

# Walking and Cycling Consultation

Active Travel Fund: A58 Moss Bank Way

Bolton Council

August 2021

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## Table of Contents

1.	Executive Summary.....	8
2.	Introduction.....	11
2.1	Background.....	11
2.2	Policy.....	11
2.3	Structure of the Report.....	12
3.	Local Context.....	13
3.1	Background.....	13
4.	Consultation Approach.....	18
4.1	Public Consultation Methodology.....	18
4.1.1	Overview.....	18
4.1.2	Flyer Design and Distribution.....	18
4.1.3	Route QR Codes.....	19
4.1.4	Social Media.....	19
4.1.5	Commonplace Website.....	19
4.1.6	Website Content.....	20
4.1.7	Survey.....	20
4.2	Liaison with Stakeholders.....	20
4.3	Challenges.....	21
5.	Engagement Analysis.....	22
5.1	Overview.....	22
5.2	Commonplace Overview.....	22
5.3	Snap Survey Overview.....	23
5.4	Commonplace Analysis.....	23
5.4.1	Overview.....	23
5.4.2	Respondent Overview.....	23
5.4.3	Respondent Travel and Connection.....	24
5.4.4	Concerns.....	25
	Safety.....	26
	Speed.....	27
	Difficult to cycle.....	27
	Improvements.....	27
	Crossings.....	28
	Cycling.....	29
	Safety.....	29
	General Feedback.....	30
5.4.5	Summary.....	30
5.5	Snap Survey Analysis.....	33
5.5.1	Outline.....	33
5.5.2	Respondent Overview.....	33
5.5.3	Connection to the Area.....	35
5.5.4	Travel Options.....	35
5.5.5	About the Scheme.....	37
5.5.6	Scheme Attributes.....	40
	Reallocation of Road Space.....	40
	Use of Wand Orcas.....	42
	Scheme Safety.....	44
	Scheme Impact.....	46
5.5.7	Email Feedback.....	48
5.5.8	Stakeholder Feedback.....	48

6.	Summary and Recommendations .....	49
6.1	Summary .....	49
6.2	Recommendations .....	49
6.3	Next Steps .....	52
	Appendix A : Consultation Flyer .....	53
	Appendix B : Paper Survey .....	54

## Figures

Figure 3.1: A58 Moss Bank Way Scheme .....	13
Figure 3.2: A58 Moss Bank Way (Temple Drive Junction), Spring 2021 .....	13
Figure 3.3: Index of Multiple Deprivation Deciles along the A58 Moss Bank Way Corridor (2019) .....	16
Figure 4.1: A58 Moss Bank Way Flyer Distribution Area .....	18
Figure 4.2: Bolton Council Twitter Consultation Promotion .....	19
Figure 4.3: Commonplace Website Landing Page .....	19
Figure 5.1: Respondent Postcodes (Commonplace Map).....	22
Figure 5.2: Respondent Postcodes (Survey) .....	23
Figure 5.3: Connection to the Area (Multiple Response).....	25
Figure 5.4: Usual Mode of Travel in or around the Area (Multiple Response) .....	25
Figure 5.5: Concerns About the Scheme Identified by Location (Multiple Response).....	26
Figure 5.6: Potential Scheme Improvements Identified by Location (Multiple Response).....	28
Figure 5.7: Average Respondent Sentiment – How do you Feel about the Scheme?.....	31
Figure 5.8: Respondent Sentiment and Agreement .....	31
Figure 5.9: Number of Completed Surveys per Day (Survey) .....	33
Figure 5.10: Respondent Gender (Survey) .....	34
Figure 5.11: Respondent Age (Survey) .....	34
Figure 5.12: Connection to Area (Multiple Responses) (Survey).....	35
Figure 5.13: General Perceptions of Walking and Cycling (Survey).....	36
Figure 5.14: Respondents’ Perceptions of A58 Corridor (Survey).....	36
Figure 5.15: Encourage Use of Active Modes for Short Journeys (Multiple Response) (Survey).....	37
Figure 5.16: Potential Use of Proposed Cycle Lanes (Survey) .....	38
Figure 5.17: Journey Purpose for Use of Proposed Cycle Lanes (Survey) .....	39
Figure 5.18: Reasons for Not Using Proposed Cycle Lanes (Survey).....	39
Figure 5.19: Extent of Support or Opposition to Reallocation of Road Space to Cycling, and Wand Orcas (Survey) .....	40
Figure 5.20: Current Safety Perceptions (Survey).....	45
Figure 5.21: Respondents’ Perceptions of Impact of Proposed Scheme on Safety (Survey).....	45
Figure 5.22: Proposed A58 Cycle Lane Enhancements Expected Impact (Survey).....	46

## Tables

Table 3.1: Population Change (2011 to 2019) .....	14
Table 3.2: Population by Age Group (2019) .....	14
Table 3.3: Population by Gender (2019).....	14
Table 3.4: Population by Ethnicity (2011) .....	15
Table 3.5: Car Ownership (2011).....	15
Table 3.6: Journey to Work Mode Share for Local Residents and Employees (2011).....	16
Table 4.1: Challenges.....	21
Table 5.1: Respondent Gender .....	24
Table 5.2: Respondent Age .....	24
Table 5.3: Positive Sentiment and Agreements .....	32
Table 5.4: Existing Transport Mode Use on A58 Moss Bank Way .....	38
Table 5.5: Reasons for Strongly Support / Tend to Support Road Space Reallocation to People Cycling .....	40
Table 5.6: Reasons for Strongly Oppose / Tend to Oppose Road Reallocation to People Cycling.....	41
Table 5.7: Reasons for Strongly Support / Tend to Support use of Wand Orcas .....	43
Table 5.8: Reasons for Strongly Oppose / Tend to Oppose use of Wand Orcas .....	44
Table 5.9: Perceptions of Scheme Impact by Respondents who 'Live Here' or 'Work Here' .....	46
Table 6.1: Perceptions.....	50
Table 6.2: Road Layout and Management .....	50
Table 6.3: Demand for People who Cycle .....	51
Table 6.4: Safety .....	51

# 1. Executive Summary

This report summarises the consultation activity undertaken for the proposed A58 Moss Bank Way cycle scheme between Johnson Fold Roundabout (B6226 Chorley Old Road) and Astley Bridge (A666 Blackburn Road). 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, there were no indicative designs provided, but the consultation allowed Bolton Council to understand local people's opinion on the proposed scheme and understand any potential impacts the scheme may have. The information gathered as part of this consultation will be used to inform the scheme design.

The aim of the consultation was to identify and understand the breadth of views towards the proposed scheme.

The consultation has identified a series of concerns and suggested where these could be mitigated, which if integrated into the design engineering, 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.



Source: AECOM

## Policy

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

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

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

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

## Local Context

The proposed cycle lanes would serve the area between Doffcocker and Astley Bridge, providing connectivity for the adjacent area, which exhibits high levels of deprivation with a quarter of the population in the area having no access to a car. The route is currently well served with numerous bus services and the proposed enhancements is intended to complement the sustainable transport offer in the area.

## Consultation Activities

The consultation was held between Monday 22<sup>nd</sup> March and Sunday 2<sup>nd</sup> 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 653 visitors;
- Online Snap Survey<sup>1</sup> and paper surveys were made available with 145 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 purposes of the consultation was to gather feedback associated on the proposed scheme so that any concerns or improvements identified can be addressed as the scheme develops. It should be noted that respondents were asked to 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 the proposed scheme received a supportive sentiment with the main reasons being (i) improved safety in the area, (ii) potential use of route for pleasure and health reasons.

- 58% of respondents stated that the scheme would improve safety for people cycling, compared with approximately a fifth (21%) who felt it would worsen safety. Almost two-fifths (38%) of respondents felt that the proposed scheme would provide no change for people who walk.
- Providing more cycle lanes (45%) was the key factor which would encourage respondents to walk and / or cycle more for short journeys.
- 38% of respondents stated that they would be 'very likely' to use the proposed enhancements and the main reasons would be 'simply for pleasure' and 'as exercise for health reasons'. Those who stated that they would be 'very unlikely' (32%), stated the main reason was due to not having access to a bicycle and usually cycling for leisure purposes away from the proposed route.
- 43% of respondents strongly support the reallocation of road space compared to 35% who strongly oppose. The use of wand orcas received more opposition (42%) than road space reallocation; however, just under a third (33%) strongly supported their use.

The key concerns identified with the corridor / proposed scheme:

- Feeling unsafe as a cyclist (47%) due to the current provision not continuing at junctions where it is perceived as being required the most.
- Speeding vehicles (46%) were identified as a concern, due to the variant speed along the route.
- Use of wand orcas due to experience in other locations, concerns have been raised regarding the ongoing maintenance to ensure that these are clean and remain in the required condition.

### 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:

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<sup>1</sup> Snap Survey is software which allows the bespoke design of multi-format surveys

- At key junctions: (i) B6226 Chorley Old Road, (ii) A6099 Halliwell Road, (iii) A666 Blackburn Road, as well as the scheme needing to go further (e.g. widened and extended).
- Providing a connected walking route (providing access to Forest Road).
- Managing sections of high speeds (40mph).

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

## 2. Introduction

### 2.1 Background

This report provides a summary of consultation activity undertaken relating to the proposed A58 Moss Bank Way Active Travel Fund (ATF) scheme.

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 Greater Manchester Safe Streets Save Lives campaign launched in May 2020, Bolton Council launched its own consultation in May 2020, 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. Following the quick delivery of the EATF (ATF Tranche 1), the UK government announced the ATF Tranche 2 allocations, in which Greater Manchester was allocated £15.8m.

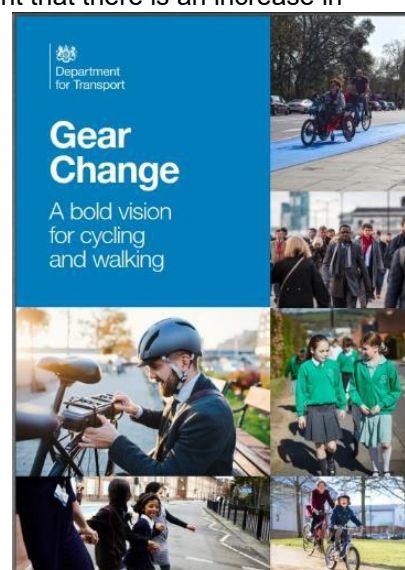
The A58 Moss Bank Way was identified as a priority to provide greater protection for people cycling. In July 2020, DfT published the Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, the purpose of which is to provide guidance to local authorities on delivering high quality cycle infrastructure and to inform all future development of cycle infrastructure.

### 2.2 Policy

The UK Government has set a vision to make England a great walking and cycling nation. The National Planning Policy Framework (NPPF)<sup>2</sup> 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
- enabling people to cycle and protecting them when they do.



<sup>2</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

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 contribute 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 A58 Moss Bank Way 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** 'Engagement Analysis' presents the findings of the analysis of the consultation.
- **Section 6** 'Summary and Recommendations' contains an overview of the key concerns identified through the consultation and provides a series of recommendations that could be considered by Bolton Council as they take the scheme forward.

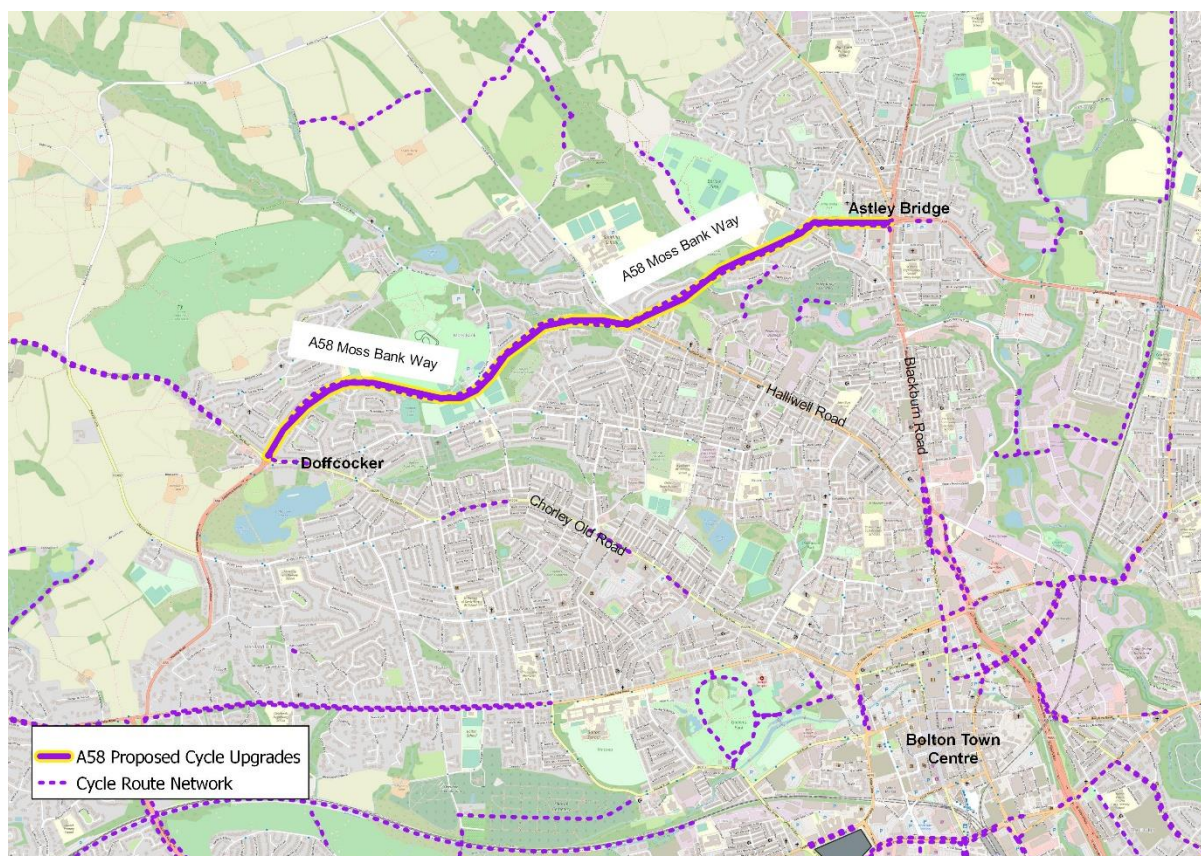


# 3. Local Context

## 3.1 Background

The proposed scheme, which runs along the orbital A58 Moss Bank Way between B6226 Chorley Old Road and A666 Astley Bridge, includes enhanced cycle lanes achieved through road space reallocation with wands orca providing light separation from vehicle traffic. **Figure 3.1** illustrates how the proposed scheme would connect Doffcocker and Astley Bridge.

**Figure 3.1: A58 Moss Bank Way Scheme**



Error! Reference source not found. (adjacent) shows the current cycle infrastructure on the A58 Moss Bank Way, which is predominantly limited to advisory cycle lanes in both directions and is not continuous. The existing provision does not meet current design standards. The route is also served by 11 bus services (525, 905, 916, 919, 920, 922, 925, 934, 936, 969 and 969).

**Figure 3.2: A58 Moss Bank Way (Temple Drive Junction), Spring 2021**



Source: AECOM

A study area composed of the Lower-layer Super Output Areas (LSOAs)<sup>3</sup> along the A58 Moss Bank Way was created to better understand the socio-economic background of the corridor in comparison to the Bolton district and Greater Manchester. The population change in the area is presented in **Table 3.1**, where it is clear that the level of growth from 2011 to 2019 (0.3%) is considerably lower than the levels seen in the rest of Bolton (3.9%) and Greater Manchester (5.7%).

**Table 3.1: Population Change (2011 to 2019)**

	A58 Study Area	Bolton	Greater Manchester
2011 Population	14,332	276,786	2,682,528
2019 Population	14,381	287,550	2,835,686
Population Change (n)	49	10,764	153,158
Population Change (%)	0.3%	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 corridor there is a greater proportion of over 50s (38.5%), than there is in Bolton (35.9%) and Greater Manchester (33.8%).

