

# Mayor's Cycling and Walking Challenge Fund

Tranche 1: Bolton Town Centre to Doffcocker (Phase  
One)

Bolton Council

December 2021

## Quality Information

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## Executive Summary

This report summarises the consultation activity undertaken for the proposed Bolton Town Centre to Doffcocker scheme, which has been broken down into phases. This consultation relates to Phase One which includes a route from the town centre (via Queens Park, Park Street entrance crossing the A673 Chorley New Road) as far as Devonshire Road. Further phases of the scheme are currently being developed, which will provide a continuation of the route to Doffcocker.

The proposed scheme seeks to create a more active and pleasant neighbourhood, while reducing car dependency and addressing 'rat-running' through residential streets.

As part of the consultation activity, two complementary junction schemes have also been consulted on. This includes (i) A673 Chorley New Road / New Hall Lane junction; and (ii) B6226 Chorley Old Road / Captain's Clough Road / Marcus Street junction (pictured). These schemes were developed by TfGM as part of a wider crossings package but were included in this consultation because they are considered to be complementary to the proposed town centre to Doffcocker scheme.



B6226 Chorley Old Road / Marcus Street *Source: AECOM*

The aim of the consultation was to identify and understand the breadth of views towards the proposed schemes. Where concerns have been raised, these will be reviewed by the Design Team to consider where suggestions could be integrated and / or mitigation introduced, if applicable, which could potentially improve the perceptions of the proposed schemes.

### Policy

In July 2020, the Government published the Gear Change document<sup>1</sup> 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<sup>2</sup> and the "Right Mix" aims for sustainable travel, which is seeking to redress the balance away from trips in the private car. The Mayor's Challenge Fund (MCF) has made an initial £160 million available to Greater Manchester to deliver the Bee Network across Greater Manchester by 2022.

### Local Context

The proposed scheme would provide connectivity between Bolton Town Centre and Doffcocker, subject to the design and delivery of subsequent phases. The first phase of the Bolton Town Centre to Doffcocker route would serve an area which exhibits high levels of deprivation and 40% of the population in the area having no access to a car.

<sup>1</sup> [Gear change: a bold vision for cycling and walking | Department for Transport \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/464242/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>2</sup> [Greater Manchester Transport Strategy 2040 | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/greater-manchester-transport-strategy-2040)

## Consultation Activities

The consultation was held between Monday 4<sup>th</sup> October and Sunday 7<sup>th</sup> November 2021, a period of five weeks. The consultation approach involved:

- delivery of a flyer to properties within 200m of the proposed scheme corridor;
- press release and social media campaigns; and
- a dedicated website on Commonplace, an online engagement tool, which received a total of 2,553 visitors and 185 respondents.

The main mechanism for feedback was provided through the Commonplace engagement tool, where users could provide separate comments on the overall scheme as well as the two complementary junction schemes. For respondents who did not have access to the internet or a computer, a paper survey was provided. There was only one request for a paper survey.

## Consultation Key Findings

- A high proportion **felt that it would improve safety for those travelling by foot or wheelchair (41%)** and slightly more for those travelling by **bike, trike or scooter (43%)**.
- The majority of respondents stated that the proposals would not make them travel more using active travel modes; however, this may be due to the high proportion of residents in the study area already travelling by these modes and the high proportions of households who do not own a car.
- Those that **support the scheme** have identified that while the scheme would improve safety for pedestrians and cycling, especially for children and the elderly, there are still some **concerns over safety** which include:
  - Perceived ongoing **anti-social behaviour** along the route.
  - Queen’s Park is not considered an attractive route for people walking and cycling especially at night due poor lighting.
- For those that are **not supportive the scheme**, the majority see it as a waste of money, however there was also concerns with:
  - the **closure of Park Street** (for through access) and the associated **impacts of on- street parking for residents and businesses**;
  - **perceived personal safety** along the route; and
  - **the lack of connectivity to an attractive route or key location**.
- Of those that responded, the majority (54%) were **not supportive** of the proposed **B6226 Chorley Old Road / Captain’s Clough Road / Marcus Street junction** upgrade as a whole. The predominant dissatisfaction was focused on objections to the **contraflow cycle lane on Captain’s Clough Road**.
- The majority (n=30)<sup>3</sup> **agree** with the proposal of a new toucan crossing on **Chorley New Road, east of the New Hall Lane junction**. Several (n=23) stated it would have a **positive impact** on them or their business / organisation. This was based on the view this would make it an **easier and safer crossing** for vulnerable road users.

## Recommendations

The consultation provided the opportunity to gather views on the proposed scheme and understand how these can be addressed through preliminary and detailed design.

Key suggested improvements focus on:

- Reviewing the traffic calming measures in the surrounding areas as part of the scheme to help mitigate new ‘rat-runs’.

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<sup>3</sup> Counts are utilised where bases are below 50.

- Provision of clarity on how subsequent phases of the scheme can address concerns of the route not providing real connectivity.
- Improvement to public realm, including lighting, security, maintenance and road surface improvements to encourage uptake of the proposed scheme.
- Reviewing LTN 1/20 Design Guidance to ensure that conflict between all road users is mitigated, especially at key junctions: (i) Captain's Clough Road / B6226 Chorley Old Road; (ii) Beverley Road / Dobson Road; and (iii) Park Street / B6226 Chorley Old Road.
- Potential to include dedicated parking bays to support necessary travel by vehicle in nearby businesses to address the concerns of loss of parking.

# 1. Introduction

## 1.1. Background

AECOM is supporting Bolton Council with the development of their Mayor's Challenge Fund (MCF) Bee Network proposals, which include proposed cycle routes and pedestrian crossing improvements both in the town centre and on suburban routes. This report summarises the consultation activity undertaken in support of the development of the Tranche 1 **Bolton Town Centre to Doffcocker (Phase One) scheme**.

The stakeholder and public consultation was held between Monday 4<sup>th</sup> October and Sunday 7<sup>th</sup> November 2021, a period of five weeks. As part of this, key local interest groups were directly engaged to capture a range of opinions and to understand the level of support. The purpose of the consultation is to provide key recommendations that can be used to improve or amend elements of the scheme.

This report provides a summary of the consultation findings and, in particular, this report is intended to provide Bolton Council and partners with opinion / feedback to inform potential refinements to the final scheme design to be taken through the assurance process.

## 1.2. Policy

The UK Government has set a vision to make England a great walking and cycling nation. The National Planning Policy Framework (NPPF)<sup>4</sup> 2019 seeks to ensure that the planning system delivers sustainable developments. 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<sup>5</sup> that sets out the actions required at all levels of government to achieve this vision. 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:

- people cycling should be separated from traffic; and
- people cycling should be separated from people walking.

The scheme strongly aligns with the Gear Change key themes and is consistent with Greater Manchester's Transport Strategy 2040<sup>6</sup> and the "Right Mix" aims for sustainable travel, which is seeking to redress the increase the number and proportion of trips made by walking, cycling and public transport.

The MCF programme has been designed to support and expedite delivery of a high quality walking and cycling network. This seeks to encourage behavioural change towards walking or cycling, and reduction in the reliance of private vehicles, with the resulting benefits this brings (e.g. improvement in air quality).

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[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)

<sup>5</sup> [Gear change: a bold vision for cycling and walking \(publishing.service.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/Gear_Change_a_bold_vision_for_cycling_and_walking_(publishing.service.gov.uk).pdf)

<sup>6</sup> [Greater Manchester Transport Strategy 2040 | Transport for Greater Manchester \(tfgm.com\)](https://www.tfgm.com/transport-strategy-2040)

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 improve population health.

### 1.3. Structure of the Report

This Consultation Report is structured as follows:

- **Section 2** 'Local Context' provides an overview of the area in which the Bolton Town Centre to Doffcocker (Phase One) scheme is located.
- **Section 3** '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 4** 'Engagement Analysis' contains analysis of Commonplace results.
- **Section 5** 'Summary and Recommendations' contains an overview of the key concerns addressed through the consultation and provides a series of recommendations that could be considered by Bolton Council in order to address these concerns.



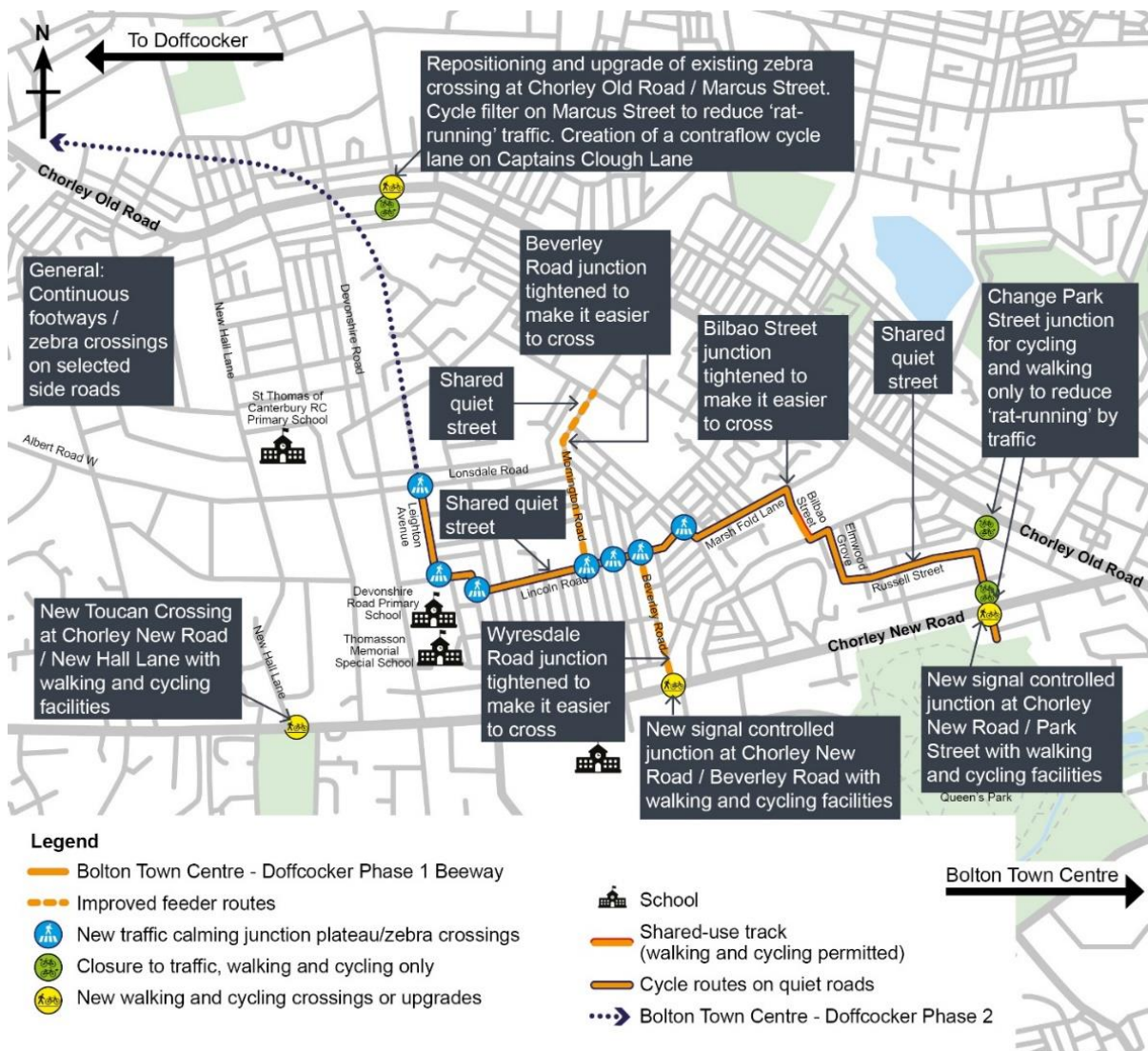
## 2. Local Context

### 2.1. Background

The Bolton Town Centre to Doffcocker (Phase One) scheme will provide high quality walking and cycle infrastructure in the residential wards of Halliwell and Smithills. This will greatly improve the perception of active travel by reducing traffic speeds, improving route legibility for cyclists and reducing 'fear of harm' factors associated with the dominance of the car above active travel modes in traditional highway design. It will also help to improve safety and provide more attractive connections that are suitable for cyclists of a beginner or occasional use competency.

**Figure 2.1** illustrates the proposed upgrades within the area. It should be noted that the proposed scheme will form part of a longer, continuous route leading to Doffcocker (as part of subsequent phases), which are currently in the design development stage and will undergo a separate consultation.

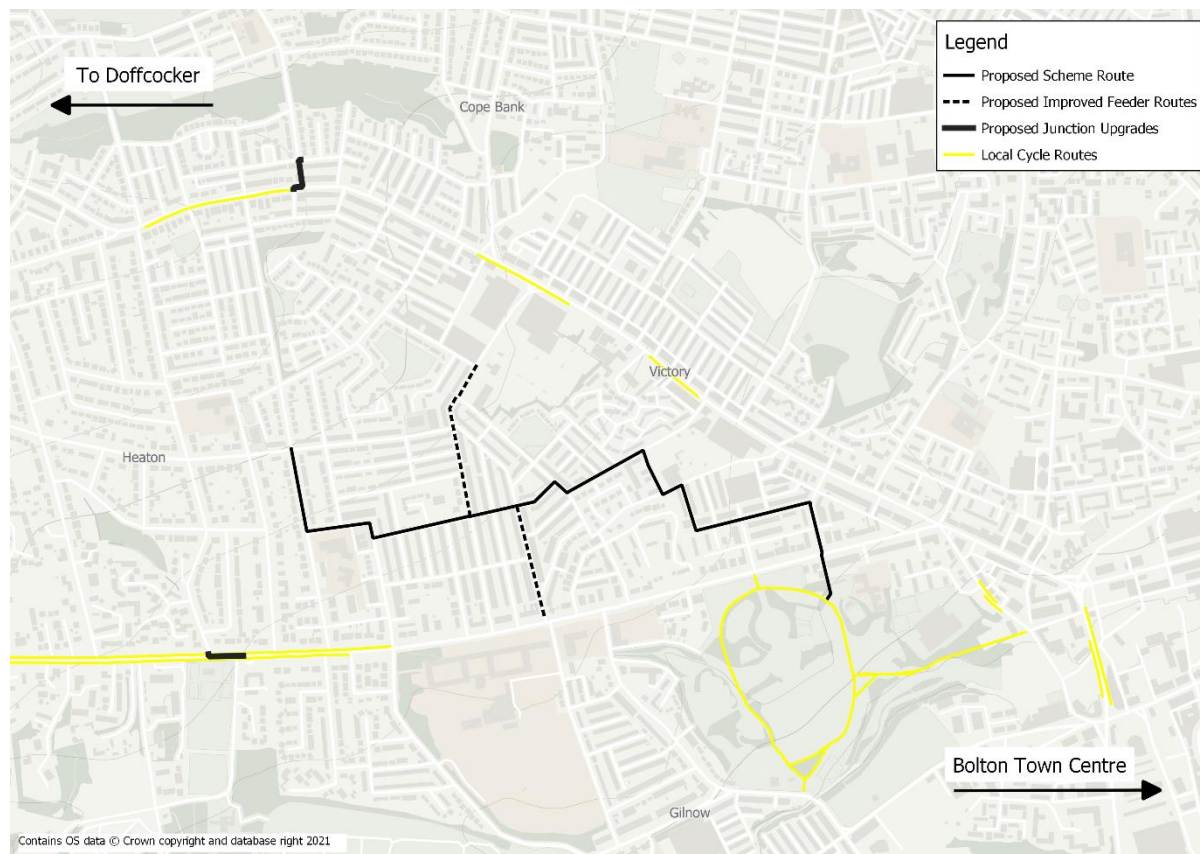
**Figure 2.1: Bolton Town Centre to Doffcocker (Phase One) Route Map**



Contains OS data © Crown copyright and database right 2021

**Figure 2.2** illustrates how the proposed scheme will provide connectivity into the local existing cycle routes at Queen's Park and onwards towards the B6226 Chorley Old Road. The proposed junction upgrades form part of TfGM's Bolton Bee Network Crossings, which look to provide new and upgraded walking and cycling crossing facilities on busy roads in Bolton as part of the Greater Manchester wider Bee Network Crossings scheme.

**Figure 2.2: Proposed Scheme and Cycle Network**

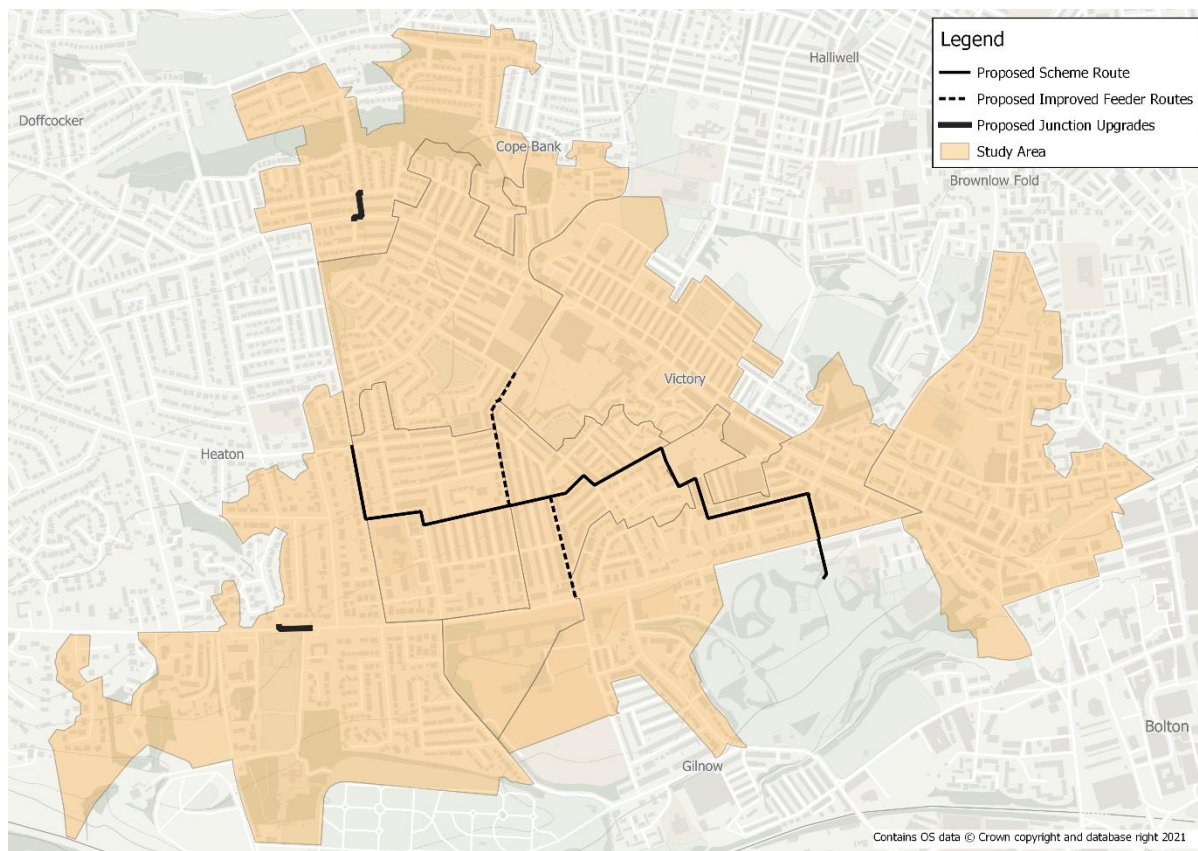


## 2.2. Socio-Economic Profile

A study area composed of the Lower-layer Super Output Areas (LSOAs)<sup>7</sup> buffering the proposed scheme route, seen in **Figure 2.3**, was created to better understand the socio-economic background of the corridor in comparison to the Bolton district and Greater Manchester.

<sup>7</sup> E01004923, E01004922, E01004921, E01004870, E01004869, E01004868, E01004845, E01004823

**Figure 2.3: Study Area (LSOAs)**



The population change in the study area is presented in **Table 2.1**, where it is evident that the growth from 2011 to 2019 (9.3%) is considerably higher than the levels seen in the rest of Bolton (3.9%) and Greater Manchester (5.7%).

