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BroadwayMalyan^{BM}

Bolton
Council

Transport for
Greater Manchester

Market Street, Farnworth

Streets for All

RIBA Stage 03 Report



2 Public Engagement

2.1 Our Approach

The consultation for Market Street and Coucill Square comprised of two key components:

- An online survey; and
- Two in-person engagement events.

The purpose of the surveys and consultation was to gain feedback on the design proposals for the area.

Public consultation details, including links to the survey, consultation materials and an email contact to request accessible copies of the materials were publicised through various channels, including:

- Bolton Council 'consultations' web page
- Bolton Council social media channels
- Local councillors
- The Bolton News

An email address and FREEPOST address were provided for additional responses.

The consultation days were held on Friday 1st July and Saturday 2nd July 10am-3pm, allowing both a weekday and weekend, to encourage as many visits as possible. The consultation team were located on Brackley Street, adjacent to Coucill Square within the study area of the scheme.

Members of the Mott MacDonald project team and a Bolton Council Officer were available to discuss and explain the proposals in more detail.

The survey ran until Friday 22nd July 2022. The results are detailed in the following pages.



Public Engagement Materials

All the materials shared through the public engagement process were uploaded to the Bolton Council website and can now be viewed in their directory record, here:

<https://www.bolton.gov.uk/directory-record/3222/farnworth-streets-for-all-2022->

The online materials include:

- Market Street and Coucill Square consultation boards;
- Render visuals of the design for Market Street;
- Flyers given as handouts at the consultation to guide people to the survey.

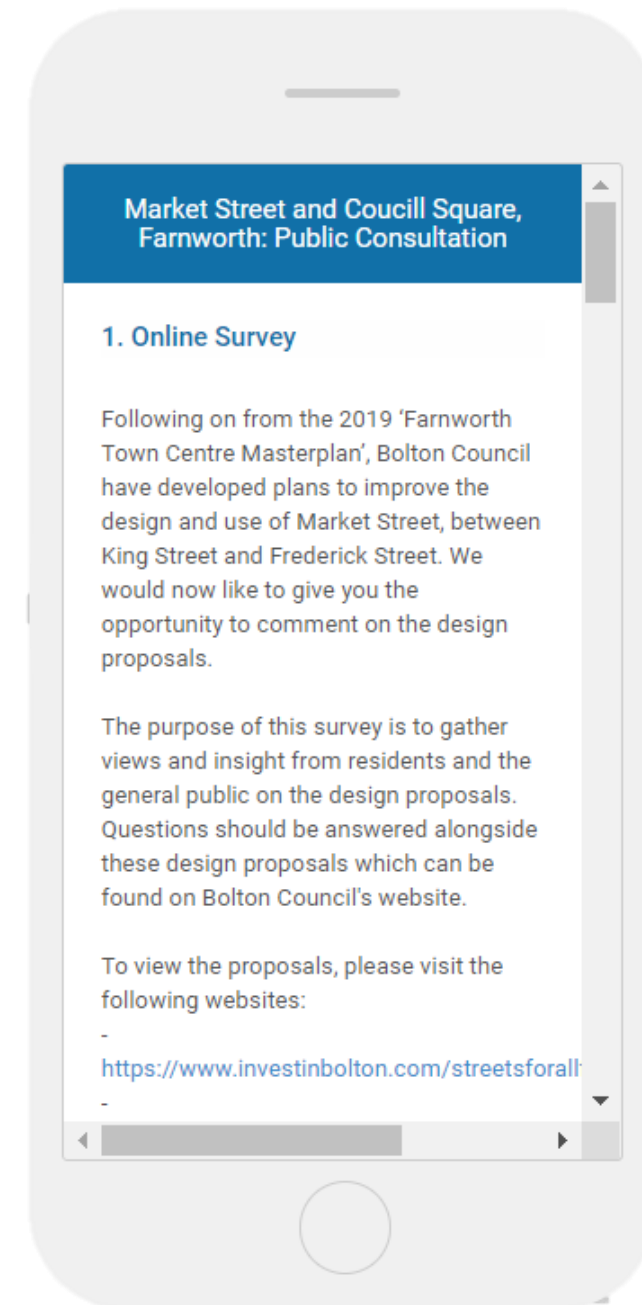
The consultation boards include the proposed scheme design and residents were asked for their feedback through the survey.

