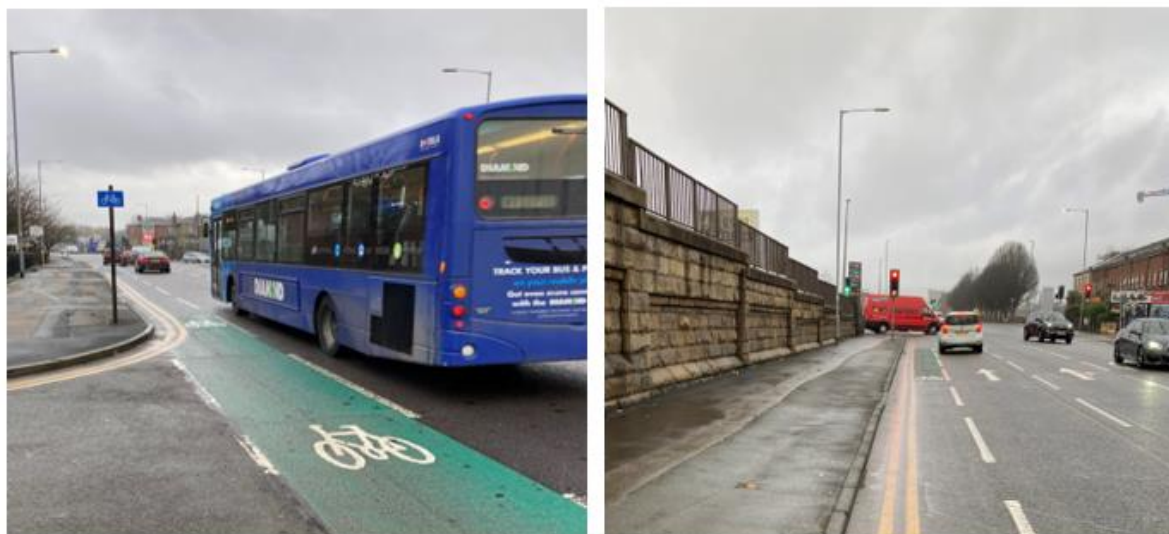


Figure 3.2 shows the current cycle infrastructure on the B6536 Bolton to Farnworth Corridor, which is limited to advisory cycle lanes and does not meet current standards, as prescribed in LTN 1/20. The route is also serviced by three bus services (8, 37 and 524).

Figure 3.2: B6536 – Existing Cycle Provision, Spring 2021

Source: AECOM

A study area composed of the Lower-layer Super Output Areas (LSOAs)³ along the B6536 Bolton to Farnworth Corridor was created to better understand the socio-economic background of the corridor in comparison to the Bolton district and Greater Manchester. The population change within these geographies is presented in **Table 3.1**, which shows the level of growth from 2011 to 2019 within the study area (12.9%) is more than double the levels seen in the rest of Bolton (3.9%), Greater Manchester (5.7%).

Table 3.1: Population Change (2011 to 2019)

	B6536 Study Area	Bolton	Greater Manchester
2011 Population	8,065	276,786	2,682,528
2019 Population	9,104	287,550	2,835,686
Population Change (n)	1,039	10,764	153,158
Population Change (%)	12.9	3.9	5.7

Source: 2011 Census, 2019 Population Estimates

In **Table 3.2**, this population is broken down further by age, showing that in the study area there is a greater proportion of under 35s (56.5%), than there is in Bolton (45.1%) and Greater Manchester (46.9%).

Table 3.2: Population by Age Group (2019)

	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)
Under 16	23.0	21.5	20.5
16-24	16.1	10.3	11.4
25-34	17.4	13.3	15.0
35-49	18.2	19.0	19.2
50-64	14.8	18.6	17.9
65-74	5.5	9.6	8.8
75+	5.1	7.7	7.1

³ E01004812, E01004814, E01004817, E01004857, E01004848

	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)
Base (n)	9,104	287,550	2,835,686

Source: 2019 Population Estimates

In **Table 3.3**, the 2019 population is broken down by gender, with a slightly greater proportion of males in the study area (51.8%) compared to Bolton (49.7%) and Greater Manchester (49.7%).

Table 3.3: Population by Gender (2019)

	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)
Male	51.8	49.7	49.7
Female	48.2	50.3	50.3
Base (n)	9,104	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 Asian / Asian British (29.5%) in the study area compared with Bolton (14.0%) and Greater Manchester (10.1%).

Table 3.4: Population by Ethnicity (2011)

	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)
White	63.5	81.9	83.8
Mixed / multiple ethnic groups	2.0	1.8	2.3
Asian / Asian British	29.5	14.0	10.1
Black / African / Caribbean / Black British	3.5	1.7	2.8
Other ethnic group	1.5	0.7	1.0
Base (n)	8,065	276,786	2,682,528

Source: 2011 Census

Table 3.5 indicates that there may be a lower reliance on car travel in the area, with 43.9% of households having no access to a car or van, considerably higher than the levels seen in Bolton (28.3%) and Greater Manchester (30.6%).

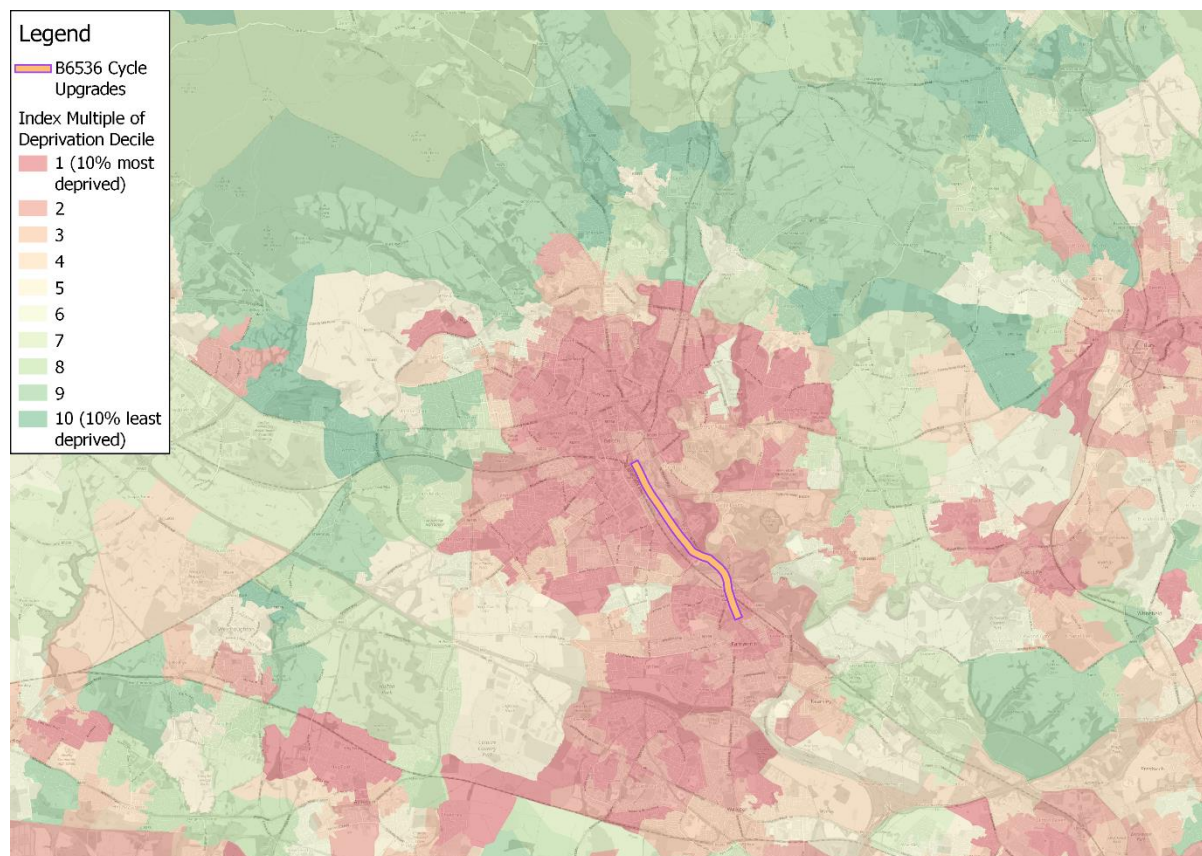
Table 3.5: Car Ownership (2011)

Cars per household	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)
0	43.9	28.3	30.6
1	39.7	43.0	42.7
2	14.2	23.3	21.8
3+	2.1	5.3	4.9

Source: 2011 Census

Figure 3.3 illustrates that the proposed scheme would serve areas with high levels of deprivation, along the entire proposed route. Combining this with the high percentage of low car ownership in the area, the proposed scheme would provide a key benefit to the area and may help to encourage the uptake of cycling in the area.

Figure 3.3: Index of Multiple Deprivation Deciles along B6536 Bolton to Farnworth 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 at this point, it still provides a reasonable indication as to the travel patterns of those in the area, notwithstanding the current changes associated with the COVID-19 pandemic.

Table 3.6: Journey to Work Mode Share for Local Residents and Employees (2011)

Mode of travel	Live in Corridor			Work in Corridor		
	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)	B6536 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	0.1	0.2	1.4	0.1	0.1	1.4
Train	5.5	4.0	2.7	2.3	1.8	3.3
Bus, minibus or coach	11.6	7.5	11.6	12.4	8.1	11.3
Taxi	2.6	1.4	0.8	1.8	1.4	0.8
Motorcycle, scooter or moped	0.7	0.7	0.6	0.6	0.7	0.6
Driving a car or van	50.7	67.0	62.6	64.2	67.7	62.9
Passenger in a car or van	8.2	7.1	6.2	7.3	7.4	6.0

Mode of travel	Live in Corridor			Work in Corridor		
	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)	B6536 Study Area (%)	Bolton (%)	Greater Manchester (%)
Bicycle	1.2	1.1	2.5	1.3	1.2	2.4
On foot	19.0	10.6	11.4	9.8	11.4	11.0
Other method of travel to work	0.4	0.3	0.3	0.2	0.2	0.2
Base (n)	6,759	104,615	1,057,342	29,677	96,449	1,084,732

Source: 2011 Census

A higher proportion (37.3%) of people living in the corridor use sustainable modes i.e. active travel and public transport, compared with the rest of Bolton (23.5%), Greater Manchester (29.5%).

This difference is not exhibited by those working in the corridor, with 25.9% of employees in the study area using sustainable modes to travel to work, compared to 22.6% in Bolton, 29.5% in Greater Manchester.

Compared to Greater Manchester (2.5%), Bolton (1.1%) and the study area (1.2%) see a lower percentage of people cycling. This shows that Bolton Council needs to support schemes that enhance cycling provision in order to achieve the 'Right Mix' target of half of all journeys by public transport and active travel by 2040. Conversely, a higher proportion (19.0%) of people living in the study area walk to work, compared with the rest of Bolton (10.6%) and Greater Manchester (11.4%).

This information, coupled with the car ownership data in **Table 3.5**, indicates a lower level of car dependency in the corridor compared with Greater Manchester, which this scheme could help to maintain.

The majority of the proposed cycle lane would be situated with Greater Manchester's Air Quality Management Area (AQMA), encompassing Bolton Town Centre towards Weston Street junction and the A575 Manchester Road from Green Lane junction to A6053 Market Street; the installation of the proposed scheme may help to address this through supporting modal shift in the area.

4. Consultation Approach

4.1 Public Consultation Methodology

4.1.1 Overview

In order to gather feedback on the proposed B6536 Bolton to Farnworth 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

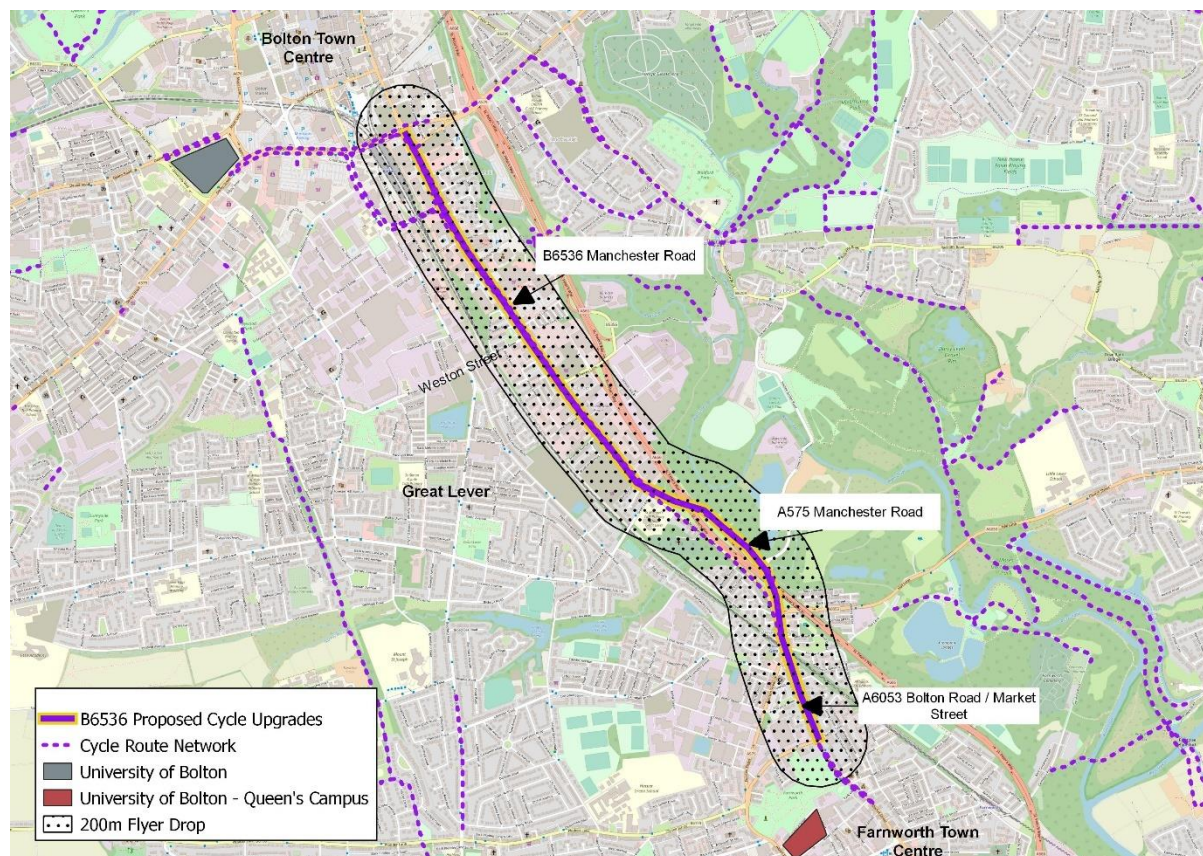
A consultation flyer was designed in conjunction with TfGM Communications and Engagement Team to raise public awareness of the ATF consultation. The flyer included a summary of the scheme, identified the key benefits and signposted the various options for respondents to provide feedback:

- 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: B6536 Bolton to Farnworth Corridor Flyer Distribution Area



Flyers were produced for an area of approximately 1,596 properties based on the Postal Address File (PAF), this included 1,354 residential addresses and 242 business addresses within a 200m buffer of the scheme.