**Table 2.1: Population Change (2011 - 2019)**

	Study Area	Bolton	Greater Manchester
2011 Population	13,575	276,786	2,682,528
2019 Population	14,834	287,550	2,835,686
Population Change (n)	1,259	10,764	153,158
Population Change (%)	9.3%	3.9%	5.7%

*Source: 2011 Census, Office for National Statistics (ONS) 2019 Population Estimates*

In **Table 2.2**, the 2019 population estimates are broken down by age, showing that in the study area there is a lower proportion of over 50s (30.4%), than there is in Bolton (35.9%) and Greater Manchester (33.8%).



**Table 2.2: Population by Age Group (2019)**

	Study Area (%)	Bolton (%)	Greater Manchester (%)
Under 16	22.6	21.5	20.5
16-24	11.5	10.3	11.4
25-34	16.0	13.3	15.0
35-49	19.4	19.0	19.2
50-64	16.9	18.6	17.9
65-74	7.7	9.6	8.8
75+	5.8	7.7	7.1
Base (n)	14,834	287,550	2,835,686

Source: ONS 2019 Population Estimates

In **Table 2.3**, the 2019 population is broken down by gender and highlights the study area is comparable with the wider geographies.

**Table 2.3: Population by Gender (2019)**

	Study Area (%)	Bolton (%)	Greater Manchester (%)
Male	51.0	50.0	50.0
Female	49.0	50.0	50.0
Base (n)	14,834	287,550	2,835,686

Source: ONS 2019 Population Estimates

**Table 2.4** shows the breakdown of population by ethnicity, and there is a notably higher proportion identified as Asian / Asian British (21.3%) in the study area than in Bolton (14.0%) and Greater Manchester (10.1%).

**Table 2.4: Population by Ethnicity (2011)**

Ethnicity	Study Area (%)	Bolton (%)	Greater Manchester (%)
White	73.3	81.9	83.8
Mixed / multiple ethnic groups	2.4	1.8	2.3
Asian / Asian British	21.3	14.0	10.1
Black / African / Caribbean / Black British	2.1	1.7	2.8
Other ethnic group	1.0	0.7	1.0
Base (n)	13,575	276,786	2,682,528

Source: 2011 Census

**Table 2.5** suggests that a high proportion of residents in the study area are likely to utilise other methods of transport because 39.7% of households have no access to a car or van, which is higher than the levels seen in Bolton (28.3%) and Greater Manchester (30.6%).

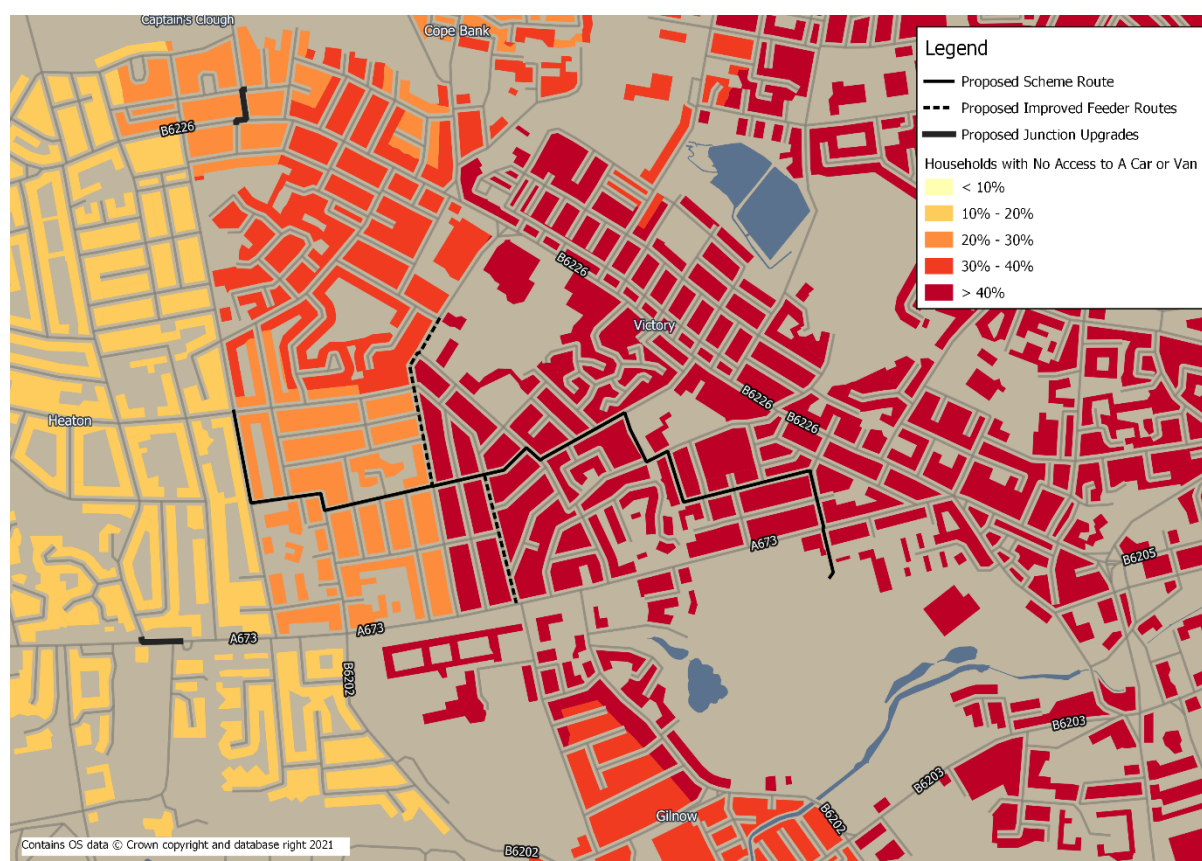
**Table 2.5: Car Ownership (2011)**

Cars per Household	Study Area (%)	Bolton (%)	Greater Manchester (%)
0	39.7	28.3	30.6
1	41.3	43.0	42.7
2	15.6	23.3	21.8
3+	3.4	5.3	4.9

Source: 2011 Census

**Figure 2.4** further illustrates that the majority of the route is through areas where over 40% of households do not have access to a car or van. The exception to this is the western extent of the route, from Lincoln Road to Devonshire Road, where 20% of households do not have access to a car or van. This indicates that the proposed scheme would serve an area with a high proportion of residents who do not have access to a car.

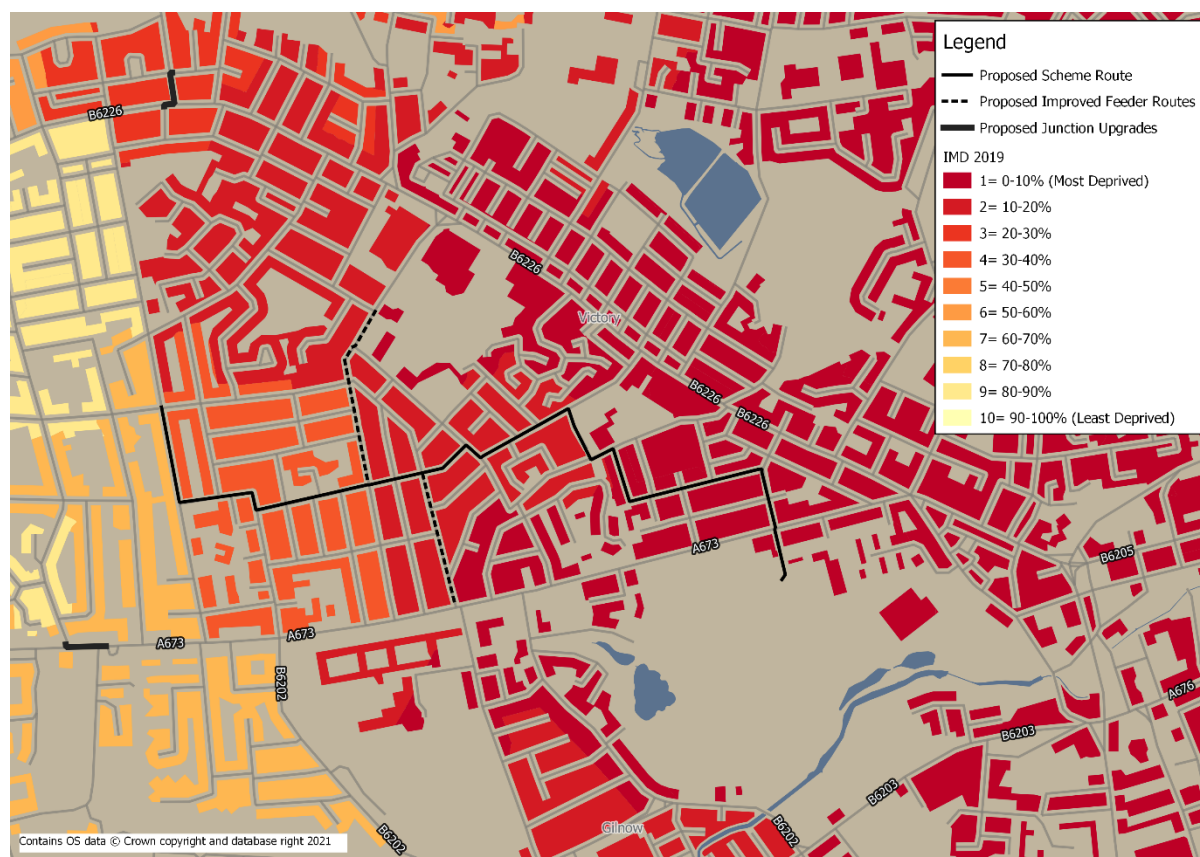
**Figure 2.4: Car Ownership (2011)**



Contains National Statistics data 2011

**Figure 2.5** illustrates that the proposed scheme would serve areas with high levels of deprivation along the entire proposed route. The high levels of deprivation are also consistent with the low levels of car ownership in the area.

**Figure 2.5: Index of Multiple Deprivation (IMD) Deciles along the Proposed Scheme (2019)**



Contains Ministry of Housing, Communities and Local Government data, 2019

**Table 2.6** shows the proportional mode shares for local residents within the scheme study area, based on journey to work data provided in the 2011 Census. While the data is ten years old, it 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 scheme area, the figures show that a higher proportion of residents living in the study area (14.0%) travel by foot than what is seen in the rest of Bolton (9.7%), and Greater Manchester (10.5%). Conversely, a lower proportion of residents living in the study area travel by car or van (56.6%) compared to the rest of Bolton (65.5%) and Greater Manchester (61.1%), supporting the proposal improved walking and cycling infrastructure.

**Table 2.6: Method of Travel to Work by Residents (Aged 16-74 in Employment, 2011)**

<b>Mode of Travel</b>	<b>Study Area (%)</b>	<b>Bolton (%)</b>	<b>Greater Manchester (%)</b>
Work mainly at or from home	3.6	3.8	3.9
Underground, metro, light rail, tram	0.1	0.2	1.3
Train	4.6	3.6	2.6
Bus, minibus or coach	9.8	6.8	10.8
Taxi	1.6	1.3	0.9
Motorcycle, scooter or moped	0.6	0.7	0.6
Driving a car or van	56.6	65.5	61.1
Passenger in a car or van	7.3	6.8	5.8
Bicycle	0.9	1.0	2.1
On foot	14.0	9.7	10.5
Other method of travel to work	0.7	0.5	0.6
<b>Base (n)</b>	<b>5,882</b>	<b>123,367</b>	<b>1,218,907</b>

Source: 2011 Census

## 3. Consultation Approach

### 3.1. Consultation Methodology

An online consultation for the proposed scheme was launched utilising Bolton Council's licence with Commonplace. The consultation was held from Monday 4<sup>th</sup> October to Sunday 7<sup>th</sup> November 2021, a period of five weeks.

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

#### 3.1.1. Flyer Design and Distribution

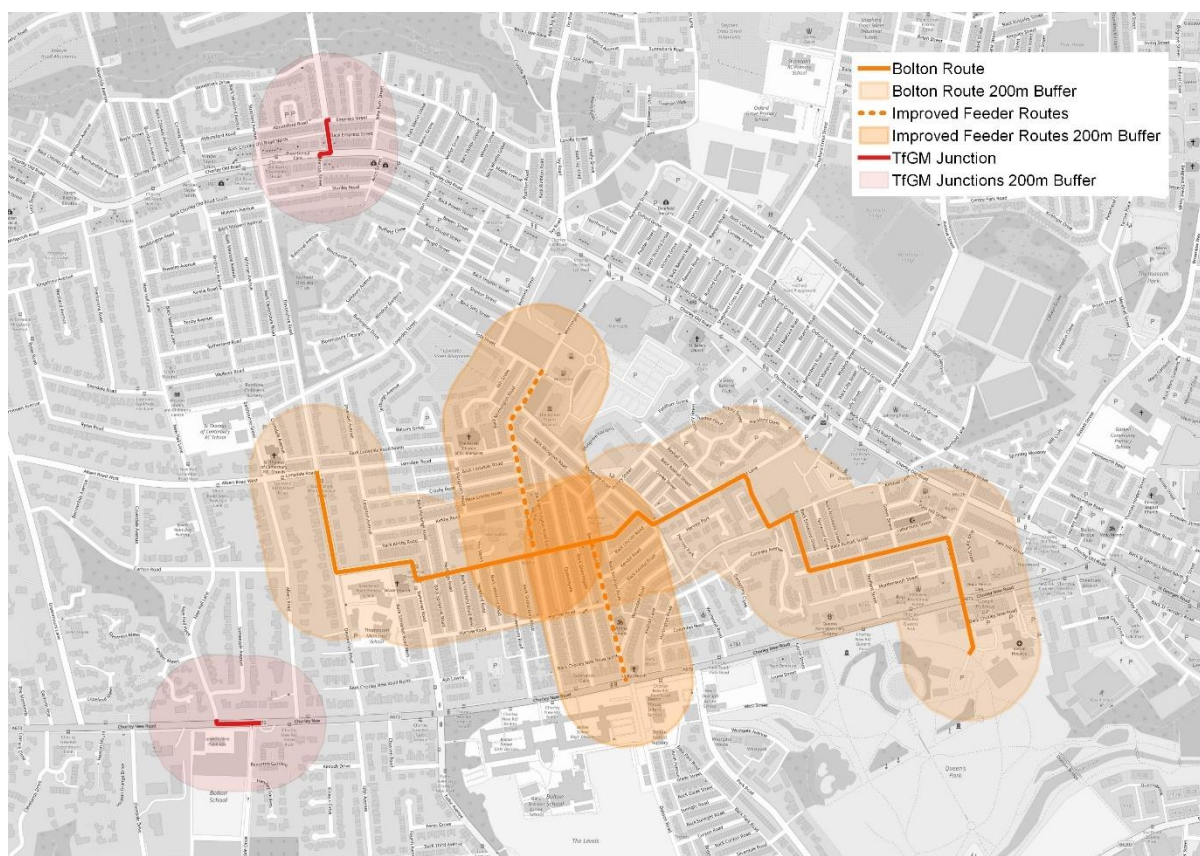
A consultation flyer was designed to raise public awareness of the Tranche 1 MCF Consultation. The flyer included a summary of the scheme, identifying key benefits and signposted the various options for respondents to provide feedback through a variety of methods, which included:

- the online Commonplace online engagement tool (see **Section 3.1.4**) - linked also through a QR code;
- Dedicated email address ([mcf@bolton.gov.uk](mailto:mcf@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**.

Flyers were distributed to residents and businesses within a 200m buffer of the proposed route as illustrated in **Figure 3.1**. This was primarily intended to increase awareness of the consultation to wider frontages, rather than potential users of the route.

**Figure 3.1: Flyer Distribution Area in Correlation to Proposed Route**



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### 3.1.2. Route and QR codes

A QR code was generated which would provide access to the Commonplace website. The QR code was included on the flyer, posters mounted to key locations along the route and posters provided to local schools: (i) Bolton School Junior Boys; (ii) Bolton School; (iii) Devonshire Road Primary School; and (iv) Thomasson Memorial School, college and university with encouragement to place around for staff, students and parents, as seen in **Figure 3.2**. The QR codes provided the opportunity for people who may not live in the area, but cycle or walk through the scheme, to have access to the consultation.

**Figure 3.2: Left - QR Route Poster; Right - QR Poster provided to Education Establishments**



### 3.1.3. Commonplace Website Development

Commonplace is an online community engagement platform, which was utilised as part of a department licence obtained by Bolton Council. Commonplace was used to provide a website which offered a single location for information about the scheme and for people to provide a response to bespoke questions about each aspect of the route and junction crossings.

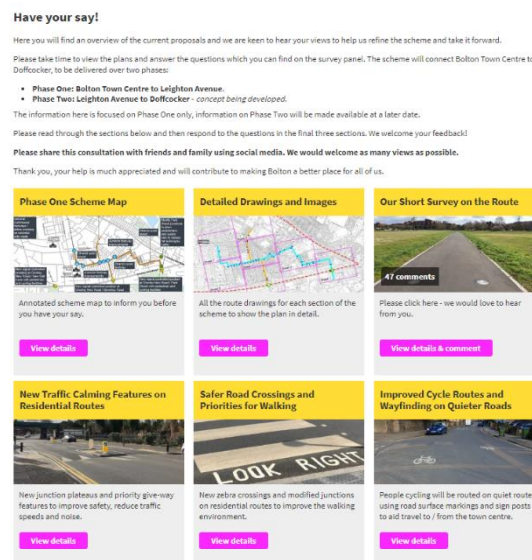
#### Website Content

Separate panels were provided for each element of the route (**Figure 3.4**) these provided an explanation of the project, examples and visualisations, as well as the opportunity to provide feedback on the overall route and the A673 Chorley New Road / New Hall Lane Junction and B6226 Chorley Old Road / Captain’s Clough Road / Marcus Street Junction.

The separate feedback panels were:

- A scheme map on a web-friendly version of the leaflet;
- Route drawings and images;
- Route short survey;
- Traffic calming measures;
- Safer road crossings;

**Figure 3.4: Commonplace Website (landing page)**



- Improved cycle routes and wayfinding;
- CYCLOPS junction improvements;
- Modified junction for walking and cycling;
- Feeder routes;
- B6226 Chorley Old Road / Captain's Clough Road / Marcus Street Junction; and
- A673 Chorley New Road / New Hall Lane Junction.

## Website Questions

Respondents could contribute on each of the survey feedback panels which covered the scheme route and the two TfGM Bee Network Crossings (1) A673 Chorley New Road / Captain's Clough Road / Marcus Street junction and (2) B6226 Chorley Old Road / New Hall Lane junction.

**Table 3.1** provides an overview of the key themes of the types of questions. To ensure that all respondents had the opportunity to respond, the questions were collated into a paper survey which was issued on request.

**Table 3.1: Overview of Questions by Survey Feedback Panel**

Survey Feedback Panel	Questions
<b>Overall Scheme (route alignment and upgrades)</b>	<ul style="list-style-type: none"> <li>• Ease of travel by active travel modes to key locations and Bolton Town Centre</li> <li>• Improve levels of safety</li> <li>• Likelihood to use active travel modes</li> <li>• Overall Support</li> <li>• Overall Impact</li> <li>• <i>Travel patterns*</i></li> </ul>
<b>A673 Chorley New Road / Captain's Clough Road / Marcus Street Junction</b>	<ul style="list-style-type: none"> <li>• Level of Agreement based on the elements of the junction changes</li> <li>• Likelihood to use active travel modes</li> </ul>
<b>B6226 Chorley Old Road / New Hall Lane Junction</b>	<ul style="list-style-type: none"> <li>• Overall Impact</li> <li>• <i>Travel patterns*</i></li> </ul>

*\*Respondents were asked about their travel patterns overall*

A full list of the questions can be found in **Appendix B**.

## Website Communication

The website, <https://towntodoffcocker.commonplace.is/overview>, was shared via multiple forms of communication including social media posts, email, consultation leaflet and provided to subscribers of the Bolton Commonplace Safe Streets Bolton site.