Limitations of Approach

Online surveys are relatively easy to develop and offer an efficient method to collect data from a wide range of respondents, giving good flexibility in data analysis. Still, there are a number of constraints to consider:

- 'Relevance bias' meaning the survey is more likely to attract comments from those who feel directly affected;
- Accessibility to the online survey: to overcome this a contact email was provided to allow requests of other formats such as large format and paper copies, which were also available at the consultation events;
- Accuracy limitations: due to the survey being anonymous to preserve privacy, resulting in the project team being unable to fully track if someone has filled the survey multiple times;
- Low response rates reduce the representation of 'whole community' responses.

All surveys present some limitations in terms of accessibility and accuracy, however alternative options to make the consultation inclusive were offered where possible – e.g. paper copies of the survey were provided at in-person events and the project team were also available to directly assist the members of the public filling the survey online.



Data Validation Exercise

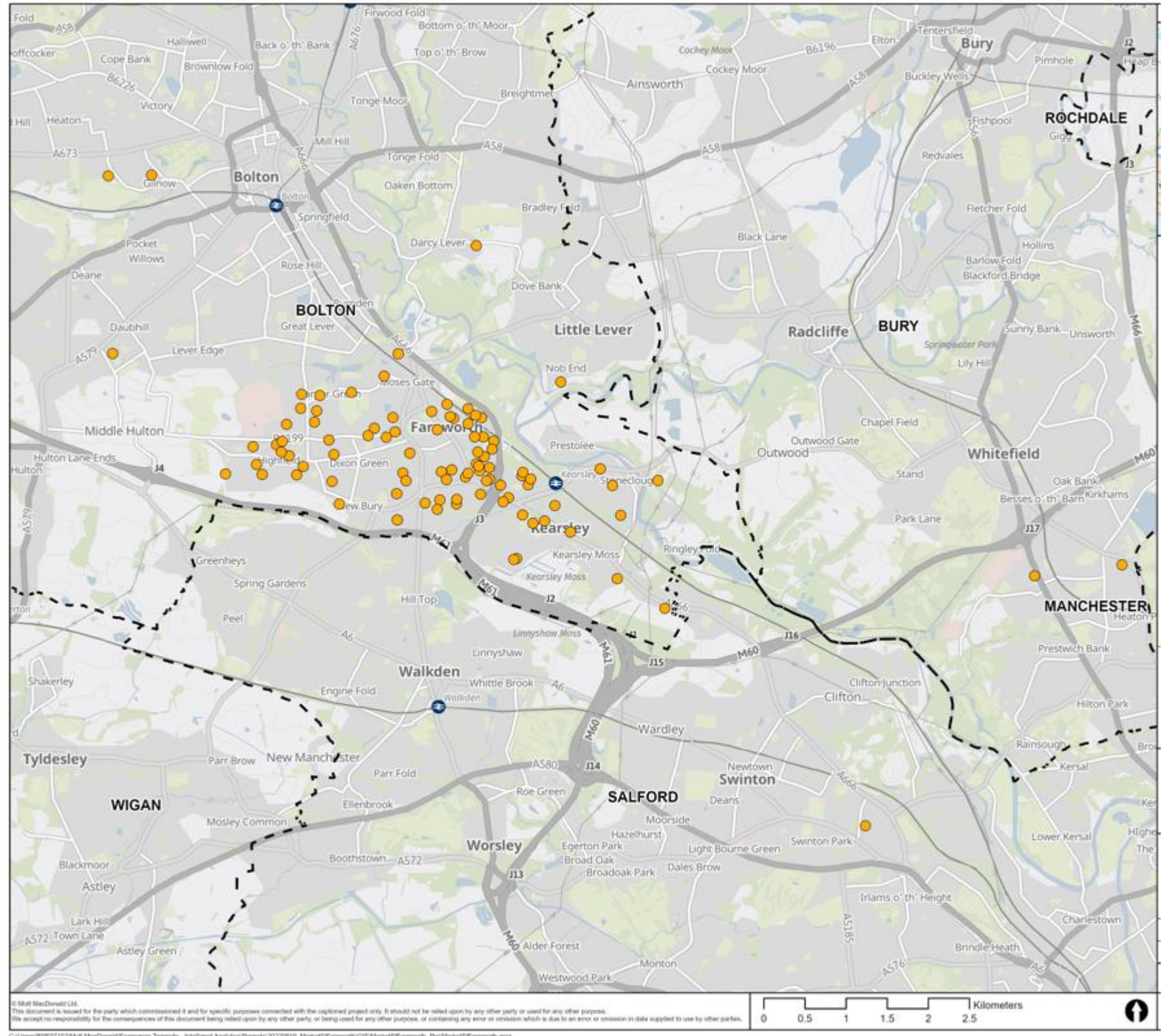
After downloading the full survey data sets we carried out a validation exercise to identify information that was improperly formatted or duplicated to ensure the collected data was accurate and representative. This process involved:

- Ensuring all provided postcodes were formatted correctly to guarantee full coverage of responses when using GIS mapping to present the collected data; and
- Comparing surveys collected from the same IP address and postcode to analyse the set of responses ensuring there were no duplicates.

The review process did not highlight any exact duplicates, therefore no submissions were excluded from the dataset. We can also confirm blank and uncompleted surveys have not been included in the data presented in this report.

Please note the surveys was fully anonymous and none of the data provided can be used to identify respondents individually. Providing postcodes and contact details was optional and with the only purpose to help us better understanding where specific issues are arising.

A GIS output is provided to illustrate respondent's postcodes.



2.2 Farnworth Survey Responses

Q1: To what extent do you support our design proposals for this area?

The survey for Farnworth received a total of 136 responses.

Figure 2.1 shows the level of support for the scheme from respondents. Over half (58%) of respondents strongly support or tend to support the scheme, whilst 23% strongly oppose or tend to oppose.

Written responses from those who selected 'other' can be found on the following page.

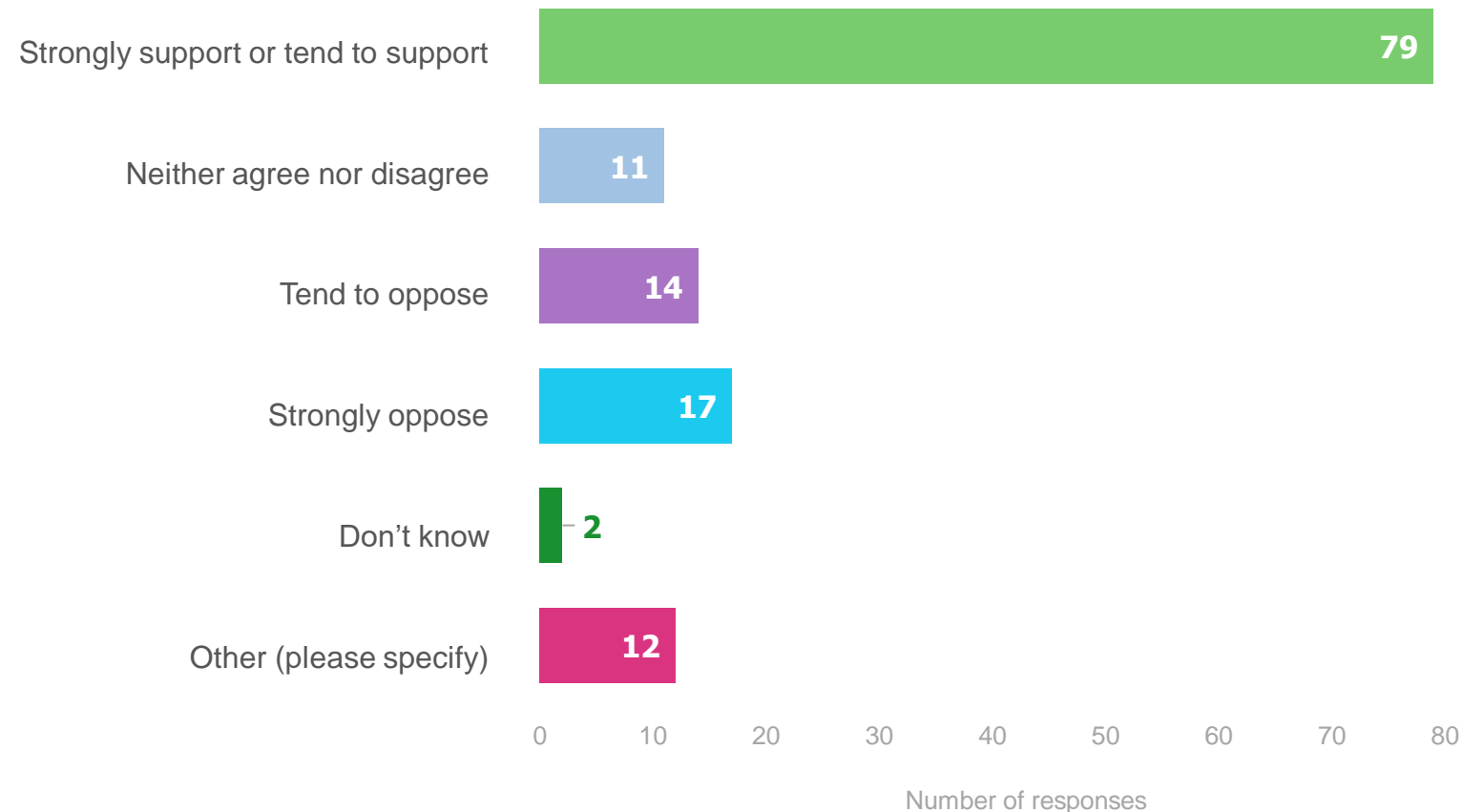


Figure 2.1 – Support for proposals

Q1: To what extent do you support our design proposals for this area?

Category	Comment	Response
Traffic & congestion	Reduced lanes for vehicles will cause traffic as it is a busy route.	Lane width is being reduced however Market Street is to remain single lane in each direction.
	Congestion and increased traffic will cause more pollution.	Traffic modelling suggests minimal impact upon traffic volumes and delay.
Maintenance of greening	Trees have been planted previously and had to be removed due to poor maintenance and roots coming up.	Any proposed trees will be installed in tree pits to prevent damage to surrounding paving.