4.1.3 Route QR Codes

In addition to QR codes included on the flyer, QR codes were also mounted to key locations along the route. The QR codes provided the opportunity for people who may not live in the area but would cycle or walk through the scheme 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 4.3**).

Figure 4.2: Bolton Council Webpage

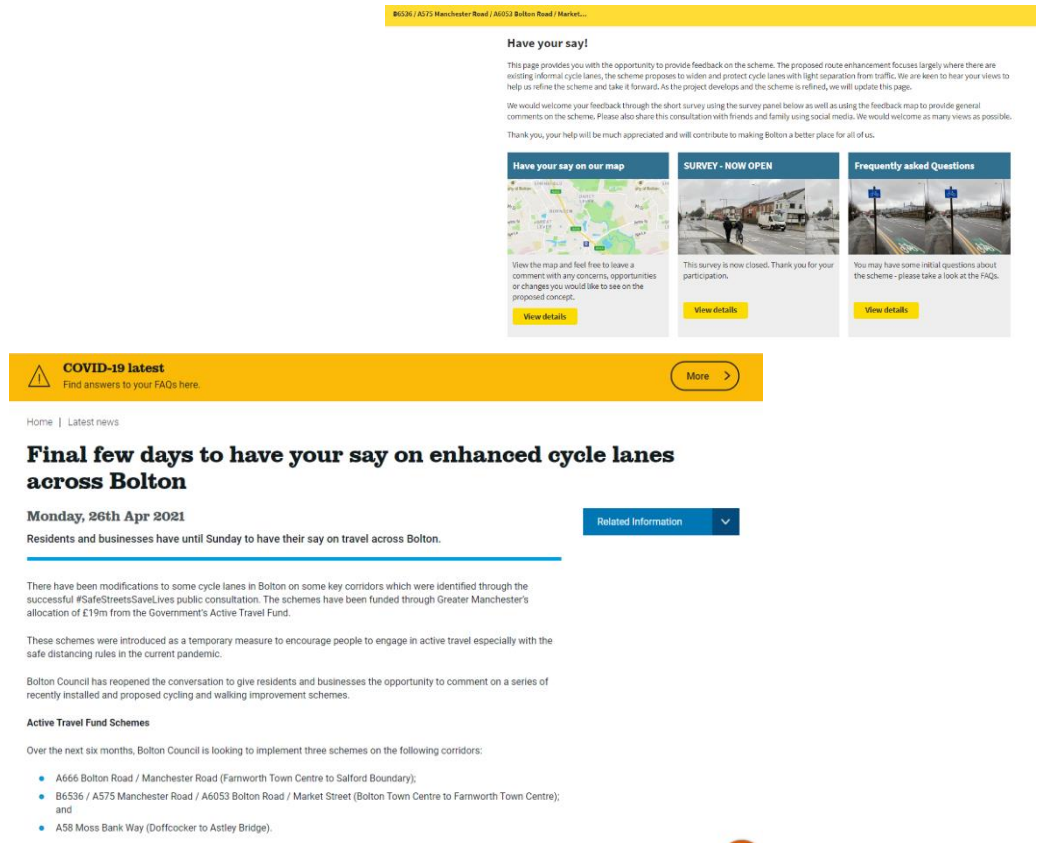


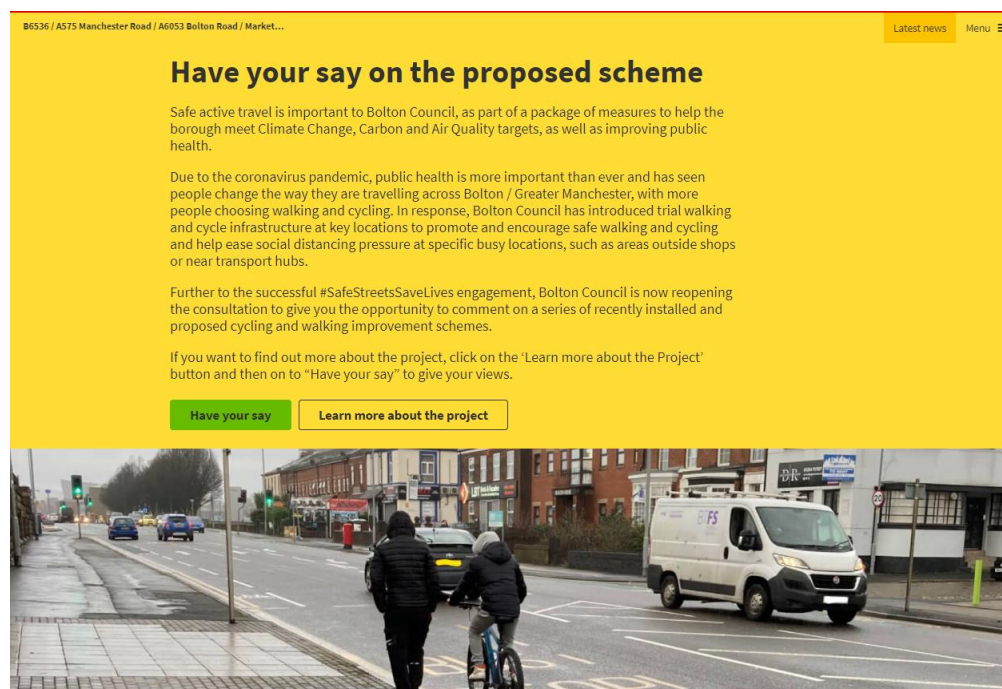
Figure 4.3: Bolton Council Twitter Consultation Promotion



4.1.5 Commonplace Website

Commonplace is an online community engagement platform (Figure 4.4); it 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 route;
- Survey (further information in **section 4.1.7**); and
- Frequently asked questions.

4.1.7 Survey

A bespoke survey was developed to gather information about:

- General perceptions of walking and cycling;
- Existing and potential use of the corridor by active modes, as well as perceptions of safety; and
- Perceptions of the proposed scheme and reasons for support / opposition of the scheme.

The survey was developed using Snap Survey software and was made available through the Commonplace website. 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 proposed 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, as well as direct engagement with bus operators. 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 those in close proximity of the corridor received direct emails to raise awareness and encourage both staff and parents to engage in the consultation. 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 to help as the scheme design 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 lessons learned.

Table 4.1: Challenges

Challenge	Consideration	Action	Lesson Learned
Consultation conducted during the pre-election period	As the consultation took place during the pre-election period, 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, surveys received directly through the Snap survey and paper copies. 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.

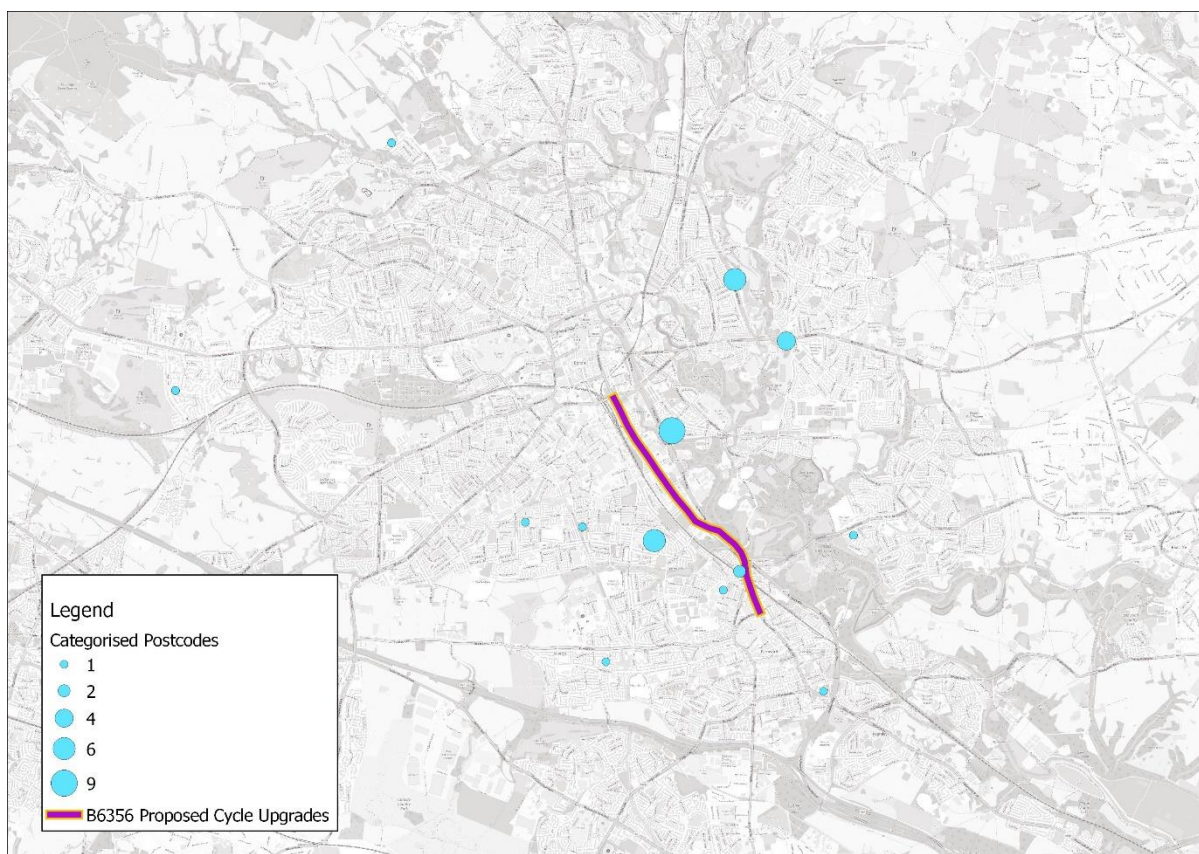
5.2 Commonplace Overview

Commonplace provide a breakdown of the key analytics of engagement:

- B6536 Corridor Commonplace site received 340 visitors;
- B6536 Corridor Commonplace site map received 137 visitors;
- The Commonplace site map received 66 comments, of these 61 were confirmed or pending (i.e. completed or partially completed sign up process); and
- A total of 29 unique respondents provided 61 comments along the B6536 Bolton to Farnworth Corridor study area.

Figure 5.1 shows the spatial distribution of respondents who commented on the Commonplace map and provided a full postcode. In total, there were 16 unique postcodes found in the comments. The postcodes have been categorised by the number of comments per postcode, the larger the marker, the more comments per postcode.

Figure 5.1: Respondent Postcodes (Commonplace Map)



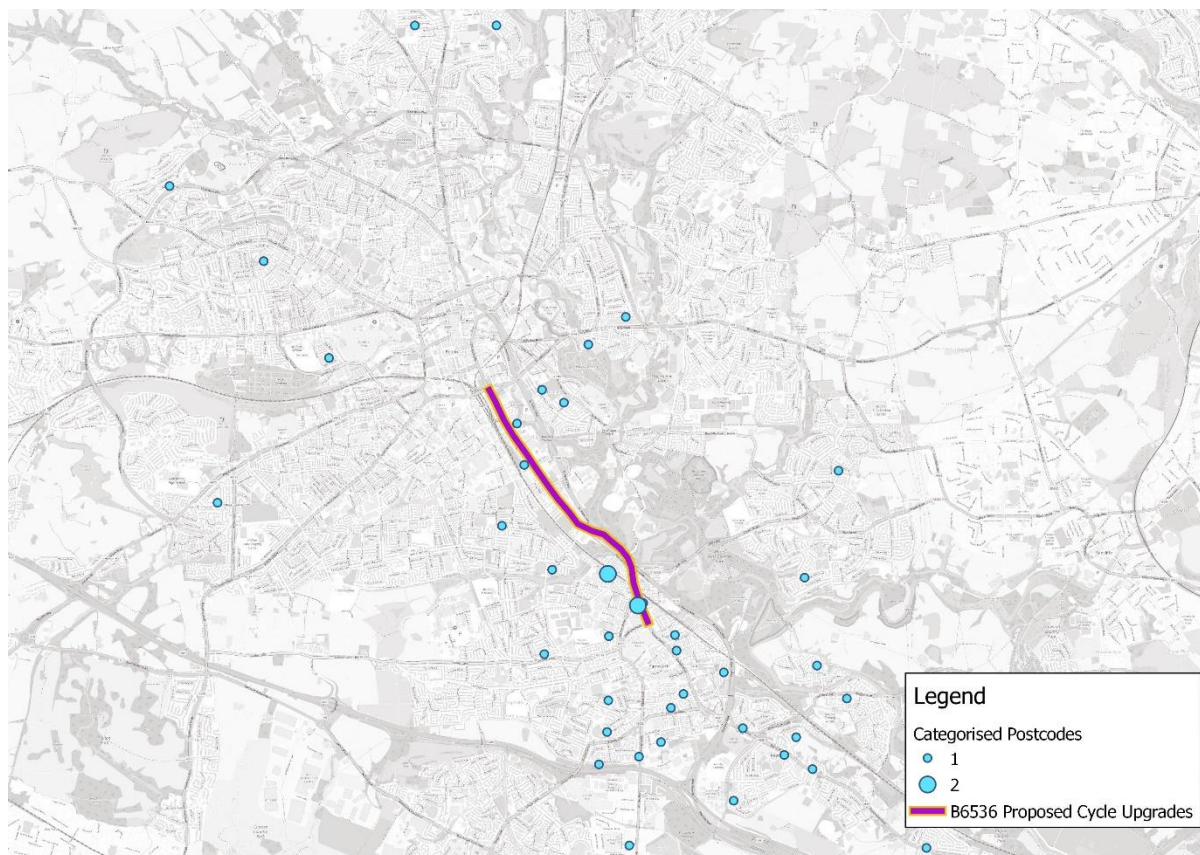
Source: AECOM

5.3 Snap Survey Overview

In total, 52 surveys were completed, of which 51 were completed online and one as a paper survey.