## 3.2. Consultation Awareness

### 3.2.1. Liaison with Key Stakeholders

The Project Team sought to engage with key stakeholder groups to glean constructive feedback on the proposed scheme and understand any issues / perceived opportunities for walking and cycling. The audiences identified were as follows:

- Councillors and MPs;

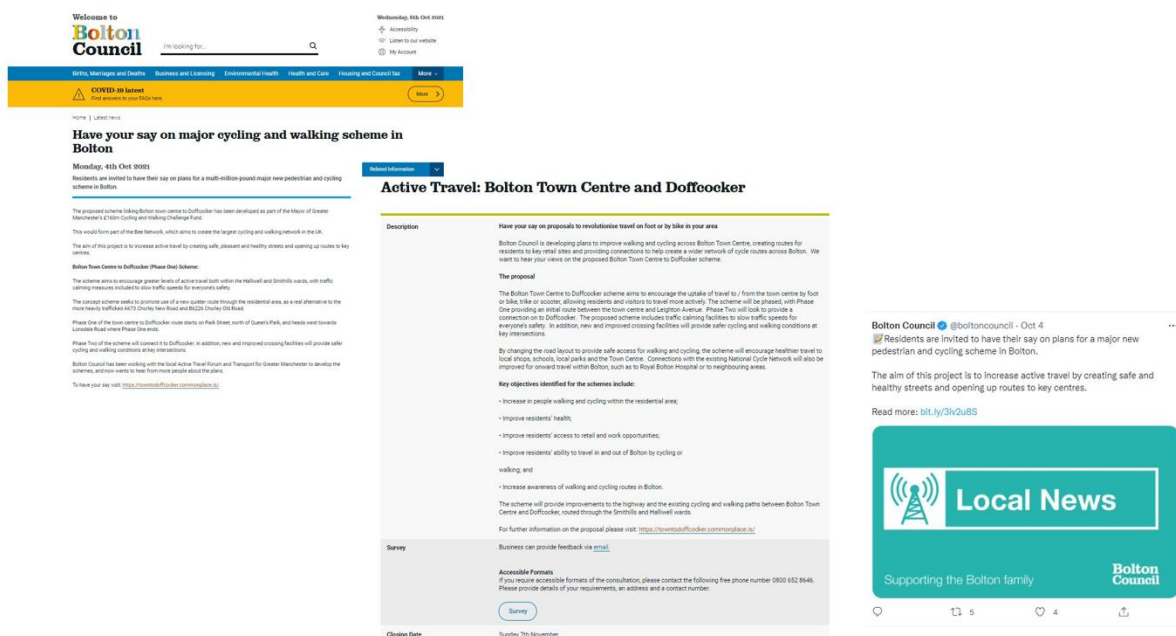
- Emergency services;
- Bus operators via TfGM;
- Royal Mail;
- All Vision partners; and
- News Talk (converted to audio for disability and visual impaired residents).

The Project Team also raised awareness of the consultation to the general public and stakeholders via social media channels, CVS Newsletter and via the EView consultation database.

### 3.2.2. Media Support

The consultation was promoted through Bolton Council press releases, dedicated consultation pages and via the Bolton Council Twitter account, as seen in **Figure 3.3**. TfGM also retweeted Bolton Council’s post raising awareness to 55,600 followers.

**Figure 3.3: Left - Bolton Council Press Release; Centre - Bolton Council Consultation Page; Right - Bolton Council Twitter**



During the consultation, press releases were reported in Bolton News (**Figure 3.4**) at the beginning (5<sup>th</sup> October 2021) of the period and towards the end (4<sup>th</sup> November 2021). The articles encouraged participation and received a number of comments, a summary of comments posted can be found in **Section 4.8**.




Figure 3.4: Left - Posted 5<sup>th</sup> October; Right - Posted 4<sup>th</sup> November by Bolton News

**News**  
5th October

### Views are sought on new route to Bolton town centre

By Peter Magill | @peter\_magill  
Audience & Content Editor



[Facebook](#) [Twitter](#) [LinkedIn](#) [WhatsApp](#) [41 comments](#)

**PLANS for a major walking route between Bolton town centre and Doffcocker are set to be put under the microscope.**

The Bee Network route would be funded by Metro Mayor Andy Burnham's £160m cycling and walking challenge fund.


Under phase one, which will be focusing on the Halliwell and Smithills areas, traffic calming measures would be introduced and alternatives to motoring promoted.

Plans have been drafted to create a quieter route through residential areas, as an alternative to the A673 Chorley New Road and B6226 Chorley Old Road.

4th November

### Consultation on cycling and walking scheme in Doffcocker

By Claudia McInerney | @claudia\_mac\_  
News Reporter



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**This is the last week to have your say on the proposed Doffcocker scheme in Bolton.**

Bolton Council is developing plans to improve walking and cycling across the town centre, creating routes for residents to key retail sites and providing connections to help create a wider network of cycle routes across Bolton.

The Bolton Town Centre to Doffcocker scheme aims to encourage residents to travel to and from the town centre by foot or bike, trike or scooter. The scheme also aims to improve residents' **health**, boost work opportunities in the area and increase awareness of walking and cycling routes across the borough.

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## 4. Consultation Analysis

### 4.1. Commonplace Analytics





The following section provides a breakdown of the level of engagement received directly through the Commonplace website. The Commonplace website had three locations where respondents could contribute:

- Short survey regarding the **Overall Scheme (route alignment and upgrades)**;
- Short survey on **A673 Chorley New Road / Captain's Clough Road / Marcus Street Junction**; and
- Short survey on **B6226 Chorley Old Road / New Hall Lane Junction**.

The completion of each surveys was optional, therefore the three surveys received varying number of responses.




Commonplace provides an analytics summary of the engagement for the Bolton Town Centre to Doffcocker (Phase One) consultation. A total of 2,553 visitors were received during the consultation period, of these 8% contributed to the consultation as seen in **Figure 4.1**.

**Figure 4.1: Summary of Commonplace Visitors**

2, 553 Visitors			
Type and Count		%	Definition
 193 Contributed		8	A visitor who commented or agreed with another contribution
 648 Informed		25	A visitor who viewed four or more pages but did not contribute
 670 Aware		26	A visitor who viewed more than one page but less than four and did not contribute
 1,042 Bounced		41	A visitor who viewed only one page and left without contributing









**Figure 4.2** shows classification of the 185 respondents who contributed on the Commonplace website. A paper survey was issued during the consultation period and represents the surveyed respondent. Respondents could contribute more than once.

**Figure 4.2: Summary of Commonplace Respondents**

185 Respondents		
	164 Confirmed	A visitor who contributed or agreed with other contribution and confirmed their email address.
	1 Surveyed	A person who was interviewed at a workshop or filled out a paper questionnaire which was transcribed into Commonplace.
	20 Pending	A visitor who contributed but did not confirm by clicking the email Commonplace sent. Will be included in the data

**Figure 4.3** provides a breakdown of the 355 contributions received. A total of 251 contributions were identified as direct comments, of these 229 forms the data analysis.

**Figure 4.3: Summary of the Commonplace Contributions**

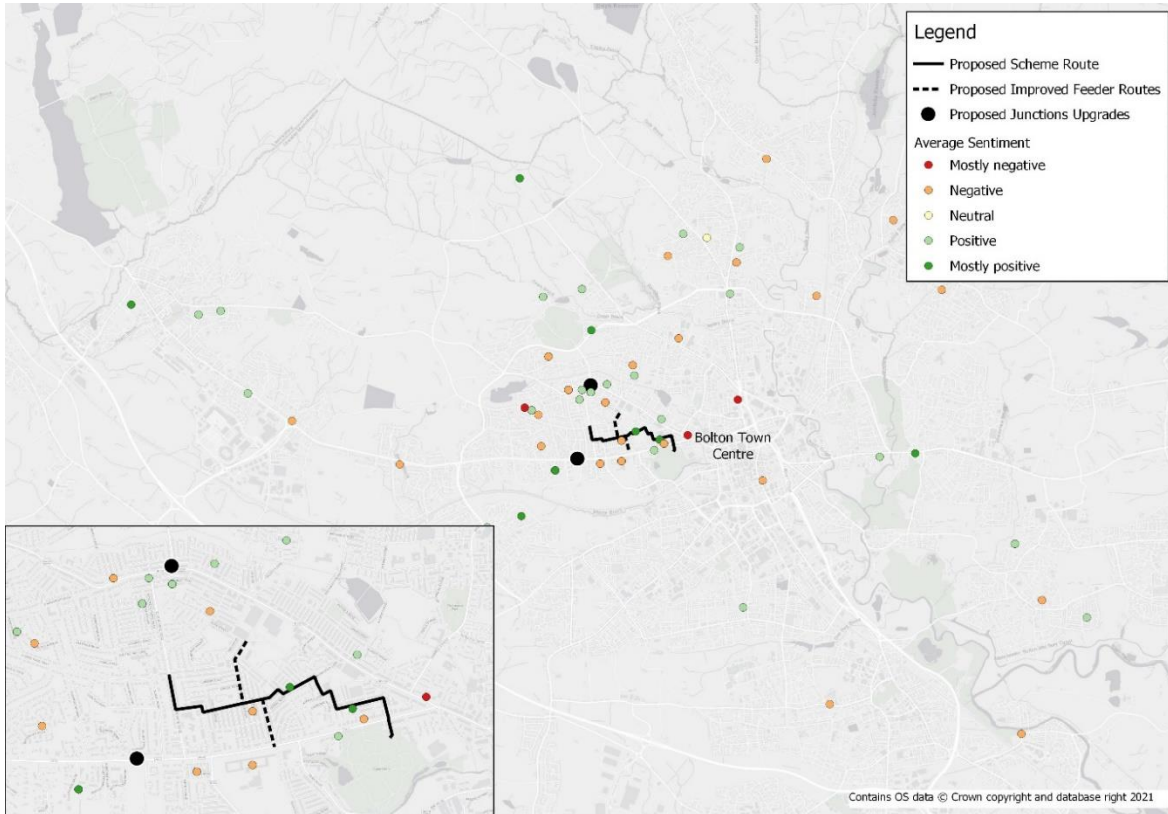
355 Contributions					
251 Comments			104 Agreements		
Type and Count		(%)	Type and Count		(%)
	206 Confirmed	82		91 Confirmed	88
	3 Surveys	1		0 Surveys	0
	20 Pending	8		2 Pending	2
	22 Anonymous	9		11 Anonymous	11
229 Comments					
Type and Count					
Overall Scheme (route alignment and upgrades)		134			
A673 Chorley New Road / Captain's Clough Road / Marcus Street Junction;		57			
B6226 Chorley Old Road / New Hall Lane Junction		38			

*N.B. Anonymous data does not form part of the Commonplace dashboard analytics and has been excluded from the data analysis.*

## 4.2. Commonplace Respondent Profile

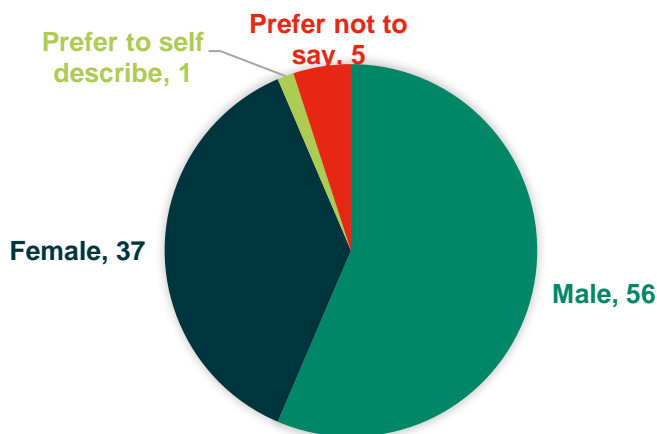
The Bolton Town Centre to Doffcocker Commonplace consultation received a total of 185 respondents, of which a total of 126 respondents provided a full home postcode. **Figure 4.4** illustrates the average sentiment of the overall scheme by the respondent and home location. Not all postcodes are shown on the map as some were located outside of Greater Manchester. With regards to the average sentiment for the scheme, 49% were negative / mostly negative, while 44% were positive / mostly positive.

**Figure 4.4: Respondent Postcode by Sentiment**



The following charts provide an overview of the demographics. **Figure 4.5** illustrates that just over half of the respondents who identified their gender were male (56%) and just over a third (37%) were female. This shows that females are slightly underrepresented when compared to the study area (**Table 2.3**).

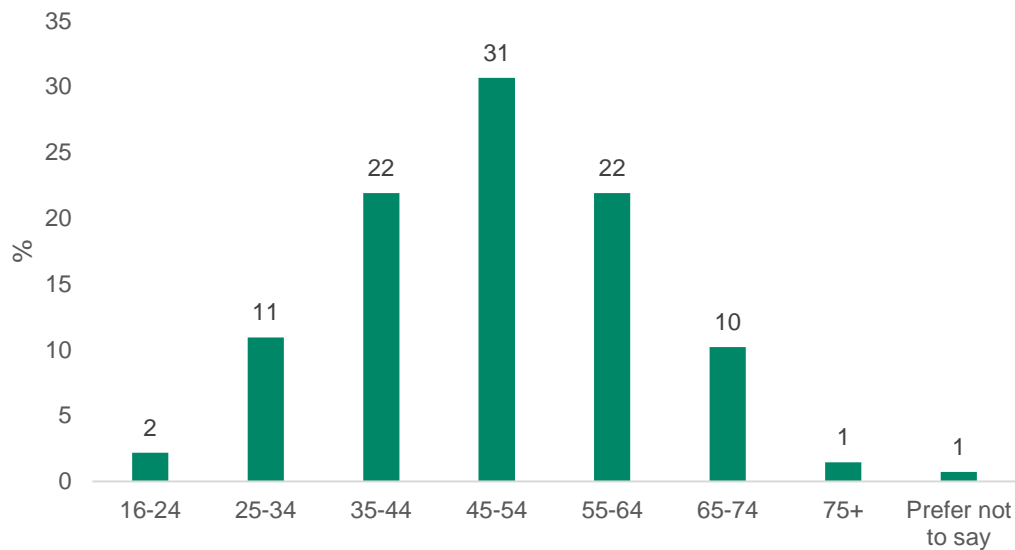
**Figure 4.5: Respondent Gender (%)**



Base: 140, 45 respondents did not provide an answer

**Figure 4.6** shows that 13% of respondents were aged under 35, just over half (53%) were aged between 35 and 54 and just under a third (34%) aged 55 and over. Respondents under 35 were underrepresented compared to the study area population (27.5%).

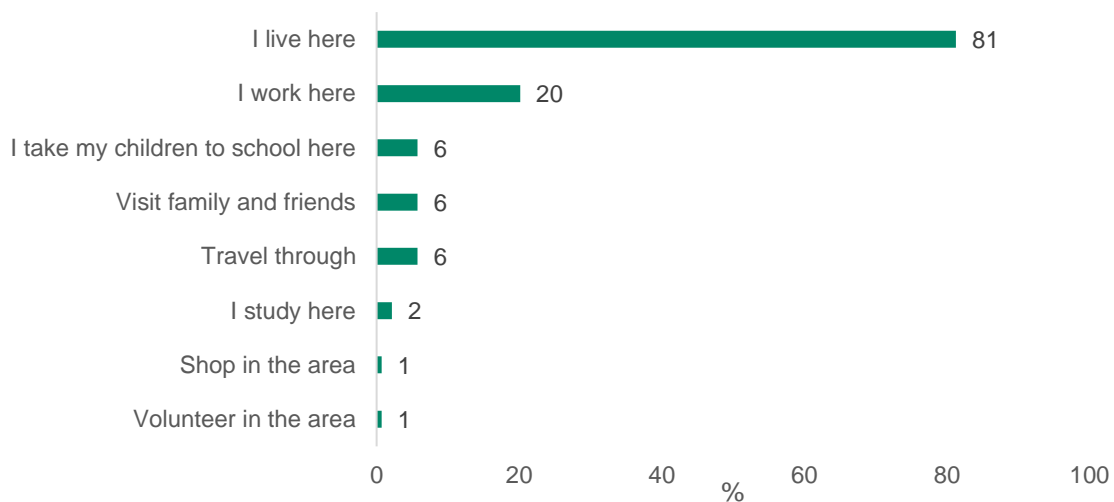
**Figure 4.6: Respondent Age (%)**



Base: 137, 48 respondents did not provide an answer

Respondents were asked what their connection was to the area, the majority (81%) stated that they live in the area and 20% work in the area. A small proportion of respondents said that they take their children to school in the area and visit family and friends (6% respectively), as seen in **Figure 4.7**.

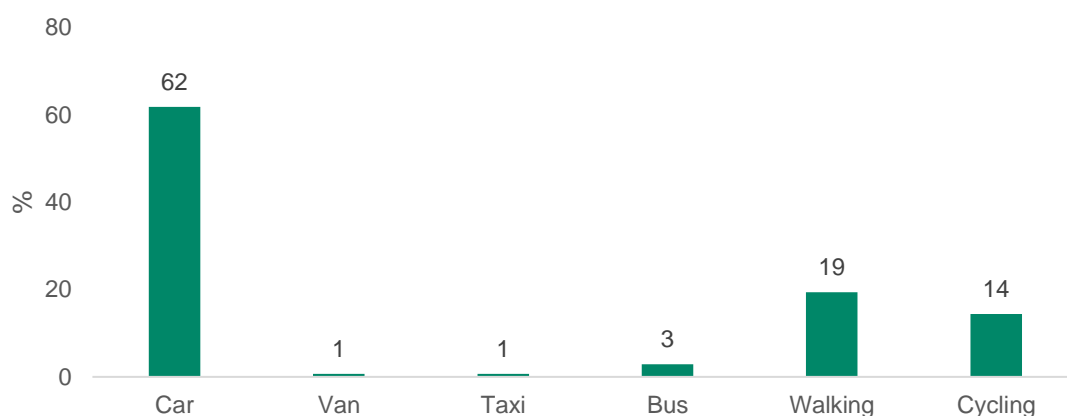
**Figure 4.7: Respondent Connection to the Area (Multiple Response) (%)**



Base: 139, 46 respondents did not provide an answer

Respondents were asked to identify the main mode of transport they usually used to travel in and around the area (**Figure 4.8**). The majority (62%) stated that they travel by private vehicle (car or van), while a small proportion (3%) usually travelled by bus. Just under a fifth (19%) stated that they walk around the area and 14% cycled in the area.

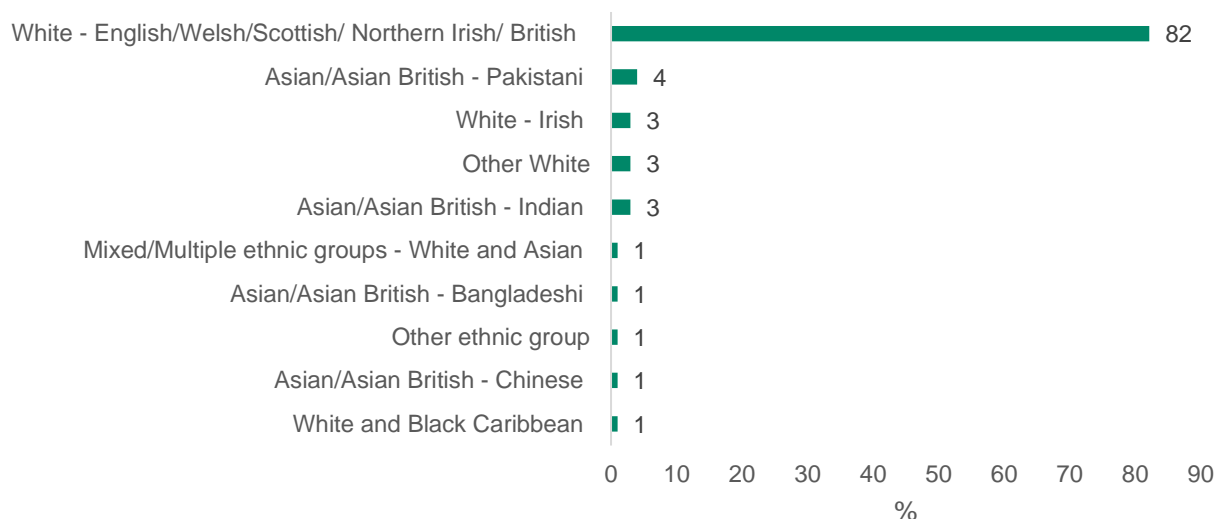
**Figure 4.8: Respondent Mode of Travel In and Around the Area (%)**



Base: 139, 46 respondents did not provide an answer

**Figure 4.9** shows the majority of respondents were White (English / Welsh / Scottish / Northern Irish / British) (82%), which is higher than the study area (73%). However, this may be partially due to some of the respondents being located outside the study area, with some respondents identified as being located in other areas of Greater Manchester and further afield.