	Concerns about planted areas not being maintained and becoming overgrown.	Low maintenance planting to be specified in raingardens/ landscaped areas. Green areas to be included in Bolton Council maintenance plan.
Parking	Disabled parking spaces that are being removed from the street outside Home Bargains need to be reinstated.	Noted. Treatment of parking bays/ loading bays throughout scheme to be confirmed at RIBA04
Other	Concerns over footway materials as block paving can cause issues for wheelchair users.	All materials to be designed and installed to the latest design standards. All materials to be suitable for use in Public Realm environment.
	Concerns over shared spaces causing issues for people with disabilities.	Noted. No areas will be shared between pedestrians and traffic. Toucan crossings retained to aide movement by those with visual or physical impairments.
	Mention of drug and alcohol abuse / anti-social behaviour in the area.	Noted.

Q1: To what extent do you support our design proposals for this area?

Traffic and congestion

- Reduced lanes for vehicles will cause traffic as it is a busy route.
- Congestion and increased traffic will cause more pollution.

Maintenance of greening

- Trees have been planted previously and had to be removed due to poor maintenance and roots coming up.
- Concerns about planted areas not being maintained and becoming overgrown.

Parking

- Disabled parking spaces that are being removed from the street outside Home Bargains need to be reinstated.

Other

- Concerns over footway materials as block paving can cause issues for wheelchair users.
- Concerns over shared spaces causing issues for people with disabilities.
- Mention of drug and alcohol abuse / anti-social behaviour in the area.

Q2: To what extent do you agree with the proposals providing improved facilities for people who walk, wheel or cycle along Market Street?

Figure 2.2 shows the support for improved facilities for active travel users. The majority of responses – 57% (77) – strongly agree or tend to agree with the proposals.

27% (37) tend to oppose or strongly oppose.

Written responses from those who selected 'other' are summarised on the following page.