Figure 5.2 shows the spatial distribution of respondents who completed the survey and provided a full postcode. In total, there were 43 unique postcodes. The postcodes have been categorised by the number of respondents per postcode, the larger the marker, the more respondents per postcode.

Figure 5.2: Respondent Postcodes (Survey)



Source: AECOM

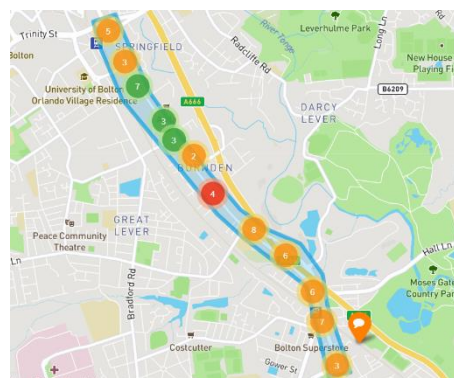
It should be noted that although the consultation was available for a period of six weeks, the engagement numbers are low especially in comparison to similar schemes consulted on by Bolton Council at the same time. This could partially reflect that this corridor is less residential in nature, with a number of commercial / industrial frontages. Where bases are below 50, analysis will refer to counts (n) to ensure that the data is not inaccurately represented through percentages.

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=29). The respondent overview is based on the unique respondents, noting that questions were optional. Respondent comments (n=61) were used for the concerns and improvement section as respondents could comment on more than one location.

It should be noted that for the Commonplace map, the number of respondents and responses were low.



5.4.2 Respondent Overview

Respondents were asked to provide their age and gender. **Table 5.1** identifies that six of the unique respondents were female, whereas 11 were male. This is substantially lower than the gender split for the area, with females being underrepresented even within a very low base.

Table 5.1: Respondent Gender

	Commonplace (n)
Male	11
Female	6
Prefer not to say	1
Base (n)	18

NB. 11 respondents did not provide an answer

Table 5.2 provides a breakdown of the unique respondents by age, six were aged 55 – 64, whilst only 14.8% (n=1,347) of the scheme study area were aged 50 – 64. Younger people were substantially under-represented with only two respondents aged under 35.

Table 5.2: Respondent Age

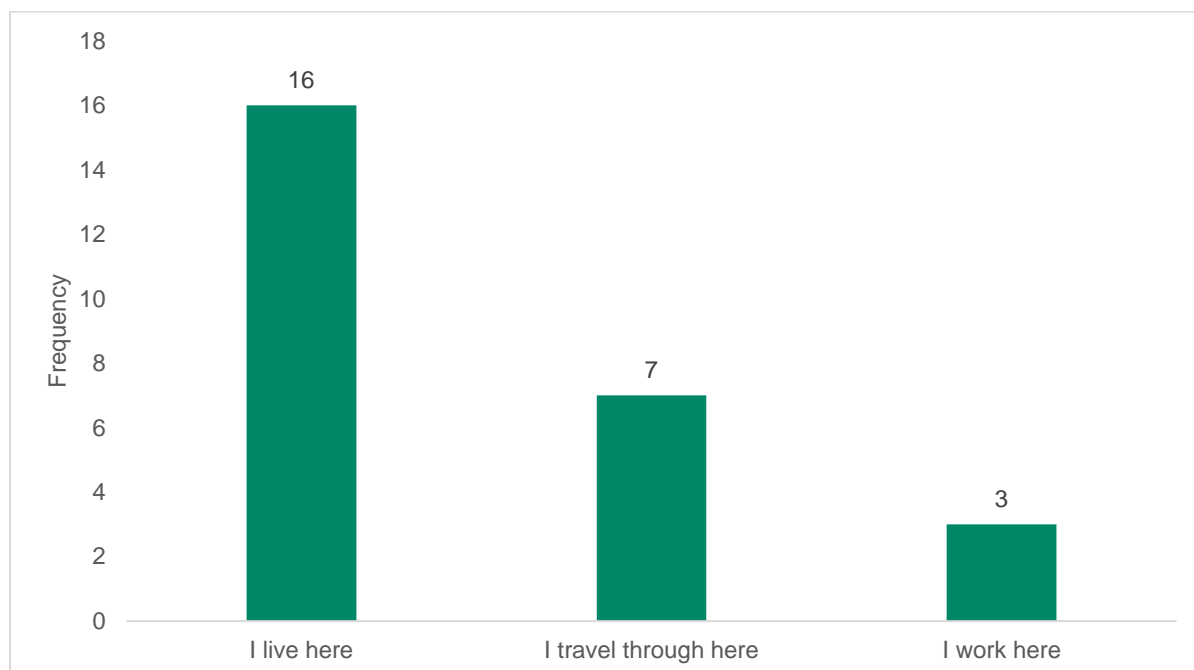
	Commonplace (n)
Under 18	0
18 - 24	1
25 - 34	1
35 - 44	4
45 - 54	4
55 - 64	6
65 - 74	4
75+	0
Prefer not to say	0
Base (n)	20

NB. Nine respondents did not provide an answer

5.4.3 Respondent Travel and Connection

Figure 5.3 identifies the connection(s) respondents had with the area and highlights the majority (n=16) stated that they live there. This was followed with seven stating that they travel through the area and three work in the area. For those travelling through the area, destinations stated included Manchester City Centre, local shops in Bolton, and Manchester College.

Figure 5.3: Connection to the area (Multiple Response)

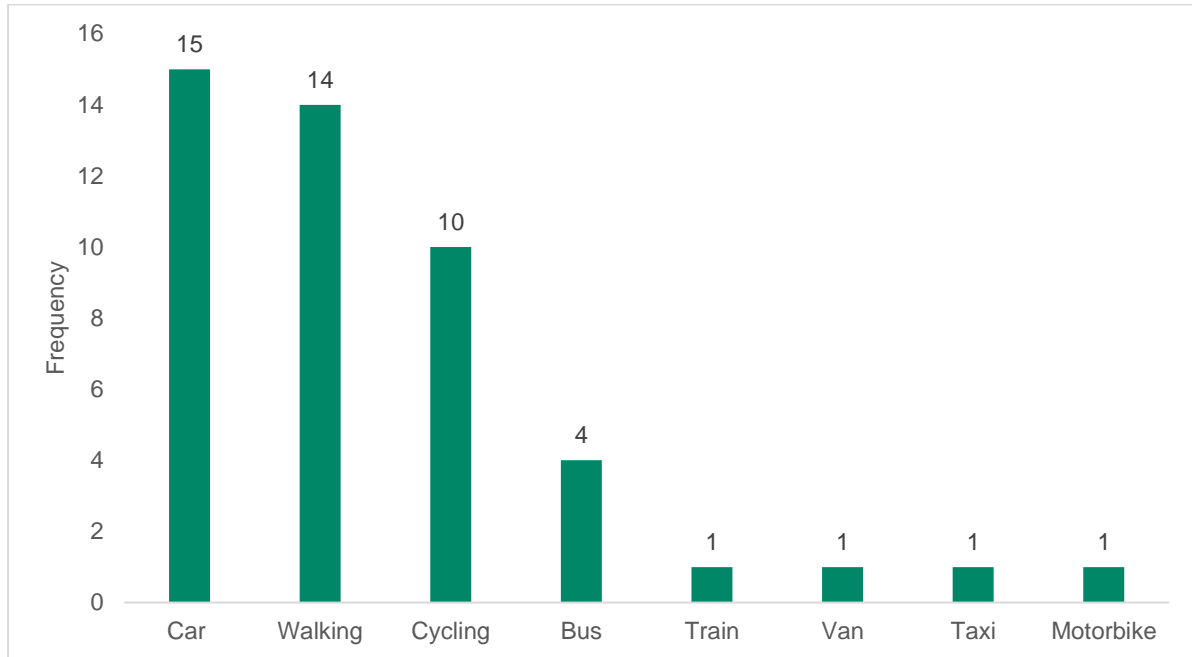


Base: 21

N.B. Eight respondents did not provide an answer. Respondents could provide more than one response

Figure 5.4 identifies that although the most popular travel choice is car travel, over half of the respondents indicated they walked (n=14) along with nearly half also usually cycling (n=10), noting that as the proposed scheme focuses on cycle lane enhancements, this may have encouraged respondents who use active travel to complete the Commonplace map questions.

Figure 5.4: Usual Mode of Travel in or Around the Area (Multiple Response)



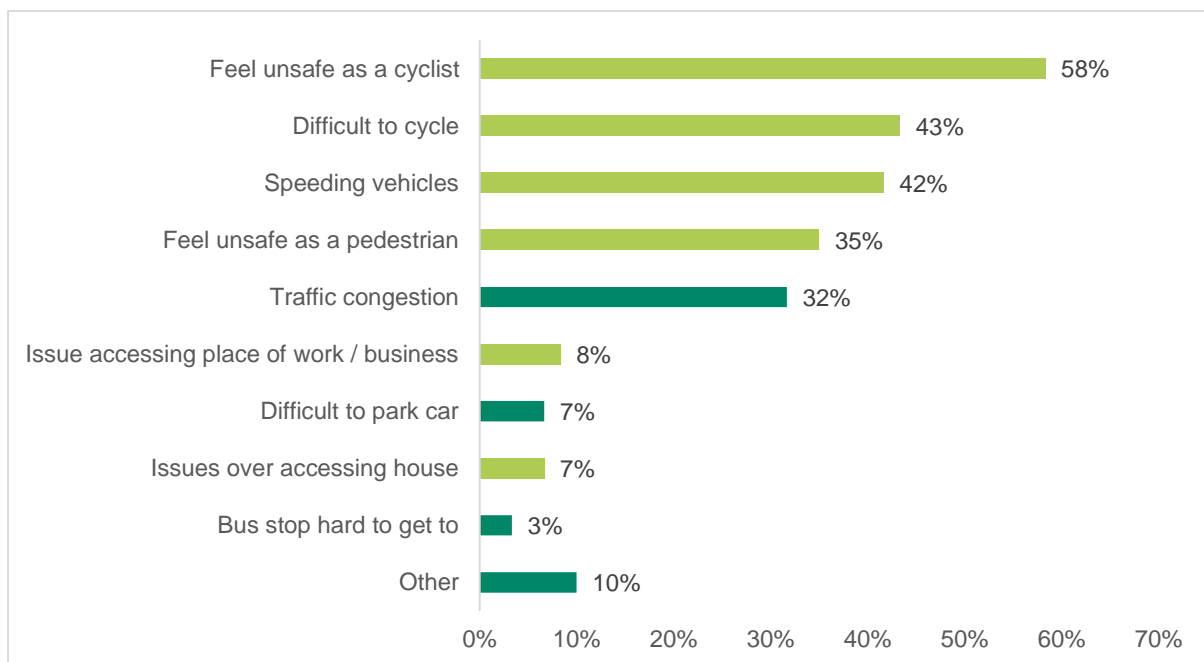
Base: 21

N.B. Eight respondents did not provide an answer.

5.4.4 Concerns

Figure 5.5 shows the main concerns identified by respondents utilising the Commonplace mapping tool, with the top three reasons being 'feel unsafe as a cyclist' (58%), 'difficult to cycle' (43%), and 'speeding vehicles' (42%). The concerns listed as 'other' included insufficient numbers of cyclists and connectivity with other areas. Some of the concerns could be directly addressed as part of the scheme development (highlighted in lime green) and could imply that the respondent does not necessarily directly oppose the scheme if these issues can be addressed.

Figure 5.5: Concerns About the Scheme Identified by Location (Multiple Response)



Base: 60.

NB. One respondent did not provide an answer.

Safety

Feeling unsafe as a cyclist (58%) or as a pedestrian (35%) were both in the top four reasons for concerns about the scheme. The key areas identified were (i) Manchester Road transitions from B6536 to A5063, (ii) bypassing the A666, (iii) Burnden Park junction (where ASDA is located), (iv) Moses Gate Station junction have been identified as areas of concern for people who both walk and cycle.

“Scary junction to navigate by bike if you wish to turn right towards Little Lever or move across the traffic to turn right towards Hacken Lane. Any improvements to this large junction would be welcome.”

“Upgrade the footpath from by the bus stop under the A666 and along parallel to A666 towards Smiths Road. BUT there will need to be a SIGNIFICANT upgrade to safety / security with high grade lighting and widening of the path.

This would give the GREATEST benefit of this whole scheme!”

“This junction [Manchester Road / Bradshawgate / Trinity Street junction] is huge, horrible to cycle through and cross on foot. I would like to see generously proportioned and protected cycle paths making access to Bolton Town Centre safer and easier for those on foot or bicycles.”