**Figure 4.9: Respondent Ethnicity (%)**



Base: 101, 84 respondents did not provide an answer

When asked about whether they had disability which affects their mobility, 104 respondents answered the question. The majority (83%) stated that they did not, while just under a fifth (17%) said they did and 1% preferred not to say.

### 4.3. Commonplace Analysis – Overall Scheme

#### 4.3.1. Overview

The Overall Scheme (route alignment and upgrades) received a total of 134 comments. The questions asked covered the following themes:

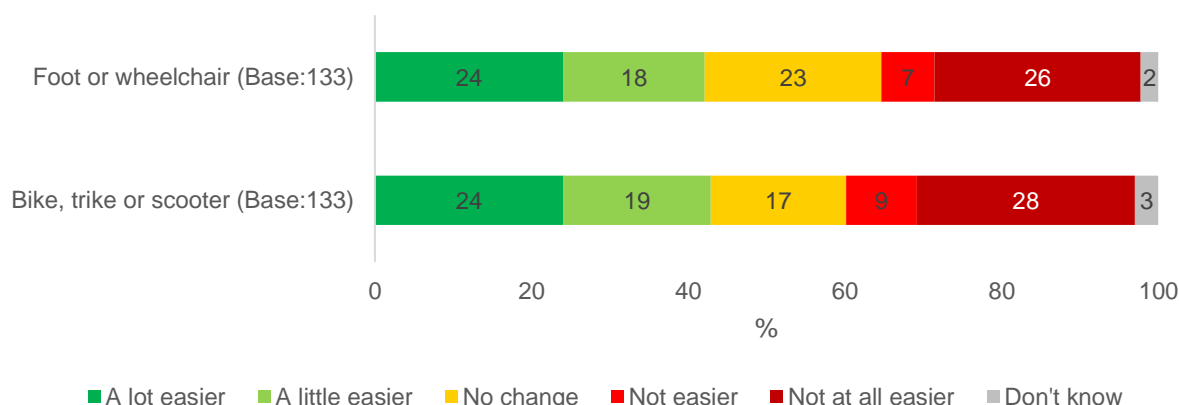
- Impact on travel options;
- Impact on safety;
- Impact on walking and cycling;
- Overall scheme perceptions; and
- Overall scheme impact.

The following sections provide analysis of the responses received to the overall scheme only.

#### 4.3.2. Views Regarding Scheme Impact on Travel Options

Respondents were asked if they thought the proposals would make it easier to travel to key places, including the Halliwell and Smithills wards (**Figure 4.10**) and Bolton Town Centre (**Figure Figure 4.11**). More than two-fifths stated it would be easier to travel to key places within Halliwell and Smithills wards by foot or wheelchair (42%) and bike, trike or scooter (43%). A slightly higher proportion noted that travel would not be easier by bike, trike or scooter (37%) as a result of the proposals, compared with a third (33%) for travel by foot or wheelchair.

**Figure 4.10: Easier to Travel to / from Key Places in Halliwell and Smithills (%)**

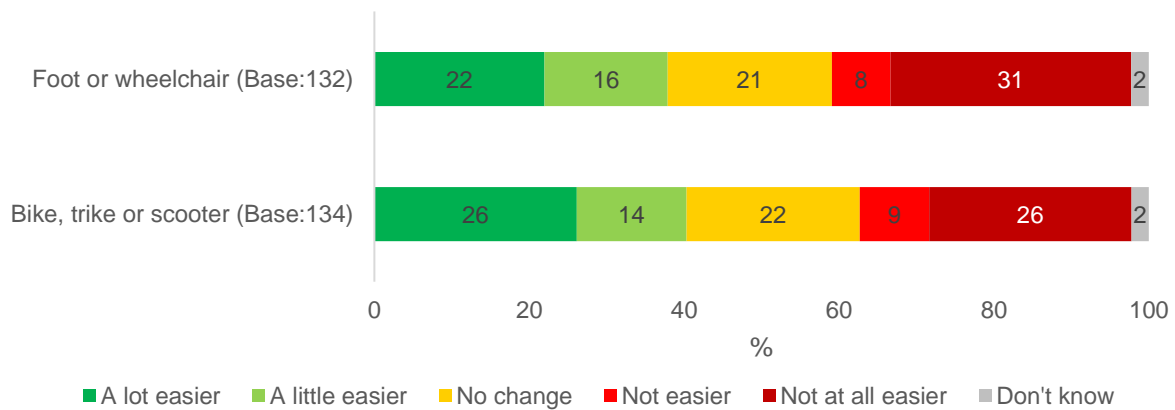


*Excludes those who did not provide an answer*

**Figure 4.11** shows that 38% stated it would be easier to travel to and from Bolton Town Centre by foot or wheelchair, and 39% stated it would not be easier. Two-fifths (40%) stated it would be easier by bike, trike or scooter compared to just over a third (35%) who stated it would not be easier.

A slightly higher proportion of respondents stated it would be easier travelling to / from key places by foot or wheelchair or bike, trike or scooter compared to travelling to / from Bolton Town Centre, showing that this would provide active travel benefits to local residents. Overall, the ease of travelling to / from the town centre using active travel modes along the proposed scheme is viewed as fairly equal.

**Figure 4.11: Easier to Travel to / from Bolton Town Centre (%)**

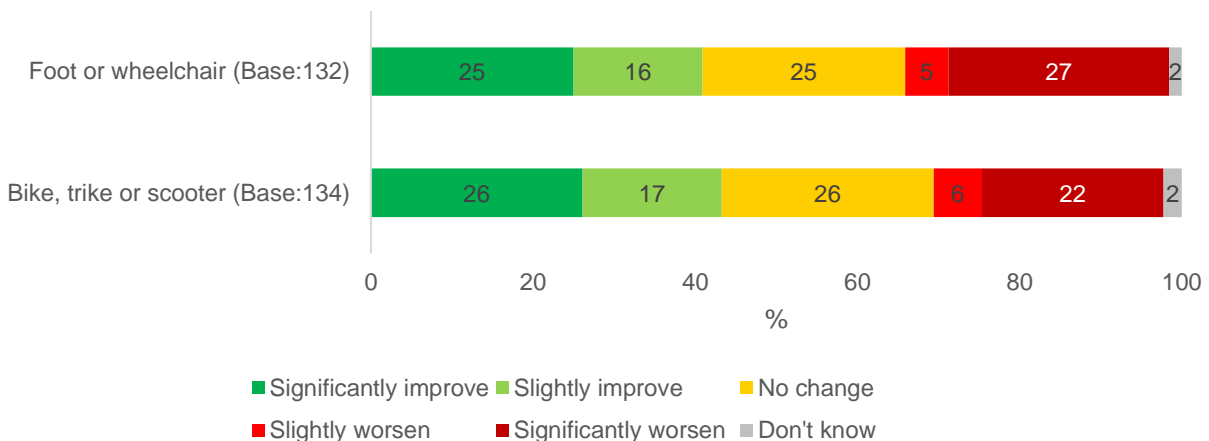


*Excludes those who did not provide an answer*

### 4.3.3. Perceptions of Scheme Impact on Safety

Respondents were asked if they thought the proposed scheme would improve levels of safety within Halliwell and Smithills. **Figure 4.12** shows similar perceptions for active travel modes, with 41% stating it would improve safety by foot or wheelchair and 43% felt this way for travel by bike, trike or scooter. Similarly, approximately a quarter of respondents said the proposals would result in no change in safety levels for travel by foot or wheelchair and bike, trike or scooter. A slightly higher proportion (32%) stated it would not improve safety by foot or wheelchair compared to 28% by bike, trike or scooter.

**Figure 4.12: Improve Levels of Safety in Halliwell and Smithills (%)**



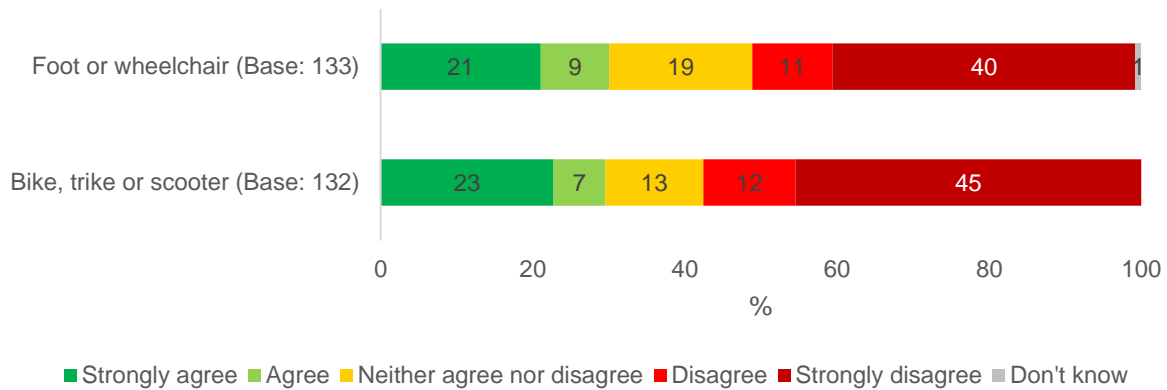
*Excludes those who did not provide an answer*

### 4.3.4. Perceptions of Scheme Impact on Walking and Cycling Participation

Respondents were asked to what extent they agreed / disagreed that as a result of these proposals, they were more likely to travel by foot or wheelchair and bike, trike or scooter. **Figure 4.10** illustrates that more than half disagreed that the proposals would make them more likely to travel by foot or wheelchair (51%) or by bike, trike or scooter (57%). Meanwhile, 30% strongly agreed / agreed that the proposals would encourage them to travel by these modes.



**Figure 4.13: Extent Disagree / Agree that Proposals are More Likely to Make you Travel By... (%)**

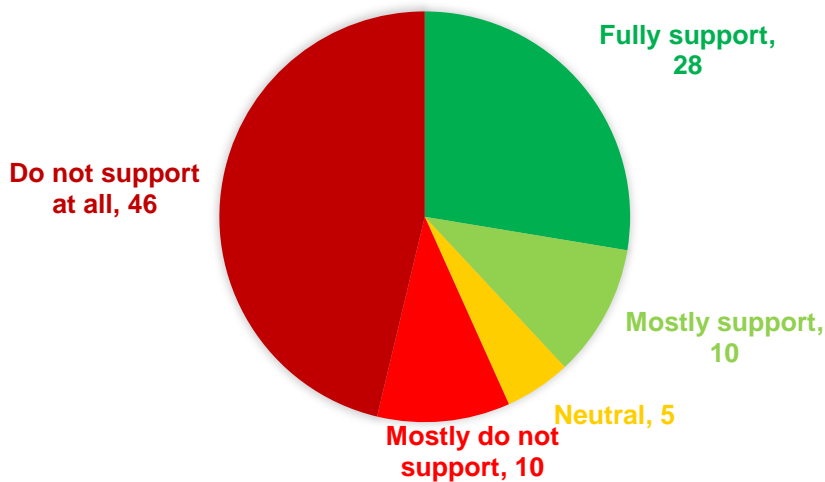


*Excludes those who did not provide an answer*

### 4.3.5. Overall Perceptions of the Scheme

Respondents were asked how supportive they were of the proposed scheme. **Figure 4.14** shows that the majority (56%) did not support the scheme (46% do not support at all / 10% mostly do not support), compared to just under two-fifths (38%) who stated that they were supportive (28% fully supportive / 10% mostly supportive).

**Figure 4.14: Overall Support for the Proposed Scheme (%)**



Base: 134

**Table 4.2** illustrates the level of support for the proposed scheme by the usual mode of transport. It shows car / van drivers were generally unsupportive of the proposed scheme, perhaps reflecting concerns over a deterioration in existing levels of accessibility. Although low numbers, cyclists were more supportive (n=12), however a similar number of people who walk were both supportive (n=8) and unsupportive (n=7).

**Table 4.2: Level of Support by Usual Mode of Transport (Count)**

	Car / van driver	Car / van as the driver with passenger	Car / van as the passenger	Taxi	Rail	Bus	Cycle	Walk	Other	Total
Do not support at all	19	22	3	1	-	6	2	6	2	<b>61</b>
Mostly do not support	4	2	-	-	-	1	4	1	2	<b>14</b>
Neutral	2	2	-	-	-	-	2	1	-	<b>7</b>
Mostly Support	3	4	-	-	-	-	4	2	-	<b>13</b>
Fully support	10	5	1	-	2	5	8	6	-	<b>37</b>
<b>Total</b>	<b>37</b>	<b>35</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>12</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>132</b>

*Excludes those who did not provide an answer*

### Supportive of the Proposal

A total of 51 respondents (38%) supported the proposals, of which 41 provided an explanation. This feedback is summarised in **Table 4.3**. The main reasons for supporting the scheme were that it would provide a safer / quieter route (n=13) and also provide a healthy / environmentally friendly travel alternative (n=11).

**Table 4.3: Support Feedback**

Comment	Count
Provide a safe / quiet route for walking and cycling	13
Provides a healthy / environmentally friendly travel alternative	11
Other considerations	9
Increase / encourage walking and cycling	9
Provides easier / safer crossings	6
Help to reduce reliance on private vehicles	5
Promote the scheme / provide similar schemes	4
Improves local area	4
Less congestion	4
Connectivity to other walking and cycling schemes	3
Help to address climate change	3
<b>Base</b>	<b>41</b>

*“Anything that supports alternative forms of transport other than cars and expensive public transport is good for the environment, local community and consumer.”*

*“Air quality and climate change are real and massive challenges. Any scheme that encourages and improves safety of alternative travel options needs to be implemented.”*

*“Walking and cycling are superb for mind and body, cleaner air, less car congestion, improved communities, which leads to much less local crime. It needs to be safer to cycle and walk, and these improvements will empower and encourage more people to cycle and walk more and leave travel less by car. The more schemes and routes like this, the better for Bolton and everywhere. Bolton needs to catch up in this area...”*

*“If these schemes are completed collectively and properly joined up then it would really improve the area and lead to increased walking and cycling.”*

Some respondents who were supportive of the scheme, provided 'suggested improvements' (n=9). For some, this was based upon the perceived safety of the area through which the scheme is routed, as well as concerns travelling through Queen's Park, which is currently poorly lit. Some respondents stated that the route should be 'direct' with footpaths and existing cycle routes surfaces should be improved. Concerns were also raised that the area suffers from 'rat-running' and that this should be addressed as part of further scheme development / refinement.

*“I like the changes but lighting and safety at night also need to be considered. The areas proposed is pretty rough, so safety is crucial.”*

*“...However, this scheme does not do anything to improve connections to Bolton Town Centre. Routes through the park are unusable after dark.”*

*“There are too many junctions on / off Chorley New Road and Chorley Old Road, which creates rat-runs and makes the roads very unsafe. Traffic should be routed onto the main roads and other roads should be made more pedestrian friendly.”*

*“The route looks good, but I don't understand why you're not filtering any of the terraced streets in Heaton. This is a maze of rat-runs, any combination of routes is possible to drive from Chorley New Road to Chorley Old Road. You could make this whole area significantly safer for by forcing motorists to use Devonshire Road (for example), which is much wider and safer than the narrow-terraced streets. I'd add that Queens Park is not a cycle-friendly area. It has steep hills and isn't particularly easy to navigate for those who don't know the area. Chorley New Road is a much easier route into town, so you should be installing protected infrastructure along there, and the GIGANTIC Street, George's Road. That would make it much easier to get into Bolton Town Centre.”*

## Unsupportive of the Proposal

A total of 76 respondents (57%) were unsupportive of the proposal, with 69 comments provided.

**Table 4.4** provides a breakdown of the key reasons. The majority of respondents saw the proposal as a waste of money and / or not necessary (n=28).

**Table 4.4: Unsupportive Feedback**

Comment	Count
Waste of Money / not necessary	28
Will increase / congestion / move traffic elsewhere	19
Wouldn't feel safe using the proposed route / won't improve safety	5
Not enough cyclists / will not encourage more cycling or walking	14
Should have a more direct route	7
Consider other measures (litter, road resurfacing, speed bumps)	7
Key road should not be blocked	5
Scheme is in isolation / does not link to other cycle routes	4
Needs to have full segregation	3
Improve public transport	3
Concerns over impact on people with a disability	3
Will create more conflicts with people walking	2
Business impact	2
Loss of parking	2
Other	5
<b>Base</b>	<b>69</b>

There were concerns over the potential for the scheme to move traffic and 'rat-run' routes to neighbouring streets (n=19), as well as increase congestion on main routes.

*"This proposal will cause more stress on journeys. It will impact people in a negative manner unnecessarily. Specially drivers will use Grafton Street as an alternative route for rat running, which causes more trouble for children who walk to mosque in Grafton Street around 5pm."*

*"A ridiculous waste of money designed to inconvenience motorists causing more traffic congestion and therefore increasing pollution."*

Safety (n=15) was also a key concern with the proposed route utilising roads that respondents felt were not safe. While this was partially due to perceived personal safety concerns in the area, some respondents felt that the scheme created confusion and would reduce any associated safety benefits.

*“The walking route appears to use streets I wouldn’t feel comfortable using alone. Some of these areas are unsafe at night. I would feel more comfortable using Chorley New Road.”*

*“Part of the area to walk is not a safe area to walk. It’s away from main rounds and that area is plagued with anti-social behaviour and drug dealing. Would not advise anyone to walk in the lower Chorley Old Road / Chorley New Road area.”*

*“Far too many changes, loss of roads and parking in the area. Especially an issue for the top of New Hall Lane which meets Chorley Old Road. It is proposed that there be three crossings- on New Hall Lane, Chorley Old Road, Moorside Avenue. Whilst a crossing with lights is fine for Chorley Old Road and a welcome move, the rest of the changes are completely over the top and will be a huge inconvenience for people living in these areas. The vast majority of whom never ride bikes, nor would they suddenly feel safe to do so with these proposals.”*

Some respondents felt that closing of key roads (e.g. Park Street) would cause more congestion and frustration to drivers. Other comments noted that they did not support the scheme in favour of alternatives, such as improving public transport, improving the roads surfaces to remove potholes and litter, as well as upgrade the traffic management through lights, speed bumps or other traffic calming measures.

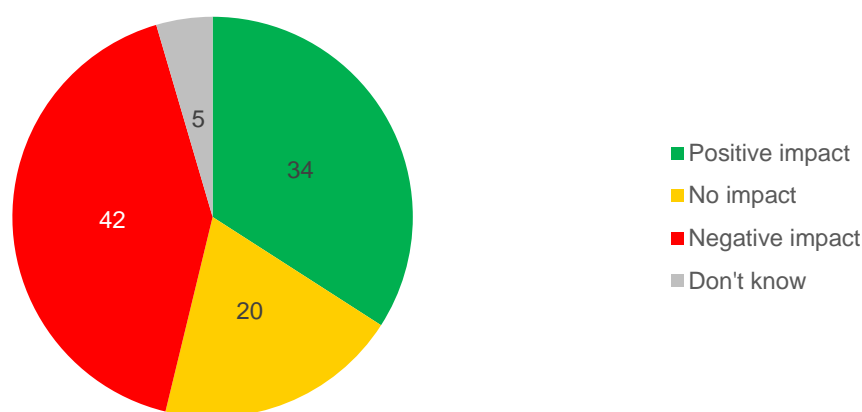
*“These roads are busy all the time. Making them smaller to accommodate a bike rider is not going to make life easy for the car driver or the bike rider. If anything, these roads will be more dangerous as drivers are not likely to stick to the road markings. Spend more money on speed bumps, fix potholes and make all road surfaces easy to drive on. I see thousands of cars on Chorley New road, I see the odd bike on the new bike lanes, what a waste of taxpayers’ money. Make the roads safe for people crossing, and for these driving.”*

There was a small proportion of respondents, who did not support the scheme owing to a perception that it had been developed in isolation (n=4), leading to an unattractive route and abruptly stopping. This could be addressed through further communication that the scheme forms part of a wider link, with route options for the next phase currently in development.

### **4.3.6. Perceptions of Scheme Impact on Individuals, Businesses or Organisations**

Respondents were asked what impact the proposals would have on them, their business or organisation. The majority (42%) stated it would have a negative impact, compared to just over a third (34%) that stated it would have a positive impact, as shown in **Figure 4.12**.