**Table 3.2: Population by Age Group (2019)**

	A58 Study Area (%)	Bolton (%)	Greater Manchester (%)
Under 16	20.5	21.5	20.5
16-24	9.6	10.3	11.4
25-34	12.8	13.3	15.0
35-49	18.5	19.0	19.2
50-64	19.9	18.6	17.9
65-74	10.0	9.6	8.8
75+	8.6	7.7	7.1
Base (n)	14,381	287,550	2,835,686

Source: 2019 Population Estimates

In **Table 3.3**, the 2019 population is broken down by gender, and highlights the study area is comparable with the wider geographies.

**Table 3.3: Population by Gender (2019)**

	A58 Study Area (%)	Bolton (%)	Greater Manchester (%)
Male	49.4	49.7	49.7
Female	50.6	50.3	50.3
Base (n)	14,381	287,550	2,835,686

Source: 2019 Population Estimates

<sup>3</sup> E01004766, E01004774, E01004840, E01004841, E01004864, E01004919, E01004920, E01004924, E01004925

**Table 3.4** shows the breakdown of population by ethnicity, and there is a notably higher proportion identified as White (91.6%) than in Bolton (81.9%) and Greater Manchester (83.8%).

**Table 3.4: Population by Ethnicity (2011)**

<b>Ethnicity</b>	<b>A58 Study Area (%)</b>	<b>Bolton (%)</b>	<b>Greater Manchester (%)</b>
White	91.6	81.9	83.8
Mixed / multiple ethnic groups	1.8	1.8	2.3
Asian / Asian British	5.0	14.0	10.1
Black / African / Caribbean / Black British	1.3	1.7	2.8
Other ethnic group	0.3	0.7	1.0
Base (n)	14,332	276,786	2,682,528

*Source: 2011 Census*

**Table 3.5** indicates that there may be a slightly greater reliance on car travel in the area, with only 25.9% of households having no access to a car or van, which is lower than the levels seen in Bolton (28.3%) and Greater Manchester (30.6%).

**Table 3.5: Car Ownership (2011)**

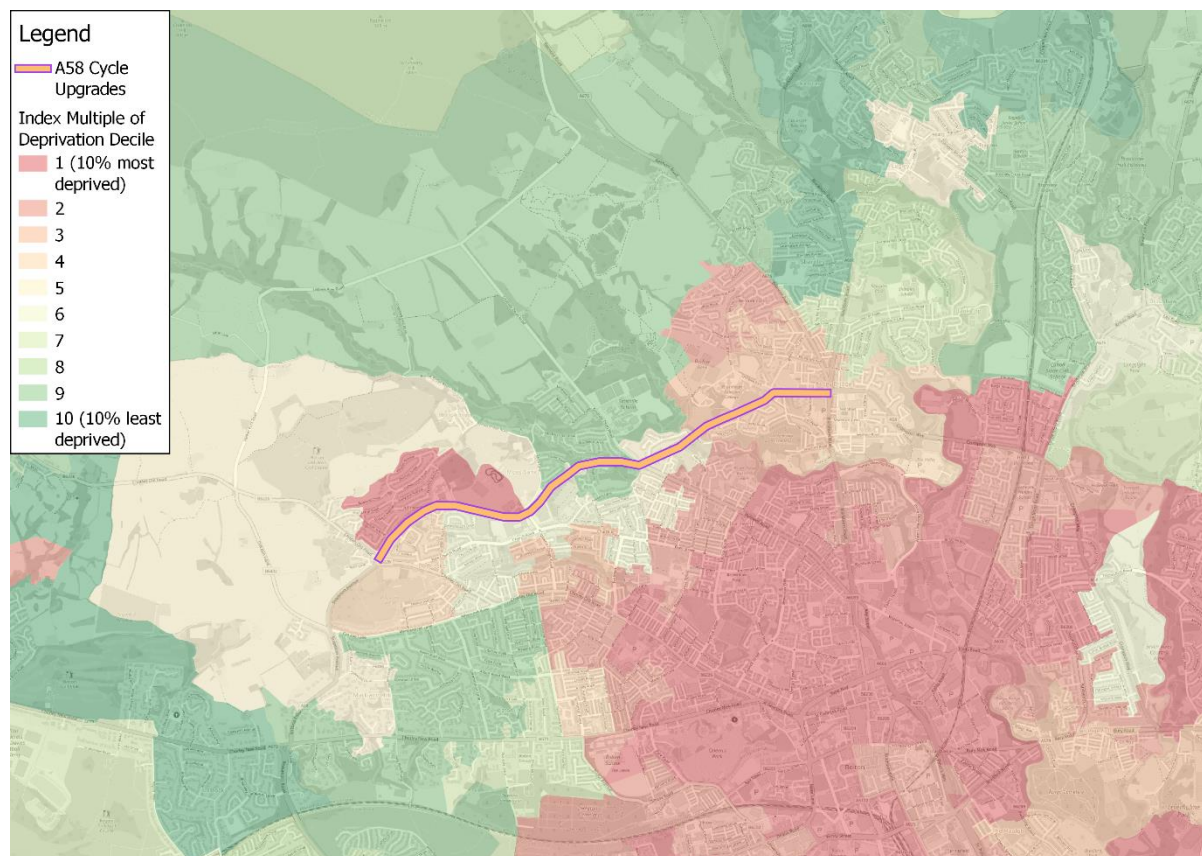
<b>Cars per household</b>	<b>A58 Study Area (%)</b>	<b>Bolton (%)</b>	<b>Greater Manchester (%)</b>
0	25.9	28.3	30.6
1	43.5	43.0	42.7
2	24.6	23.3	21.8
3+	5.9	5.3	4.9

*Source: 2011 Census*

**Figure 3.3** illustrates that the proposed scheme would serve some areas with high levels of deprivation, to the north of the route (western and eastern ends).



**Figure 3.3: Index of Multiple Deprivation Deciles along the A58 Moss Bank Way 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.

For those living in the corridor, the figures show that while the use of sustainable modes (23.7%), i.e. active travel and public transport, is in-line with what is seen in the rest of Bolton (23.5%), both of these values are slightly lower than that of Greater Manchester (29.5%).

This information, coupled with the car ownership data in **Table 3.5**, indicates a higher level of car dependency in parts of the corridor compared with Greater Manchester, which this scheme could play a key role in addressing.

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

Mode of travel	Live in Corridor			Work in Corridor		
	A58 Study Area (%)	Bolton (%)	Greater Manchester (%)	A58 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	0.0	0.1	1.4
Train	3.3	4.0	2.7	1.0	1.8	3.3
Bus, minibus or coach	9.4	7.5	11.6	5.9	8.1	11.3
Taxi	0.9	1.4	0.8	1.4	1.4	0.8



Mode of travel	Live in Corridor			Work in Corridor		
	A58 Study Area (%)	Bolton (%)	Greater Manchester (%)	A58 Study Area (%)	Bolton (%)	Greater Manchester (%)
Motorcycle, scooter or moped	0.5	0.7	0.6	0.7	0.7	0.6
Driving a car or van	67.5	67.0	62.6	66.2	67.7	62.9
Passenger in a car or van	7.2	7.1	6.2	6.8	7.4	6.0
Bicycle	0.9	1.1	2.5	0.9	1.2	2.4
On foot	9.9	10.6	11.4	16.9	11.4	11.0
Other method of travel to work	0.2	0.3	0.3	0.2	0.2	0.2
Base (n)	9,273	104,615	1,057,342	4,488	96,449	1,084,732

Source: 2011 Census

# 4. Consultation Approach

## 4.1 Public Consultation Methodology

### 4.1.1 Overview

In order to gather feedback on the proposed A58 Moss Bank Way scheme, an online consultation was launched, utilising Bolton Council's licence with Commonplace. The consultation was held from Monday 22<sup>nd</sup> March to Sunday 2<sup>nd</sup> May 2021, a period of six weeks.

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

### 4.1.2 Flyer Design and Distribution

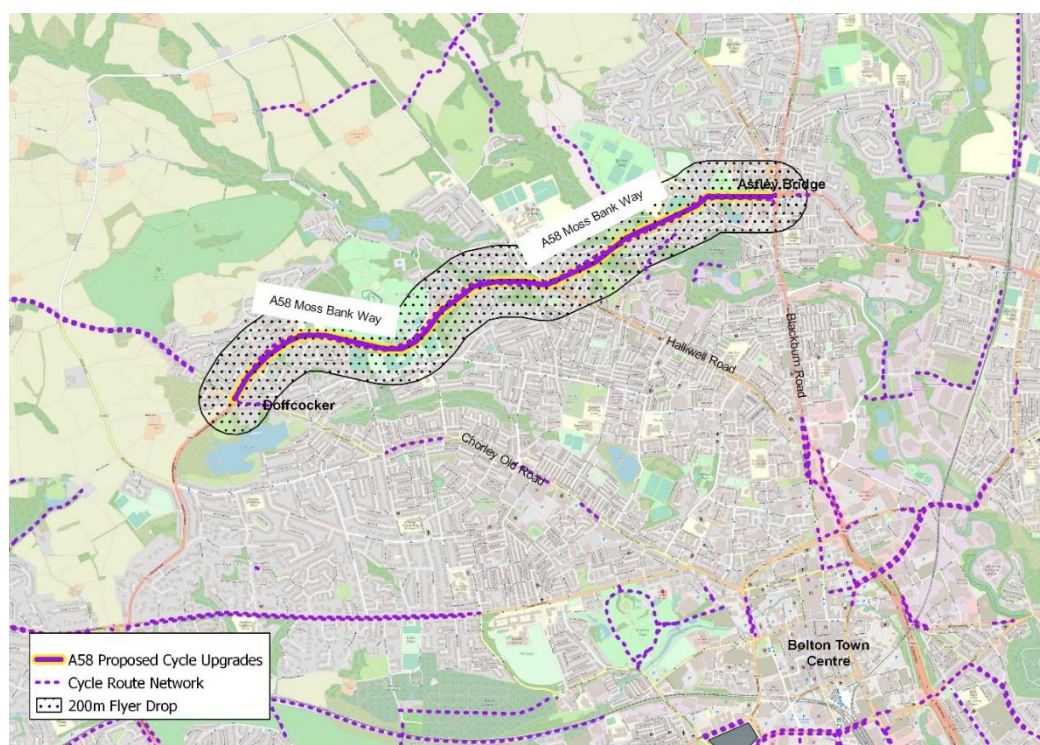
A consultation flyer was designed to raise public awareness of the ATF Consultation. The flyer included a summary of the proposed scheme, identified the key benefits and signposted the various options for respondents to provide feedback:

- the online Commonplace online engagement tool (see **Section 4.1.5**) - linked also through a QR code (see **Section 4.1.3**);
- 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**. Flyers were produced for approximately 2,137 properties based on the Postal Address File (PAF), this included 2,080 residential addresses and 57 business addresses.

**Figure 4.1: A58 Moss Bank Way Flyer Distribution Area**



### 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 corridor. 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 and via the Bolton Council Twitter account (see **Figure 4.2**).

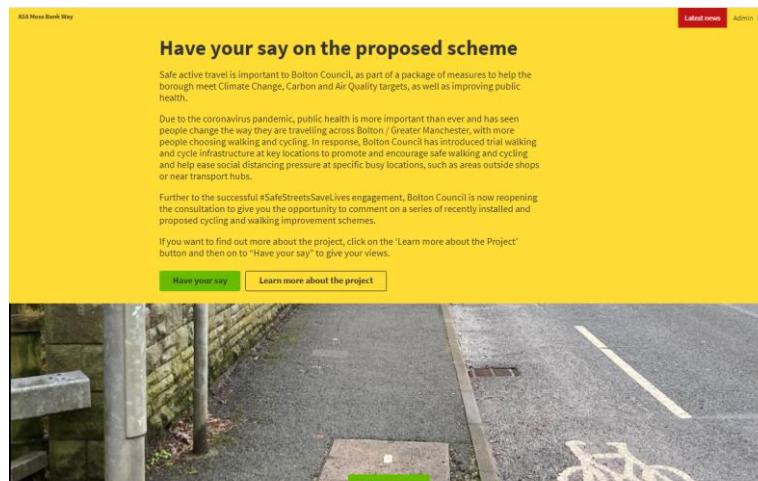
**Figure 4.2: Bolton Council Twitter Consultation Promotion**



### 4.1.5 Commonplace Website

Commonplace is an online community engagement platform (**Figure 4.3**); 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 4.3: 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 screenshot shows a website header with 'A58 Moss Bank Way' on the left and 'Latest news' and 'Admin' on the right. Below the header is a 'Have your say!' section. It contains three cards:

- Have your say on our map:** A card with a map image and text: 'View the map and feel free to leave a comment with any specific concerns, opportunities based on the proposed concept.' Below the text is a 'View details' button.
- SURVEY - NOW OPEN:** A card with a street image and text: 'We have a short survey which will help us understand your views. Please click here - we'd love to hear from you.' Below the text is a 'View details' button.
- Frequently asked Questions:** A card with a bicycle lane image and text: 'You may have some initial questions about the scheme - please take a look at our FAQs.' Below the text is a 'View details' button.

The separate webpages were:

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

## 4.1.7 Survey

A bespoke survey was developed to gather information about:

- General perceptions of walking and cycling;
- Understanding how the scheme has been used; and
- Understanding the challenges and opportunities for improvement to 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. All stakeholders were provided with the opportunity to engage with the project team.

Schools were notified via the Extranet system and those in close proximity of the A58 Moss Bank Way 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 designs 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
<b>Consultation conducted during the pre-election period</b>	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.
<b>No option for face-to-face engagement</b>	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.
<b>Requirement for digital access</b>	Understanding that not all respondents may have access to a computer / internet.	A freephone number and postal surveys were supplied and utilised by a number of respondents.	To include postal / telecommunication options as part of engagement.



# 5. Engagement 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.

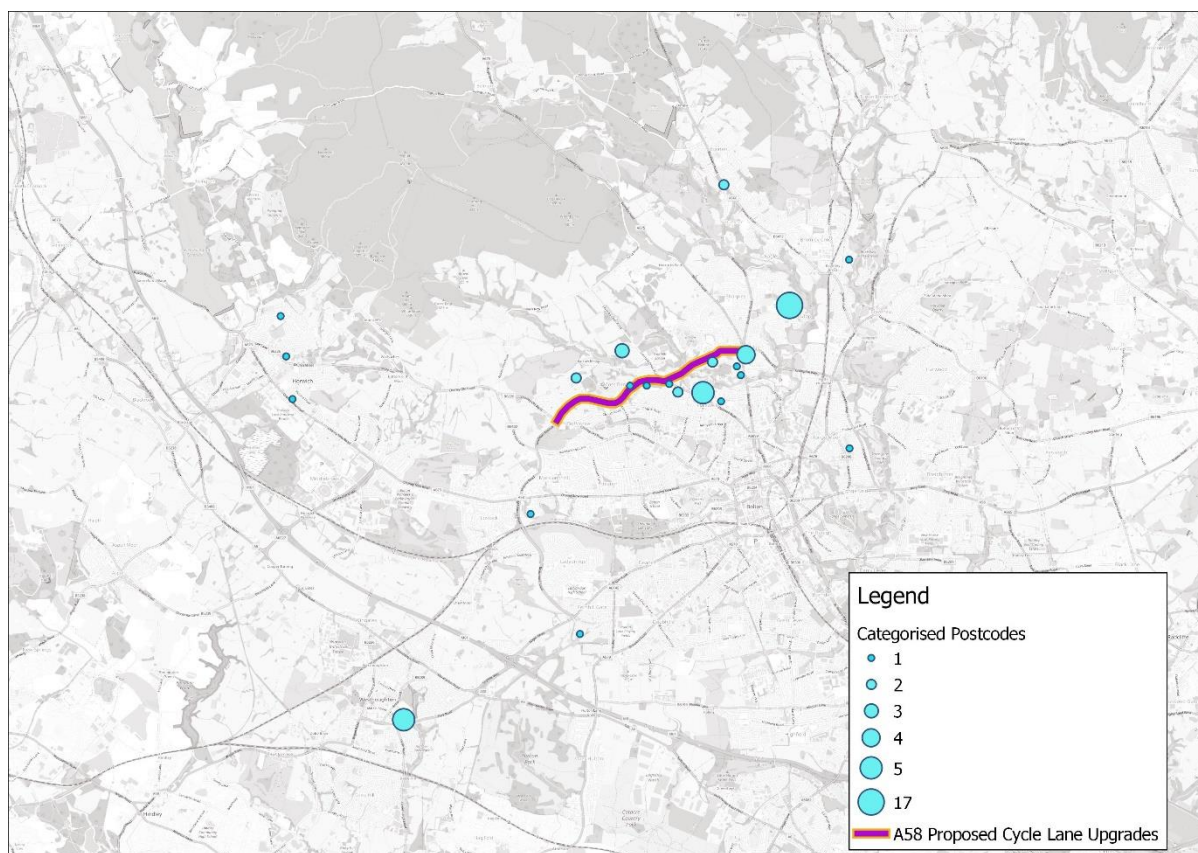
## 5.2 Commonplace Overview

Commonplace provide a breakdown of the key analytics of engagement. For the A58 Moss Bank Way:

- the Commonplace site received 653 visitors;
- the Commonplace site map received 218 visitors; and
- the Commonplace site map received 94 comments, of which 92 were confirmed or pending (i.e. completed or partially completed sign up process) by 55 unique respondents.