“I would like to see it made easier to access ASDA [Burnden Park junction] and the other shops on a bicycle.”

“This junction currently puts me off cycling along Manchester Road into town because it's big & complex & busy & the existing cycle lanes at the junction put you in a risky position, but I understand this will become a CYCLOPS junction? Please make sure the cyclops is suitable for the capacity of people who could walk & cycle along this route, could well much increase if the scheme is good as it's horrible currently to walk or cycle this will put people off.”

Cycling

Many respondents (43%) identified that they found it difficult to cycle along this corridor, with respondents indicating that this was due (i) the need to provide a better connection, (ii) speed of traffic especially at junctions.

Speed

Speeding vehicles (42%) was identified as a main reason for concern. The A575 Manchester Road is part of a Speed Monitoring Zone, which identifies that there is a need to monitor speed in this area.

“This stretch of road is very uncomfortable to walk along due to speeding traffic.”

“This part of the road [section going over the A666] is scary because of the speed of the traffic alongside. Some separation would be welcome here.

General Feedback

Comments were received about the existing congestion along the corridor, with some respondents highlighting that a reduction in road space available to cars could lead to traffic issues being exacerbated.

“These schemes do not enhance safety for anyone. As can be seen with the Chorley New Road scheme where one rarely sees a cyclist, yet traffic congestion has become greater causing higher pollution levels. These schemes are hare-brained and introduced to demonise the motorist.”

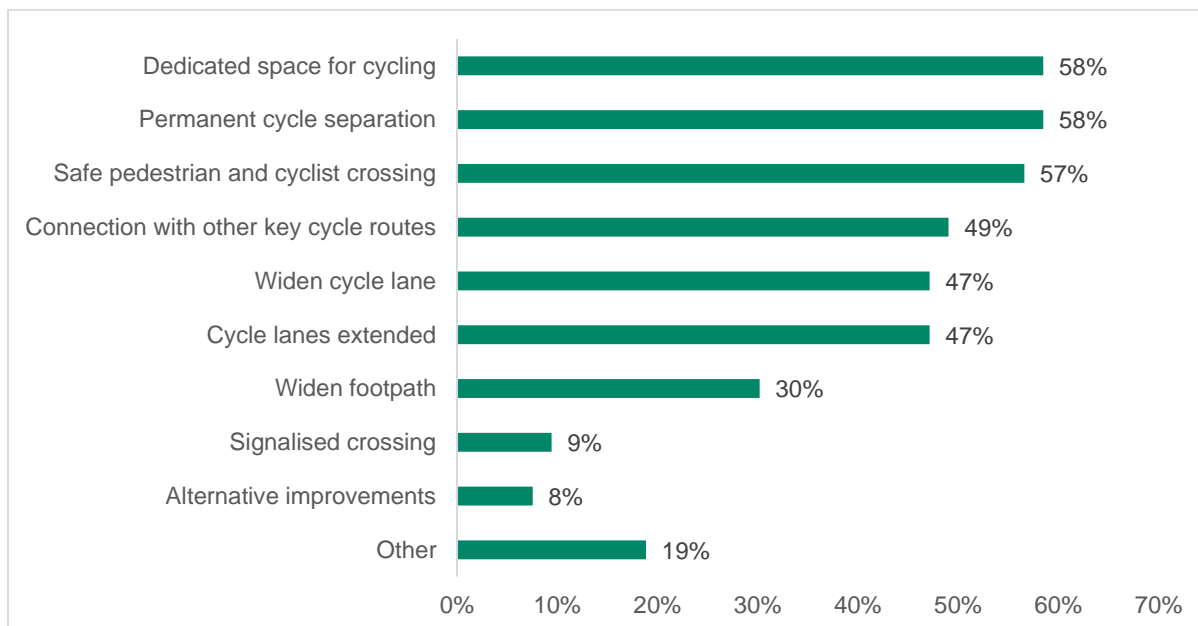
Whilst other comments focused on the lack of demand for the upgrade, with a view that current cycle provision in the area is sufficient.

“Why does the motorist always suffer at the hands of others. There are more than tenfold the amount of cars over cyclists. There is already a cycle lane so why the extra cost of the wand system? It will end up a scheme that is used very little, even by avid cyclists as they normally ride two abreast. I would say reconsider this idea and spend the money on a different scheme that benefits motorists for a change as they do at least contribute a tad for using the roads.”

5.4.5 Improvements

Figure 5.6 shows the frequency at which potential improvements were requested by respondents on the map, with the top three being ‘dedicated space for cycling’ (58%), ‘permanent cycle separation’ (58%), and ‘safe pedestrian and cyclist crossing’ (57%). Many of these relate to the safety of all road users and could potentially address some of the concerns identified in the preceding section.

Figure 5.6: Potential Scheme Improvements Identified by Location (Multiple Response)



Base: 53.

NB. Eight respondents did not provide an answer.

The potential improvements captured by ‘other’ (n=10) included the removal of parking, leave it [the corridor] as is, add cycle parking, narrow the lane to one and narrow the junction.

Space for those who cycle

Dedicated space and permanent cycle separation were both identified as being the main areas of improvement (58% each). Although the route currently has sections with cycle provision, albeit not meeting LTN 1/20, a number of respondents identified that the route would benefit from dedicated and separated cycle lanes to support cyclists moving through traffic.

"This section of road is dreadful for cycling. It is essential that protected cycle lanes are provided through this section, including the junctions."

"Protected cycle lanes along this road would make it safer and encourage people to ride to the train station."

"I feel that there should be a segregated lane for cyclist here [Orlando Street]."

Crossings

Safe pedestrian and cyclist crossings were identified by 57% as being a method of improvement. Respondents have identified that junctions are a concern along the corridor, by improving the crossing facilities in these sections, this would improve the route for people who walk and cycle.

"I feel that this crossing could be better for pedestrians."

General Feedback

Some of the feedback noted the need for major improvements along the road for those who travel using active modes.

"This scheme is long overdue. It is more than 50 years since St Peters Way was built at massive expense to the taxpayer to provide a dedicated route for motor vehicles parallel to this route. There is no excuse for through motor traffic on this route. The whole of the route to Kearsley Roundabout should be made access-only and reduced to 20mph speed limit."

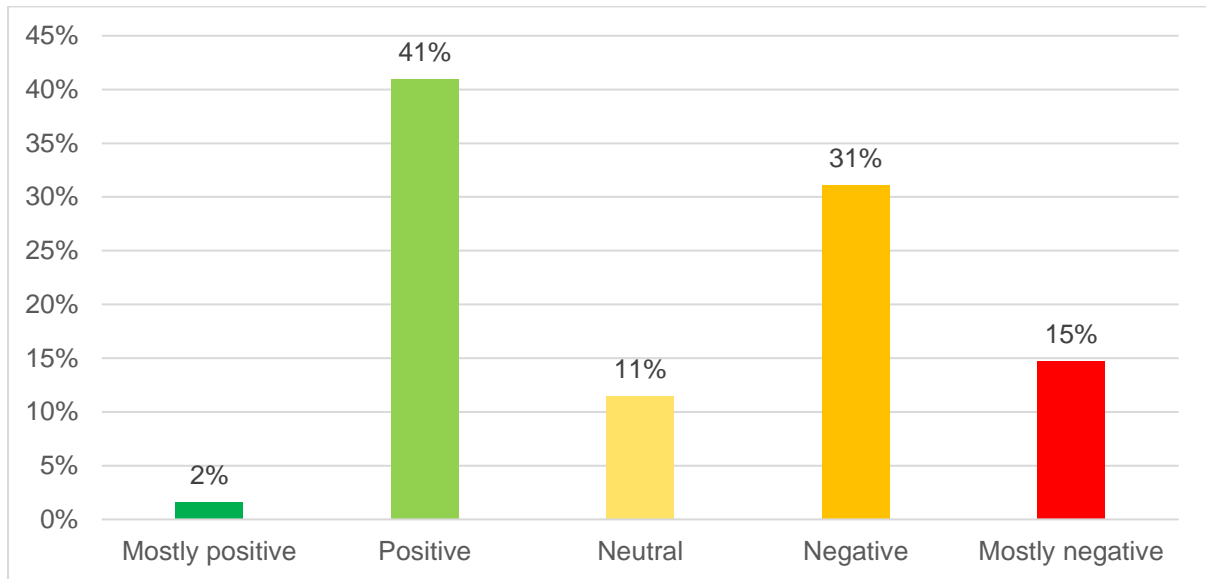
The desire to link the proposed cycle lane on the B6536 to other cycle routes is also identified, with the following comment showing strong support for this idea.

"There seems to be no thought as to how you would safely cycle to this location from other areas of Bolton. These plans are not comprehensive or integrated enough to be useable."

5.4.6 Summary

Respondents gave a wide range of opinions on the proposed scheme along the B6536 Bolton to Farnworth Corridor, with **Figure 5.7** showing the proportional responses to the question "how do you feel about the scheme?". The chart indicates a fairly even split of positive and negative perceptions, with only slightly less positive or mostly positive (43%) than negative or mostly negative (46%).

Figure 5.7: Average Respondent Sentiment – How do you Feel about the Scheme?



Base: 61

Figure 5.8 demonstrates the respondents’ sentiments to the proposed scheme based on a specific location, where the size of the marker relates to the number of agreements. Agreements are based upon the initial comment, so this may be positive or negative towards the proposed scheme, however often relates to existing perceptions of the corridor. The majority of positive comments were located at Farnworth Town Centre, however the positive comments which received the most number of agreements was located at Bolton Town Centre (see **Table 5.3**).

Figure 5.8: Sentiment by Agreement



Table 5.3 details the positive which received the highest number of agreements (7 and above). This shows that junctions are a key area that respondents feel would benefit from improvement.

Table 5.3: Positive Sentiment Comments and Agreements

Location	Comment	Number of Agreements
Bradshawgate / Trinity Street Junction	This junction currently puts me off cycling along Manchester Road into town because it's big and complex and busy and the existing cycle lanes at the junction put you in a risky position, but I understand this will become a cyclops junction? Please make sure the CYCLOPS is suitable for the capacity of people who could walk & cycle along this route could well much increase if the scheme is good as it's horrible currently to walk or cycle this will put people off.	9
Road Layout	This section has been crying out for cycle infra for years, a wide single lane road that drivers use as a two-lane road.	8
Scholey Street junction	Would be good to [have a] better link to the viaduct as that's an important cycle route, but not well signposted or easy to turn right to.	7
Junction of Market Street	Heading towards Bolton at this junction can be tricky when moving from a standing start as traffic speeds past you. There is a slight incline in the road which makes for a slow start. Also, cars turning right from the other direction have cut in front of me forcing me to stop. Perhaps a few seconds to allow cyclists to get a head start would help things to feel safer.	7
Whole scheme	This scheme is long overdue. It is more than 50 years since St Peters Way was built at massive expense to the taxpayer to provide a dedicated route for motor vehicles parallel to this route. There is no excuse for through motor traffic on this route. The whole of the route to Kearsley Roundabout should be made access-only and reduced to 20mph speed limit.	7

Table 5.4 provides a review of the negative comments, which received the highest number of agreements (7 and above). These comments identify that travelling through junctions on a bicycle along this route are the main cause for negative feedback.

Table 5.4: Negative Sentiment Comments and Agreements

Location	Comment	Number of Agreements
Manchester Road junction Orlando Bridge	This is a difficult junction to cross as a pedestrian and leaves you vulnerable. The junction needs to be narrowed by extended the island on the south side to slow traffic heading towards Bolton exiting Manchester Road onto Orlando Bridge.	9
Approaching the large junction	Approaching Bolton Town Centre, the traffic splits into lanes making it difficult for cyclists to move across if they wish to either go straight onto Bradshawgate or to turn right towards Bury Road.	7

Key Findings

- The average respondent sentiment identified 43% with a positive sentiment and 46% with a negative sentiment. Based on feedback received supportive comments focused on the proposed scheme with negative comments focused on the current conditions / facilities along the route.

- Key concerns focused on the difficulty to cycle due to speeding vehicles and wide junctions along the route. Key locations identified were: (i) Manchester Road junction Orlando Bridge, (ii) Bradshawgate / Trinity Street junction, (iii) Market Street junction, and (iv) Scholey Street junction.
- Key suggested improvements focus on permanent dedicated space for cycling and the creation of safe crossings for people who walk and cycle at key crossings.

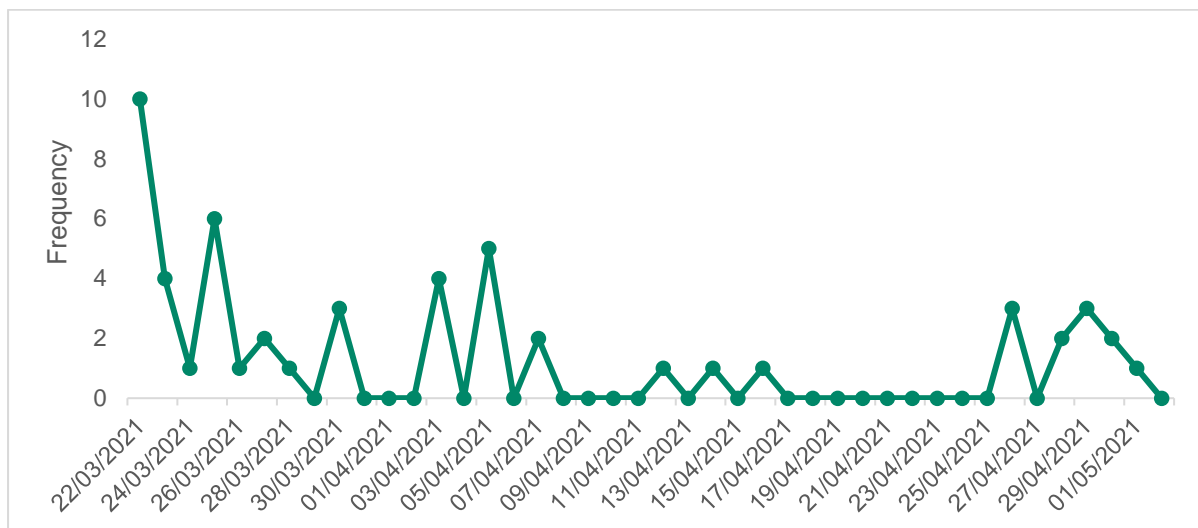
5.5 Snap Survey Analysis

5.5.1 Outline

A bespoke Snap survey was developed in conjunction with the Bolton Council project team and 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 proposed scheme.