**Figure 4.12: Impact of Scheme on Person, Business or Organisation (%)**



Base: 132, Two respondents did not provide an answer

A total of 45 respondents (34%) stated that the proposals would have a positive impact on them, their business or organisation, with 32 providing a comment. A summary of these comments is provided in **Table 4.5**.

**Table 4.5: Positive Impacts**

Comment	Count
Improve quality of life (e.g. health, mental wellbeing, environment, air quality)	11
Will make the area / route feel safer	11
Will improve access / connectivity	6
Would encourage more cycling / walking	4
Provide an improved / alternative route for cyclists and pedestrians	4
Other	2
<b>Base</b>	<b>32</b>

**Positive Feedback**

The main positive impacts identified were the improvement to the quality of life to residents in the area, this included physical health, mental wellbeing through the reduction of stress, as well as environmental benefits through less traffic including improved air quality.

*“A fitter, healthier and safer Bolton is better for everybody.”*

*“I work in the area and improved commuting and leisure cycling and walking facilities would bring real benefit.”*

An additional positive impact was the local area in which the route travels through feeling safer, in particular for children walking and cycling in the area to schools.

*“Safe for my kids to play on their street without fearing speeding drivers are going to hit and run. Best of all looking forward to Bolton school coaches and big trucks rushing through as it’s a short cut!!!”*

The majority of respondents (n=55, 42%) stated the proposals would have a negative impact on them, their business or organisation, with 47 providing a comment. **Table 4.6** summarises the key themes identified in the comments.

**Table 4.6: Negative Impacts**

Comment	Count
Concerns over loss of parking	10
Will move traffic to other streets	7
Plans are confusing / dangerous / difficult	6
Won't improve safety / scheme is dangerous	6
Increase journey times	5
Increase congestion / traffic	5
Negatively impact on mental health / wellbeing	4
Concerns over access to businesses	2
Waste of money	2
Won't provide improvements for cyclists	2
Other	4
<b>Base</b>	<b>47</b>

The majority of the comments from those that said the proposals would have a negative impact, were focused on the potential loss of parking in the area, which would impact both residents and businesses.

*“The largest effect will be a loss of more parking, which is already in a premium in the area. There won't be any gain to cycling, because I don't feel the route is a sensible one. (I wouldn't cycle those routes mentioned). The changes to rat-runs, will just move the traffic, which again doesn't help cycling.”*

*“It is not clear what effect there will be on parking in the designated streets. The areas are heavily populated, and parking is difficult already. The scheme may just displace parking difficulties in the area. The routes will not be any safer and I would not want to walk to / from the town centre by these routes. Personal circumstances mean I need a car.”*

The proposed road closures, in particular at Park Street, has also raised concerns over the potential transfer of traffic to other nearby streets, in particular Russell Street, Grafton Street, Gower Street and Bedford Street.

Some felt the proposals were confusing due to the additional crossings and changes to crossing types in a location which is already considered to have a complex set of road systems.

*“I reside on Park Street, hence worried about parking for residents. Also worried about increase in traffic up Park Hill Street, Grafton Street, Gower Street, Russell Street onto Bedford Street.*

*You are aware that we have a community mosque on Gower Street, this will impact safety of children if speed bumps are not introduced.”*

*“There is no clarity or consistency in the methods being used. The work done so far on Chorley New Road has made things worse. Putting this many crossings, just means cyclists will need to stop more, which they won't meaning more risks to pedestrians.”*

### 4.3.7. Overall Scheme Key Findings

The section provides a summary of the key findings for the overall scheme (route alignment and upgrades):

- Respondents proportionately thought the proposed scheme would make it easier to travel to key places within the residential area and to / from Bolton Town Centre using active travel modes.
- A high proportion felt that implementation of the scheme **would improve safety** for those travelling by foot or wheelchair (41%) and slightly more for those travelling by bike, trike or scooter (43%).
- Overall, the **average sentiment**<sup>8</sup> towards the scheme was ‘do not support at all’ (46%), this was most prevalent in car drivers (including with passengers). This compares to 28% who fully support the proposal and a further 10% who support it.
- While the majority of respondents stated that the scheme would not make them travel more using active travel modes, 30% indicated that it would make them **travel more by foot or wheelchair and by bike, trike or scooter**.
- Of those that **support the scheme**, some have suggested that the scheme would improve safety while walking or cycling especially for children and the elderly. However, some raised **concerns over safety** due to the perceived issues in the area of the route and links to Queen’s Park which is not well lit.
- For those that **did not support the scheme**, the majority perceived it to be a waste of money; however, there were also concerns with:
  - the **closure of Park Street for through-traffic** and the associated **impacts on parking**;
  - **perceived personal safety** along sections of the route; and
  - the **lack of connectivity to an attractive route or key location**, however this may be resolved through development of the walking and cycling infrastructure through Queen’s Park / alternative links into the town centre and the continuation of the route to Doffcocker as intended.
- Positive impacts of the proposed scheme focused on **improved quality of life for residents** (n=11) and **improved safety** (n=11) for walking and cycling in area, in particular for young children.
- Negative impacts of the proposed scheme focused on:
  - Local residents and businesses highlighted concerns over the **removal / reduction of parking** on the A673 Chorley New Road and side streets leading to the proposed route.
  - Concerns over the closure of Park Street and the **potential to create ‘rat-runs’ on nearby streets** including Russell Street, Grafton Street, Gower Street and Bedford Street.

<sup>8</sup> Provided by Commonplace based on response to overall support of the scheme.



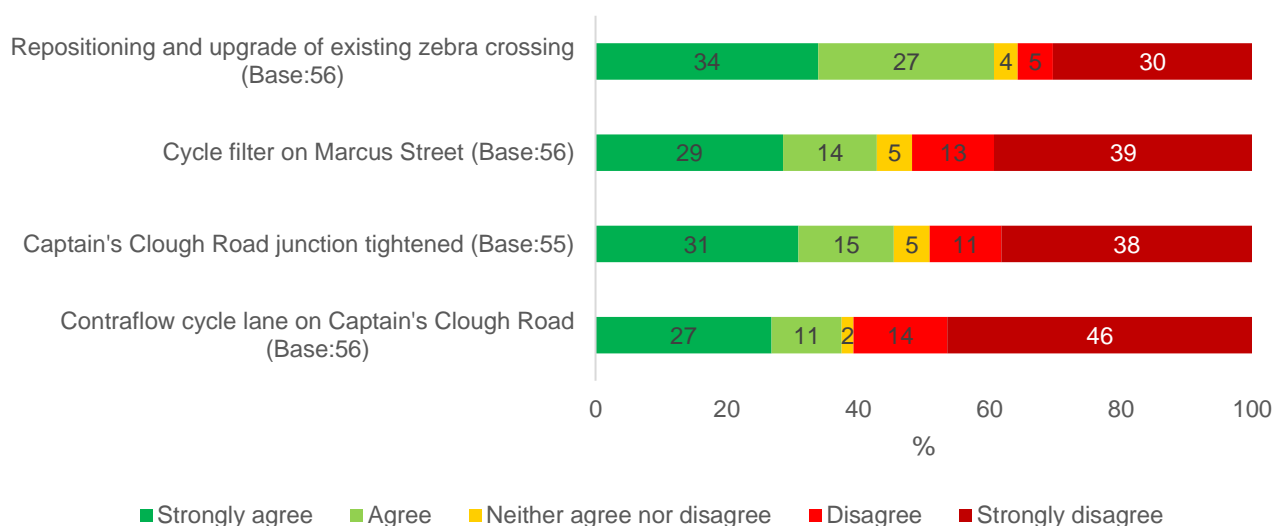
- Some felt the proposals were complicated and, due to the changes that have occurred on A673 Chorley New Road (wand orcas and road space reallocation), there are concerns that the proposal would make the system **more complicated for drivers and cyclists**.

## 4.4. Chorley Old Road / Captain’s Clough Road / Marcus Street Junction

Chorley Old Road / Captain’s Clough Road / Marcus Street TfGM Bee Network junction crossing received a total of 57 responses, as shown in **Figure 4.16**, respondents were asked a series of questions that focused on different elements of the proposals. There was a reasonably high level of agreement (61%), with the repositioning and upgrade of the existing zebra crossing on B6226 Chorley Old Road, conversely 60% disagreed / strongly disagreed with the proposed contraflow cycle lane on Captain’s Clough Road, which would see the road become one way in a southerly direction.

There was a mixed response to the proposal to tighten the junction at Captain’s Clough Road with 46% in agreement, but just under a half (49%) in disagreement. The proposal to put a cycle filter on Marcus Street saw the majority of respondents disagree (52%), compared to those who agreed (43%).

**Figure 4.16: Level of Agreement to Scheme Proposals (%)**

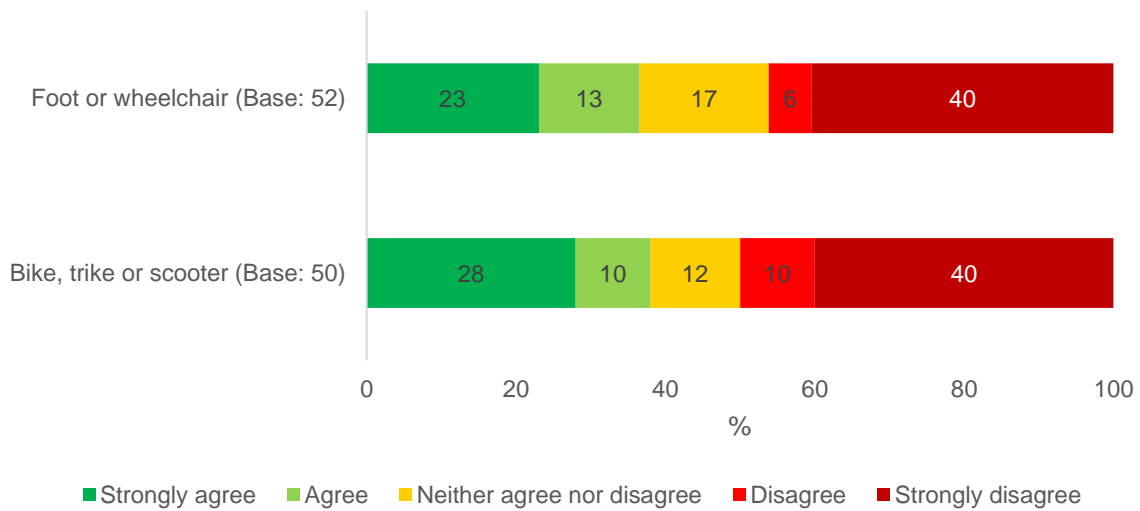


*Excludes those who did not provide an answer*

Two-fifths of respondents (40%) stated that they strongly disagreed the junction upgrade would make them more likely to travel by foot or wheelchair and bike, trike or scooter respectively, as shown in **Figure 4.17**.

Conversely, around a quarter of responses, strongly agreed that the proposal would influence them to travel more sustainably (23% by foot or wheelchair and 28% by bike, trike or scooter). A further 13% and 10% respectively agreed to a lesser extent.

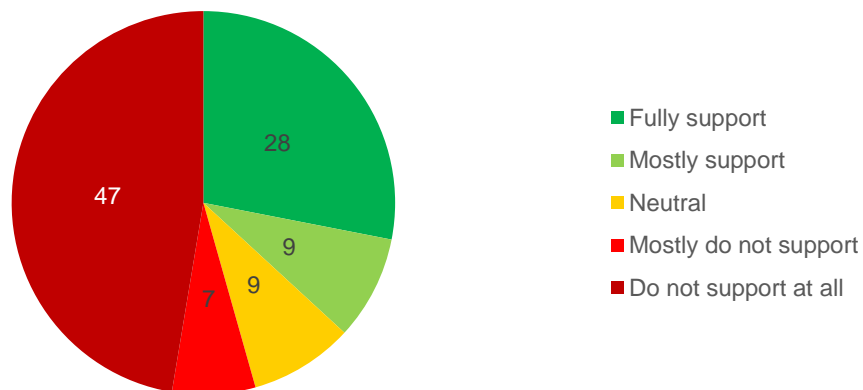
**Figure 4.17: Extent Disagree / Agree that Proposals are More Likely to Make You Travel By... (%)**



*Excludes those who did not provide an answer*

**Figure 4.18** summarises the level of support for the scheme, with over half (54%) not being supportive of the scheme. This is compared with 28% who fully support the scheme and a further 9% who are mostly supportive of the scheme.

**Figure 4.18: Overall Support for the Proposed Scheme (%)**

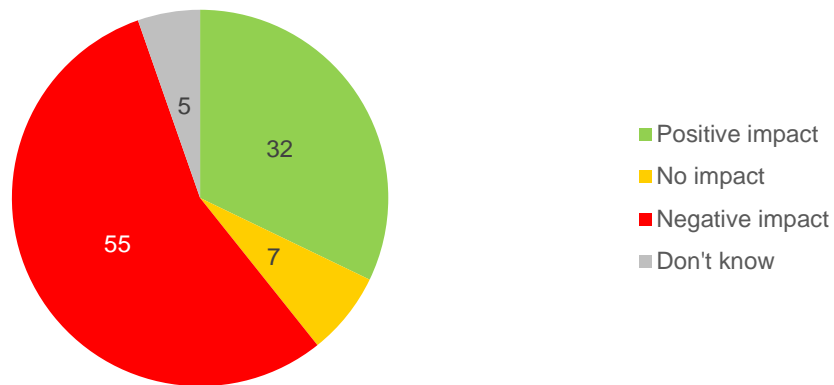


*Base: 57*

A total of 21 respondents were **supportive** of the scheme, with nine providing feedback on why. The main reason was that it would support people walking and cycling and help to address inappropriate motorist behaviour. A total of 31 respondents were **unsupportive** of the scheme, with concerns that the scheme would increase congestion, and specific considerations raised over the changes to Captain’s Clough Road.

As shown in **Figure 4.19**, respondents were asked to identify what impact the proposed scheme would have on them as an individual, business or organisation. This illustrates a similar result to level of support, with 55% of responses stating it would have a negative impact.

**Figure 4.19: Impact of the Scheme on the Person, Business or Organisation (%)**



Base: 56, One respondent did not provide an answer

Of the 31 responses who stated it would have a negative impact, 29 provided feedback. The key reasons were focused on the proposed changes on Captain’s Clough Road, which it was considered will:

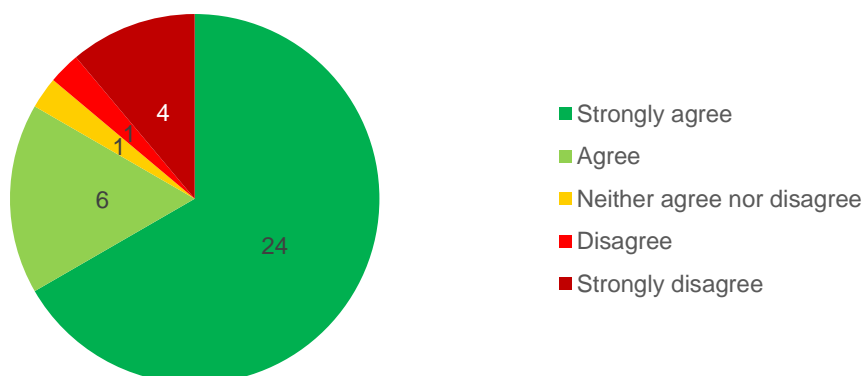
- negatively impact drivers trying to connect to A58 Moss Bank Way;
- increase congestion and pollution in the area due to additional travel time for drivers;
- affect businesses by impacting deliveries; and
- impact residents on neighbouring roads, which will turn into ‘rat-runs’ e.g. Conway Avenue, Abbotsford Road, Woodstock, Back Chorley Old Road, Empress Street and Burnham Avenue.

### 4.5. Chorley New Road / New Hall Lane Junction

The A673 Chorley New Road, east of New Hall Lane TfGM Bee Network junction crossing received a total of 38 responses. It should be noted that due to low bases, all charts have been provided in counts and the findings should be treated with caution.

Respondents were asked to what extent they agreed with the provision of a new toucan crossing, **Figure 4.20** highlights the majority of respondents (n=30) agreed with the inclusion of a toucan crossing. The main feedback suggested that this would make it safer to cross near the bus stop and crossing would be easier, by slowing down the steady flow of traffic, particularly at peak times. It was also identified that it would support the movement of people walking and cycling as part of the Middlebrook Trail.

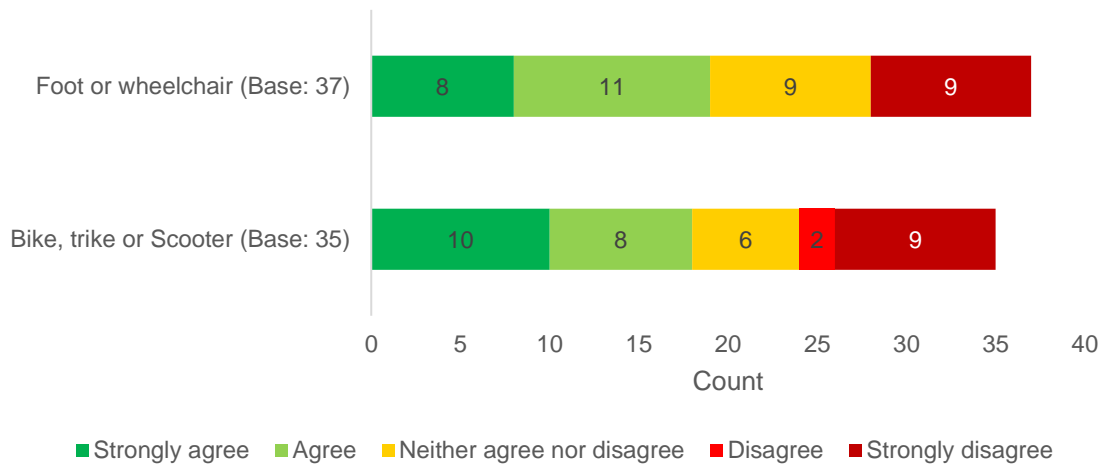
**Figure 4.20: Extent of Agreement with the Provision of a New Toucan Crossing on Chorley New Road (Count)**



Base: 36, Two respondents did not provide an answer

The majority of responses, as seen in **Figure 4.21**, agreed that the inclusion of the toucan crossing would make them more likely to travel by foot or wheelchair (n=19) compared to those who disagreed (n=9). Similarly, the majority of responses (n=18) agreed it would make them more likely to travel by bike, trike or scooter, albeit slightly more disagreed (n=11).

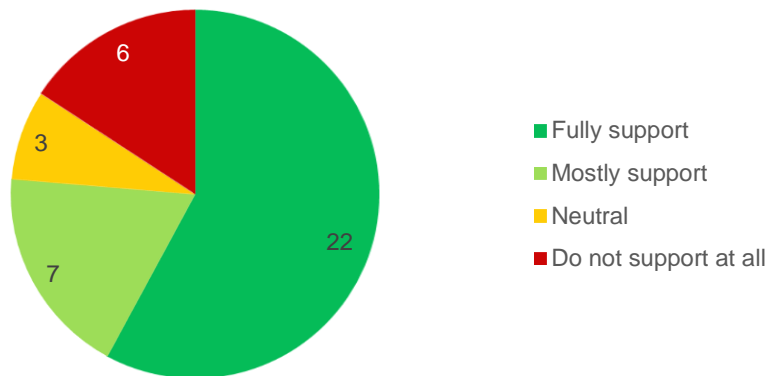
**Figure 4.21: Extent Disagree / Agree that Proposals are More Likely to Make you Travel by... (Count)**



*Excludes those who did not provide an answer*

**Figures 4.22** and **4.23** highlight that, overall, respondents support the proposal (n=29) and that it would have a positive impact (n=23) on them, their business or organisation.