**Figure 5.1** shows the spatial distribution of respondents who commented on the Commonplace map and provided a full postcode. In total, there were 22 unique postcodes. 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)**



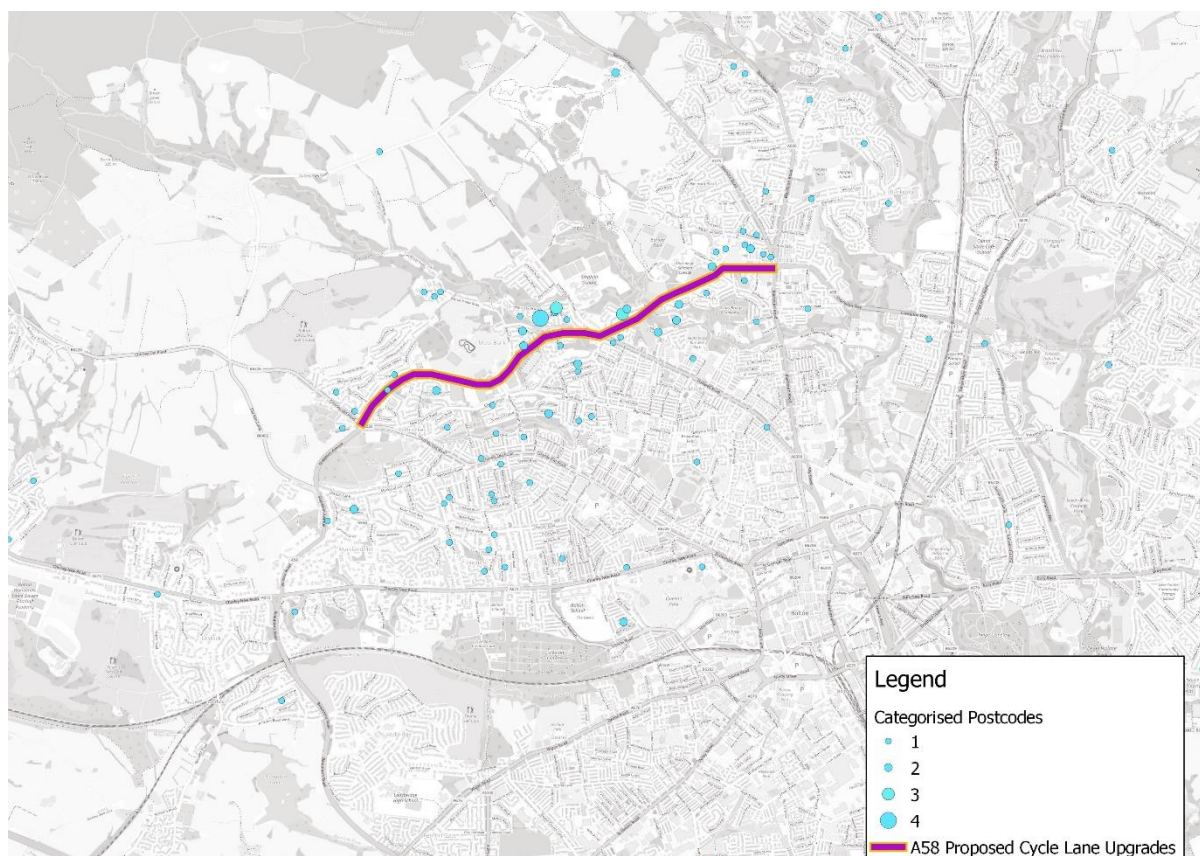
Source: AECOM

## 5.3 Snap Survey Overview

A total of 145 surveys were completed, of which 141 were completed online and four were returned paper surveys.

**Figure 5.2** shows the spatial distribution of survey respondents who completed the survey and provided a full postcode. In total, there were 113 unique postcodes found in the responses. The postcodes have been categorised by the number of respondents per postcode, the larger the marker, the more respondents per postcode.

**Figure 5.2: Respondent Postcodes (Survey)**



Source: AECOM

## 5.4 Commonplace Analysis

### 5.4.1 Overview

When providing a comment on the map, respondents were asked to answer key questions. To avoid duplication, the data was cleaned to provide unique respondents (n=55) and the respondent overview analysis has been undertaken for the unique respondents, noting that some questions were optional.

For questions with less than 50 responses, this data is presented as a count (n) rather than percent (%).

### 5.4.2 Respondent Overview

Respondents were asked to provide their age and gender.

**Table 5.1** identifies that nine of the unique respondents were female. This is substantially lower than the gender split for the area and noting also the very low base.

**Table 5.1: Respondent Gender**

	Commonplace (n)
Male	15
Female	9
Prefer not to say	2
Base (n)	26

*NB. 29 respondents did not provide an answer*

**Table 5.2** provides a breakdown of the unique respondents by age, a total of 27 respondents provided their age group, Of these 19 were aged 55 and over. Younger people are under-represented in the responses, with only two respondents aged between 18 and 44.

**Table 5.2: Respondent Age**

	Commonplace (n)
18 - 24	0
25 - 34	1
35 - 44	1
45 - 54	4
55 - 64	7
65 - 74	8
75+	4
Prefer not to say	1
Base (n)	27

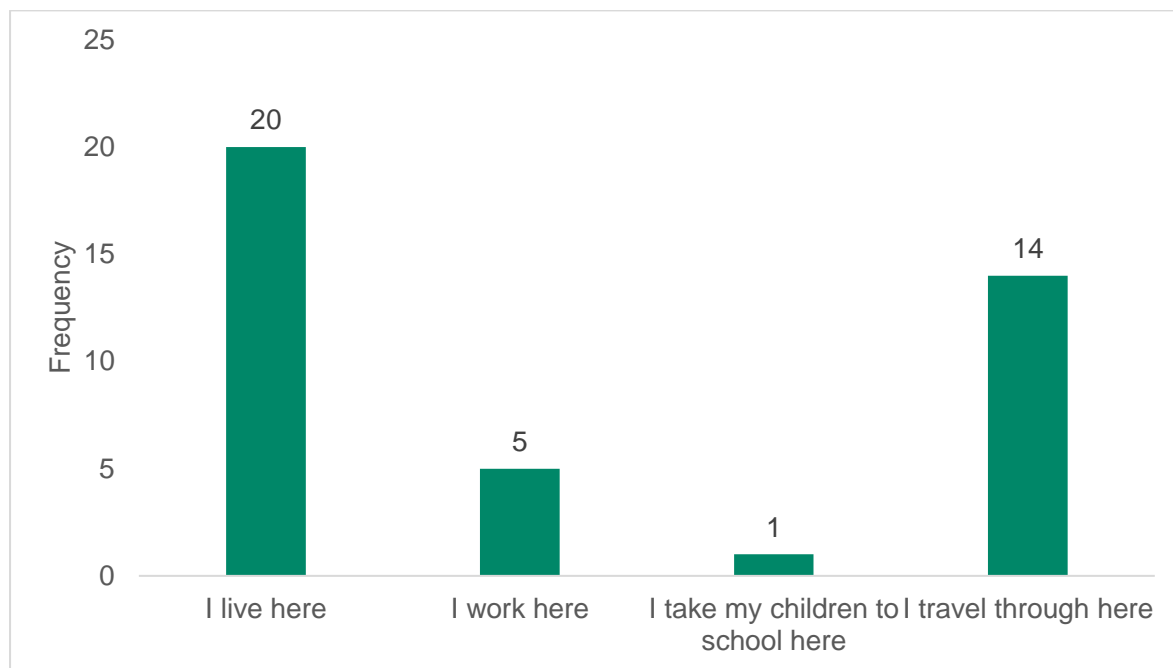
*NB. 28 respondents did not provide an answer*

### 5.4.3 Respondent Travel and Connection

**Figure 5.3** identifies the connection respondents had with the area. The majority of the respondents (n=20) stated that they lived there. This was followed with 14 stating that they travelled through the area and five said they work in the area.



**Figure 5.3: Connection to the Area (Multiple Response)**

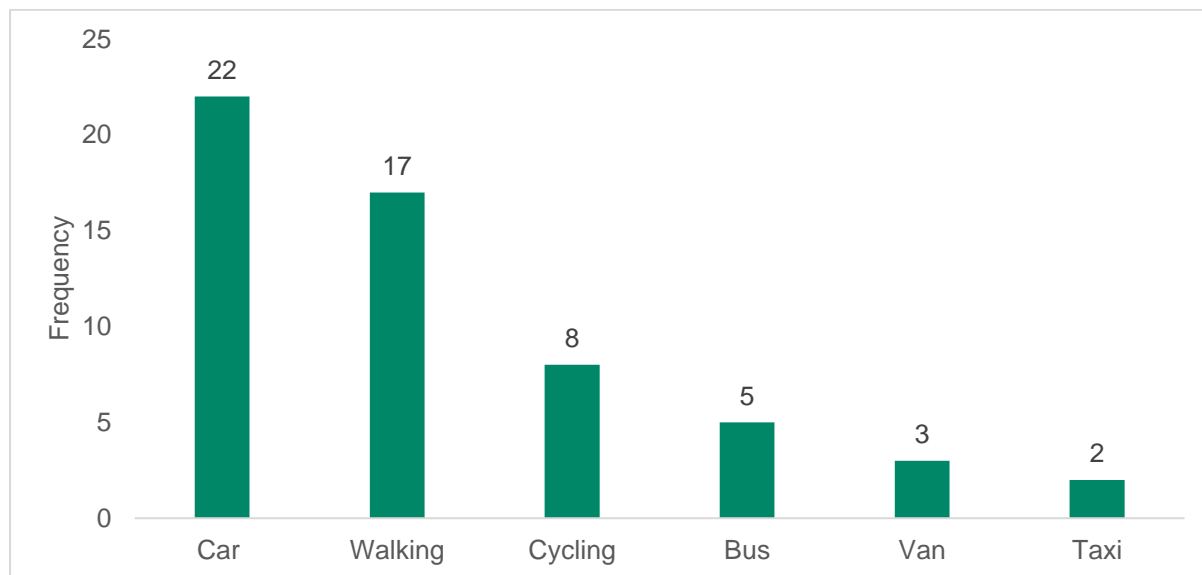


Base: 31

N.B. 24 respondents did not provide an answer

**Figure 5.4** identifies that although the most popular usual mode of travel is car (n=22) over half of the respondents indicated they walked (n=17), along with over a quarter also regularly cycling (n=8).

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



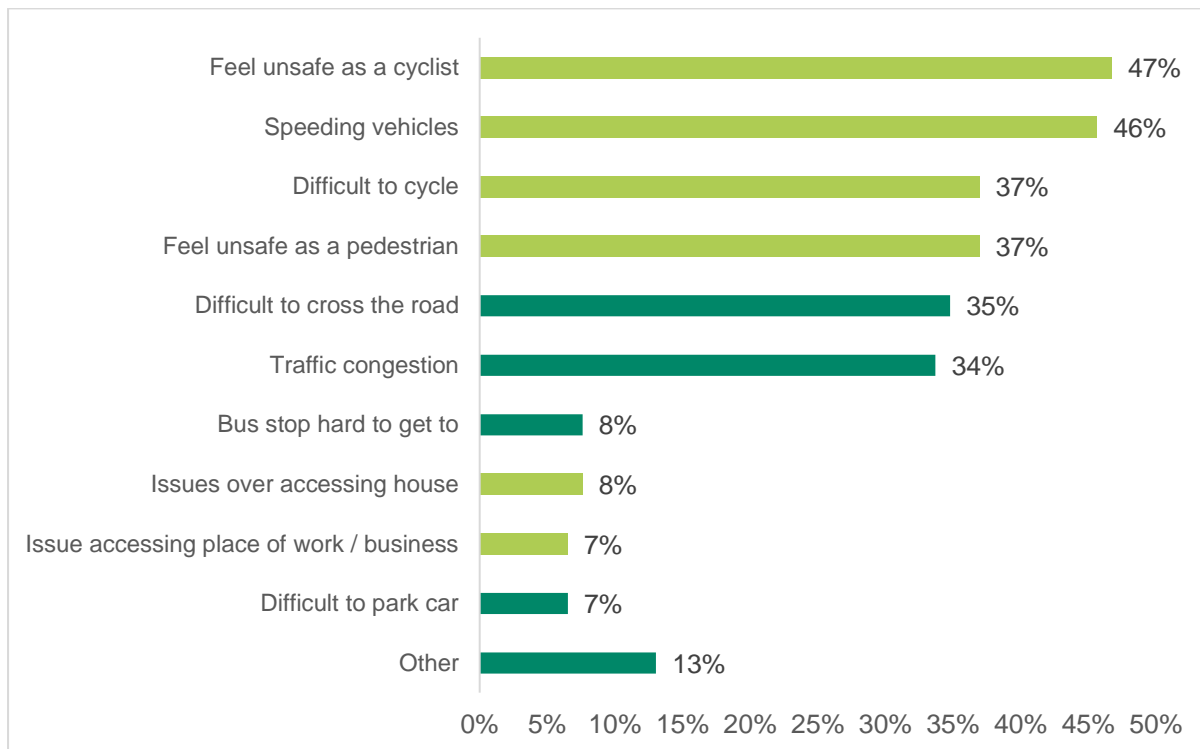
Base: 30

N.B. 25 respondents did not provide an answer

### 5.4.4 Concerns

**Figure 5.5** shows the main concerns identified by respondents on the corridor, with the top reasons being ‘feel unsafe as a cyclist’ (47%), ‘speeding vehicles’ (46%), ‘difficult to cycle’ (37%) and ‘feel unsafe as pedestrian’ (37%). The concerns listed as ‘other’ included concerns over road safety, perception the scheme was a waste of money, concerns over emergency vehicle access, and low numbers of cyclists that would use it.

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



Base: 92.

Some of the concerns listed could be addressed as part of further scheme development (highlighted in **lime green** in **Figure 5.5**) and could imply that the respondent does not necessarily directly oppose the scheme if these are addressed.

**Safety**

Feeling unsafe as a cyclist (47%) and pedestrian (37%) were in the top four reasons for concerns about the scheme. The change in lane allowance and the number of junctions along this route pose a concern for those who wish to walk and cycle. As part of the engineering design work for the proposed route, the continuance of cycle lanes and the provision of crossings for people who walk would likely help to alleviate the concern over safety.

*“This junction currently feels incredibly unsafe to cycle through, particularly from Blackburn Road to go straight on, you have to switch to the middle lane uphill with very fast traffic, there are crush barriers on the pavement so can’t even get off and walk to the lights. Junction unpleasant to walk over as it’s so big with the staggered routes you have to walk & cross in many stages and traffic’s so fast & dusty.”*

*“This junction is horrendous for cycling in both directions and feels unpleasant for walking. The cycle lanes just give up at the junction, which is incomprehensible and is almost certainly the reason why few people cycle along here. Two straight-ahead lanes in each direction is an extravagance that has been achieved at the expense of all other modes of travel; road space must be reallocated here. It is not sufficient just to say “it’s too difficult”, as has been done on the Chorley New Road scheme.”*

## Speed

Speeding vehicles (46%) was identified as one of the main reasons for concern, with the A58 Moss Bank Way designated to 40mph with sections of 30mph (between Forest Road and Temple Road). The route also has large, busy junctions, particularly at A6099 Halliwell Road, Hillview Road and A666 Blackburn Road.