Figure 5.9 provides a profile of survey completion over the consultation period. A total of 52 surveys were completed, with 51 completed online and one was received via post. It shows an initial spike in response, before tailing off and a further spike before the deadline.

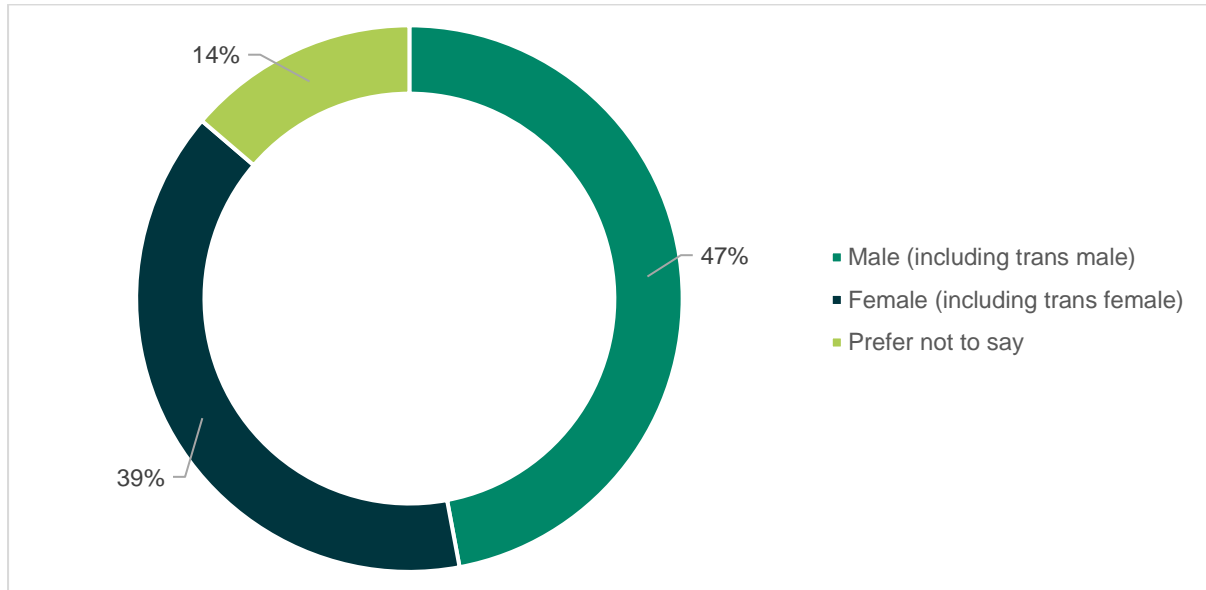
Figure 5.9: Number of Completed Online Surveys by Day



5.5.2 Respondent Overview

Figure 5.10 shows the gender of respondents, highlighting that nearly half of survey respondents were male (47%), with around two fifths of respondents being female (39%). This is notably different to the gender splits highlighted in **Table 3.3**, where 49.7% of the population of Bolton were male and 50.3% being female.

Figure 5.10: Respondent Gender [Survey]

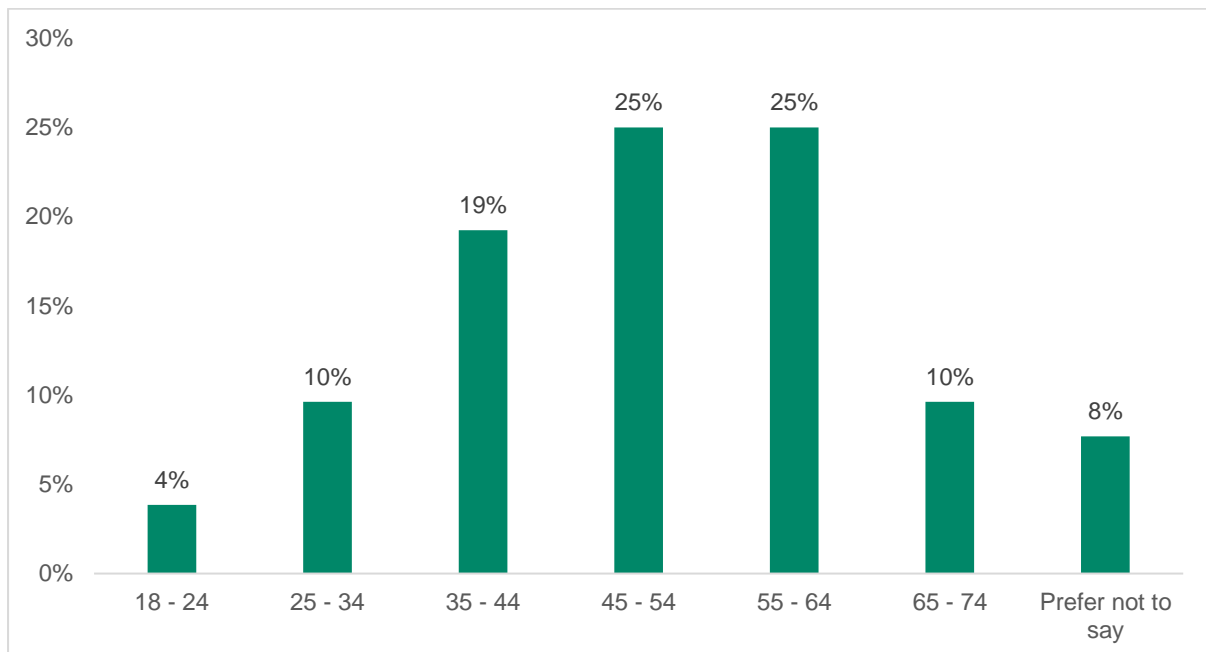


Base: 51

NB. One respondent did not provide an answer.

Figure 5.11 shows the breakdown of respondents by age, with a clear under-representation of people under 35, accounting for only 14% of the total responses, notably different to the 24% of Bolton’s population that were 17-34 years old (**Table 3.2**).

Figure 5.11: Respondent Age [Survey]



Base: 52

The majority of respondents (74%) stated that they are White (English, Northern Irish, Scottish, Welsh, British) and 8% stated they are ‘Indian’, ‘Pakistan’, ‘Other white background’ and ‘Mixed background’. Table 3.4 identifies that 36% of the population in the study area are from minority ethnic groups, which shows an under-representation within the survey respondents.

Respondents’ were asked if they had a health problem or disability, which is expected to last at least 12 months. Of the 52 respondents, 77% stated they did not, while 10% stated that they were either limited a lot by their disability / health problem.

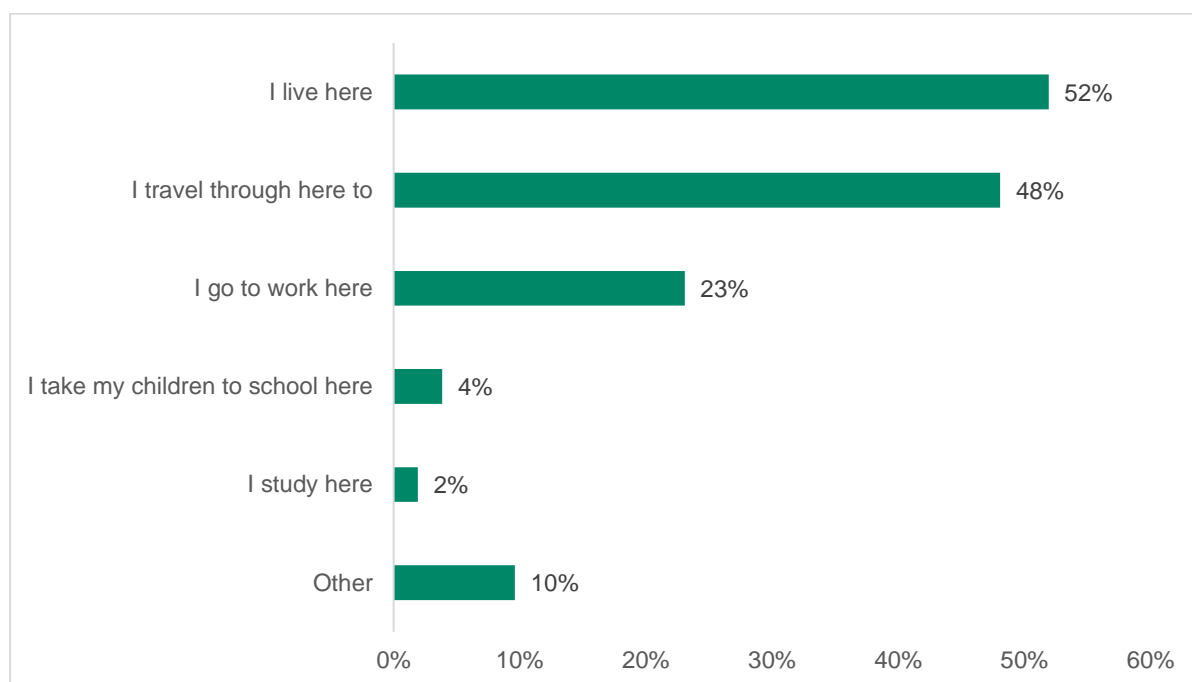
5.5.3 Connection to the Area

Figure 5.12 identifies the proportional composition of the respondents' connection to the area where the schemes are proposed, with 52% of respondents stating that they lived locally. There is also a reasonable proportion of respondents who travel through the area (48%).

Respondents who stated they travel through the area (n= 25) were asked to provide a location of where they travel to, for those who provided a response (n=20), the following was stated:

- Bolton Town Centre (n=8);
- Manchester (n=6);
- Farnworth Town Centre (n=5);
- Salford (n=1); and
- Other (n=5): all over travel, Wilmslow, Accrington and general shopping.

Figure 5.12: Connection to Area (Multiple Responses) [Survey]



Base: 52

5.5.4 Travel Options

Respondents were asked their perceptions of walking and cycling in general. **Table 5.5** provides an overview, with the key outcomes being:

- **80% (n=41)** of respondents agree that people should **be encouraged to walk / cycle more to improve their health.**
- **73% (n= 38)** of respondents agree that people should **be encouraged to walk / cycle more for short journeys to help the environment / air quality.**
- **70% (n=36)** of respondents agree that people should be **encouraged to walk / cycle more for short journeys to help ease congestion.**
- **60% (n=31)** of respondents disagree that **cycling is an important form of transport to them.**
- **55% (n=29)** of respondents disagree that **cycling, and walking should be given more priority in towns and cities.**

Table 5.5: General Perceptions of Walking and Cycling [Survey]

Perceptions (Counts)	Strongly Agree	Tend to Agree	Tend to Disagree	Strongly Disagree	Base (n)
Everyone should be encouraged to walk / cycle more for their short journeys to help ease congestion	19	17	10	6	52
Everyone should be encouraged to walk / cycle more for their short journeys to help the environment / air quality	20	18	10	4	52
Everyone should be encouraged to walk / cycle more to improve their health	23	18	4	6	51
Cycling is an important form of transport to me	12	9	6	25	52
The idea of cycling on busy roads frightens me	22	11	9	8	50
People who walk or cycle should be given more priority in towns and cities, even if this makes things more difficult for car users	15	7	9	20	51
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	15	5	5	27	52
Cycle lanes on roads simply reduce space for cars and should be abolished	19	9	5	19	52

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

Table 5.6 shows the responses to several prompts regarding the existing state of the B6536 Bolton to Farnworth Corridor. Of those surveyed, the ease of crossing the road and the provision of cycle infrastructure was identified as being very poor (n=13 respectively).

On the opposite end of the spectrum, the majority of respondents identified the ease of getting about by car or van as very good or good (65%). The provision of cycling infrastructure is also seen as good or very good by only 34% of respondents, indicating that the existing provision is insufficient.