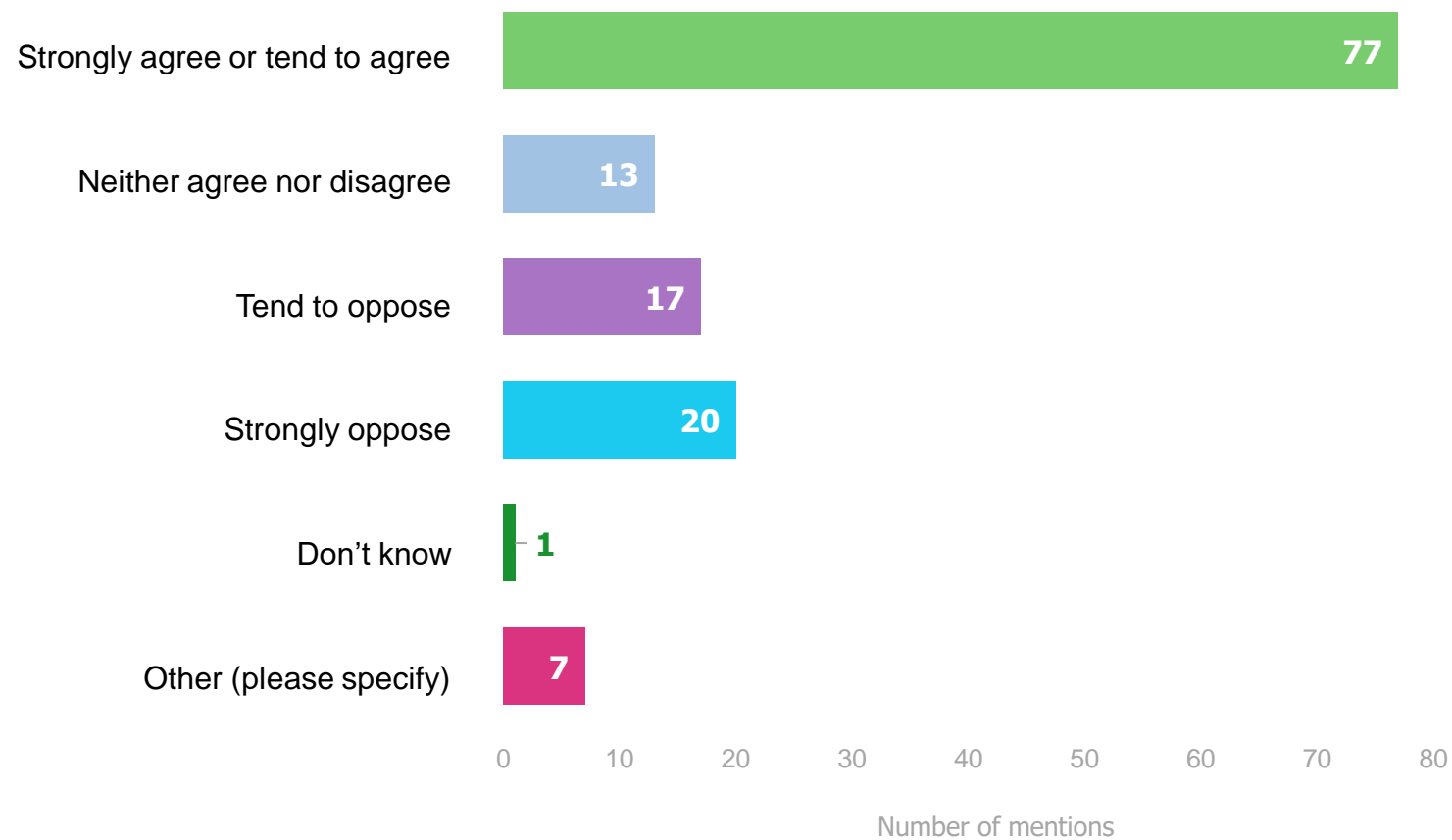


Figure 2.2 – Support for improved walking and cycling facilities

Q2: To what extent do you agree with the proposals providing improved facilities for people who walk, wheel or cycle along Market Street?

Category	Comment	Response
Maintenance of the area	Concerns over materials, such as block paving, wearing and becoming unsafe for users.	All materials to be designed and installed to the latest design standards. All materials to be suitable for use in Public Realm environment.
	General maintenance such as littering continuing to be a problem.	Bolton Council to review maintenance strategy.
Shared space	Cyclists continuing to use the pavement could lead to collisions.	Segregated cycle tracks to be provided in both directions through extents of proposed scheme, to provide safe facilities for all users.
Scheme design	Narrow roads making it difficult for vehicles to navigate between people.	Number of crossings is suitable for extent and usage of site. Increased number of crossings should lead to increased road safety. Lane widths are suitable for all traffic.
	Excessive number of crossings for the area.	High street environments require more frequent crossing locations.