The high speeds experienced along the route along with high volumes of traffic are seen as a deterrent to people who cycle and walk. A review of speeds along this route to ensure safety for people walking and cycling would be required.

*"Heading from Halliwell towards Astley Bridge, this is a 30mph road with two lanes, reducing to one later. This section of road regularly sees high speed cars trying to overtake as many other vehicles as possible before reducing to a single lane. When it's not busy, just because it's a downhill, wide, straight section of road, a significant number of drivers exceed the speed limit".*

*"I am a local resident and often leave Temple Road on the North side of Moss Bank Way to turn right onto the A58 carriageway. This section of road looks and sounds like a racetrack due to cars / vans / motorcyclists speeding off North East bound from / through the traffic lights on Moss Bank Way (junction Smithills Dean Road). Few drivers stick to the 30mph speed limit and I estimate a number reach 50mph as they reach the dip and pass Temple Road before the road inclines. There are two lanes for a short period which filter into one..."*

## Difficult to cycle

Some respondents have identified that although the A58 Moss Bank Way currently has cycle provision, given the context of vehicle flow within the area that the current provision is not sufficient and is difficult to cycle.

*"The protection on the westbound carriageway drops to an advisory cycle lane then disappears altogether. On the eastbound carriageway, it doesn't start for some distance from the roundabout. Either a fully protected cycle lane to LTN1/20 is needed or the road should be reduced to 20mph speed limit along this section."*

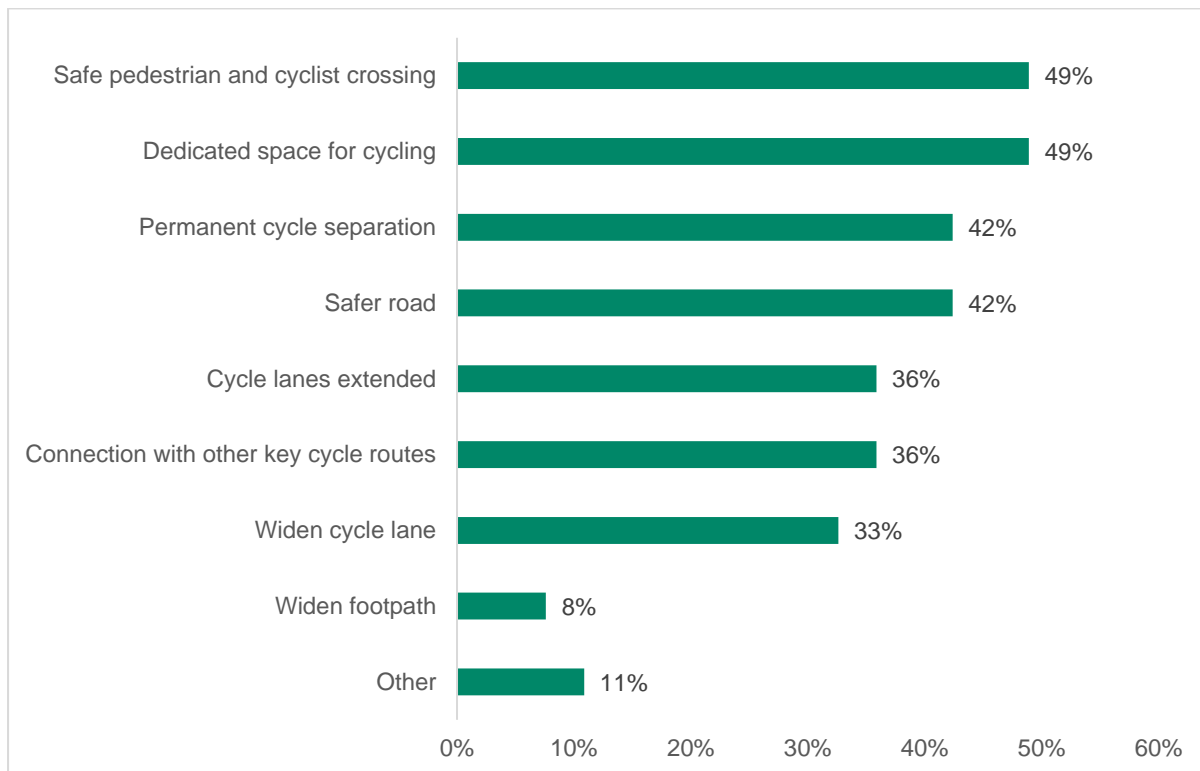
*"This section has a narrow advisory cycle lane on each side, which is not in any way adequate. As has been said already, despite this being a 30mph section, drivers in both directions often drive well over the speed limit. On the uphill side, it is particularly hostile, and the cycle lane disappears well before the junction, making matters even worse."*

## Improvements

**Figure 5.6** shows the main methods in which the proposed scheme could be improved as part of the scheme development process. The top three being 'safe pedestrian and cyclist crossing' (49%), 'dedicated space for cycling' (49%), and 'permanent cycle separation' (42%). A number of the other common responses alluded to the scheme needing to go further, including the need for cycle lanes to be extended (36%), provide connections with other cycle infrastructure (36%) and widening of the cycle lanes (33%) and footways (8%). Many of these relate to the safety of all road users and could potentially address some of the concerns identified in **Figure 5.5**.

The improvements covered by the blanket term 'other' include the removal of cycle lanes, clearing of footpaths, a return to a dual carriageway, and the provision of alternative walking and cycling options.

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



Base: 92.

### Crossings

Just under half (49%) of respondents felt that the provision of safer pedestrian and cyclist crossings would be a key improvement in the area. The A58 Moss Bank Way is intersected by large junctions, such as, the B6226 Chorley Old Road, Captain Clough Road, A6099 Halliwell Road, Sharples Park and A666 Blackburn Road. During the consultation, these junctions have been identified as an area that should be improved as part of the scheme to help people walking and cycling to move safely.

As well as key junctions, the stairs joining onto A58 Moss Bank Way, which provide access to Forest Road, also presents an area for improvement through the inclusion of a safe crossing.

*“I use the footpath from Harpers Lane and cross Moss Bank Way to walk up Forest Road. The central reservation here is tiny and should you have to use it, is very exposed to traffic. Please could widening of the central reservation be incorporated into the scheme. The same could be said for other locations where footpaths exit onto Moss Bank Way.”*

*“There’s a footpath opposite Forest Road and bus stops on both sides of the road, but no crossing here whatsoever & cars drive so fast. I have to walk all the way round to Halliwell Road to be able to cross safely. Please put a proper crossing here.”*

*“Difficult to cross the road to walk around the roundabout. Multiple stages, traffic approaching fast & either onto or off the roundabout.”*

## Cycling

Respondents identified dedicated space for cycling (49%) along with permanent cycle separation (42%) as key methods of improvements. Respondents have identified the need to encourage people to cycle in the area to create wider benefits, such as air quality and personal wellbeing. The suggested provision of permanent and dedicated spaces for cycling will help to encourage the uptake in cycling.

*"It is important to realise that these projects are not about numbers of people killed or injured on the road; they are about making it possible for people who currently feel forced to use cars for every small journey to adopt walking and cycling for as many journeys as possible. This is crucial if we are to address climate change, poor air quality caused by pollution and particulates, noise, broken communities, physical and mental health, and the consequential load on the NHS. The evidence on all these issues is now incontrovertible. The question is not whether we do this, but how we do it and how quickly we can do it."*

*"The protection on the westbound carriageway drops to an advisory cycle lane then disappears altogether. On the eastbound carriageway it doesn't start for some distance from the roundabout. Either a fully protected cycle lane to LTN1/20 is needed or the road should be reduced to 20mph speed limit along this section."*

*"The existing cycle lanes are very poor, give up at junctions, provide no protection and are very narrow in places. People will never cycle here in significant numbers until decent, protected cycle lanes are installed, which are connected to a network providing access to the places people need to go to."*

## Safety

Creating a safer road (42%) was identified as a key improvement, respondents have identified that the A58 Moss Bank Way is subject to sections of fast-moving vehicles with speeds of 40mph. This has contributed to the roads feeling unsafe to people who are walking and cycling in the area.

*"Road needs making safer generally, the 40 sections are so broken up with (necessary) lower limits the 40 zones increase danger for everyone without actually increasing traffic flow. More crossings, hard segregated cycle lanes and enforcement cameras please."*

A main concern for respondents was safety, and the comments below highlight a perception that that the provision of cycle lanes only is not sufficient to address this, and the scheme needs to go further to improve safety for active travel.

*"Anything that makes Moss Bank Way a safer place for pedestrians and cyclists is welcome, but traffic calming and speeding restrictions WITH ENFORCEMENT would be more than welcome."*

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

## General Feedback

General feedback received about the proposed scheme related to 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.

*“The traffic congestion between Halliwell Road and Blackburn Road is already very severe, particularly at the junction with Blackburn Road. Any further restrictions on motorists will only increase the congestion...”*

*“How many cyclists actually use the road and you are spending millions why not fix the roads even better tax the cyclist like you do for motor vehicles. This road is already busy and has been reduced to one lane; there is enough room for cyclists.”*

Some of the feedback noted the need for improved provision for people who walk in the area.

*“I use the footpath from Harpers Lane and cross Moss Bank Way to walk up Forest Road. The central reservation here is tiny and should you have to use it, is very exposed to traffic. Please could widening of the central reservation be incorporated into the scheme. The same could be said for other locations where footpaths exit onto Moss Bank Way.”*

The desire to link the cycle lane on the A58 Moss Bank Way to other cycle routes is also identified, with the following comment showing strong support for this idea.

*“The scheme needs to be extended along Stapleton Avenue and down Victoria Road to join with the cycleway on Chorley New Road.”*

In addition, there is also the need to ensure that the provision is consistent.

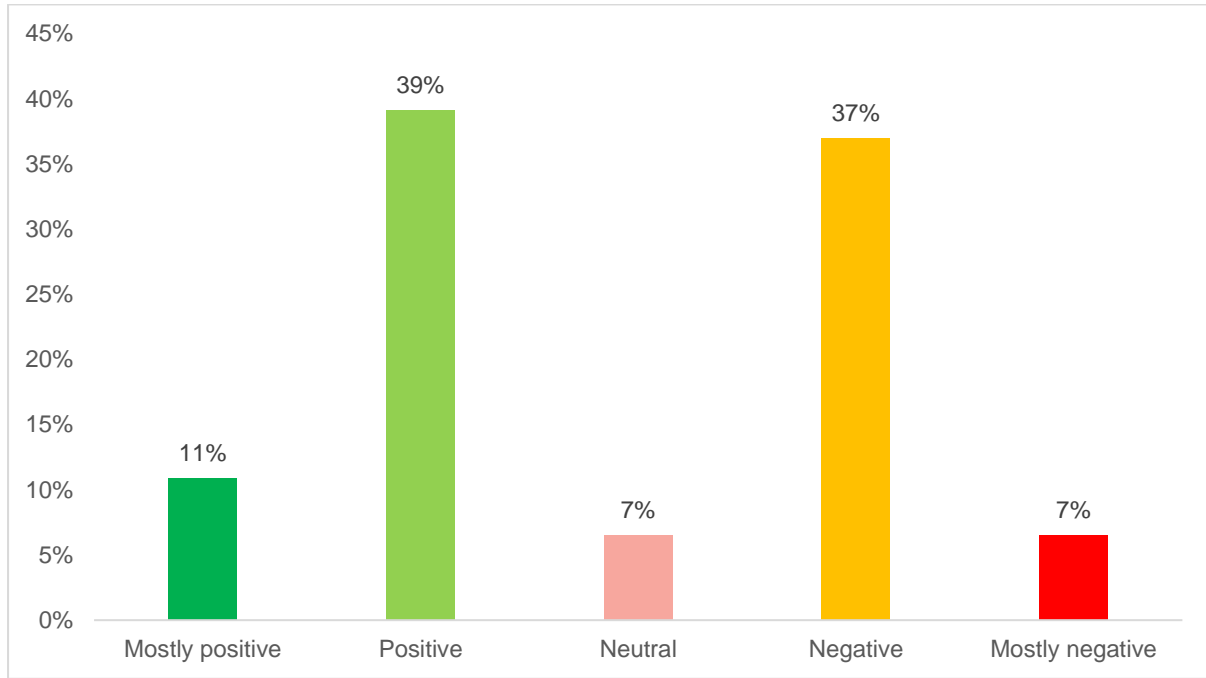
*“The protection on the westbound carriageway drops to an advisory cycle lane then disappears altogether. On the eastbound carriageway, it doesn't start for some distance from the roundabout. Either a fully protected cycle lane to LTN1/20 is needed or the road should be reduced to 20mph speed limit along this section.”*

## 5.4.5 Summary

Respondents gave a wide range of opinions on the proposed scheme along the A58 Moss Bank Way, with **Figure 5.7** showing the average sentiment to the scheme. There is slightly more positive or mostly positive (50%) than negative or mostly negative (44%).



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



Base: 92

**Figure 5.8** demonstrates the respondents’ sentiments to the scheme based on a specific location. A total of 85 respondents provided a postcode and a sentiment, 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. The majority of comments received were focused on the section between A6099 Halliwell Road and A666 Blackburn Road.

**Figure 5.8: Respondent Sentiment and Agreement**



Source: AECOM

**Table 5.3** provides a review of the positive comments, which received the highest number of agreements (9 and above). These comments identify that the proposed scheme has received support for helping people who walk and cycle especially at key junctions, such as the A6099 Halliwell Road.

**Table 5.3: Positive Sentiment and Agreements**

Comment	Number of agreements
Difficult to cross the road to walk around the roundabout. Multiple stages, traffic approaching fast & either onto or off the roundabout.	11
This particular section of cycle lane is used every morning and afternoon by parents driving their children to Thornleigh School as a parking area while they wait for their children - this forces cyclists into the main carriageway of a 40mph road - or more likely just means they would never consider cycling this route and take the car instead, just adding to the congestion.	10
Will be excellent if you do it properly. This section with hashing around the cycle lane helps a bit, but the cycle lane is still narrow and full of debris and cars pass too close and too fast. Wands have really helped with this on [A673] Chorley New Road. The pavements are too narrow along here too.	10
This junction is extremely busy with motor vehicles and is very hostile to people walking and cycling. It needs to be completely redesigned. There is a project in place to tinker at the edges, which will make little or no difference. Now that the principle is established of sacrificing part of the car park here, use the space to build a CYCLOPS junction.	10
Road needs making safer generally, the 40mph sections are so broken up with (necessary) lower limits the 40mph zones increase danger for everyone without actually increasing traffic flow. More crossings, hard segregated cycle lanes and enforcement cameras please.	9
Heading from Halliwell towards Astley Bridge, this is a 30mph road with two lanes, reducing to one later. This section of road regularly sees high speed cars trying to overtake as many other vehicles as possible before reducing to a single lane. When it's not busy, just because it's a downhill, wide, straight section of road, a significant number of drivers exceed the speed limit.	9
Heading towards Halliwell Road, this section of road changes from a 40mph to 30mph limit. However, most drivers seem to treat this is optional with most continuing along in excess of 30mph. Then when the single lane changes to two lanes, it encourages a 'race' to the top at the junction with Halliwell Road.	9

### Key Findings

- The average respondent's sentiment towards the scheme was more positive (50%) than negative (44%). Based on feedback received supportive comments focused on the benefits the proposed scheme could provide to the area, such as reducing the speed of vehicles in the area.
- Key concerns about the scheme focused on safety for people who cycle, speeding vehicles, reducing space of vehicle traffic and the potential to increase congestion / journey times.
- Suggested improvements focused on the creation of safe crossings for people who walk and cycle at key crossings:
  - At key junctions: (i) B6226 Chorley Old Road, (ii) A6099 Halliwell Road, (iii) A666 Blackburn Road, as well as the scheme needing to go further (e.g. widened and extended).
  - Providing a connected walking route (providing access to Forest Road).
  - Managing sections of high speeds (40mph).