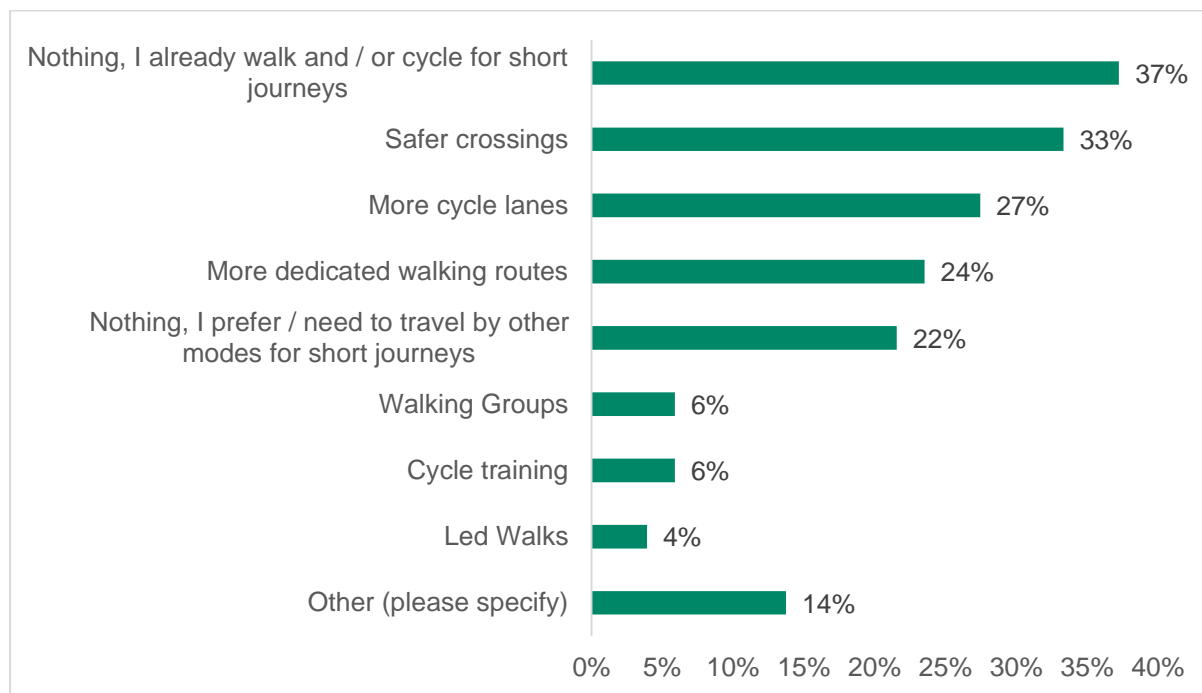
Table 5.6: Respondent's Perceptions of B6536 Bolton to Farnworth Corridor [Survey]

...how would you rate the following? (Counts)	Very good	Fairly good	Neither good nor poor	Fairly poor	Very poor	Base (n)
The ease of getting about by car or van	11	22	9	7	2	51
The quality of air	5	15	15	12	5	52
The level of noise from traffic	3	12	13	14	9	51
The conditions of the pavements	3	11	9	15	11	49
The ease of crossing the road on foot	4	18	8	9	13	52
The provision of cycle infrastructure	5	12	13	8	13	51

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

Figure 5.13 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)?”. Overall, 37% stated that they already walk and cycle for short journeys, 33% responses indicated that safer crossings and 27% responses stated more cycle lanes.

Figure 5.13: Encouraging Respondents' use of Active Modes (Multiple Response) [Survey]



Base: 51.

N.B. One respondent did not provide an answer.

Key Findings

- The majority of respondents agreed that ‘everyone should be encouraged to walk / cycle more for their short journeys to help ease congestion’ (n=36 of 52 respondents), although when asked if ‘cycling was an important form of transport’, the majority disagreed (n=31).
- Conditions of the footways were overall rated as poor (n=26), however the overall ease of crossing the road on foot was equally rated poor and good (n=22 respectively).
- The ease of getting about by car or van overall rated as good (n=33), showing a preference for traveling by private vehicle, while the majority rated the quality of air as good (n=20) however, overall the level of noise from traffic was rated poor (n=26).
- Majority of respondents thought safer crossings (n=17) would encourage them to walk or cycle more for short journeys.

5.5.5 About the Scheme

Table 5.7 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 B6536 Bolton to Farnworth Corridor?”.

Of the respondents who identified they use the car / van, the majority (n=39) stated that they use the car / van at least once a week. There was a more even distribution of respondents who stated that they walk from daily to monthly.

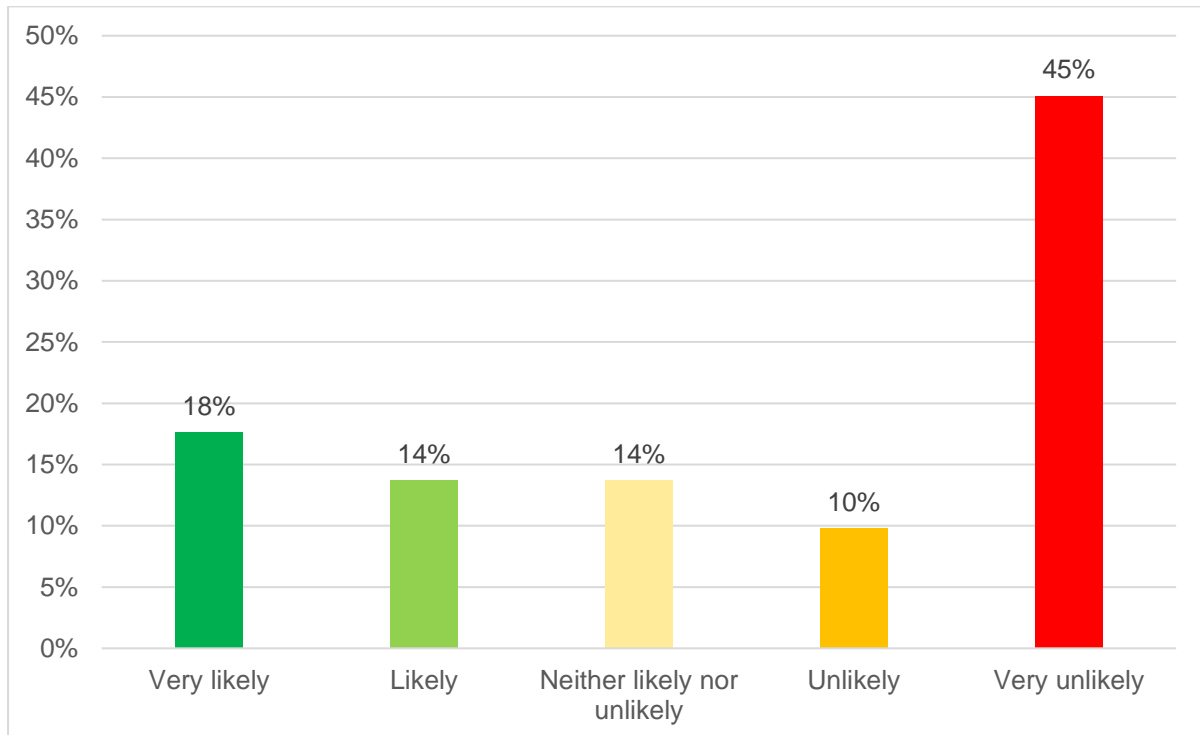
Table 5.7: Existing Transport Mode Use on B6536 Bolton to Farnworth Corridor [Survey]

Travel Mode (by counts)	Daily	2-3 times a week	Weekly	Fortnightly	Monthly	Less frequent / Never	Base (n)
Walking	5	9	5	3	6	22	50
Cycling	1	2	3	4	3	36	49
Bus	1	2	0	0	4	42	49
Car / Van	17	11	11	2	7	3	51
Taxi	0	0	1	0	2	46	49
Motorbike / Moped	1	0	0	0	0	48	49

Bases excluded respondents who did not provide an answer and ‘other’

Figure 5.14 shows the responses to the question “how likely is it that you will use the proposed enhanced cycle lanes?”. Over half of respondents (55%) stated that they were “unlikely” / “very unlikely” to use the proposed cycle lanes, while 32% stated they were “likely” / “very likely”.

Figure 5.14: Envisaged use of the Proposed Cycle Lanes [Survey]



Base:51

NB: One respondent did not provide an answer

Respondents who stated that they were 'very likely' or 'likely' (n=16) to use the proposed enhanced cycle lanes, were asked for what journey purpose. Six said they would be travelling to / from the shops, while five each said they would travel to / from work or simply for pleasure.

Respondents who stated that they were "very unlikely" or "unlikely" (n=28) to use the proposed enhanced cycle lanes, were asked what the reason was, **Table 5.8** provides a breakdown of the responses.

Table 5.8: Reasons Where No Intention to Use Proposed Cycle Lane Enhancements

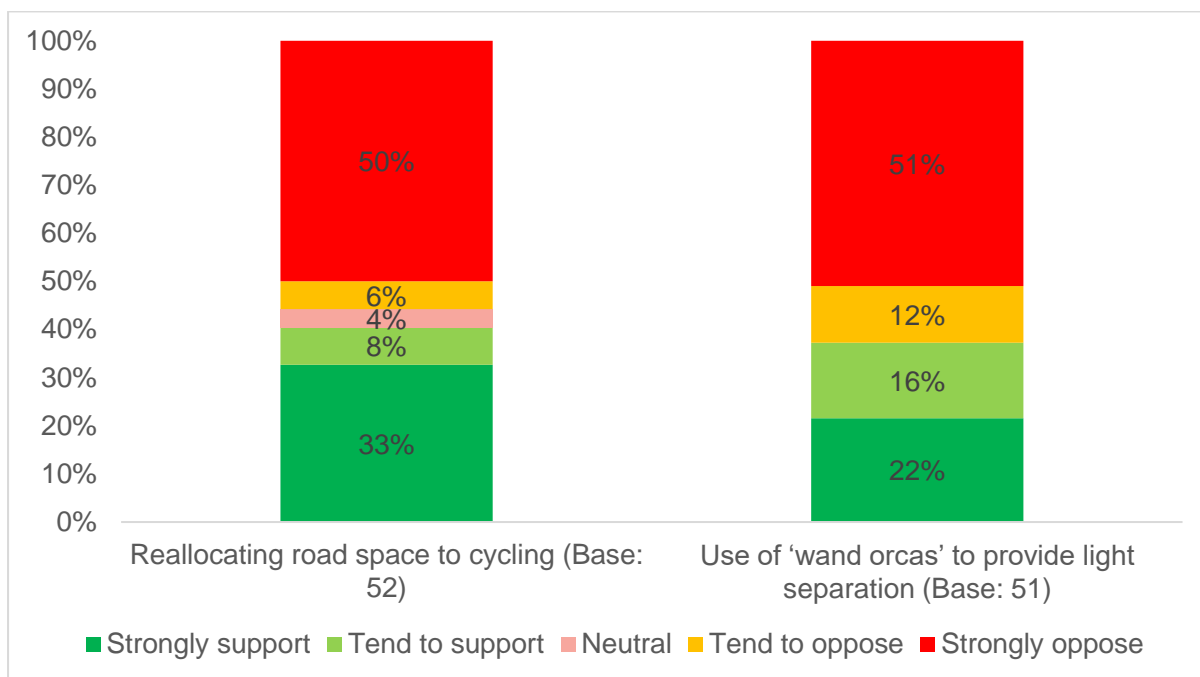
Reason	Count (n)
I do not have use of a bicycle	11
I usually cycle for leisure purposes only (e.g. away from the Bolton to Farnworth Corridor)	11
I am not able to cycle owing to a disability, long-standing health problem or problems due to old age	4
I have use of a bicycle, but do not feel confident cycling	1
Cycling is too slow as a form of transport	1
Base (n)	28

While the responses are low, it indicatively shows those who would consider cycling on the enhanced cycle lanes would do so for dedicated journeys, which may encourage new cyclists in the area to use the scheme for short journeys. For those who stated they were unlikely to use the enhanced cycle lanes, apart from not having access to a bike, the majority said that they would cycle for leisure away from the B6536 Bolton to Farnworth Corridor. While these respondents may currently choose to cycle away from the corridor, providing the enhancements may support them to use the B6536 Bolton to Farnworth Corridor in the future.

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 5.15** shows the extent of support or opposition to the reallocation of road space to cycling, as well as the use of wand orcas. Just over a fifth (21%) of respondents noted that they would either strongly support or tend to support the reallocation of road space to cycling, with 27% being strongly opposed to the idea. Just under a third (32%) oppose the use of wand orcas, while only 17% strongly supported the use of wand orcas.

Figure 5.15: Extent of Support or Opposition to Reallocation of Road Space to Cycling, and Wand Orcas [Survey]



Excludes Don't know / no opinion

NB. One respondent did not provide an answer for 'wand orcas'.

Reallocation of Road Space

Table 5.9 and **Table 5.10** show the reasons that respondents gave for why they supported or opposed the reallocation of road space to cycling.

Table 5.9 shows that the main reason for support of this scheme is the improved safety for people who walk and cycle in the area (n=6) with five respondents stating it was a good idea and needed. Although there is currently cycle provision at sections along the route, respondents recognised that there is a perceived safety issue due to the volume traffic, the reallocation of road space supports the LTN 1/20 standards and would help to reduce volumes and speed of traffic in the area and would help to improve safety for all road users.

Table 5.9: Reasons for Strongly Support / Tend to Support Road Reallocation of Road Space to Cycling

Reason for support	Quantum of support (n)
Improves safety for pedestrians / cyclists	6
Good idea / needed in the area	5
Will stop cars parking in cycle lanes	2
Other	4
Base (n)	13

Bases exclude respondents who did not provide an answer

Positive Feedback:

Safety

Improving safety for people who walk, and cycle was a key positive identified by respondents. Although small numbers along with the feedback provided showcase that safety is an important factor for walking and cycling in the area.

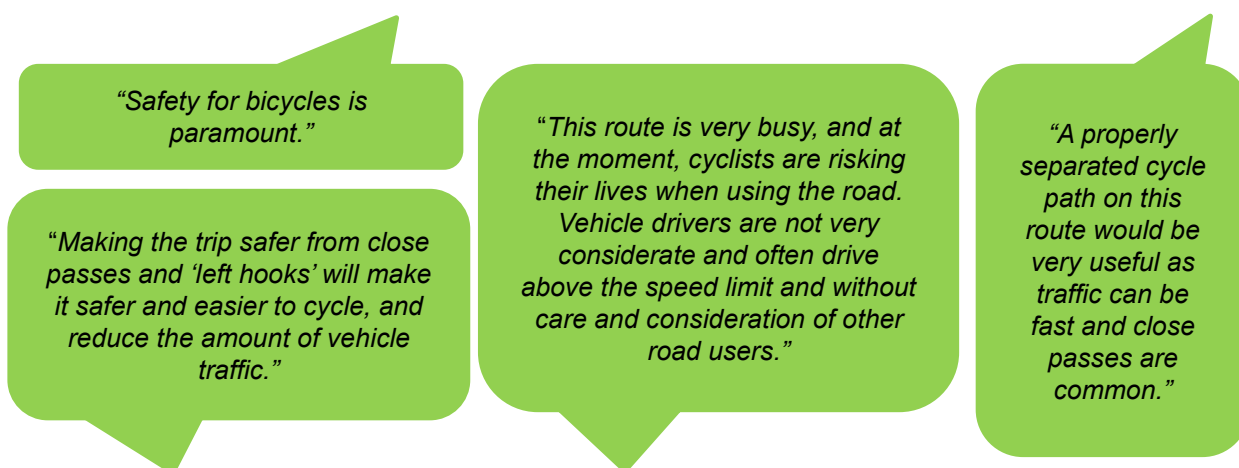


Table 5.10 shows the most frequently cited reason that respondents gave for opposing the reallocation of road space to cyclists was a concern for the increased traffic / congestion it will cause. The B6536 Bolton to Farnworth Corridor currently changes from two lanes to one lane at sections, in addition the route is frequently serviced by buses and is an arterial route between two town centres. Seven respondents stated that there were that was not enough cyclists to support the enhanced cycle lanes. This identifies that the purpose of the enhancements has not been effectively communicated, as the enhancements are to support the provision of those who wish to cycle but who currently do not, for the concerns previously identified.