Q2: To what extent do you agree with the proposals providing improved facilities for people who walk, wheel or cycle along Market Street?



**Maintenance
of the area**

- Concerns over materials, such as block paving, wearing and becoming unsafe for users.
- General maintenance such as littering continuing to be a problem.



**Shared
space**

- Cyclists continuing to use the pavement could lead to collisions.



**Perceived
poor
scheme
design**

- Narrow roads making it difficult for vehicles to navigate between people.
- Excessive number of crossings for the area.

Q3: Which of the following would you consider as most required in this area?

Figure 2.3 shows the most common issues identified in Farnworth. This question only allowed one selection from each respondent. The top two noted are:

- More greening/trees - 21% (28); and
- Traffic calming measures - 14% (19).

The most common theme within the written responses involved the lack of cycling demand for the scheme. Further written responses from those who selected 'other' are summarised on the following page.

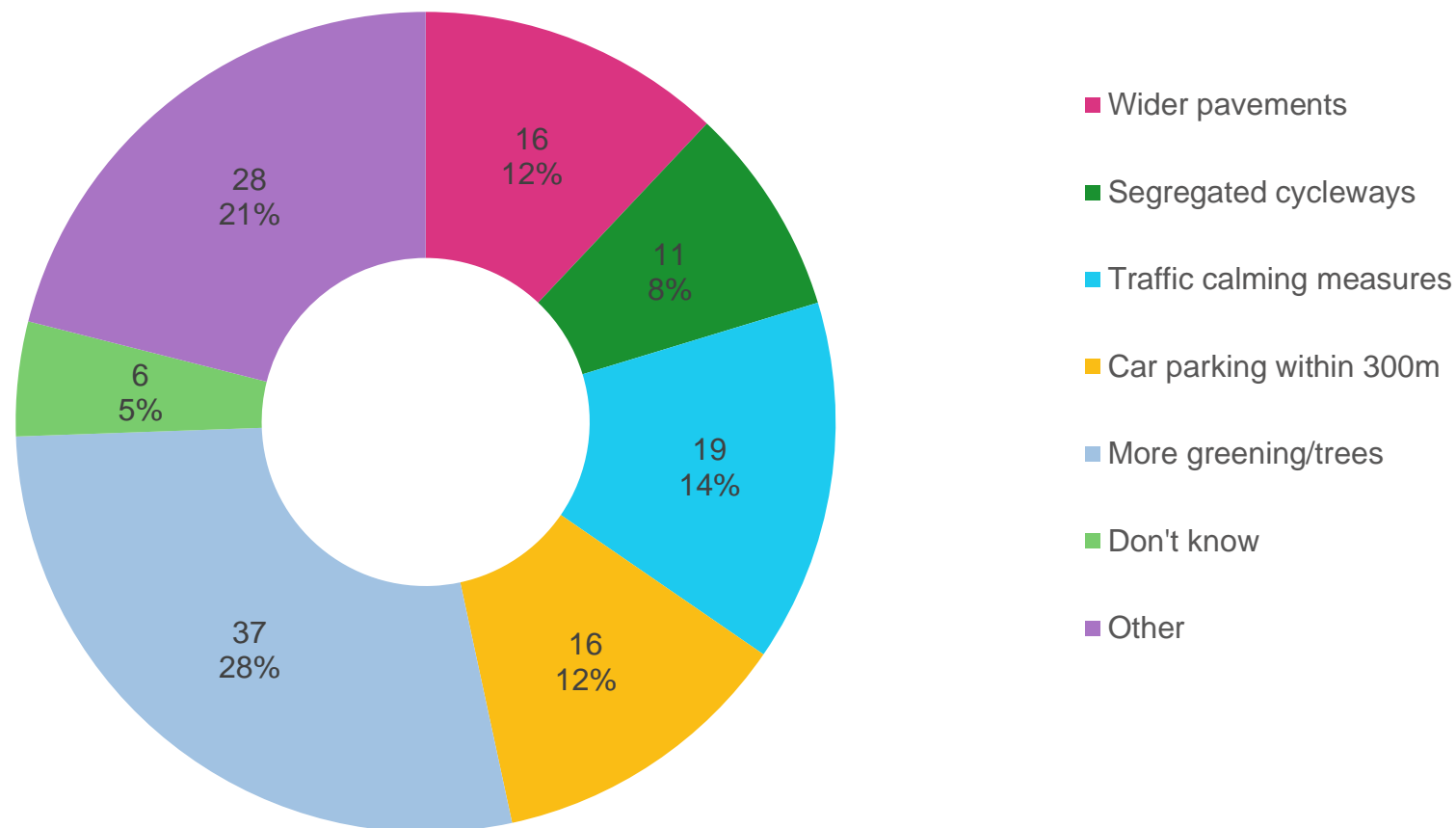


Figure 2.3 – Support for proposals

Q3: Which of the following would you consider as most required in this area?

Category	Comment	Response
Cycle demand and current provision	There is not enough demand for cycle infrastructure in Farnworth as not many people cycle.	One of the key aims of the 'Streets for All' strategy is to enable more travel by walking, cycling and public transport. Providing safe facilities will encourage uptake of cycling.
	Current layout provides enough room for pedestrians and cyclists and the changes to the road width will cause congestion.	Number of traffic lanes to be retained as per existing. Traffic modelling suggests minimal impact upon traffic volumes and delay.
	The current layout of Market Street is sufficient and the scheme will be a waste of money.	Current layout has been observed to enable high vehicle speeds. Proposals will slow vehicle speeds without greatly increasing congestion.
	There is no need for 4 crossings on the same road.	High street environments require more frequent crossing locations.
Safety and security	More security cameras to be fitted to monitor safety.	Noted
	Street trees will obstruct drivers views of pedestrians.	All trees to be specified with clear stem height of 3m minimum.
	Lack of safe cycle parking obstructs residents from travelling by bike.	Enhanced cycle parking to be considered during RIBA04 design.