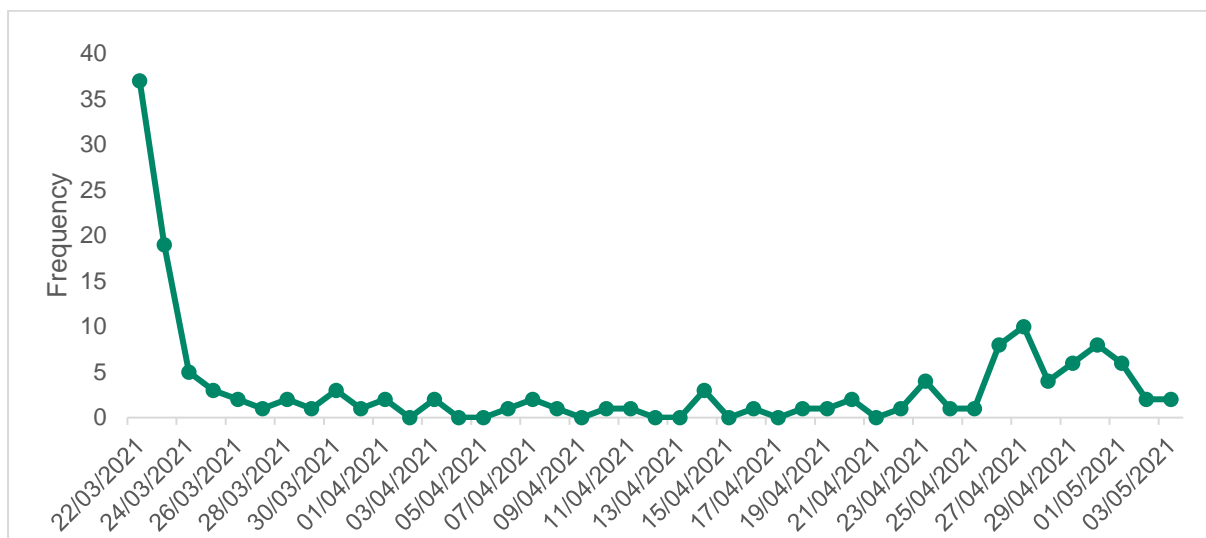
## 5.5 Snap Survey Analysis

### 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 scheme.

**Figure 5.9** provides a breakdown of the 145 surveys completed through the online link throughout the consultation period. This shows that the highest number of surveys completed were within the first couple of days of the consultation, with a spike in activity towards the end of the period, which could reflect the final reminder provided by Bolton Council on its social media accounts. A total of 141 surveys were completed online and four were received in the post.

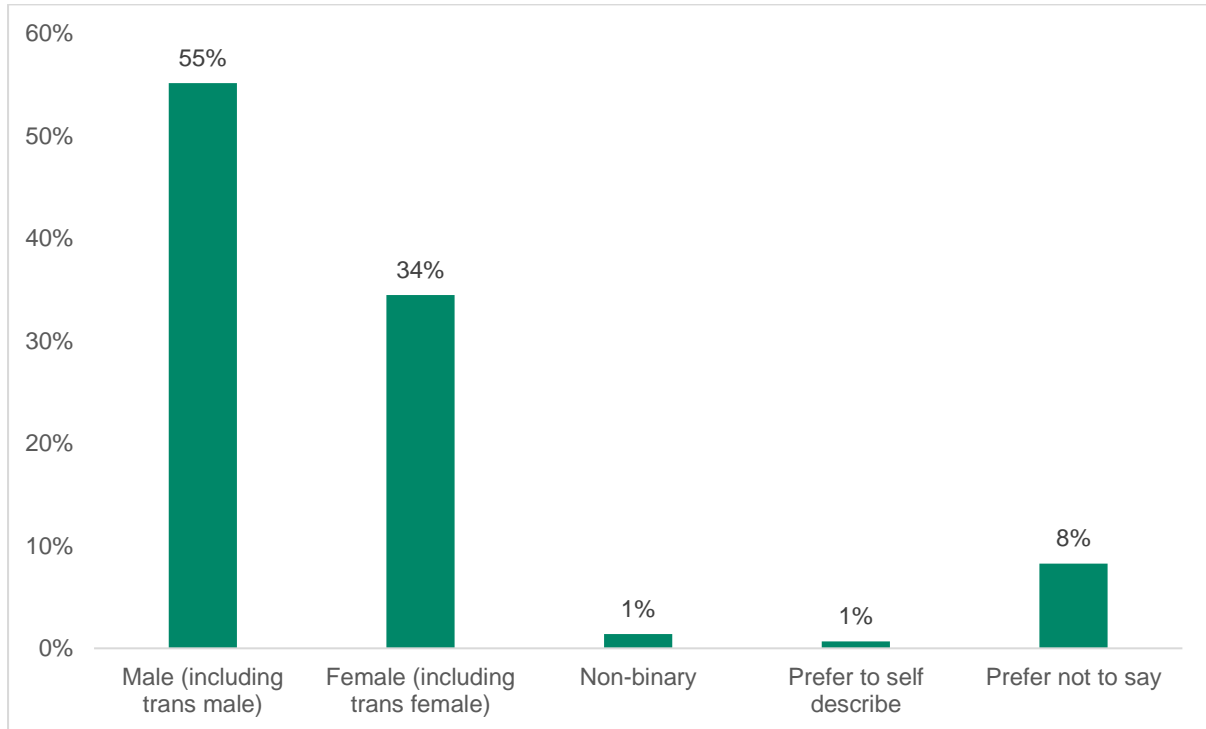
**Figure 5.9: Number of Completed Surveys per Day (Survey)**



### 5.5.2 Respondent Overview

**Figure 5.10** shows the gender of respondents, highlighting that the majority of survey respondents were male (55%), with around a third of respondents being female (34%). This is notably different to the gender splits highlighted in **Table 3.3**, where 49.7% of the population of Bolton are male and 50.3% being female, although this difference may be accounted for due to the ‘prefer not to say’ option provided in the survey.

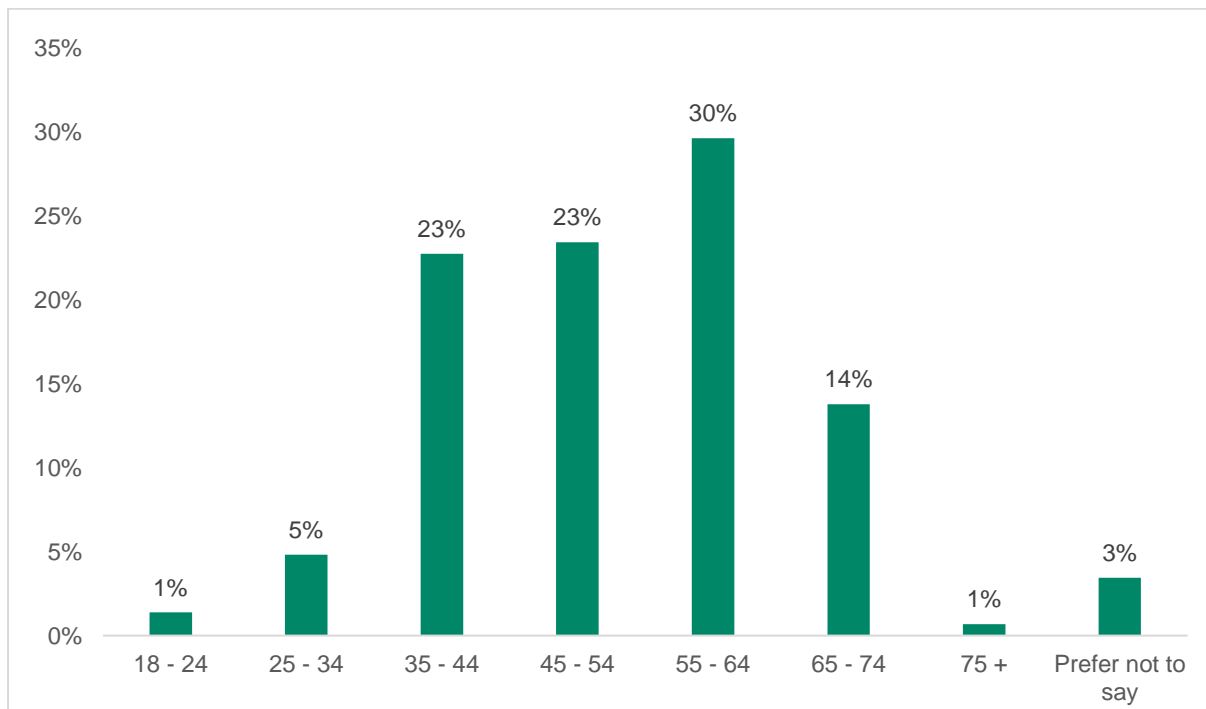
**Figure 5.10: Respondent Gender (Survey)**



Base: 145

Figure 5.11 shows the breakdown of respondents by age. There was an under-representation of people under 35, accounting for only 6% of the total responses compared to 22.5% as identified in Table 3.2 for the study area.

**Figure 5.11: Respondent Age (Survey)**



Base: 145

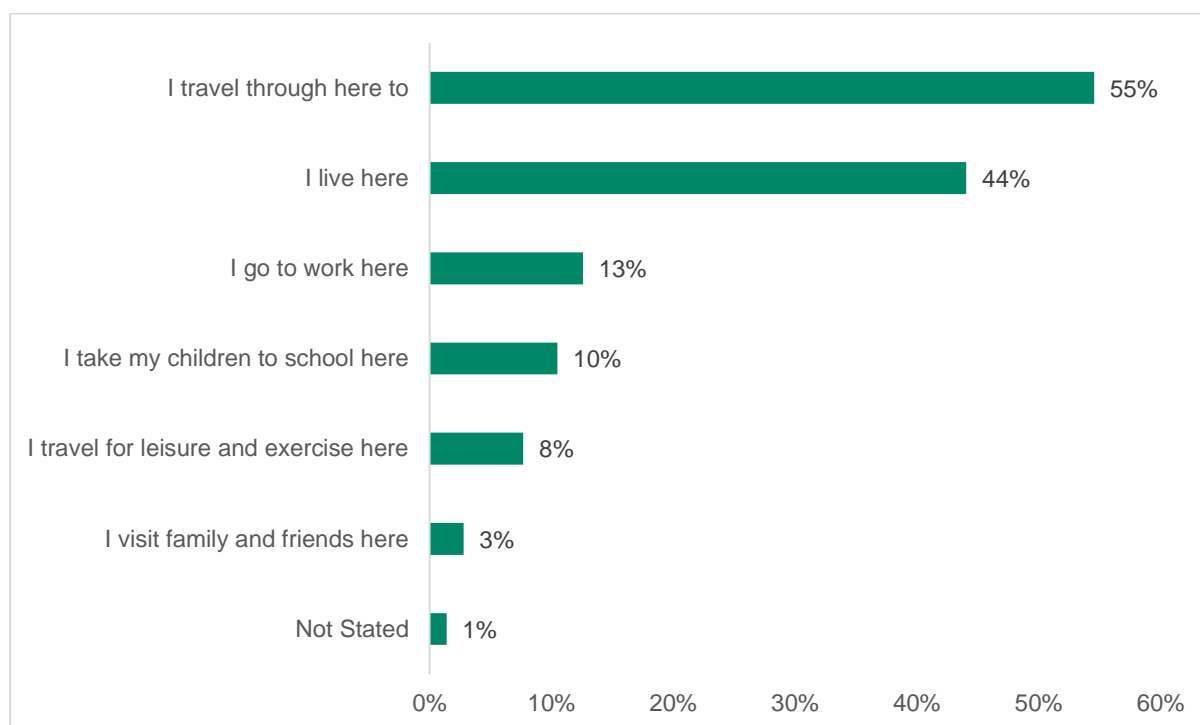
The majority of respondents (79%) stated that they were White (English, Northern Irish, Scottish, Welsh, British) and 3% stating they are Asian or Asian British – marginally lower than for the area as a whole, of which 5% of the population describe their background as Asian or Asian British (Table 3.4).

Respondents were asked if they had a health problem or disability, which is expected to last at least 12 months. Of the total surveyed, 81% stated they did not, while 12% stated that they were either limited a lot or a little by their disability / health problem.

### 5.5.3 Connection to the Area

**Figure 5.12** summarises the connection respondents had to the area where the schemes are proposed. More than half (55%) of respondents stating that they lived locally, while 44% lived in the area.

**Figure 5.12: Connection to Area (Multiple Responses) (Survey)**



Base: 143

NB. Two respondents did not provide an answer.

The locations respondents stated they travelled to were:

- Bolton (general area) (n=31);
- Horwich (n=7);
- Middlebrook (n=6);
- Astley Bridge (n=6);
- Doffcocker (n=4);
- Bolton Town Centre (n=2); and
- Other (various locations) (n=11).

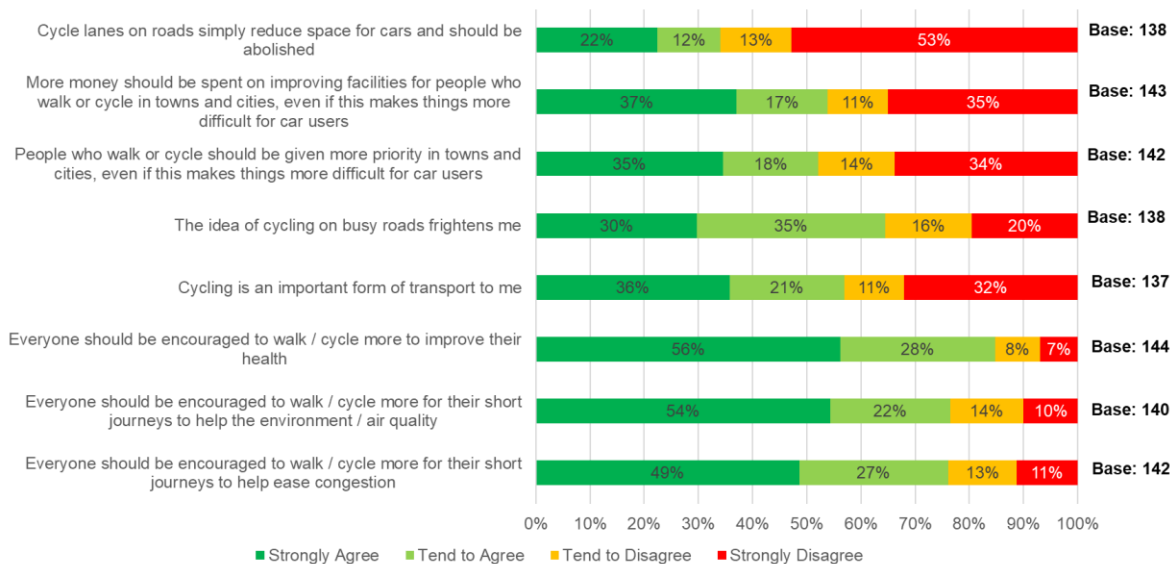
### 5.5.4 Travel Options

Respondents were asked their perceptions of walking and cycling in general. **Figure 5.13** provides an overview with the key outcomes being:

- **84%** of respondents **agree** that people should be encouraged to walk / cycle more to improve their health;
- **76%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help the environment / air quality;

- **76%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help ease congestion;
- **57%** of respondents **agree** that cycling is an important form of transport to them; and
- **53%** of respondents **agree** that cycling and walking should be given more priority in towns and cities, even if this makes things more difficult for car users.