Table 5.10: Reasons for Strongly Oppose / Tend to Oppose Road Reallocation of Road Space to Cycling

Reason for opposition	Quantum of opposition (n)
Will increase traffic / congestion	8
Not enough cyclists / cyclists will not use the enhanced cycle lanes	7
Waste of time / money	6
Makes the road narrow for vehicles	5
Will block access to properties / residents	4
Oppose the reallocation of road space	3
Loss of resident parking	3
Won't improve safety for cyclists / pedestrians	2
Negative comparison with other places in UK	2
Dangerous / hazardous	2
Dirty / debris / potholes / need to be maintained	2
Other	6
Base (n)	20

Bases exclude respondents who did not provide an answer.

Negative Feedback:

Congestion

Respondents were concerned that the proposed enhancements would create additional congestion along this key route between Bolton and Farnworth, as well as onward travel to Salford and Manchester City Centre.

“Bolton Road is busy with traffic, reallocating road space would impact on traffic flow which in normal time pre COVID and after COVID is really congested at peak times. The number of cyclists who use Bolton Road is insignificant compared to vehicles. Once COVID is over, fewer people will be using cycles.”

“The roads in Kearsley are a nightmare at the best of times, we have a main artery road that cannot cope with capacity now, and with even more road taken away would make the area even more unsafe. Alongside this the main artery has rows of terrace houses that have no option but to park on the road. Where would these residents park?”

Demand

The second most frequently cited reason for opposing road space reallocation was respondents stating that there was not the demand for cyclists in the area to warrant the enhancements.

The proposed enhancements are predominantly aimed at future demand and to encourage those who currently do not cycle to feel safe to cycle on the main road. This shows that there has been a miscommunication on the purpose and future benefit of installing the proposed enhancements.

“There are not enough cyclists to warrant such huge expense. I don’t think you would encourage more people to cycle even if the ‘proposed’ cycle lanes were introduced. The conditions of the roads in Bolton are extremely poor and money would be better spent resurfacing the roads, thereby making the roads safer for all road users, that being cars, motorcycles and cyclists.”

Use of Wand Orcas

Table 5.11 and **Table 5.12** 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.

Table 5.11 shows that five respondents supported the wand orcas on the basis that they are good / needed or fit-for-purpose. Four respondents indicated that whilst they were in support of the wand orcas, they deemed that that these measures are not sufficient, and that the scheme should go further. In addition, a further three supported the use of wand orcas, but indicated a desire for a fully segregated facility.

Table 5.11: Reasons for Strongly Support / Tend to Support use of Wand Orcas

Reason for support	Quantum of support (n)
Good / needed / fit-for-purpose	5
Enhancements need to go further	4
Needs to be fully segregated	3
Improves safety for cyclists	2
Wand orcas need to be maintained	2
Other	3
Base (n)	11

Bases exclude respondents who did not provide an answer.

Positive Feedback:

The quotes below summarise some of the positive feedback received for wand orcas.

“Essential for cycle lanes to be truly safe for cyclists, but broken orcas must be replaced swiftly.”

“These are a step on the way to more permanent provisions. The budget should include maintenance of the orcas too.”

“Full kerb separation would be better, but light segregation is a good interim measure.”

Table 5.12 shows that respondents opposed to the use of wand orcas believed that they are dangerous, hazardous, (n=9). The LTN 1/20 states that roads with high volumes of motor traffic or high speeds should not use only road markings or cycle symbols as this will not be perceived as acceptable for safe cycling and exclude some users. Therefore, the proposed inclusion of wand orcas along the B6536 Bolton to Farnworth Corridor addresses the core design principle of providing safe space for cycling.

Respondents stated having a negative comparison (n=6) with other locations in the UK as a reason for opposing the use of wand orcas.

Other concerns raised was concerns that they make the road too narrow for vehicles (n=5), however it should be noted that as part of the design, the current road markings would be reviewed. Equally identified was the lack of current demand, the accumulation of debris in the cycle lanes and concerns over access for emergency vehicles (n=4 respectively).

Table 5.12: Reasons for Strongly Oppose / Tend to Oppose use of Wand Orcas

Reason for Opposition	Quantum of opposition (n)
Dangerous / hazardous	9
Negative comparison with other places in UK	6
Will make road too narrow for vehicles	5
Not enough cyclists / cyclists will not use the enhanced cycle lanes	4
Rubbish / debris builds-up in cycle lanes	4
Concerns over emergency vehicle access	4
Unable to clean-up the cycle lanes	3
Waste of time / money	2
Will block access to properties / residents	2
Unsightly	2
Will increase pollution	2
Distracting / confusing to road users	2
Other	9
Base (n)	23

Bases exclude respondents who did not provide an answer.

Negative Feedback:

Safety

The main reason respondents stated that they oppose wand orcas was they perceived them to be ‘dangerous’ and ‘hazardous’. Although, it should be noted that these wand orcas have been tested approved for use in highway schemes.

"They are unsafe! Cars can still plough through them. They are a massive obstruction in the morning as bin men cannot park up to collect the bins and therefore blocking the road causing tail backs on the road. Causing more pollution as cars will be idling, whilst waiting for the bin men to do their job. Not to mention the waste of money that will be going into these lanes for the sake of a few cyclists. Not to mention how much it would affect disabled people."

"We think wand orcas will be a danger to cyclists, pedestrians and other road users."

Comparison

The negative feedback received may be based upon experience of the wand orcas implemented on the A673 or knowledge of wand orcas in other areas of the UK. Partial implementation combined with a lack of understanding that painted lines are no longer an acceptable form of segregation.

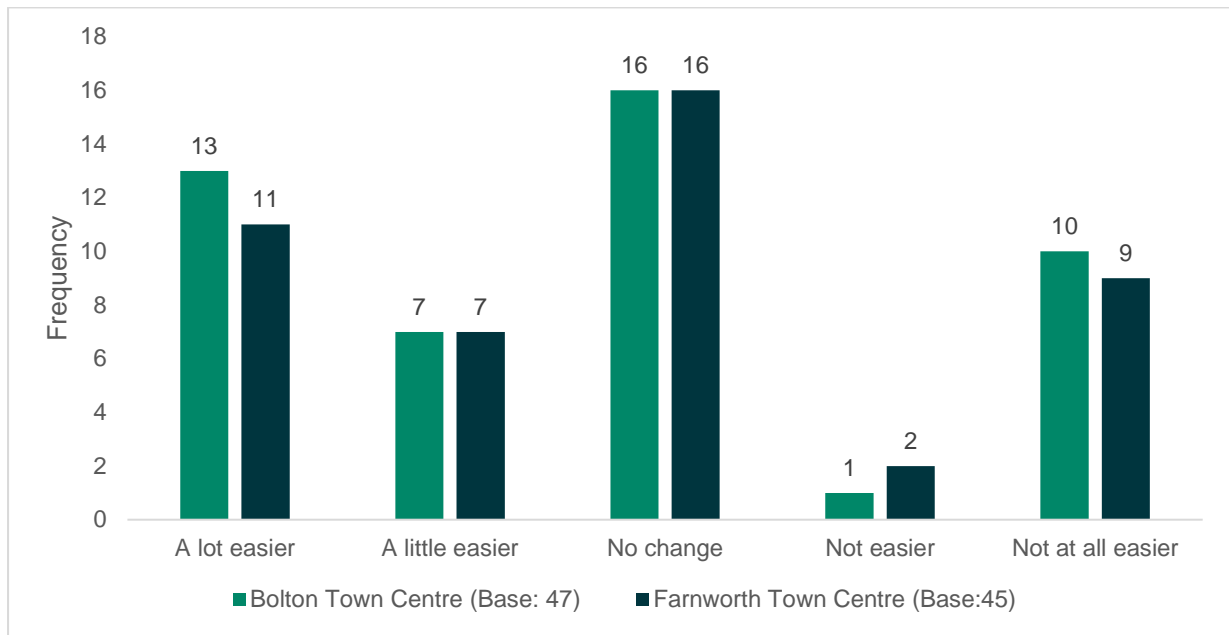
"Wand orcas, as used in Bolton, are a poor alternative to a proper segregated cycle lane. They annoy both cyclists and motorists. There are examples in Salford and London where they are much closer together and make a more significant barrier between cyclists and cars."

I went up Chorley New Road on Sunday 14th March and the wand orcas look terrible, motorists know to stay clear of cyclist without having light separation, it has drastically reduced the width of the road and I imagine once COVID is over at peak times, it will be a nightmare with traffic flow. On Bolton Road, there are a lot of private houses and these wands would interfere with access to drives etc."

Respondents were asked whether they thought the proposed cycle lane enhancement on the B6536 Bolton to Farnworth Corridor will make it easier to cycle between Bolton Town Centre and Farnworth Town Centre.

Figure 5.16 identifies that the majority of respondents felt that there would be no change. However, respondents felt it would be 'a lot easier' (n=13) to travel to Bolton Town Centre, compared to those who stated it would not be at all easier (n=10). An equal number of respondents (n=16), stated that there would be no change to for travelling to Bolton or Farnworth Town Centre.

Figure 5.16: Ease of Travel between Bolton Town Centre and Farnworth Town Centre [Survey]

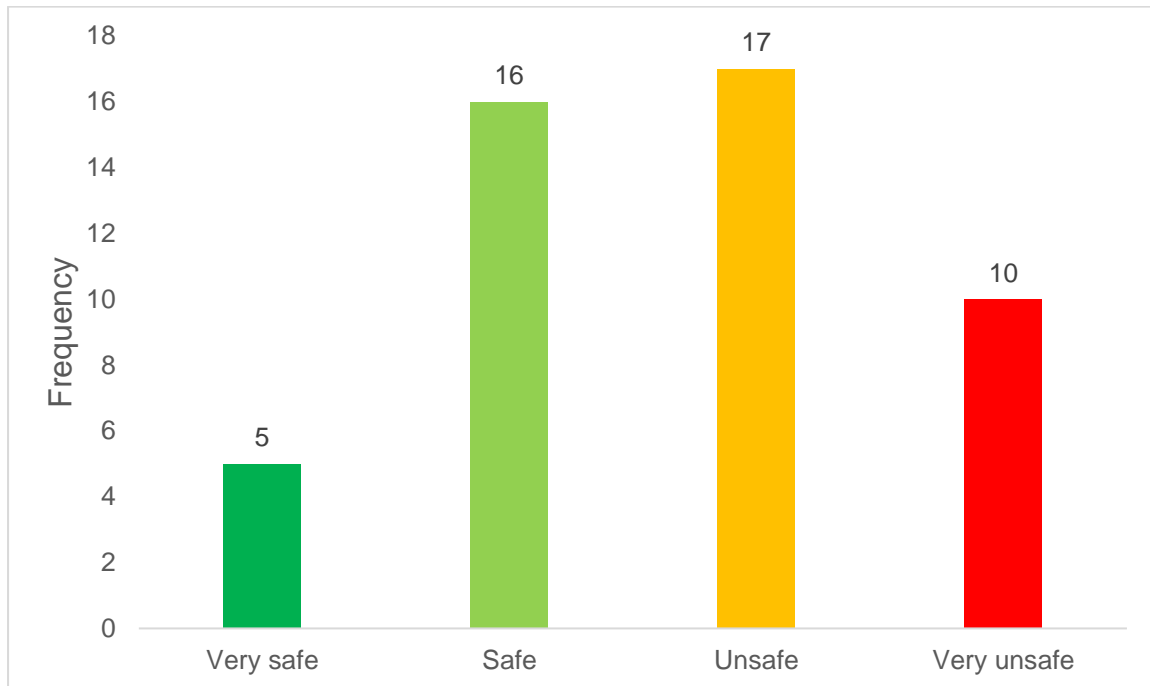


Excludes Don't Know / No opinion and respondents who did not provide an answer

Safety

Figure 5.17 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 B6536 Bolton to Farnworth Corridor?” The majority of respondents (n=27) stated that they currently feel unsafe on the route. The key safety concern along the route was identified to be at junctions.