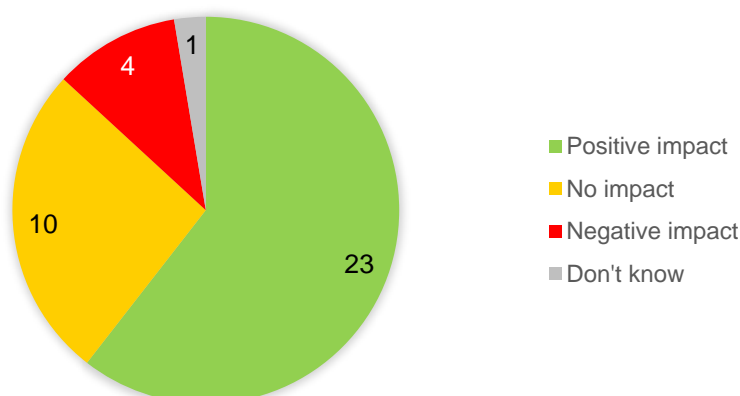
**Figure 4.22: Overall Support for the Proposed Scheme (Count)**



*Base: 38*

In general, the respondents felt that the benefits would be ‘substantial’ to people walking and cycling by making it easier to cross A673 Chorley New Road. However, there were some suggestions that signage would need to be installed to notify drivers of the change to road layout. In addition, it was also identified that the traffic signal system should be designed to ensure that people walking, and cycling have sufficient time to cross.

Some respondents raised concerns regarding the use of funds to develop the scheme and thought there were alternative ways to utilise the money, although no details were provided.

**Figure 4.23: Impact of the Scheme on the Person, Business or Organisation (Count)**

Base: 38

Key attributes that would have a positive impact are it would make it safer and easier to cross, especially for children and the elderly. Conversely, those that stated it would have a negative impact were focused on the potential to 'create new rat-runs' and 'standing traffic' due to the addition of the wand orcas on A673 Chorley New Road, which it was considered will create more traffic related problems.

## 4.6. Email Feedback

During the consultation period, three emails were received through the dedicated email address ([mcf@bolton.gov.uk](mailto:mcf@bolton.gov.uk)). A summary of the feedback is provided in **Table 4.7**.

**Table 4.7: Bolton Town Centre to Doffcocker Phase One – Email Feedback**

Respondent Type	Proposal	Comment
<b>Resident</b>	B6226 Chorley Old Road / Marcus Street Junction	<p>Oppose the blocking of Captain's Clough Road as:</p> <ul style="list-style-type: none"> <li>▪ This is a through road between A673 Chorley New Road, Devonshire Road to B6226 Chorley Old Road to the ring road (motorway).</li> <li>▪ Will disrupt traffic flow.</li> <li>▪ Concerns of traffic being distributed on other roads <ul style="list-style-type: none"> <li>○ Ivy Road;</li> <li>○ Church Road;</li> <li>○ Bennetts Lane;</li> <li>○ Adrian Road; and</li> <li>○ Halliwell Road.</li> </ul> </li> </ul>
<b>Councillor on behalf of residents</b>	A673 Chorley New Road / Park Street	<ul style="list-style-type: none"> <li>▪ The proposal to improve walking and cycling in the area is supported.</li> <li>▪ Indicated numerous objections to the blockage of Park Street at both ends: <ul style="list-style-type: none"> <li>○ Will move traffic from Chorley New Road onto Bedford Street / Russell Street / Gower Street / Grafton Street.</li> <li>○ Loss of parking on Park Street.</li> </ul> </li> </ul>
<b>Business</b>	A673 Chorley New Road / Park Street	<ul style="list-style-type: none"> <li>▪ Concerns over the removal of parking spaces for the inclusion of cycle lanes as will reduce on-street parking availability for employees in the area.</li> <li>▪ Further engagement with businesses in the area.</li> </ul>

Based on the email feedback provided, concerns were raised over the potential loss of on-street parking spaces for business and residents. Additionally, the closure of roads could create rat-runs on other roads, which would be dangerous to residents. Feedback from the business identified the need to engage further with local businesses to understand the key impacts the proposals may have.

## 4.7. Stakeholder Feedback

The consultation received feedback, in the form of a comprehensive report, from members of the Technical Review Group of Bolton's Active Travel Forum (October 2021). A summary of the key comments at discrete locations on the proposed route are contained in **Table 4.8**.

**Table 4.8: Feedback from Bolton's Active Travel Forum, Technical Review Group**

Proposal	Comment
<b>Bilbao Street / Kirkhall Lane</b>	<ul style="list-style-type: none"> <li>▪ Personal safety concerns due to proximity to industrial site, high walls and narrow paths.</li> <li>▪ Surface materials are in need of significant repair to meet standards.</li> </ul>
<b>Queen's Park</b>	<ul style="list-style-type: none"> <li>▪ Concerns over using Queen's Park as active travel route due to: <ul style="list-style-type: none"> <li>○ Topography – the park consists of hills.</li> <li>○ Perceived personal safety issues due to anti-social behaviour during evening and less busy hours.</li> </ul> </li> <li>• Preference for alternative route.</li> </ul>
<b>Park Street</b>	<ul style="list-style-type: none"> <li>▪ Seems to provide a counter-intuitive route; preference would be Bedford Street to provide direct access into the main entrance of the park.</li> <li>▪ Proposed shared-use cycle / footways are not appropriate.</li> <li>▪ Park Street is used by vehicles to access car parks and therefore subject to high volumes of traffic and would create conflict.</li> <li>▪ Constrained by existing levels of on-street parking.</li> <li>▪ May benefit from people on cycles to remain on the carriageway along this section, with a continuous footway and cycleway across the mouth of Park Street, and a suitable crossing and extend protected cycleway on A673 Chorley New Road.</li> </ul>
<b>A673 Chorley New Road / Beverley Road / Dobson Road Junction</b>	<ul style="list-style-type: none"> <li>▪ Need to consider traffic flows in the area and the associated impact of the proposed changes. Scheme may only work if filtered.</li> <li>▪ Beverley Road is a 'rat-run' and Dobson Road is subject to heavy traffic at school times.</li> <li>▪ Potential for motor vehicle and cycling conflict at the junction due to the proposed changes to geometry.</li> <li>▪ Scheme would make more sense if tied in to protected cycleways on A673 Chorley New Road, which have been withdrawn.</li> </ul>
<b>B6226 Chorley Old Road / Captain's Clough Road / Marcus Street Junction</b> <i>(TfGM Bee Network Crossing)</i>	<ul style="list-style-type: none"> <li>▪ Ambitious, but appears to be isolated infrastructure.</li> <li>▪ One-way restriction at the southern end of Captain's Clough Road could help to relieve congestion on the narrowed B6226 Chorley Old Road by eliminating the right turn.</li> <li>▪ Cycles changing from protected cycleway to highway could cause confusion and potential conflict.</li> <li>▪ Dimensions of cycle infrastructure needs to be confirmed and should meet with LTN 1/20 guidance.</li> <li>▪ Modal filter on Marcus Street despite it not appearing to suffer from 'rat-running' issue.</li> </ul>
<b>A673 Chorley New Road / New Hall Lane</b> <i>(TfGM Bee Network Crossing)</i>	<ul style="list-style-type: none"> <li>▪ Crossing welcomed, but questioned type of crossing to be used. Toucan crossing should be accompanied by shared-use paths.</li> </ul>

Proposal	Comment
<b>General Comments</b>	<ul style="list-style-type: none"> <li>▪ B6226 Chorley Old Road has controlled crossing, zebra crossings and informal crossings that would benefit from being reassessed.</li> <li>▪ B6226 Chorley Old Road would benefit from cycling provision along and across the road.</li> <li>▪ A673 Chorley New Road / Tudor Avenue / Somerset Road junction would benefit from intervention as it has been identified as a 'dangerous' junction due to signal timings and high traffic flow.</li> <li>▪ Use of private vehicles for school drop-off / pick-up, needs to be investigated and suitable school streets type interventions considered to reduce motor traffic levels.</li> <li>▪ Current traffic calming measures / rat-run locations would benefit from being reassessed: <ul style="list-style-type: none"> <li>○ Marsh Fold Lane; Musgrave Road; Mornington Road; Beverley Road; Lonsdale Road; Devonshire Road; Somerset Road; Lowndes Street; New Hall Lane; Whitecroft Road / Markland Hill Lane / Old Kiln Lane; Greenmount Lane; and Markland Hill.</li> </ul> </li> </ul>

### 4.7.1. Key Findings

The following bullet points provide an overview of the key findings from the Active Travel Forum, Technical Review Group report:

- Sections of the route are subject to **anti-social behaviour** and would be a cause for concern for people walking and cycling especially in the evenings.
- Current **traffic calming measures** on roads that form part or lead onto the proposed route would benefit from being **reassessed** to provide a more holistic approach.
- Sections of the **route would increase conflict between all road users** and would benefit from being reviewed to ensure that they meet LTN 1/20 design guidance.
- The proposed scheme appears to be in **isolation** – a review of connectivity to Queen's Park and B6226 Chorley Old Road would be beneficial.

## 4.8. Social Media and News Responses

This section summaries the performance of the public consultation marketing via social media and online news. **Table 4.9** provides a breakdown of the number of retweets, likes and comments the twitter posts received during the consultation. The table highlights that during the consultation, Bolton Council Communications Team regularly promoted the consultation.

**Table 4.9: Twitter Coverage**

Twitter Account	Date	Response (n)		
		Retweets	Likes	Comments
<b>Bolton Council</b>	04/10/2021	5	4	0
	07/10/2021	1	1	0
	08/10/2021	4	2	1
	10/10/2021	0	0	0
	13/10/2021	4	2	0
	14/10/2021	0	0	0
	15/10/2021	0	1	0
	20/10/2021	0	0	1
	22/10/2021	1	1	0
	28/10/2021	1	0	0
	02/11/2021	2	1	1
	02/11/2021	4	2	0

The press release reported in Bolton News attracted a total of 42 comments, the majority (n=41) were received on the initial online news, posted 5<sup>th</sup> October. It should be noted that new article comments generally have an adversarial tone. A summary of the comments has been provided in **Table 4.10** and coded to show the sentiment of the post.

**Table 4.10: Summary of Comments on Bolton News Article**

Negative	Positive
<ul style="list-style-type: none"> <li>▪ Waste of money.</li> <li>▪ Too many hills.</li> <li>▪ Not needed as most of the way from Middlebrook to Bolton Town Centre is accessible via off-road cycle paths.</li> <li>▪ Route chosen is not the most appropriate for cyclists.</li> <li>▪ Negative on impact on businesses.</li> <li>▪ Have improvements for wheelchair users and pedestrians – address misaligned drop kerbs.</li> <li>▪ Should improve transportation links.</li> <li>▪ Area is subject to anti-social behaviour.</li> <li>▪ Questioning the consultation questions – presented as a ‘done deal’.</li> <li>▪ Already bus services which support travelling to Bolton Town Centre from Doffcocker.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Carry on improvement on Devonshire Road.</li> <li>▪ Point of the scheme is to encourage people to exercise.</li> <li>▪ Will help to improve air quality for the area and future generations.</li> <li>▪ Supported and funded by central government.</li> <li>▪ Encourage walking in the area (outside of leisure activity)</li> </ul>



## 5. Summary and Recommendations

This report has presented the analysis of the consultation on the proposed scheme for Bolton Town Centre to Doffcocker (Phase One), held for five weeks between Monday 4<sup>th</sup> October and Sunday 7<sup>th</sup> November 2021. A variety of techniques were used to promote the consultation, including digital, paper based and social media.

The consultation resulted in 185 respondents provided feedback. Respondents had the opportunity to provide feedback, via Commonplace, on three discrete elements:

- Short survey regarding the **overall scheme (route alignment and upgrades) (n=134)**;
- Short survey on **B6226 Chorley Old Road / Captain's Clough Road / Marcus Street junction (n=57)**; and
- Short survey on **A673 Chorley New Road / New Hall Lane Junction (n=38)**.

Respondents were not required to answer all questions.

### 5.1. Summary

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

#### Ease of Travel

The proposed scheme looks to make it easier to travel by active travel modes to Bolton Town Centre and within the Halliwell and Smithills wards.

- **43%** stated travelling by **bike, trike or scooter** and **42%** stated travelling by **foot or wheelchair** will be **easier** within parts of Halliwell and Smithills.
- **40%** of respondents felt the proposed changes **will make it easier** to travel to / from Bolton Town Centre by **bike, trike or scooter**, compared to **35%** who stated it **will not make it easier**.
- **39%** of respondents felt the proposed changes **will not make it easier** to travel to / from Bolton Town Centre by **foot or wheelchair**, compared to **38%** who stated it **will make it easier**.

#### Likelihood of Using

The proposed scheme seeks to support an uptake of walking and cycling in the area, particularly for those who currently do not feel comfortable cycling this route. In addition to the health and wellbeing benefits, increases in active travel as a result of the modal shift the scheme can support will also help to alleviate local congestions and air quality issues.

- **30%** of respondents **agreed** that the **Bolton Town Centre to Doffcocker (Phase One)** proposals would make them more likely to travel by foot or wheelchair and bike, trike or scooter (respectively).
- **Just under two-fifths** of respondents **agreed** that the **B6226 Chorley Old Road / Captain's Clough Road / Marcus Street** junction upgrade would make them more likely to travel by foot or wheelchair (36%) and bike, trike or scooter (38%) respectively.
- The majority of respondents **agreed** that that the **A673 Chorley New Road / New Hall Lane** junction upgrade would make them more likely to travel by foot or wheelchair (**n=19/37**) and **by bike, trike or scooter (n=18/35)**.

#### Safety

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

- **41%** of respondents thought the **Bolton Town Centre (Phase One)** would **improve the safety** for those travelling in the area by foot or wheelchair and **43%** by bike, trike or scooter.

Overall, the scheme and junction upgrades received a high proportion of unsupportive comments. However, by addressing particular aspects of the scheme based on the feedback received, there may be the potential to improve the perception of the scheme.

## 5.2. Recommendations

A full list of recommendations can be found in **Table 5.1**. The information gathered as part of the consultation should be used to inform design development for the proposed scheme.

**Table 5.1: Proposed Recommendations**

Concern	Suggested Recommendation
<p><b>Perceived personal safety along the certain sections on the route:</b></p> <ul style="list-style-type: none"> <li>▪ <b>Queen’s Park</b></li> <li>▪ <b>Kirkhall Lane</b></li> </ul>	<p>Where the route is subject to little or no natural surveillance, it would benefit from methods to improve safety for people walking and cycling especially in the evenings or early mornings, this may include:</p> <ul style="list-style-type: none"> <li>▪ Street lighting;</li> <li>▪ Maintenance of overgrowth; and</li> <li>▪ Improvement of road surface.</li> </ul> <p>The improvement of the public realm would enhance the scheme.</p>
<p><b>Removal of on-street parking spaces:</b></p> <ul style="list-style-type: none"> <li>▪ <b>A673 Chorley New Road</b></li> <li>▪ <b>Park Street</b></li> <li>▪ <b>Marcus Street</b></li> </ul>	<p>A key concern focused on the removal of on-street parking spaces due to the change in traffic flow or road closures that would impact both businesses (Marcus Street and Chorley New Road) and residents, as well as Jamia Madine Masjid Mosque (located on Laburnum Street).</p> <p>A review of the current on-street parking would help to establish the level of impact. Where official on-street parking needs to be removed, alternative designated parking bays could be provided (if possible).</p>
<p><b>Park Street</b></p>	<p>The proposed Park Street closure to vehicular traffic and new signals would cause challenges for those travelling through the area by private vehicle. Given there is some opposition to this element of the scheme, a review of the design engineering on Park Street should be undertaken to consider the relative merits of alternative solutions that can be utilised to support cycling and walking.</p> <p>Alternatively, a phased approach to delivery could be implemented to allow road users time to be aware of the road layout changes, especially if there are further changes to the surrounding roads are required (i.e., traffic calming measures)</p>
<p><b>Captain’s Clough Road</b></p>	<p>Inclusion of contraflow cycle lane at the southern end of Captain’s Clough Road / B6226 Chorley Old Road, would benefit from a traffic flow review to determine if the route is utilised as through route to A58 Moss Bank Way.</p> <p>The route may benefit from protected cycle ways. The current proposal would require people cycling towards B6226 Chorley Old Road to give way to traffic travelling southbound.</p> <p>A review of the design engineering to potentially include the two side streets immediately in the vicinity (Back Empress Street and Back Chorley Old Road) would benefit the movement of people walking and cycling and help to mitigate these two routes becoming rat-runs.</p>
<p><b>Road user conflict</b></p> <ul style="list-style-type: none"> <li>▪ <b>Captain’s Clough Road</b></li> </ul>	<p>Three key locations have been identified that would cause concern of potential road user conflict, particularly between cyclists and pedestrians, and between cyclists and vehicular traffic.</p>

Concern	Suggested Recommendation
<ul style="list-style-type: none"> <li>▪ <b>Beverley Road / Dobson Road junction</b></li> <li>▪ <b>Park Street</b></li> </ul>	<p>This includes:</p> <ul style="list-style-type: none"> <li>▪ Shared-use creating conflict between people walking and cycling.</li> <li>▪ The geometry of junctions and change in cycle segregation (e.g. contraflow cycle lane) has raised concerns of causing confusion for road users and forcing people cycling to use the carriageway.</li> </ul> <p>Bolton Council should review these locations and determine the optimum widths meet LTN 1/20 guidance to minimise road user conflict. By addressing this concern, the perception of ease of travel may be improved.</p>
<p><b>Route connectivity and directness</b></p>	<p>Feedback has identified that the route is not direct and would not be utilised by people cycling or walking who want to find the quickest route.</p> <p>The route appears to be in isolation and, for some, connects to an undesirable route (through Queen’s Park). The lack of connectivity may be addressed through the development of Bolton Town Centre to Doffcocker (Phase 2), with crossings and cycle lanes provided on B6226 Chorley Old Road.</p> <p>Improvements to cycling infrastructure in Queen’s Park would support active travel through here.</p> <p>LTN 1/20 states “<i>side street routes, if closed to through traffic to avoid rat-running, can be an alternative to segregated facilities or closures on main roads, but only if they are truly direct</i>”. The current proposal is cognisant of this and aims to support novice cyclists who may not initially feel comfortable travelling on main busy roads. This can be used to raise awareness of the scheme’s purpose.</p> <p>Where appropriate, the scheme may benefit from wayfinding to denote nearby bee network route and nearby cycle and walking routes.</p>
<p><b>Creating new ‘rat-runs’</b></p>	<p>An aim of the proposed scheme is to reduce ‘rat-running’ but concerns have been raised over the changes at Captain’s Clough Road and potential to create ‘rat-runs’ on smaller neighbouring streets. These include:</p> <ul style="list-style-type: none"> <li>▪ Ivy Road;</li> <li>▪ Church Road;</li> <li>▪ Bennetts Lane;</li> <li>▪ Adrian Road;</li> <li>▪ Halliwell Road;</li> <li>▪ Conway Avenue;</li> <li>▪ Abbotsford Road;</li> <li>▪ Woodstock Drive;</li> <li>▪ Back Chorley Old Road;</li> <li>▪ Empress Street, and</li> <li>▪ Burnham Avenue.</li> </ul> <p>Some of these roads areas are already subject to traffic calming measures (e.g. 20 mph zones, speed bumps), as well as being narrow.</p> <p>The closure of Park Street to vehicular traffic raises concerns of moving traffic to:</p> <ul style="list-style-type: none"> <li>▪ Russell Street;</li> <li>▪ Grafton Street;</li> </ul>

Concern	Suggested Recommendation
	<ul style="list-style-type: none"> <li>▪ Gower Street; and</li> <li>▪ Bedford Street.</li> </ul> <p>Bolton Council would benefit from reviewing the current traffic calming measures / rat-run locations from being reassessed:</p> <ul style="list-style-type: none"> <li>▪ Marsh Fold Lane;</li> <li>▪ Musgrave Road;</li> <li>▪ Mornington Road;</li> <li>▪ Beverley Road;</li> <li>▪ Lonsdale Road;</li> <li>▪ Devonshire Road;</li> <li>▪ Somerset Road;</li> <li>▪ Lowndes Street;</li> <li>▪ New Hall Lane;</li> <li>▪ Whitecroft Road / Markland Hill Lane / Old Kiln Lane;</li> <li>▪ Greenmount Lane; and</li> <li>▪ Markland Hill.</li> </ul> <p>This would be of particular importance on roads which currently have schools or future developments in the area.</p>
<p><b>Stakeholder engagement</b></p> <ul style="list-style-type: none"> <li>▪ <b>Businesses</b></li> <li>▪ <b>Disabled Groups</b></li> </ul>	<p>Concerns that certain stakeholders have not been fully engaged.</p> <p><i>Businesses</i> – new businesses in the area would benefit from direct engagement to understand the associate impacts in particular to deliveries or services. Removal of on-street parking has been identified as a key concern.</p> <p>As part of the design development, it may be beneficial to review whether designated parking bays can be included into the design.</p> <p><i>Disability Groups</i> - As part of the consultation, 17% of respondents stated that they had a disability that would impact their mobility. As part of the design development, local disability groups should be included to review the scheme, in particular, where feedback has suggested a conflict between road users.</p> <p>An Equality Impact Assessment (EIA) should be undertaken.</p>

## **Appendix A : Consultation Flyer**



Monday 4 October to  
Sunday 7 November 2021

Have your say on proposals to make  
travelling around on bike or by foot  
easier in your area

**Bee Network  
– Bolton Town Centre  
to Doffcocker Route  
(Phase One)**



## Proposals to revolutionise travel on foot or by bike in your area

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive.