**Figure 5.13: General Perceptions of Walking and Cycling (Survey)**

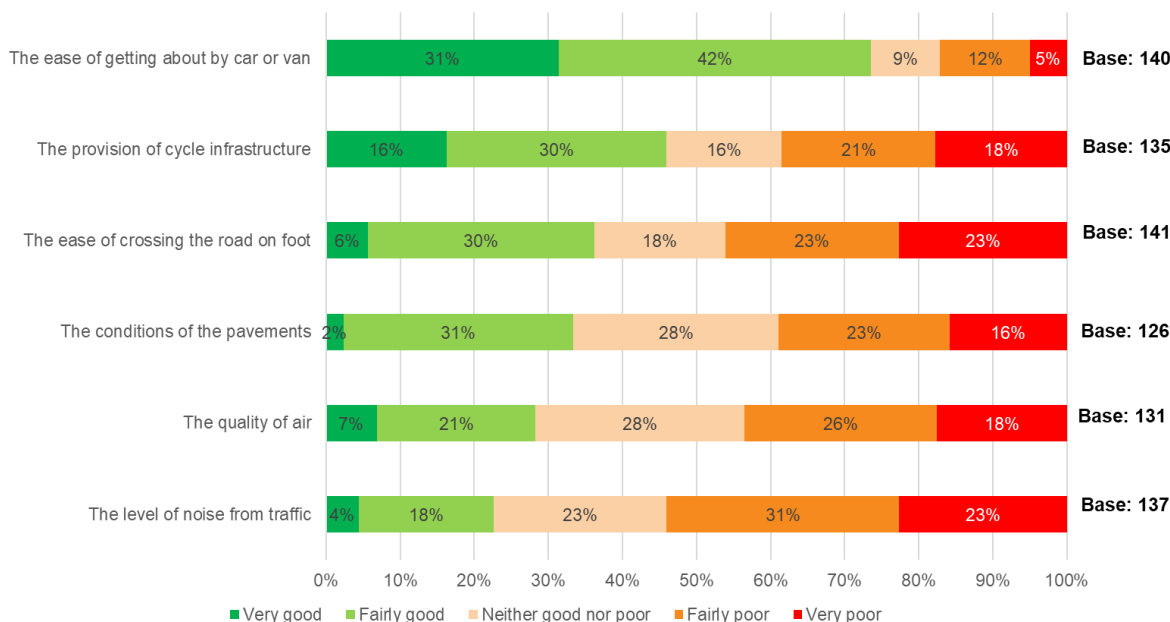


Bases exclude 'Don't know' and respondents who did not provide an answer

**Figure 5.14** shows the responses to several prompts regarding the existing state of the A58 Corridor. Of those surveyed, just under a quarter (23%) indicated that they believed the level of noise from traffic was very poor and 23% felt the ease of crossing the road on foot was very poor.

Meanwhile, the majority of respondents identified the ease of getting about by car or van as very good or good (73%). The provision of cycling infrastructure was also seen as good / very good by 46% of respondents, which would indicate they believe the existing cycle provision is sufficient. However, 39% felt it was fairly poor / very poor.

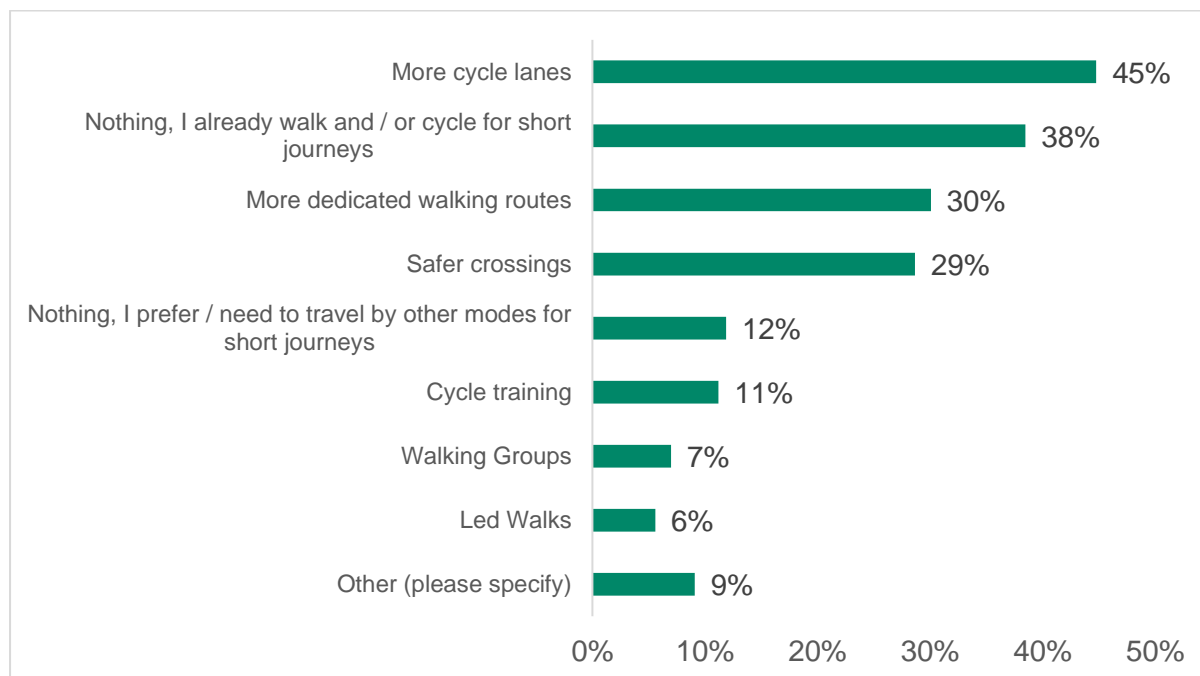
**Figure 5.14: Respondents' Perceptions of A58 Corridor (Survey)**



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

**Figure 5.15** shows the responses to the question “what, if anything, would encourage you to walk and / or cycle more for short journeys (less than 5 miles)?” Despite over a third (38%) of respondents already walking and cycling for short journeys, 45% of respondents indicated that more cycle lanes would encourage them to partake in greater use of active modes. Just under a third (30%) of respondents also identified the provision of more dedicated walking routes, followed by safer crossing points (29%).

**Figure 5.15: Encourage Use of Active Modes for Short Journeys (Multiple Response) (Survey)**



Base: 143.

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

Just under a tenth of responses (9%) said ‘other’ and this included improved road surface, fully segregated cycle lanes, investment into footways and signage, improved attitudes towards cyclists, and secure / safe cycle parking.

### Key Findings

- Overall respondents are positive towards the impacts of walking and cycling:
  - 76% of respondents agree that people should be encouraged to walk / cycle more for short journeys to help the environment / air quality; and
  - 84% of respondents agree that people should be encouraged to walk / cycle more to improve their health.
- 53% of respondents strongly disagree that cycle lanes on roads simply reduce space for cars and should be abolished.
- 73% of respondents rate the ease of getting around by car overall as good; however, 54% of respondents rate noise from traffic as poor and 44% rate quality of air as poor.
- A number of respondents felt more cycle lanes (45%), more dedicated walking routes (30%) and safer crossings (29%) would encourage more walking and cycling for short journeys.

## 5.5.5 About the Scheme

**Table 5.4** shows the responses to the question “since the start of the year, approximately how often, if at all, did you use each of the following modes to travel along the A58 Moss Bank Way?”.

Just over a quarter (26%) said they used the bus daily which was a higher proportion than the other travel modes. Furthermore, more than three-quarters (78%) said they used for the bus at least once a

week and this likely reflects the regular patronage of the nine services that travel along this route. 94% of respondents never cycle on the A58 Moss Bank Way or infrequently (less than every month).

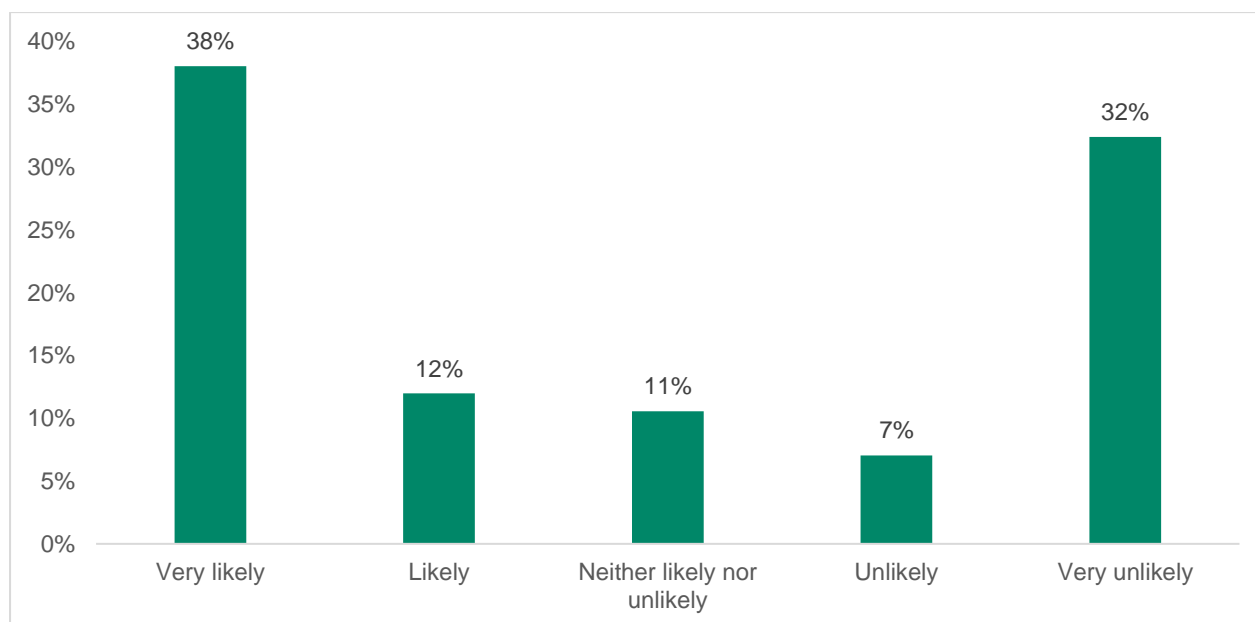
**Table 5.4: Existing Transport Mode Use on A58 Moss Bank Way**

Travel Mode	Daily (%)	2-3 times a week (%)	Weekly (%)	Fortnightly (%)	Monthly (%)	Less frequent / Never (%)	Base (n)
Car / Van	18	20	16	6	10	31	141
Walking	4	12	10	7	10	58	142
Cycling	1	1	1	1	2	94	138
Bus	26	27	25	10	3	8	143
Taxi	2	1	1	3	9	84	140
Motorbike / Moped	1	1	1	1	1	94	140
Other	18	20	16	6	10	31	141

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

**Figure 5.16** shows the responses to the question “how likely is it that you will use the proposed enhanced cycle lanes?”. Half (50%) of the respondents indicated that they were either likely or very likely to use the enhanced cycle lanes, while 39% stated that that they were unlikely or very unlikely to make use of the proposed cycle lanes.

**Figure 5.16: Potential Use of Proposed Cycle Lanes (Survey)**

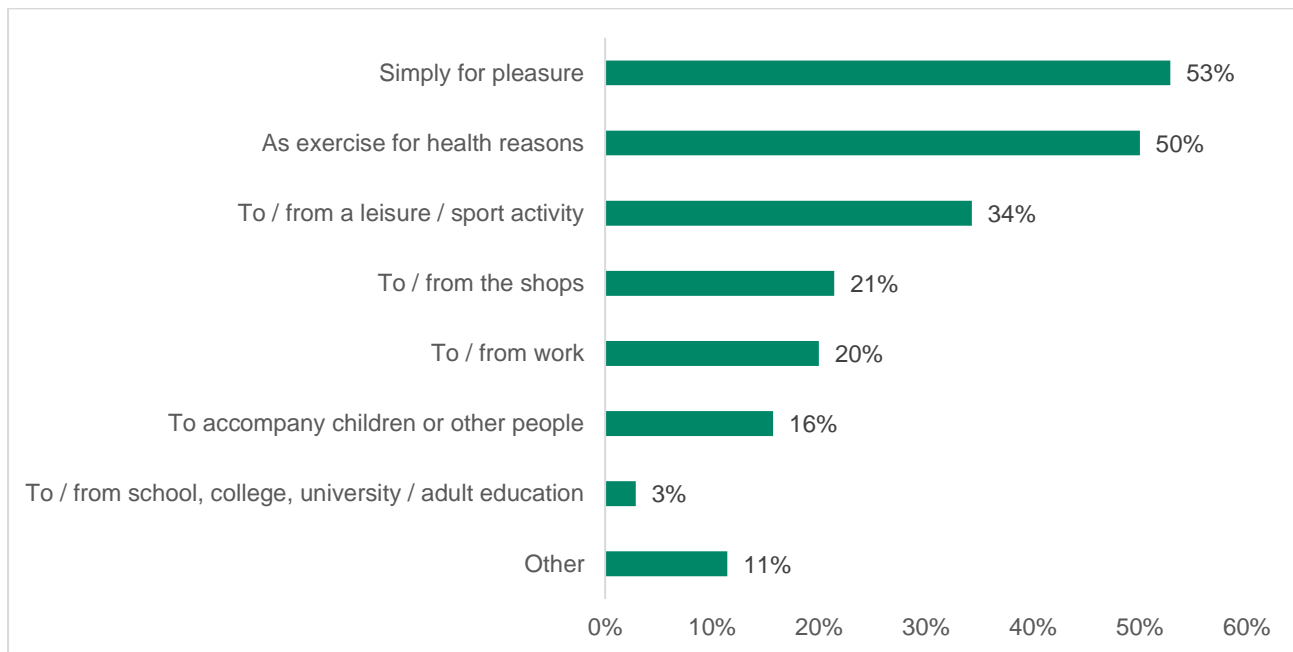


Base: 142

NB: Three respondents did not provide an answer

Those that indicated they were ‘likely’ or ‘very likely’ (n=71) to use the proposed cycle lanes were asked for what journey purpose they would use it for, with responses shown in **Figure 5.17**. Over half identified it would be for pleasure (53%), with 50% indicating they would use the facilities as exercise for health reasons. Only 20% identified the use of cycle lanes for commuting to / from work, which could reflect destinations served / distances.

**Figure 5.17: Journey Purpose for Use of Proposed Cycle Lanes (Survey)**

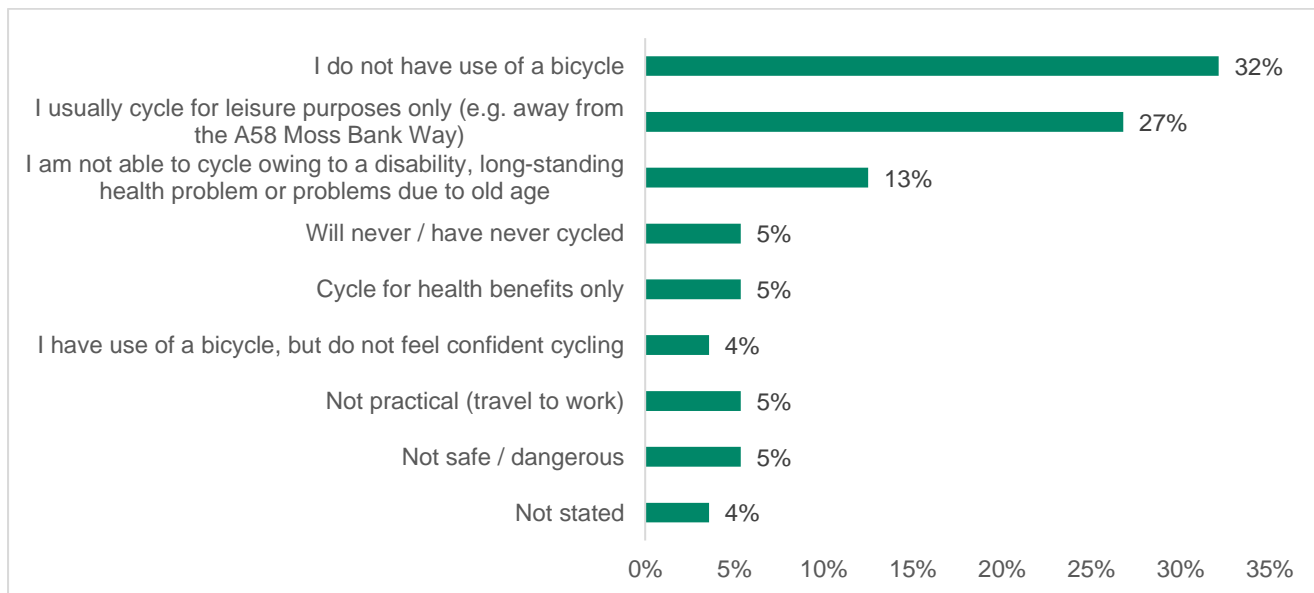


Base: 70

NB One respondent did not provide an answer

Respondents who stated they were ‘unlikely’ or ‘very unlikely’ (n=56) to use the proposed cycle lanes were asked what the reason for this was, as shown in **Figure 5.18**. Around a third of respondents (32%) stated that they do not have use of a bicycle and just over a quarter (27%) stated that they only cycle for leisure purposes, for example, away from the A58 Moss Bank Way.