Figure 5.17: Current Safety Perceptions [Survey]



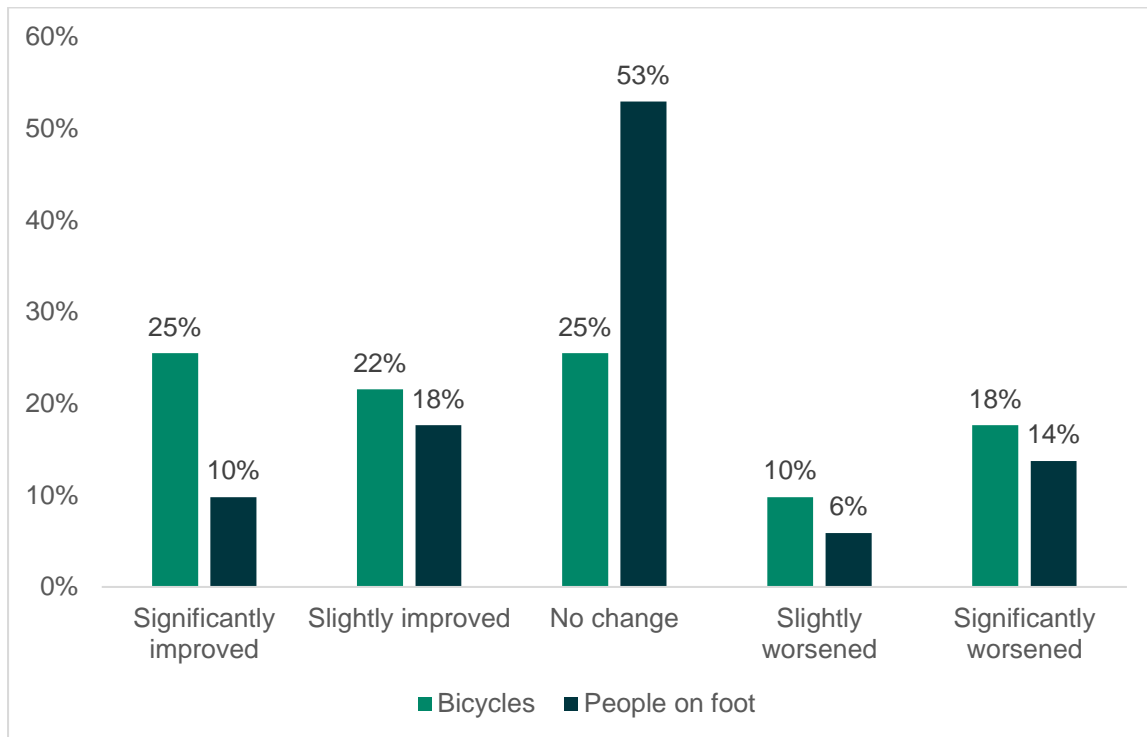
Base: 48

NB: Excludes Don't know / No opinion

Responses to the question “do you think the proposed cycle lane enhancements will improve levels of safety on the B6536 Bolton Farnworth Corridor?” are shown in **Figure 5.18**. The majority of respondents believed that the proposed scheme would lead to an improvement in safety for cyclists

(47%), compared to 28% whom believe it would worsen safety. Only 28% consider that that the proposed scheme would improve safety for people on foot, whereas just over half (53%) felt the scheme would have no impact on safety for people on foot.

Figure 5.18: Respondents’ Perceptions of Impact of Proposed Scheme on Safety [Survey]



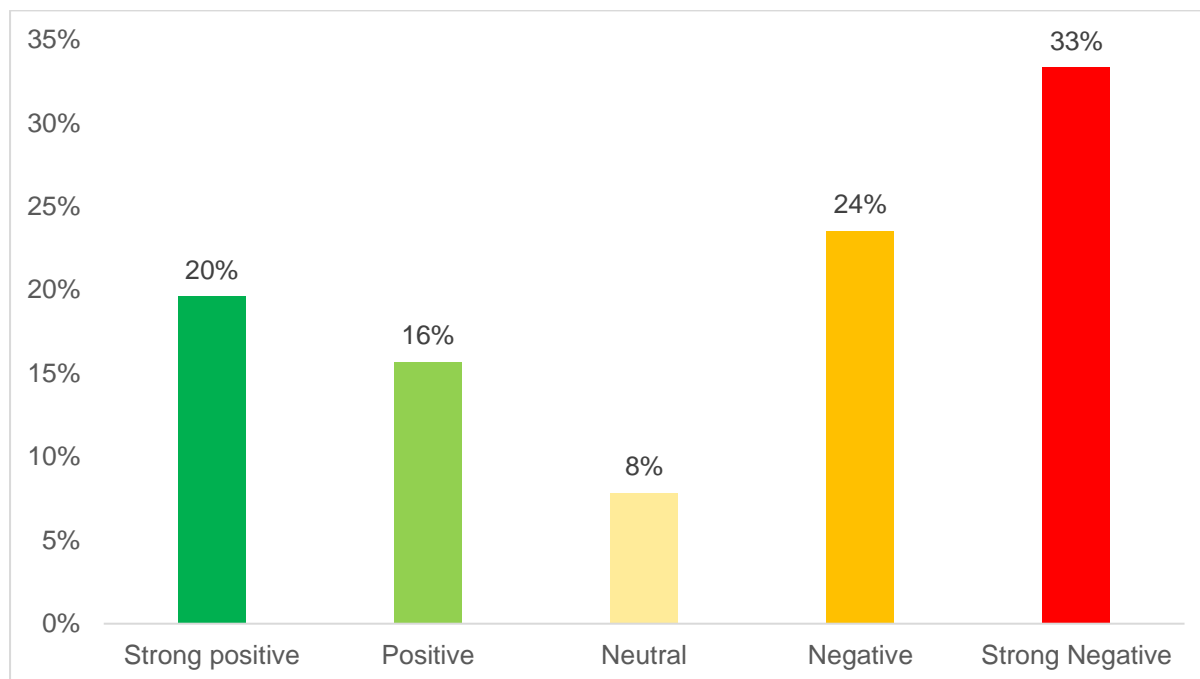
Bases: Bicycles: 51 / People on Foot: 51

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

Scheme Impact

Figure 5.19 shows the responses to the question “to what extent impact do you think the proposed enhanced cycle lane will have on you?” Fifty-seven percent (n=29) considered that the proposed enhancements would have a negative impact.

One comment received noted that it would have a negative impact on them as they are ‘elderly and do not cycle’. The majority of other negative comments focused on an increase in congestion and air quality worsening. More than a third (36%) felt it would have a positive impact on them, with many referring to the scheme improving safety for cyclists.

Figure 5.19: Proposed B6536 Bolton to Farnworth Corridor Scheme Expected Impact [Survey]

Base: 51

N.B. Excludes: Don't know.

Key Findings

- Both an equal number of respondents stated that the proposed scheme would have no change on the ease of travel to Farnworth and Bolton Town Centres.
- The majority of respondents (n=21) stated they currently felt unsafe on the B6536 Bolton to Farnworth Corridor; when asked 47% respondents rated that the proposed scheme would improve safety for cyclists, but 53% felt it would provide 'no change' for those travelling on foot.

5.5.7 Email Feedback

Although respondents were able to provide electronic feedback through the dedicated email (atf@bolton.gov.uk), there were no emails received relating specifically to the B6536 Bolton to Farnworth Corridor.

5.5.8 Stakeholder Feedback

The bus operator Diamond provided feedback with regards to the proposed cycle scheme, although there were no scheme designs to share with the operator at the time of consultation.

- Referring to the Bus Back Better document, we believe that these cycle lanes should be bus and cycle lanes. We operate 18 buses per hour between Bolton and Loxham Street on this route, and 12 per hour between Loxham Street and Farnworth.
- Bus services have a high volume of passengers. This should be reflected in the proportion of road space that is allocated to buses and cycles.
- Believe there is sufficient road space for a southbound bus lane between Burnden Park and the Green Lane junction. This would significantly improve bus journey times and reliability.

- Believe that the bus lane should continue, uninterrupted in a southbound direction until beyond the Egerton Street / Moses Gate junction. This would significantly improve bus journey times and reliability.
- Suggest that cyclists be permitted to use this facility too, and that it should be segregated from general traffic.
- The A6053 southbound between Moses Gate and Gladstone Road is marked out as one lane; however, traffic informally arranges into two lanes, as there is a heavy volume of traffic turning right off the A6053 onto Gladstone Road. We would strongly oppose any move to narrow the road between these two points, as this would cause extensive disruption and queuing during peak times.
- Believe there is sufficient road space for a southbound bus lane between Gladstone Road and the Higher Market Street / Long Causeway / Bolton Road junction. This would require the removal of some on-street parking, so ambition and determination will be required from Bolton Council officers and Councillors. This would significantly improve bus journey times and reliability.

Key Findings

- Bus operator Diamond felt cycle lanes should facilitate the use of buses, or bus lanes should be considered due to the high level of patronage and services within the hour.
- Bus operator Diamond was opposed to the narrowing of the road between Moses Gate and Gladstone Road to one lane.

6. Summary and Recommendations

This report has presented the analysis of the pre-design consultation on the proposed active travel improvement scheme on the B6536 Bolton to Farnworth Corridor, held for six weeks between the 22nd March and 2nd May 2021. The analysis has considered the full range of methods used to engage with the public and stakeholders, which included digital, paper-based, and social media methods.

The consultation resulted in 52 completed surveys and 61 unique respondents provided comments on the Commonplace mapping tool.

6.1 Summary

The following section provides a summary of the consultation, noting not representative of the population as whole, based on three key themes:

General Perceptions of Walking and Cycling

The information gathered on general perceptions showed that respondents were aware of the benefits of walking and cycling to the environment and health. The proposed route is identified as a busy road for vehicle traffic, including cycling and walking infrastructure will support active travel movements.

A total of 36 (69%) agreed that 'everyone should be encouraged to walk / cycle more for their short journeys to help ease congestion', although when asked if 'cycling was an important form of transport', 31 (60%) of respondents disagreed.

Perceptions of the Proposed Scheme Area

Respondents identified issues with the surrounding area and referred to poor quality footways and crossing by foot being challenging. These current issues may provide justification, along with speed of traffic, as to why people in the area may not chose active travel options especially when ease of travelling by car received the highest rating for being good (n=33).

Conditions of the footways are overall rated as fairly poor; however, the overall ease of crossing the road on foot was rated very bad by 25%.

The ease of getting about by car or van overall rated as good (65%), while the majority rated the quality of air as good (38%). Overall the level of noise from traffic was rated bad (45%).

Safety

Safety is a key concern that the proposed scheme should address, particularly as the route is high traffic volumes.

Both an equal number of respondents (n=16) stated that the proposed scheme would have no change for travelling to Farnworth and Bolton town centres, noting the low base.

The majority of respondents (n=21) stated they currently felt unsafe on the B6536 Bolton to Farnworth Corridor, when asked respondents rated that the proposed scheme would improve safety for people on bicycles (47%), but would provide 'no change' (53%) for those travelling on foot.

6.2 Recommendations

The information gathered as part of the consultation will be considered during the preparation of concept designs for the proposed scheme and, where possible, include recommendations identified as part of the consultation process.

Error! Reference source not found. provides a breakdown of the key concerns raised by respondents regarding the road layout and suggest improvements for the scheme design / development.

Table 6.1: Road Layout and Management

Concerns	Suggested Improvements
Safe crossings at junctions	<p>There are large junctions along the route, which would benefit from improvements to manage crossing in all directions.</p> <p>It is recommended that as part of the concept design and / or future complementary schemes, the route would benefit from the provision of safe crossings for people who cycle and those on foot.</p> <p>Greater width at junctions was identified to allow the safer movement of people walking and cycling. Specific locations referred to were:</p> <ul style="list-style-type: none"> ▪ Manchester Road junction Orlando Bridge; ▪ Bradshawgate / Trinity Street junction; ▪ Market Street junction; and ▪ Scholey Street junction.
Speed of vehicles	<p>The B6536 Bolton to Farnworth Corridor is a 30mph route, which currently has three bus services operating along this route. However, due to the width of the route, along with ability to merge onto the A666 which is 50mph, this provides the opportunity for speeding in the area.</p> <p>The inclusion of wand orcas and, where required, the widening of the cycle lanes may allow people who cycle to feel safer with a greater level of separation from traffic.</p>
Increase in traffic / congestion	<p>Concerns have been identified over widening the cycle lane and the impact this will have on traffic and congestion. At sections along the route, the removal or update of the road markings may allow for the widening of the cycle lanes with minimal or no impact on the traffic flow. A review of the road markings is recommended as part of the concept design.</p>
Road layout	<p>Respondent comments, along with stakeholder feedback, identified concerns over the changes that may occur to the road layout. Mostly this was the reduction of two-lanes to one lane and for bus operators there was opposition to narrowing of the road between Moses Gate and Gladstone Road.</p> <p>Any amendments to cycle lanes widths which would see a reduction from two lanes of traffic to one lane would need to be carefully reviewed due to the number of services along the route.</p>

6.3 Next Steps

The consultation has identified a series of recommendations that can inform the concept design and can provide short-term and longer-term 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 Bolton Town Centre to Farnworth Town Centre Cycling and Walking Scheme

Bolton Council is proposing to enhance walking and cycle infrastructure on the B6536/A575 Manchester Road/A6053 Bolton Road/ Market Street 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 boltontofarnworth.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 B6536/A575 Manchester Road/A6053 Bolton Road/Market Street is a key route between Bolton Town Centre and Farnworth Town Centre 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 **boltontofarnworth.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

21-0102

Appendix B : Survey (Paper Copy)

Bolton to Farnworth Corridor – Survey

Tell us your thoughts on the proposed cycle lane enhancements on the B6536 / A575 Manchester Road / A6053 Bolton Road / Market Street (Bolton Town Centre to Farnworth Town Centre).

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 **Bolton to Farnworth corridor**, 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. The University of Bolton has also invested in 1,000 bicycles for students and they have specifically highlighted this as a key route for students travelling between the Bolton Town Centre Deane Road campus and the Farnworth campus which is substandard in places,



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://boltontofarnworth.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 Bolton to Farnworth corridor [B6536 / A575 Manchester Road / A6053 Bolton Road / Market Street], 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 Bolton to Farnworth corridor [B6536 / A575 Manchester Road / A6053 Bolton Road / Market Street]? (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 Bolton to Farnworth corridor? (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 Bolton to Farnworth 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 Bolton to Farnworth 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
Bolton 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
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 Bolton to Farnworth 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 Bolton to Farnworth Corridor? [n.b. Further information on wand orcas is contained within the online scheme detail: https://boltontofarnworth.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 Bolton to Farnworth 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 Bolton to Farnworth 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:	