Chris Boardman, Greater Manchester's Transport Commissioner, unveiled an innovative new plan to create a city-region-wide cycling and walking network.

The network will be made up of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK.

Once built, the network will better connect every community in Greater Manchester, benefiting 2.7 million people and making cycling and walking a real alternative to the car.

In support of this ambition, the Mayor of Greater Manchester, Andy Burnham, has allocated £160 million to the Mayor's Cycling and Walking Challenge Fund. This has been made possible thanks to the national government's Transforming Cities Fund which is investing in public and sustainable transport to improve productivity and spread prosperity.

During the Coronavirus pandemic, cycling and walking has played an increasingly important role in the city-region's response. There has been an increase in journeys by bike of around 34%, with cycling and walking accounting for 33% of all journeys, compared to pre-lockdown figures.

More people taking journeys by foot or by bike and the quick response of councils to create safe space for people to do so is playing a significant role in Greater Manchester's economic recovery, whilst also providing a safe travel option for the third of Greater Manchester residents who do not have access to a car.

The Government is supporting this with increased investment to local authorities to enable the provision to allow people to make more active journeys and 'create a new era for cycling and walking'.

Please take a look at the proposals and let us know what you think.

### Bolton Town Centre to Doffcocker

Bolton Council is developing plans to improve walking and cycling across Bolton, creating routes for residents to key retail sites and providing connections to help create a wider network of cycle routes.

The Bolton Town Centre to Doffcocker scheme aims to encourage the uptake of travel to/from the Town Centre by foot or bike, trike or scooter, allowing residents and visitors to travel more actively.

The scheme will be phased, with Phase One providing an initial route between the town centre and Leighton Avenue. Phase Two will look to provide a connection on to Doffcocker. The proposed scheme includes traffic calming facilities to slow traffic speeds for everyone's safety. In addition, new and improved crossing facilities will provide safer cycling and walking conditions at key intersections.

By changing the road layout to provide safe access for walking and cycling, the scheme will encourage healthier travel to local shops, schools, local parks and the Town Centre. Connections with the existing National Cycle Network will also be improved for onward travel within Bolton, such as to Royal Bolton Hospital or to neighbouring areas.

Key objectives identified for the schemes include:

- Increase in people walking and cycling within the residential area;
- Improve residents' health;
- Improve residents' access to retail and work opportunities;
- Improve residents' ability to travel in and out of Bolton by cycling or walking; and
- Increase awareness of walking and cycling routes in Bolton.

"More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. This transformation of this part of Bolton will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home."

**Chris Boardman**  
Greater Manchester's Transport Commissioner

21-0450



## The scheme will provide improvements to the highway and the existing cycling and walking paths between Bolton Town Centre and Doffcocker, routed through the Smithills and Halliwell wards.

### Key proposals include:

- Providing signposts and cycle route information on the road to show directions to a quiet route connecting Bolton Town Centre, Queen's Park and Doffcocker, reinforced by the following measures:
  - Installing traffic calming facilities to slow traffic speeds on key roads through the area, including Lincoln Road.
  - Improving the walking environment on selected residential streets by narrowing the width of junctions and widening the pavements, as well as providing speed tables/raised junctions.
  - Providing zebra crossings at the junctions of selected residential roads to give greater priority for people walking.
- New and improved road crossings on B6226 Chorley Old Road and A673 Chorley New Road to facilitate safer crossing for people walking and cycling. This includes:
  - A673 Chorley New Road/Beverley Street/Dobson Road;
  - A673 Chorley New Road/Park Street;
  - A673 Chorley New Road/New Hall Lane; and
  - B6226 Chorley Old Road/Marcus Street;
- A cycling and walking priority facility will be installed at each end of Park Street to give access to pedestrians and cyclists only whilst reducing 'rat-running' by traffic. An example is shown in the images.



Above: Proposed Priority Filter at the Park Street/ B6226 Chorley Old Road Junction to Restrict Traffic and Prioritise Pedestrians and Cyclists.



Left: Proposed Safer Road Crossing at the Park Street/ A673 Chorley New Road Junction including Priority Filter at the Park Street/A673 Chorley New Road Junction.

## How can I give my views on the proposed changes?

Bolton Council is working with Transport for Greater Manchester to ensure all residents, businesses and other stakeholders are kept-up-to-date with plans for the Bolton Town Centre to Doffcocker (Phase One) scheme.

There will be a five-week consultation on these proposed changes, from Monday 4 October to Sunday 7 November when you can give your views.



**Online**  
You can view further details on the proposals at [towntodoffcocker commonplace.is](https://www.towntodoffcocker commonplace.is) or scan the QR Code.

Within the 'Have you say' section, you will find a short survey, where we ask you to provide feedback on the scheme proposals.

Business can provide feedback through either writing to the email or postal address below.

**By email**  
mcf@bolton.gov.uk

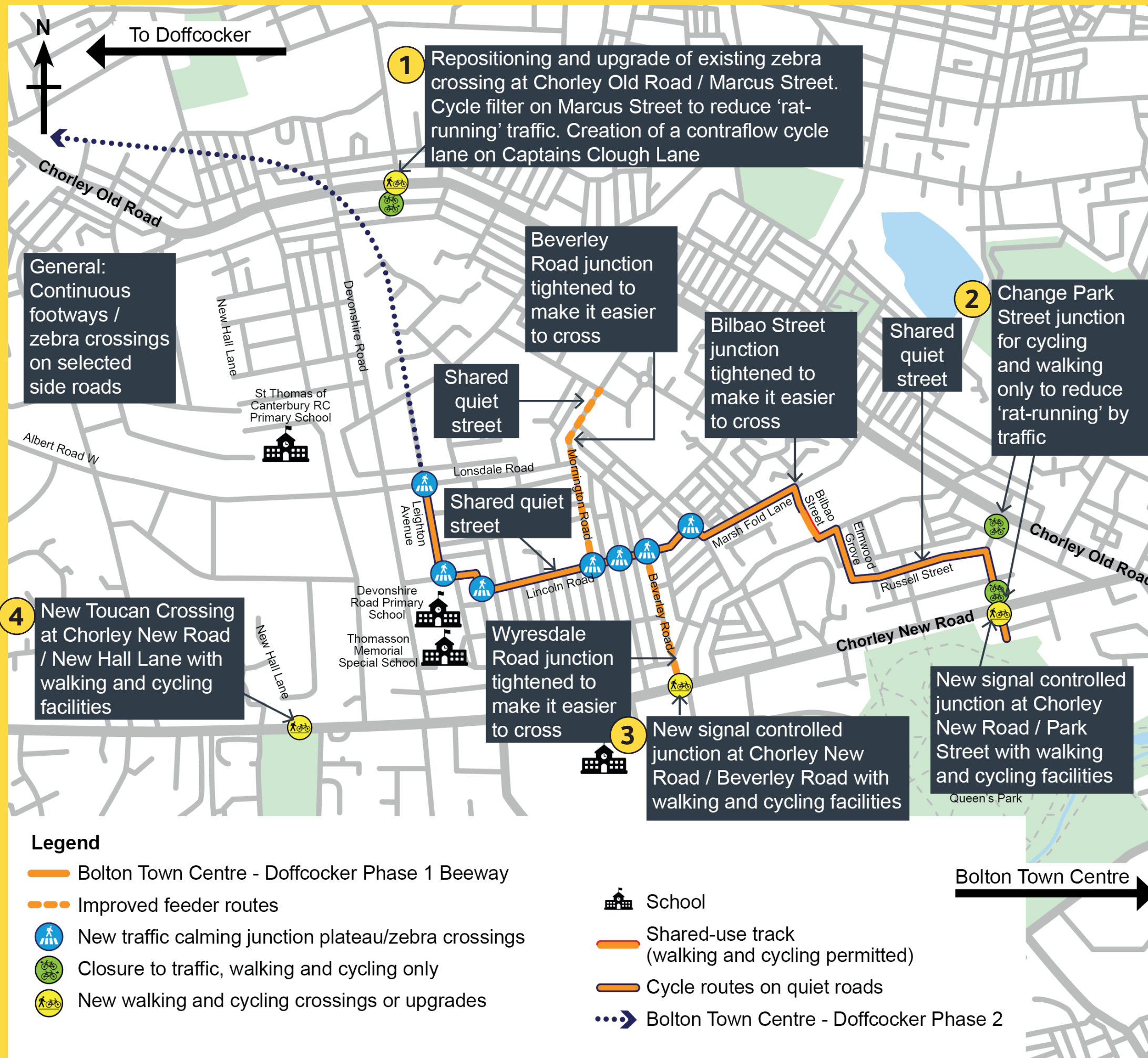
Please use **Bolton Town Centre to Doffcocker (Phase One)** in the subject box.

**By post**  
FAO: Bolton Town Centre to Doffcocker (Phase One) Consultation  
Bolton Council, Town Hall, Victoria Square, Bolton, BL1 1RU

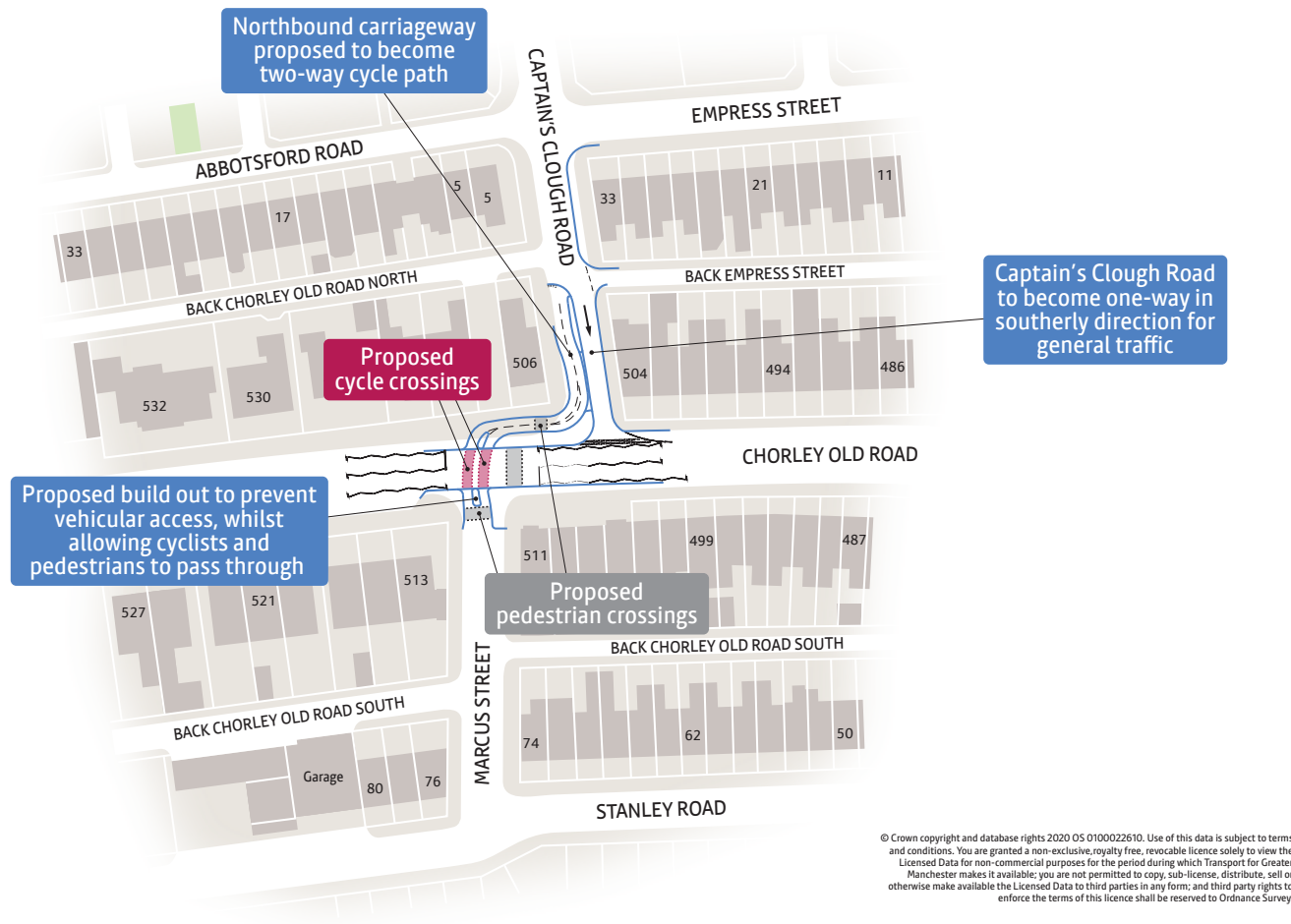
**Accessible Formats**  
If you require accessible formats of the consultation, please contact the following free phone number **0800 652 8646**. Please provide details of your requirements, an address and a contact number.