**Figure 5.18: Reasons for Not Using Proposed Cycle Lanes (Survey)**



Base: 56

**Key Findings**

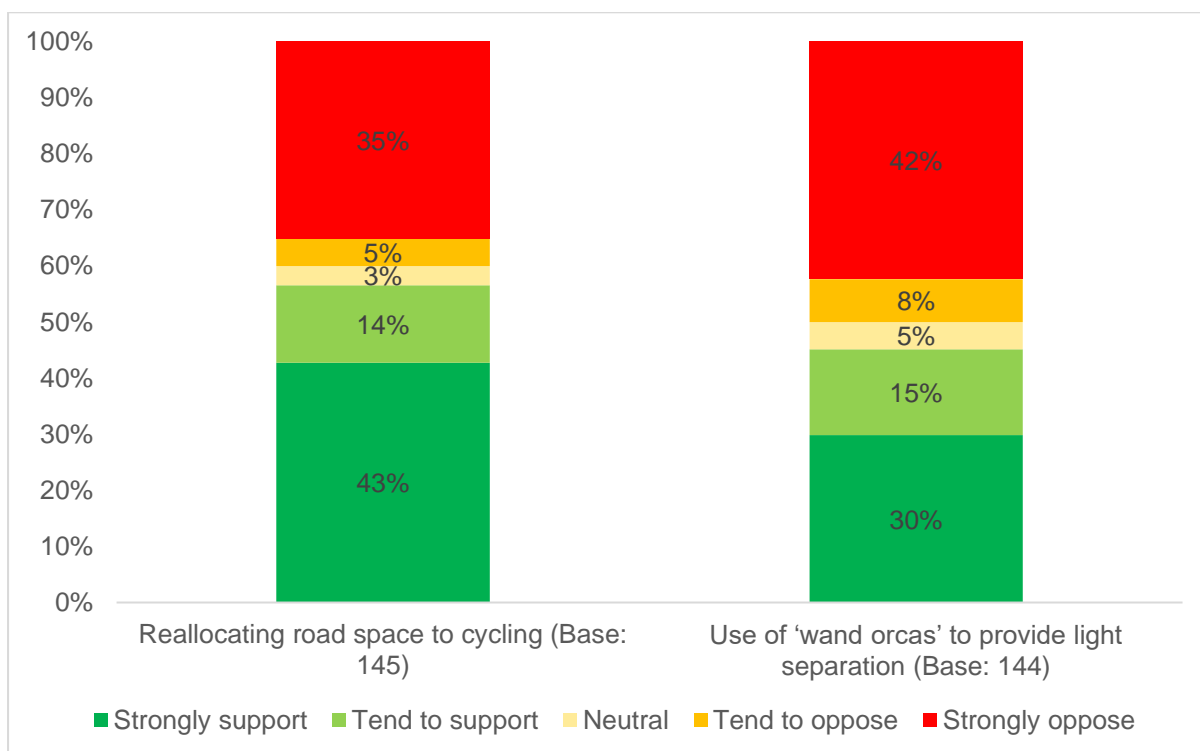
- Encouragingly, 50% of respondents stated that they were very likely / likely to use the proposed cycle lanes if they were implemented.
- Of those that were likely to use the proposed cycle lanes, 53% stated that this would be for pleasure and 50% stated exercise for health reasons.

- The main reason for not using the enhanced cycle lanes are not having access to a bicycle (32%) and a preference for cycling away from the A58 Moss Bank Way for leisure purposes (27%).

### 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 5.19** shows the extent of support or opposition to the reallocation of road space to cycling, as well as the use of wand orcas to provide light separation. Over half of respondents noted that they would strongly support the reallocation of road space to cycling (43%), with around a third strongly opposed to the idea (35%). Opposition to the use of wand orcas, however, with 42% strongly opposed to the use of wand orcas, while only 30% strongly supported.

**Figure 5.19: 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 to the use of wand orcas

### Reallocation of Road Space

**Table 5.5** and **Table 5.6** show the reasons that respondents gave for why they supported or opposed the reallocation of road space to cycling.

**Table 5.5** shows that the main reason for support of this scheme is the improved safety for cyclists and pedestrians (n=18) in the area. This is closely followed by 17 respondents identifying the need for such infrastructure for cyclists. The justification of support aligns with the objectives of the scheme, by improving safety for active travel modes this should allow the opportunity for new people cycling to utilise the scheme.

**Table 5.5: Reasons for Strongly Support / Tend to Support Road Space Reallocation to People Cycling**

Reason for support	Quantum of support (n)
Improves safety for cyclists / pedestrians	18



Reason for support	Quantum of support (n)
Good idea / needed for cyclists	17
Will help to improve air quality / health benefits	12
Will encourage / support sustainable travel	9
Enhancements should go further (connected / fully segregated / infrastructure improvements)	7
Support cycle lanes not orcas	3
Should be included at junctions / traffic lights	3
Improve driver behaviour / attitudes to cyclists	3
Width of current cycle lane is sufficient	1
<b>Base (n)</b>	<b>61</b>

Bases exclude respondents who did not provide an answer.

The quotes below summarise some of the supportive comments received regarding road space reallocation to cycling.

*“Promotes more physical distance from cyclists and sends a clear signal that Bolton is a cycle-friendly city.”*

*“I fully support this as wider, segregated lanes would make it safer to cycle being further from the traffic. It would also feel less dangerous.”*

*“As a cyclist, I’m aware of the closeness of high-speed vehicles and the extra barriers would help improve this, but enhanced cycle lanes at junction would be best as far too often as you approach a complex junction, the cycle lanes disappear.”*

*“Any other mode of transport than cars should be a priority and encouraged. Since lockdown last year, I have begun cycling and [I am] still exploring the various routes around Bolton. I look on maps for routes that include cycle lanes, so it is safer.”*

**Table 5.6** shows the reasons that respondents gave for opposing the reallocation of road space to cyclists. Eighteen respondents said it was not needed / was a bad idea / there are already cycle lanes in place. In addition, 14 respondents felt it would increase traffic, congestion and journey times.

**Table 5.6: Reasons for Strongly Oppose / Tend to Oppose Road Reallocation to People Cycling**

Reason for opposition	Quantum of opposition (n)
Not needed / bad idea / already cycle lanes in place	18
Increases traffic / congestion / journey times	14
Would make road too narrow for vehicles	11
Waste of time / money	10
Increases pollution / contributes to poor air quality	6
Only a small number of cyclists (minority)	6
Dangerous / hazardous / cause accidents	5

Reason for opposition	Quantum of opposition (n)
Cyclists are not currently using the allocated cycle lanes (e.g. use footways)	5
Negative experience with other uses across UK	5
Concerns over emergency vehicle access	4
Won't increase number of cyclists	3
There is rubbish and debris	2
Eyesore / unsightly	2
Other	4
<b>Base (n)</b>	<b>48</b>

Bases exclude respondents who did not provide an answer.

The quotes below summarise some of the concerns raised by those opposed to reallocating road space to cycling.

*"I don't think it matters what you do to the lanes. if you cycle, you cycle, if you don't, you don't. The changes you're proposing won't encourage nor discourage cyclists and will only cause more disruption to the already highly trafficked road. Plus, it's a big cost when it could be spent on making places (parks) where children play nicer and safer."*

*"Traffic congestion is already bad at peak times and weekends. I can count on one hand the amount of cyclists that use the cycle paths, most choose to use the pavement. It would be better served having a mixed pavement / cycle lane as is common in Europe."*

*"Road space already allocated is seldom if not never used by cyclists, they if around always use the pavements that are in use by pedestrians. The proposal is preposterous and a complete waste of public funds to cater for the minority of non-road tax payees by this I mean cyclists to the detriment of other road users and pedestrians."*

*"By widening the cycleways, it would cause more congestion than there already is. How would emergency vehicles be able to travel freely if other vehicles could not move in?"*

*"The current layout works well, there is no need or benefit from additional space."*

*"Think the amount of roadspace allocated to cyclists is adequate, the only problem I've had while walking is cyclists on the pavement refusing to use lanes provided. I think there should be a proficiency test as they by a danger to themselves and other road users!"*

## Use of Wand Orcas

**Table 5.7** and **Table 5.8** show the reasons respondents gave for why they support or oppose the use of wand orcas as a means of separating cycle lanes from road traffic. Each table is accompanied by a number of quotes, which summarise the reasons for support and opposition.

**Table 5.7** shows that 18 respondents were supportive of wand orcas because they improve safety for cyclists and pedestrians. Notably, ten respondents stated that the scheme should go further and there was a need to restrict parking in cycle lanes.

**Table 5.7: Reasons for Strongly Support / Tend to Support use of Wand Orcas**

Reason for support	Quantum of support (n)
Improves safety cyclists / pedestrians	18
Need to restrict parking in cycle lanes	10
Would like the proposal to go further (e.g. full cycle segregation)	10
Good idea / needed / efficient / improvement	7
Provides greater separation / protects cycle lane	5
Provides opportunity for more cycling	5
Help to improve driver behaviour / increase awareness / encourages slower speeds	3
Would like to ensure cycle lanes are still maintained e.g. quality of tarmac and build-up of debris	3
Other	6
<b>Base (n)</b>	<b>48</b>

Bases exclude respondents who did not provide an answer.

*"The main problem I have faced when cycling on the roads, is cars encroaching into cycle lanes. Either by parking, or stopping to drop-off / pick-up passengers, or just poor lane discipline. Anything that helps to prevent or discourage cars from entering into a cycling lane is a good idea in my opinion."*

*"I support the use of wand orcas where the speed limit is 30mph or less. Where the speed limit is greater, consideration should be given to either reducing the speed limit or using more substantial segregation (kerbs) as recommended in LTN1/20 to enable as many people as possible to feel safe to travel by bike."*

*"By implementing 'wands' [wand orcas], the cycle lanes will be safer, but also a secondary effect would be to reduce the idiots who use the current cycle lane as a way to undertake other road vehicles."*

*"Helps create distance between cars and cyclists. Only issue is if cyclists need to overtake (i.e. other cyclists, or pedestrians wrongly using the cycle lane), and how safe the wand orcas are."*

**Table 5.8** shows that 24 respondents opposed the use of wand orcas believed that they are dangerous, hazardous, or cause accidents. LTN 1/20 notes 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 safe cycling. Therefore, the inclusion of wand orcas along the A58 Moss Bank Way seeks to address the core design principle of providing safe space for cycling.

Experience with other uses of wand orcas across the UK (n=14) was also identified as a reason for opposition. This may be due to experience / perceptions of the scheme implemented on the A673 Chorley New Road.

Thirteen respondents opposed to wand orcas noted that the build-up of rubbish and debris was a concern to them, however this could potentially be addressed with further scheme development.

**Table 5.8: Reasons for Strongly Oppose / Tend to Oppose use of Wand Orcas**

Reason for opposition	Quantum of opposition (n)
Dangerous / hazardous / cause accidents	24
Negative experience with other uses across UK	14
Cycle lanes cannot be cleaned - e.g. build-up of rubbish / debris	13
Waste of time / money	8
Concerns over emergency vehicle access	6
Increases traffic / congestion	6
Not needed / bad idea / already cycle lanes in place	6
Do not provide any protection / increased safety to cyclists	6
Increases pollution / contributes to poor air quality	4
Unable to avoid potholes	3
Would make road too narrow for vehicles	3
Not reflective / difficult to see	3
Should be fully segregated cycle lanes	3
Not many cyclists use the current cycle lanes / no increase in cyclists following initial cycle lanes	3
Unsightly / eyesore	2
Other	7
<b>Base (n)</b>	<b>59</b>

Bases exclude respondents who did not provide an answer.

“My only concern is that the wand orcas aren’t enough and that cyclists need full physical separation to be safe to cycle. I drive down Chorley New Road every day to work and see cars parked in the bike lane, ignoring the wand orcas, and have seen a car crashed into one. I think they are an acceptable first step, but ultimately the cycle path and the road needs to be physically separated by raised pavement or something else.”

“Dangerous obstacles for the roads and users also very ugly sight.”

“Wand orcas, as used in Bolton, are not an effective segregation and annoy both cyclists and motorists. To form an effective barrier, they need to be much closer together, or preferably replaced by proper segregation.”

“A survey of how many cyclists use the road at present needs to be done first. When the cycle lanes were first introduced, the number of cyclists didn’t seem to increase. On my walks everyday along Moss Bank Way, I rarely see a cyclist at all.”

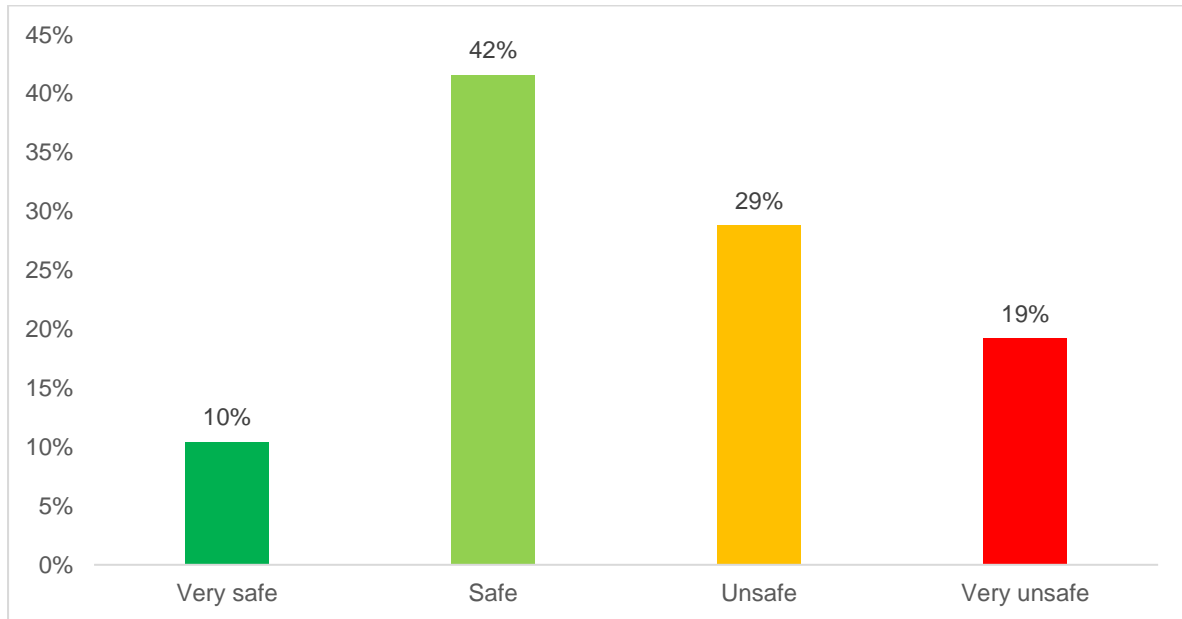
“[Wand] orcas are a trip hazard for pedestrians crossing the road. There are a number of authorities (e.g. Greenwich) who have removed them due to pedestrians citing them as a trip hazard. Moreover, some cyclists have identified them as a hazard. [Wand] orcas have proved themselves unpopular to drivers, pedestrians and cyclists.”

### Scheme Safety

**Figure 5.20** 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 A58 Moss Bank Way?”. The majority state that they currently feel safe or very safe (52%) cycling on the A58 Moss Bank Way, however it should be noted

that the consultation was undertaken during a lockdown this may have impacted responses with reduced vehicle travel in the area. Just under a fifth (20%) of respondents have stated that they feel very unsafe, so would provide the opportunity to improve safety in the area.

**Figure 5.20: Current Safety Perceptions (Survey)**

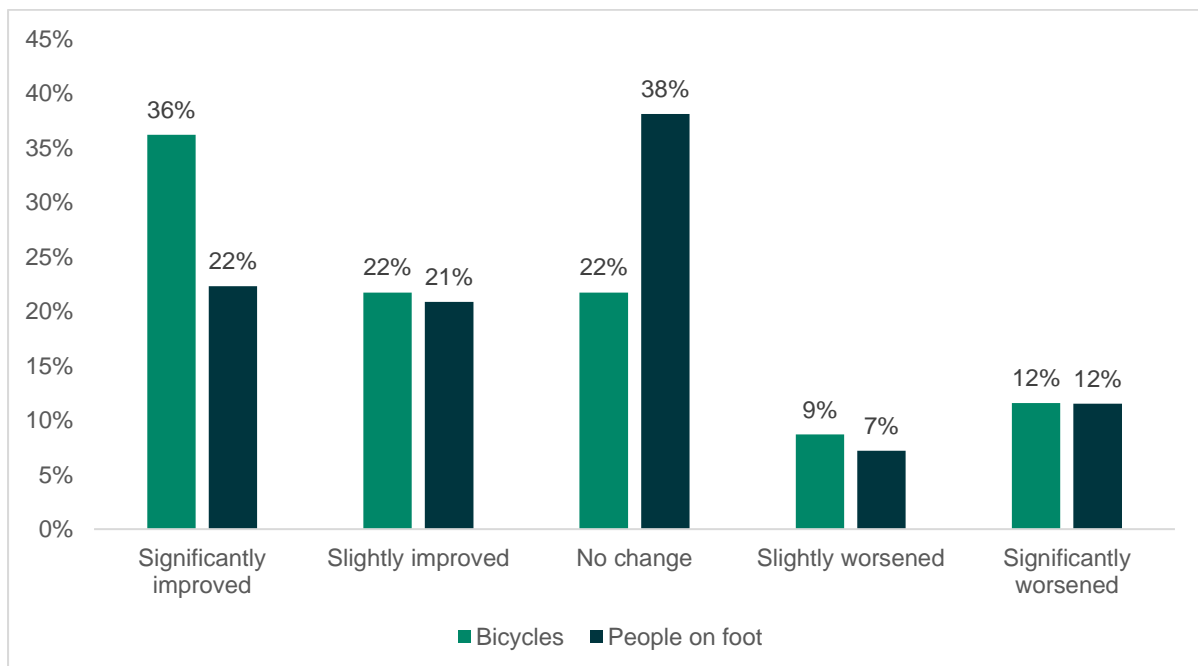


Base: 125

NB: One respondent did not provide an answer. Excludes 19 respondents who stated 'Don't know / No opinion'

Responses to the question “do you think the proposed cycle lane enhancements will improve levels of safety on the A58 Moss Bank Way?” are shown in **Figure 5.21**. The majority of respondents believed that the proposed scheme would lead to an improvement in safety for cyclists (58%). With regards to people on foot, 43% felt safety would improve, but 38% stated the scheme would have no impact on safety.

**Figure 5.21: Respondents' Perceptions of Impact of Proposed Scheme on Safety (Survey)**



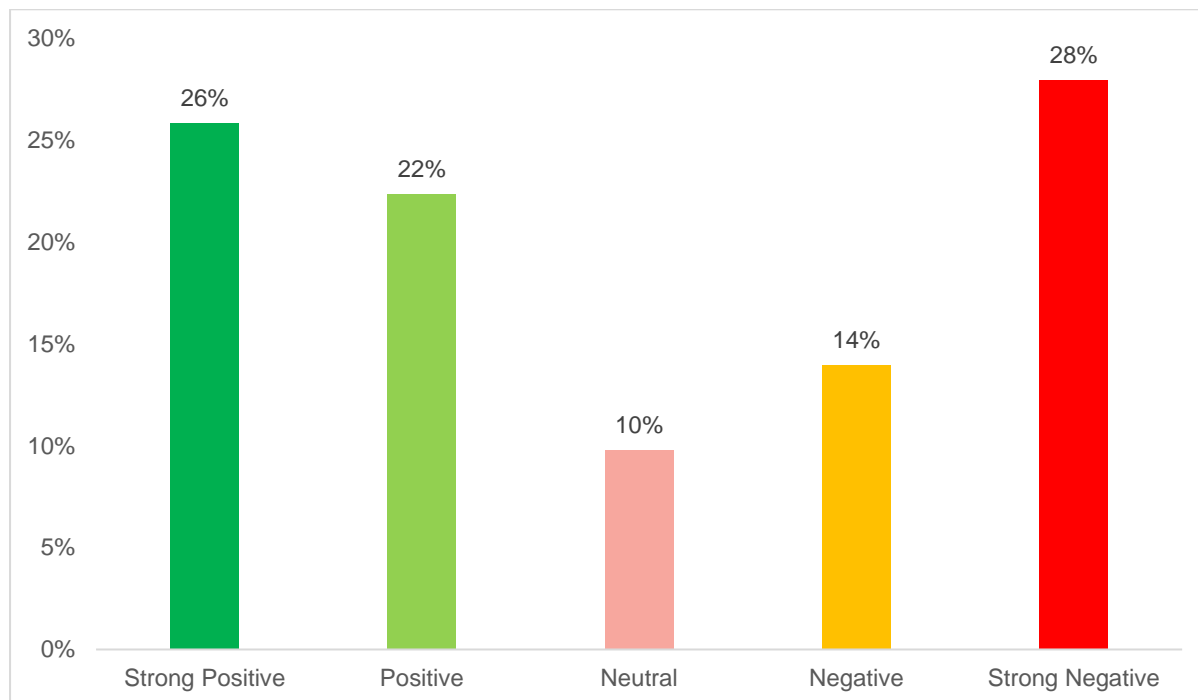
Bases: Bicycles: 138. Foot: 139

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

## Scheme Impact

To understand if the proposed scheme would have any negative impacts on protected characteristics, respondents were asked “to what extent impact do you think the proposed enhanced cycle lane will have on you?” (Figure 5.22). There is a relatively even split between perceived positive and negative impacts from respondents, with 48% of respondents anticipating a positive or strong positive impact, while 42% believed they would experience a negative or strong negative impact due to the scheme.

Figure 5.22: Proposed A58 Cycle Lane Enhancements Expected Impact (Survey)



Base: 143.

N.B. One respondent did not provide an answer. Excludes: Don't know.

It should be noted that a review of the responses provided no clear feedback relating to protected characteristics, but for those who identified a positive impact, this was based upon feeling safer cycling and would encourage cycling in the area.

Those that identified a negative impact were based on increased journey / travel times, which would be stressful.

Table 5.9 shows the split in responses between people who live in the area and people who work in the area. The majority of respondents who live in the area felt the scheme would have a strong negative impact on them.

Table 5.9: Perceptions of Scheme Impact by Respondents who 'Live Here' or 'Work Here'

Impacted by ....	I live here (n)	I go to work here (n)
Strong negative	22	9
Negative	7	1
Neutral	6	2
Positive	15	1
Strong positive	13	5
<b>Base</b>	<b>63</b>	<b>18</b>

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

Although the question was aimed at understanding the potential impact of the scheme on protected characteristics, this was not identified through either a negative or positive response. The responses provided did identify greater clarity on the impact of potential use of the cycle lanes, however due to low numbers of response this does not provide conclusive evidence.

#### Positive Feedback:

*"I already walk a lot but want to cycle too. I want to reach parks etc. with cycle lanes, which are further away from where I live e.g. Moss Bank and Moses Gate."*

*"I cannot drive due to a visual impairment and so can only walk cycle or use public transport, decent infrastructure makes travel a lot easier and certainly more enjoyable for me."*

*"It will help me to cycle and walk more. It will make it safer for my children to cross Moss Bank Way too."*

#### Negative Feedback:

*"It will make the traffic worse and there is no improvement to the footpath, which is not fit for purpose."*

*"If they include wands, then I'd feel more insecure not more secure, and I'm a club cyclist of 30 years. Provide a better surface solution, such as a wider lane, white solid line, and coloured tarmac / hatching between that and the existing cycle lane."*

#### Key Findings

- A greater proportion of respondents were supportive of *reallocating road space* (57%), compared to those that stated they oppose (40%).
  - The main responses for opposing were 'there are already cycle lanes available on the A58 Moss Bank Way' and 'reallocation will cause an increase in congestion';
  - A proportion of negative views of wand orcas are based on information from other authorities as well as experience on A673 Chorley New Road.
- 50% of respondents oppose the *use of wand orcas*, compared to 45% who support their use to help encourage the use of active travel modes.
  - The main reasons for opposing wand orcas were perceptions that they were '*dangerous*', as well as '*concerns over maintenance*' relating to litter and debris gathering in the cycle lanes.
  - There was also reports of negative experience of wand orcas elsewhere, predominantly those currently in place on the A673 Chorley New Road, but also some awareness noting the removal of wand orcas by other local authorities in the UK.
- 58% of respondents felt that the proposed scheme would improve safety for people who cycle, but 38% felt there would be no change for people who walk – this may present an opportunity to address connectivity and safe crossing facilities to improve walking opportunities in the area.

- 48% of respondents felt the enhanced scheme will have a positive impact on them – although it should be noted that the question was aimed at understanding the impacts on protected characteristics some comments noted were:
  - *Improve safety;*
  - *Encourage cycling with children; and*
  - *Encourage to cycle more in the area.*

## 5.5.7 Email Feedback

Although respondents were able to provide electronic feedback through the dedicated email ([atf@bolton.gov.uk](mailto:atf@bolton.gov.uk)), there were no emails received which specifically applied to the A58 Moss Bank Way.

## 5.5.8 Stakeholder Feedback

As identified in **Section 4.2**, key stakeholders were invited to engage with the Bolton Council Project team regarding the proposed cycle lanes. No direct feedback was provided on the A58 Moss Bank Way. It should be noted Bolton Council Project Team have identified that key stakeholders would be given one month's notice prior to work commencing.



## 6. Summary and Recommendations

This report has presented the analysis of the pre-implementation consultation on the proposed active travel improvement scheme on the A58 Moss Bank Way, held for six weeks between 22<sup>nd</sup> March and 2<sup>nd</sup> May 2021. The analysis has considered the full range of methods used to engage the public and stakeholders, which included digital, paper-based, and social media methods.

The consultation resulted in 145 surveys completed and 55 unique respondents provided comments on Commonplace.

### 6.1 Summary

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

#### General Perceptions of Walking and Cycling

Overall, there was a positive view of cycling and walking, which may help to identify the want for the proposed cycle enhancements along the A58 Moss Bank Way.

- **76%** of respondents **agree** that people should be encouraged **to walk / cycle more for short journeys to help the environment / air quality**.
- **84%** of respondents **agree** that people should be encouraged to **walk / cycle more to improve their health**.
- **53%** of respondents **strongly disagree** that cycle lanes on roads simply reduce space for cars and should be abolished.

#### Perception of the Proposed Scheme

The proposed scheme would look to support the increase of walking and cycling in the area, in particular, for those who currently do not feel comfortable cycling this route. The proposed scheme would help to address issues concerning traffic and poor air quality by providing the opportunity for changing to active travel modes for some journeys along this route.

- **73%** of respondents rate the ease of getting around by car overall as **good**; however, **54%** of respondents rate **noise from traffic** as **poor** and **44%** rate **quality of air** as **poor**.
- **50%** of respondents **oppose the use of wand orcas**, compared to 45% who **support their use to help support more travel by active modes**. The main reasons for opposing wand orcas were perceptions that they were 'dangerous', as well as 'concerns over maintenance' relating to litter and debris gathering in the cycle lanes.

#### Safety

Positively respondents felt that the proposed scheme would improve safety for people who cycle and walk.

- **58%** of respondents stated that they think the proposed cycle lanes will **improve safety** for cyclists, as opposed to **21%** that consider it will **worsen** safety for cyclists.
- **43%** of respondents stated that they think the proposed intervention will **improve safety** for pedestrians. However, **38%** considered that there would no impact on pedestrian safety'.

### 6.2 Recommendations

The information gathered as part of the consultation should be used to inform concept designs for the proposed scheme and, where possible, include recommendations identified as part of the consultation process. This has considered four themes: (i) perceptions of the scheme, (ii) road layout and management, (iii) demand, and (iv) safety.

#### Perceptions of the Scheme

**Table 6.1** provides a breakdown of the challenges identified with respondents' perceptions of the scheme and suggested improvements.

**Table 6.1: Perceptions**

Concerns	Suggested Improvements
<b>Cycling as a leisure activity</b>	<p>Feedback received has identified that those who would use the proposed scheme would do so simply for pleasure (53%). A fifth (20%) identified that they would use the enhanced cycle lanes to travel to / from work.</p> <p>Gear Change<sup>4</sup> has a vision of half of all journeys in towns and cities to be cycled or walked, there is also a commitment to improve the network to be useful for everyday journeys.</p> <p>Bolton Council could aim to support the shift in attitude as viewing cycling as a predominantly leisure activity to a form of everyday transport that could be used for commuting purposes or short journeys around Bolton.</p>

### Road Layout and Management

**Table 6.2** provides a breakdown of the key concerns raised by respondents regarding the road layout and management, as well as suggested improvements could be considered during scheme development.

**Table 6.2: Road Layout and Management**

Concerns	Suggested Improvements
<b>Safe crossings at junctions</b>	<p>Respondents have identified that they currently feel unsafe when cycling particularly at junctions. 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 designs, the route would benefit from the provision of safe crossings for both people who cycle and walk. There are sections, such as opposite Forest Road, which have walking routes onto the road would benefit from providing crossings.</p> <p>The width of junctions has also been identified as an area that would require improvement to allow the safer movement of people walking and cycling in the area. Sections that would benefit from this improvement would be:</p> <ul style="list-style-type: none"> <li>▪ Johnson Fold Roundabout / B6226 Chorley Old Road;</li> <li>▪ A6099 Halliwell Road;</li> <li>▪ A666 Blackburn Road; and</li> <li>▪ Key areas which would align walking provisions.</li> </ul>
<b>Speed of vehicles</b>	<p>The A58 Moss Bank Way was originally a bypass and the route is subject to sections to speeds of 40mph, in addition eleven bus services operate along this route, as well as those respondents who identified that they travel through this area contribute to a busy and well used route.</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. The scheme may benefit from a reduction in speed on the corridor, to support the implementation of wand orcas, however a review of traffic flow should be undertaken.</p>

<sup>4</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

Concerns	Suggested Improvements
<b>Increase in traffic / congestion</b>	Concerns have been identified over widening the cycle lane and impact this will have on traffic and congestion. At sections along the route, the removal or update of the road markings may allow for the widening of the cycle lanes with minimal or no impact on the traffic flow. A review of the road markings would be recommended as part of the concept designs.

## Demand

**Table 6.3** provides a breakdown of the concerns raised with regards to the current number of people who cycle using the enhanced lanes.

**Table 6.3: Demand for People who Cycle**

Concerns	Suggested Improvements
<b>Insufficient number of people cycling to justify the enhancements</b>	<p>Comments identified that the scheme is likely to be 'waste of time' due to the current cycle lane provision already in place and the enhanced lanes will not encourage the number of cyclists.</p> <p>These concerns can be addressed through providing greater understanding of the requirement to have cycle lanes to LTN 1/20 standard. Whilst some respondents thought the enhanced lanes would not encourage more people to cycle, conversely 45% of respondents stated that 'more cycle lanes' would encourage them to cycle more for short journeys (5 miles).</p>

## Safety

**Table 6.4** provides a breakdown of the concerns raised with regards to walking and suggested improvements.

**Table 6.4: Safety**

Concerns	Suggested Improvements
<b>Wand Orca visibility</b>	<p>A key concern identified was the wand orcas being dirty and the challenges of maintaining the cycle lanes. A key recommendation would be to ensure that there is maintenance of the cycle lanes – clearing of debris and general road resurfacing to remove potholes.</p> <p>As well as the cleansing of the wand orcas, there should also be the need to ensure that wand orcas are maintained if damaged by vehicles. This would also ensure that the route is effective and fit-for-purpose.</p>
<b>Restrict vehicles parking in cycle lanes</b>	<p>Support was received for the use of wand orcas, but there is a need to restrict parking in the cycle lanes. Vehicles encroaching on the current cycle lane provision, either through car position, stopping to drop-off or pick-up passenger would make the wand orcas ineffective.</p> <p>LTN 1/20 identifies that cycle lanes are only useful when they are clear of parking and loading activity, but this will require the appropriate use of parking and loading restrictions for example double yellow lines.</p>
<b>Lack of permanent cycle segregation</b>	Suggested improvement for the proposed scheme would be the inclusion of permanent cycle segregation, however this is likely beyond the existing budget. Due to the high volumes of traffic and variance of speed on the A58 Moss Bank Way, the inclusion of permanent cycle segregation would provide a greater buffer from vehicles and improve actual and perceived safety.

## 6.3 Next Steps

The consultation has identified a series of recommendations that can inform the concept design and can provide potential 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

# Appendix B : Paper Survey

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