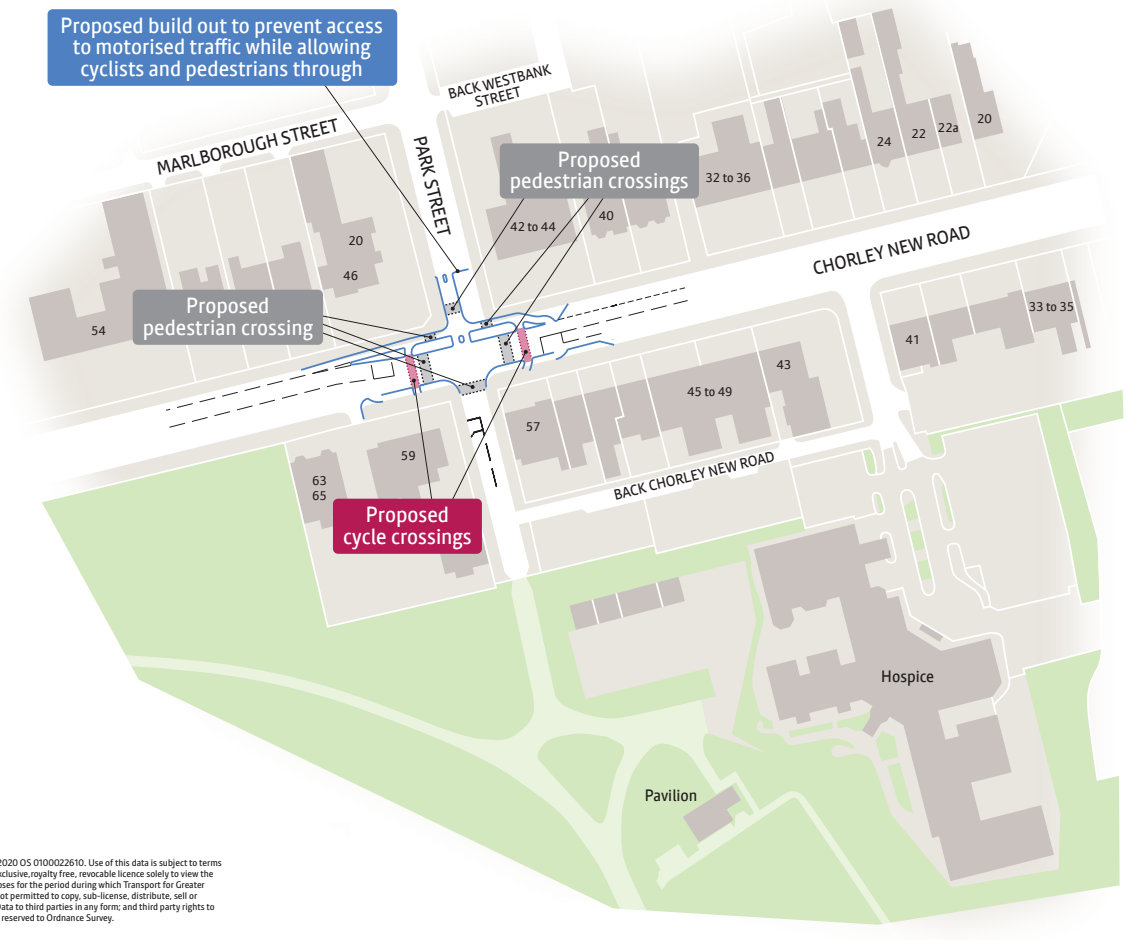




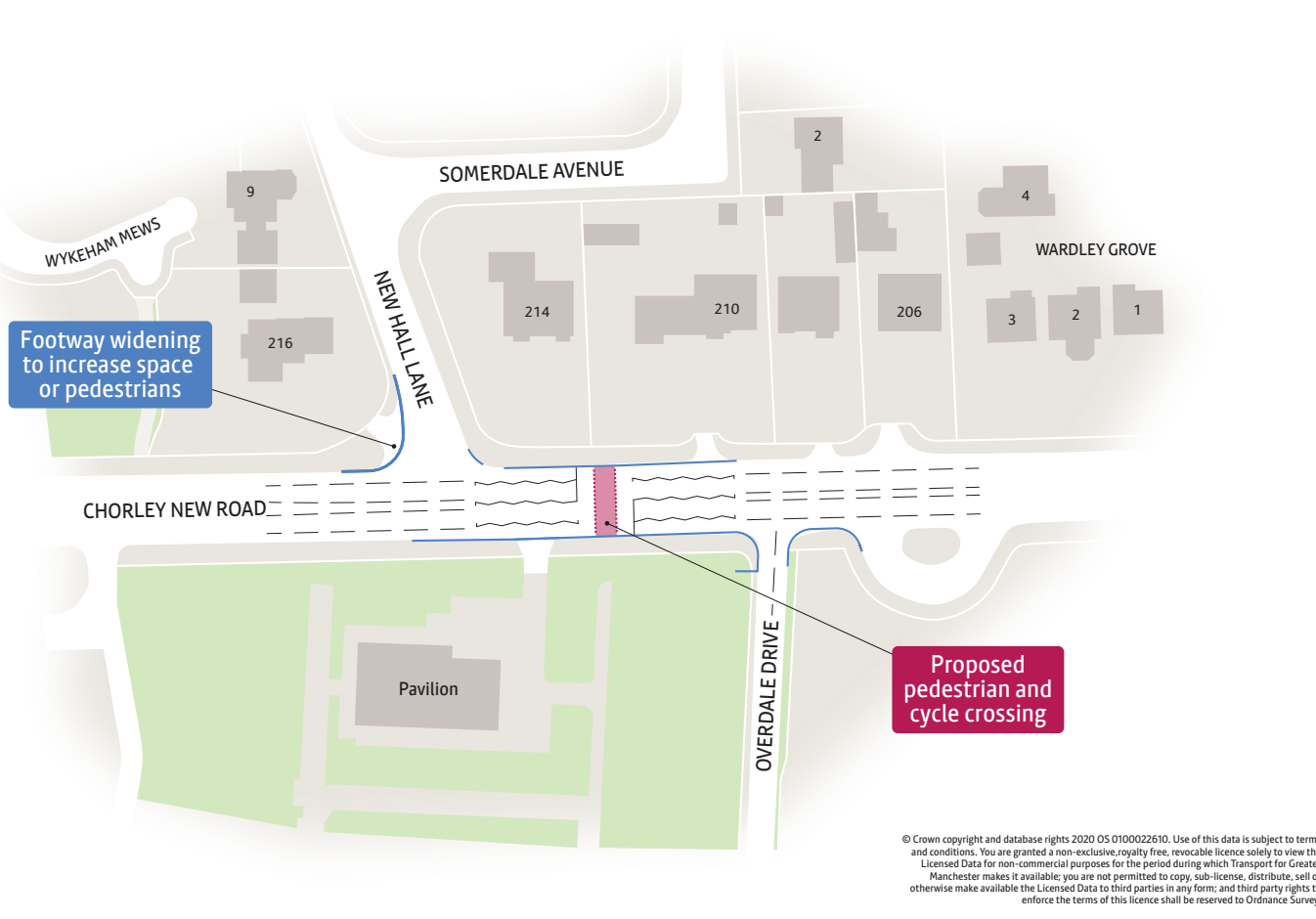
1. Chorley Old Road/Marcus Street



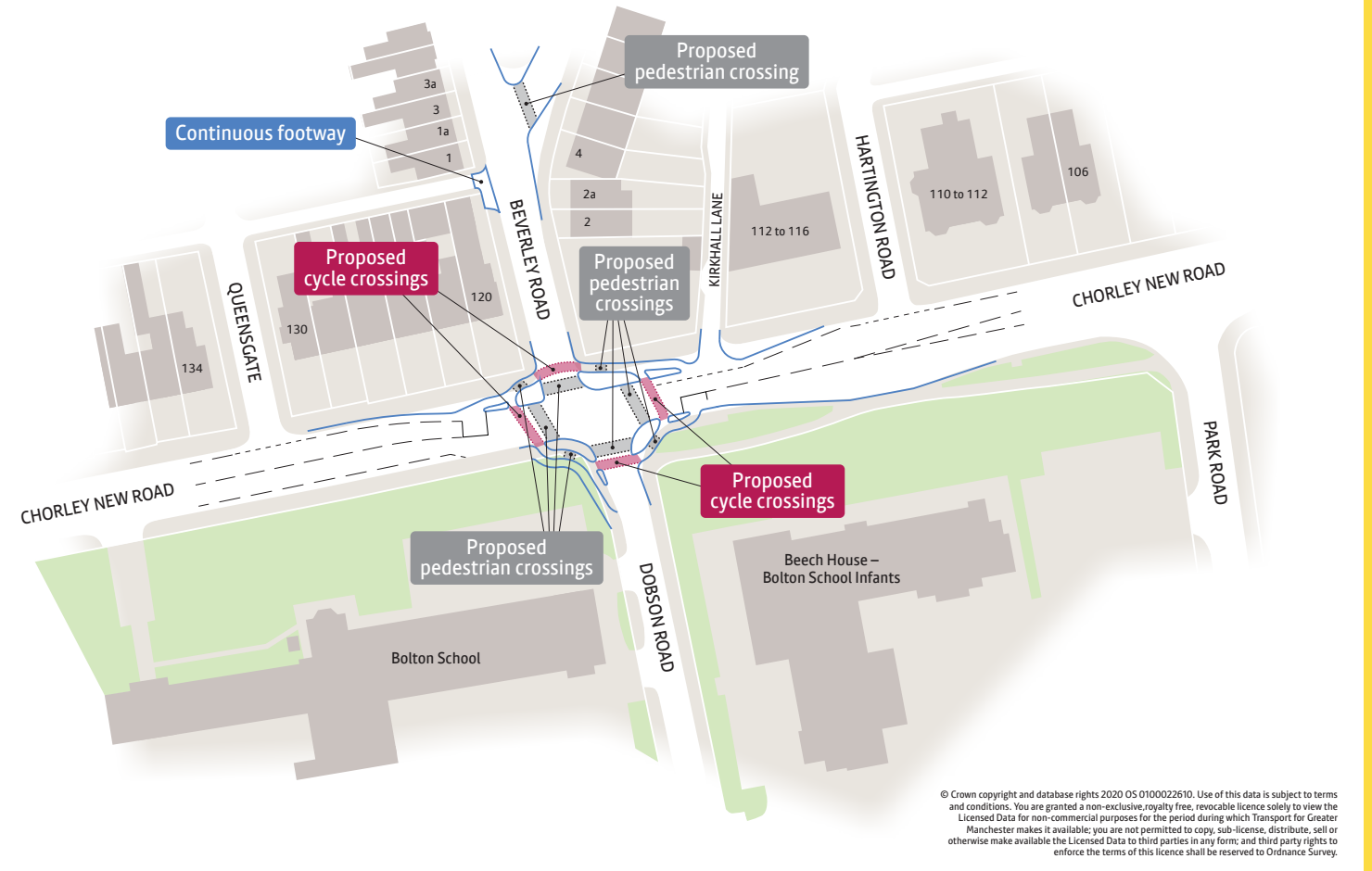
2. Chorley New Road/Park Street



4. Chorley New Road/New Hall Lane



3. Chorley New Road/Beverley Road



## Appendix B : Survey



## Tell us your thoughts on Proposed Cycling and Walking Improvements in Bolton: Town Centre to Doffcocker (Phase One) Scheme

Work has started on a Greater Manchester-wide programme to make journeys on foot or by bike much easier and more attractive. Chris Boardman, Greater Manchester's Transport Commissioner, has unveiled an innovative new plan to create a city-region-wide cycling and walking network that includes Bolton.

The Bee Network will consist of more than 1,800 miles of routes and will be the largest joined-up system of walking and cycling routes in the UK. In support of this ambition, the Mayor of Greater Manchester has allocated £160million to the Mayor's Cycling and Walking Challenge Fund (MCF).

In Bolton, we are developing a number of schemes which have been submitted for funding from the MCF with the expectation that further schemes will follow in the future. This questionnaire relates to the proposed **Bolton Town Centre to Doffcocker (Phase One) scheme**, which seeks to improve active travel provision within parts of the Halliwell and Smithills wards, as well as improving access to the town centre and enhancing connectivity to the wider cycle network. Further details on the scheme can be found at

<https://towntodoffcocker.commonplace.is/>

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 our responsibility to improving population health. We also expect to see community benefits from having more people out and about on the streets moving, chatting, visiting local businesses, and enjoying their neighbourhoods.

The consultation will run from **Monday 4 October** to **Sunday 7 November 2021**. The survey will take approximately 10 minutes to complete.

Bolton Council would like to get your feedback on the concept designs which are available to review at <https://towntodoffcocker.commonplace.is/>. Any responses provided below will be used to refine the scheme as it is taken forward and ensure that it best meets the needs of the local community.

To keep up to date with this consultation and others, please check <https://bolton.commonplace.is/> for updates. The outcomes of this consultation will also be provided at <https://www.bolton.gov.uk/transport-travel/walking-cycling-2/1>

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

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

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

*Data collected from this questionnaire will be inputted onto Commonplace and aggregated, so you will not be identified. You can review Commonplace data policy <https://www.commonplace.is/privacy-policy>. Anonymised data will be utilised for the purposes of feedback on the proposed scheme and any potential scheme development.*

**A1: About the Scheme**

<b>Q1 Do you think the proposed changes will make it easier to travel to key places within parts of the Halliwell and Smithills wards on foot or by wheelchair? (Tick one only)</b>					
A lot easier	<input type="checkbox"/>	1	Not easier	<input type="checkbox"/>	4
A little easier	<input type="checkbox"/>	2	Not at all easier	<input type="checkbox"/>	5
No change	<input type="checkbox"/>	3	Don't know	<input type="checkbox"/>	6

<b>Q2 Do you think the proposed changes will make it easier to travel to key places within parts of the Halliwell and Smithills wards by bike, trike or scooter? (Tick one only)</b>					
A lot easier	<input type="checkbox"/>	1	Not easier	<input type="checkbox"/>	4
A little easier	<input type="checkbox"/>	2	Not at all easier	<input type="checkbox"/>	5
No change	<input type="checkbox"/>	3	Don't know	<input type="checkbox"/>	6

<b>Q3 Do you think the proposed changes will make it easier to travel to / from Bolton Town Centre on foot or by wheelchair? (Tick one only)</b>					
A lot easier	<input type="checkbox"/>	1	Not easier	<input type="checkbox"/>	4
A little easier	<input type="checkbox"/>	2	Not at all easier	<input type="checkbox"/>	5
No change	<input type="checkbox"/>	3	Don't know	<input type="checkbox"/>	6

<b>Q4 Do you think the proposed changes will make it easier to travel to / from Bolton Town Centre by bike, trike or scooter? (Tick one only)</b>					
A lot easier	<input type="checkbox"/>	1	Not easier	<input type="checkbox"/>	4
A little easier	<input type="checkbox"/>	2	Not at all easier	<input type="checkbox"/>	5
No change	<input type="checkbox"/>	3	Don't know	<input type="checkbox"/>	6

<b>Q5 Do you think the proposed changes will improve levels of safety for people on foot or in a wheelchair within parts of the Halliwell and Smithills wards? (Tick one only)</b>					
Significantly improve	<input type="checkbox"/>	1	Slightly worsen	<input type="checkbox"/>	4
Slightly improve	<input type="checkbox"/>	2	Significantly worsen	<input type="checkbox"/>	5
No change	<input type="checkbox"/>	3	Don't know	<input type="checkbox"/>	6

<b>Q6 Do you think the proposed changes will improve levels of safety for people travelling by bike, trike or scooter within parts of the Halliwell and Smithills wards? (Tick one only)</b>					
Significantly improve	<input type="checkbox"/>	1	Slightly worsen	<input type="checkbox"/>	4
Slightly improve	<input type="checkbox"/>	2	Significantly worsen	<input type="checkbox"/>	5
No change	<input type="checkbox"/>	3	Don't know	<input type="checkbox"/>	6

Q7 To what extent do you agree / disagree that as a result of these proposals, you are more likely to walk / use wheelchair in the area? <i>(Tick one only)</i>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Don't know	<input type="checkbox"/> <sub>6</sub>

Q8 To what extent do you agree / disagree that as a result of these proposals, you are more likely to use your bike, trike or scooter? <i>(Tick one only)</i>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Don't know	<input type="checkbox"/> <sub>6</sub>

Q9a Overall, are you supportive of the proposed changes? <i>(Tick one only)</i>			
Fully support	<input type="checkbox"/> <sub>1</sub>	Mostly do not support	<input type="checkbox"/> <sub>4</sub>
Mostly support	<input type="checkbox"/> <sub>2</sub>	Do not support at all	<input type="checkbox"/> <sub>5</sub>
Neutral	<input type="checkbox"/> <sub>3</sub>	Don't know	<input type="checkbox"/> <sub>6</sub>

**Q9b Please say why you feel this way.**

Q10a What impact will this proposal have on you, your business or your family? <i>(Tick one only)</i>			
Positive impact	<input type="checkbox"/> <sub>1</sub>	No Impact	<input type="checkbox"/> <sub>3</sub>
Negative impact	<input type="checkbox"/> <sub>2</sub>	Don't know	<input type="checkbox"/> <sub>4</sub>

**Q10b Please say why you feel this way.**

**Chorley Old Road / Marcus Street Junction**

**Q11 To what extent do you agree / disagree with the following elements of the proposal...**

<b>a) Repositioning and upgrade of the existing zebra crossing across Chorley Old Road to a segregated walking and cycling crossing? (<i>Tick one only</i>)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>
<b>b) Cycle filter on Marcus Street (road closed to motor traffic at the junction with Chorley Old Road)? (<i>Tick one only</i>)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>
<b>c) Captains Clough Road junction tightened to make it easier to cross? (<i>Tick one only</i>)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>
<b>d) Creation of a contraflow cycle lane on Captains Clough Lane, linking to the new crossing? (<i>Tick one only</i>)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>

**Q11e Please use the box below to say why you agree or disagree.**

<b>Q12a To what extent do you agree / disagree that as a result of this crossing, you are more likely to walk / use wheelchair? (<i>Tick one only</i>)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>

Q12b To what extent do you agree / disagree that as a result of this crossing, you are more likely to use your bike, trike or scooter? (Tick one only)			
Strongly agree	<input type="checkbox"/>	1 Disagree	<input type="checkbox"/>
Agree	<input type="checkbox"/>	2 Strongly disagree	<input type="checkbox"/>
Neither agree nor disagree	<input type="checkbox"/>	3 Not applicable	<input type="checkbox"/>

Q13a What impact will this proposal have on you, your business or your family? (Tick one only)			
Positive impact	<input type="checkbox"/>	1 No Impact	<input type="checkbox"/>
Negative impact	<input type="checkbox"/>	2 Don't know	<input type="checkbox"/>

**Q13b Please say why you feel this way.**

Q14 Overall, are you supportive of the proposals for the Chorley Old Road / Marcus Street crossing? (Tick one only)			
Fully support	<input type="checkbox"/>	1 Mostly do not support	<input type="checkbox"/>
Mostly support	<input type="checkbox"/>	2 Do not support at all	<input type="checkbox"/>
Neutral	<input type="checkbox"/>	3	

**Q15 Please provide any other comments / feedback about the proposed changes below.**

**Chorley New Road / New Hall Lane Junction**

**Q16 To what extent do you agree / disagree with the following elements of the proposal...**

<b>a) Provision of a new toucan crossing on Chorley New Road, east of New Hall Lane? (Tick one only)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>

**Q16b Please use the box below to say why you agree or disagree.**

<b>Q17a To what extent do you agree / disagree that as a result of this crossing, you are more likely to walk / use wheelchair? (Tick one only)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>

<b>Q17b To what extent do you agree / disagree that as a result of this crossing, you are more likely to use your bike, trike or scooter? (Tick one only)</b>			
Strongly agree	<input type="checkbox"/> <sub>1</sub>	Disagree	<input type="checkbox"/> <sub>4</sub>
Agree	<input type="checkbox"/> <sub>2</sub>	Strongly disagree	<input type="checkbox"/> <sub>5</sub>
Neither agree nor disagree	<input type="checkbox"/> <sub>3</sub>	Not applicable	<input type="checkbox"/> <sub>6</sub>

<b>Q18a What impact will this proposal have on you, your business or your family? (Tick one only)</b>			
Positive impact	<input type="checkbox"/> <sub>1</sub>	No Impact	<input type="checkbox"/> <sub>3</sub>
Negative impact	<input type="checkbox"/> <sub>2</sub>	Don't know	<input type="checkbox"/> <sub>4</sub>



**Q18b Please say why you feel this way.**

**Q19 Overall, are you supportive of the proposals for the Chorley New Road / New Hall Lane crossing? (Tick one only)**

Fully support	<input type="checkbox"/> 1	Mostly do not support	<input type="checkbox"/> 4
Mostly support	<input type="checkbox"/> 2	Do not support at all	<input type="checkbox"/> 5
Neutral	<input type="checkbox"/> 3		

**Q20 Please provide any other comments / feedback about the proposed changes below.**

## A2: Travel Patterns

Q21 What mode of transport do you usually use when you travel to Bolton Town Centre? If using more than one mode, tick your main mode ( <i>Tick one only</i> )					
Car / van driver (sole occupant)	<input type="checkbox"/>	1	Bus	<input type="checkbox"/>	6
Car / van as the driver with passenger	<input type="checkbox"/>	2	Cycle	<input type="checkbox"/>	7
Car / van as the passenger	<input type="checkbox"/>	3	Walk	<input type="checkbox"/>	8
Taxi	<input type="checkbox"/>	4	Other (please specify)	<input type="checkbox"/>	9
Rail	<input type="checkbox"/>	5	.....		

Q22 If you own a bicycle, how often do you cycle? ( <i>Tick one only</i> )					
5+ days a week	<input type="checkbox"/>	1	Rarely	<input type="checkbox"/>	5
3-4 days a week	<input type="checkbox"/>	2	Never	<input type="checkbox"/>	6
Once or twice a week	<input type="checkbox"/>	3	Not applicable	<input type="checkbox"/>	7
Once a month	<input type="checkbox"/>	4			

Q23 If you own a bicycle, for what purpose do you mainly cycle? ( <i>Tick one only</i> )					
Commute	<input type="checkbox"/>	1	Shopping	<input type="checkbox"/>	4
Leisure	<input type="checkbox"/>	2	Personal business (e.g. bank, dentist, library)	<input type="checkbox"/>	5
Education	<input type="checkbox"/>	3			

## A3: About You

So we can understand how our proposals affect different people, we would be grateful if you could answer the following questions. Any questions you prefer not to answer - please tick the 'prefer not to say' where appropriate or leave blank. This information is optional and can only be seen by the project team. It won't be public.

Q24 What is your home postcode? ( <i>For mapping purposes</i> )	

Q25 What is your connection to the area? ( <i>Tick all that apply</i> )					
I live here	<input type="checkbox"/>	1	I take my children to school here	<input type="checkbox"/>	4
I go to work here	<input type="checkbox"/>	2	Other....	<input type="checkbox"/>	5
I study here	<input type="checkbox"/>	3			

Q26 How do you usually travel in and around the area? ( <i>Tick one only</i> )					
Car	<input type="checkbox"/>	1	Bus	<input type="checkbox"/>	4
Walking	<input type="checkbox"/>	2	Van	<input type="checkbox"/>	5
Cycling	<input type="checkbox"/>	3	Taxi	<input type="checkbox"/>	6

Q26 What age are you? (Tick one only)			
13 – 15 years	<input type="checkbox"/> <sub>1</sub>	45 - 54	<input type="checkbox"/> <sub>6</sub>
16-18 years	<input type="checkbox"/> <sub>2</sub>	55 - 64	<input type="checkbox"/> <sub>7</sub>
19-25 years	<input type="checkbox"/> <sub>3</sub>	65 - 74	<input type="checkbox"/> <sub>8</sub>
26-34 years	<input type="checkbox"/> <sub>4</sub>	75+	<input type="checkbox"/> <sub>9</sub>
35-44 years	<input type="checkbox"/> <sub>5</sub>	Prefer not to say	<input type="checkbox"/> <sub>10</sub>

Q27 Which of the following best describes how you identify yourself? (Tick one only)			
Male	<input type="checkbox"/> <sub>1</sub>	Prefer to self-describe	<input type="checkbox"/> <sub>4</sub>
Female	<input type="checkbox"/> <sub>2</sub>	Prefer not to say	<input type="checkbox"/> <sub>5</sub>
Non - binary	<input type="checkbox"/> <sub>3</sub>		

Q28 Which of these ethnic groups would you consider yourself as? (Tick one only)			
White - English	<input type="checkbox"/> <sub>1</sub>	Asian/Asian British - Bangladeshi	<input type="checkbox"/> <sub>11</sub>
White - Irish	<input type="checkbox"/> <sub>2</sub>	Asian/Asian British - Chinese	<input type="checkbox"/> <sub>12</sub>
White – Gypsy or Irish Traveller	<input type="checkbox"/> <sub>3</sub>	Other Asian	<input type="checkbox"/> <sub>13</sub>
White- Other	<input type="checkbox"/> <sub>4</sub>	Black/African/Caribbean/Black British - African	<input type="checkbox"/> <sub>14</sub>
Mixed/Multiple ethnic groups - White and Black Caribbean	<input type="checkbox"/> <sub>5</sub>	Black/African/Caribbean/Black British - Caribbean	<input type="checkbox"/> <sub>15</sub>
Mixed/Multiple ethnic groups - White and Black African	<input type="checkbox"/> <sub>6</sub>	Other Black/African/Caribbean	<input type="checkbox"/> <sub>16</sub>
Mixed/Multiple ethnic groups - White and Asian	<input type="checkbox"/> <sub>7</sub>	Other ethnic group - Arab	<input type="checkbox"/> <sub>17</sub>
Other Mixed/Multiple, please describe beginning "Mixed/Multiple - "	<input type="checkbox"/> <sub>8</sub>	Other ethnic group	<input type="checkbox"/> <sub>18</sub>
Asian/Asian British - Indian	<input type="checkbox"/> <sub>9</sub>	If other please describe:	
Asian/Asian British - Pakistani	<input type="checkbox"/> <sub>10</sub>		

Q29 Do you consider yourself to have an impairment, disability or long-term health condition? (Tick one only)					
Yes	<input type="checkbox"/> <sub>1</sub>	No	<input type="checkbox"/> <sub>2</sub>	Prefer not to say	<input type="checkbox"/> <sub>3</sub>

Q30 We might want to follow up with you to take part in a more research associated with the scheme. If so, somebody from Bolton Council or agents acting on our behalf will be in touch within the next year by either email or phone, to arrange an interview with you. Are you willing to be contacted in the future?			
Yes	<input type="checkbox"/> <sub>1</sub>	No	<input type="checkbox"/> <sub>2</sub>

If you ticked 'Yes' please complete the following details	
Full Name:	
E-mail Address:	
Telephone:	