	More policing of antisocial behaviour in the area. This includes drivers speeding, mobility and electric scooters and bike theft.	Noted.
Other	Dropped leaves and foliage from trees can cause slip hazards for pedestrians if poorly maintained.	Noted. Bolton Council to review maintenance strategy.
	Better access for vehicles through Farnworth at peak times.	Market Street capacity (single lane in each direction) to remain. A666 bypass provides main route for through-traffic.
	Dropped kerbs for better access for wheels.	Dropped kerbs to be provided at all proposed crossing points.
	Money should be invested elsewhere.	We believe this scheme will provide good value for money and support regeneration in Farnworth.
	Lack of businesses and recreation in the area to drive footfall due to high rent costs.	Noted.
	Re-introduce Farnworth market.	Out of scope of current project.

Q3: Which of the following would you consider as most required in this area?

Cycle demand & current provision

- **There is not enough demand for cycle infrastructure in Farnworth as not many people cycle.**
- Current layout provides enough room for pedestrians and cyclists and the changes to the road width will cause congestion.
- The current layout of Market Street is sufficient and the scheme will be a waste of money.
- There is no need for 4 crossings on the same road.

Safety & security

- More security cameras to be fitted to monitor safety.
- Street trees will obstruct drivers views of pedestrians.
- Lack of safe cycle parking obstructs residents from travelling by bike.
- **More policing of antisocial behaviour in the area.** This includes drivers speeding, mobility and electric scooters and bike theft.
- Dropped leaves and foliage from trees can cause slip hazards for pedestrians if poorly maintained.

Other

- Better access for vehicles through Farnworth at peak times.
- Dropped kerbs for better access for wheels.
- **Money should be invested elsewhere.**
- **Lack of businesses and recreation in the area to drive footfall due to high rent costs.**
- Re-introduce Farnworth market.

Q4: In your view, how important are new or improved public spaces that can be used for community activities and events?

Figure 2.4 illustrates respondent's views on the importance of improved public spaces for community events and activities. Almost half – 49% (66) – of respondents agree this is very important, and 34% (45) agree it is helpful but not essential.

Written responses from those who selected 'other' are summarised on the following page.

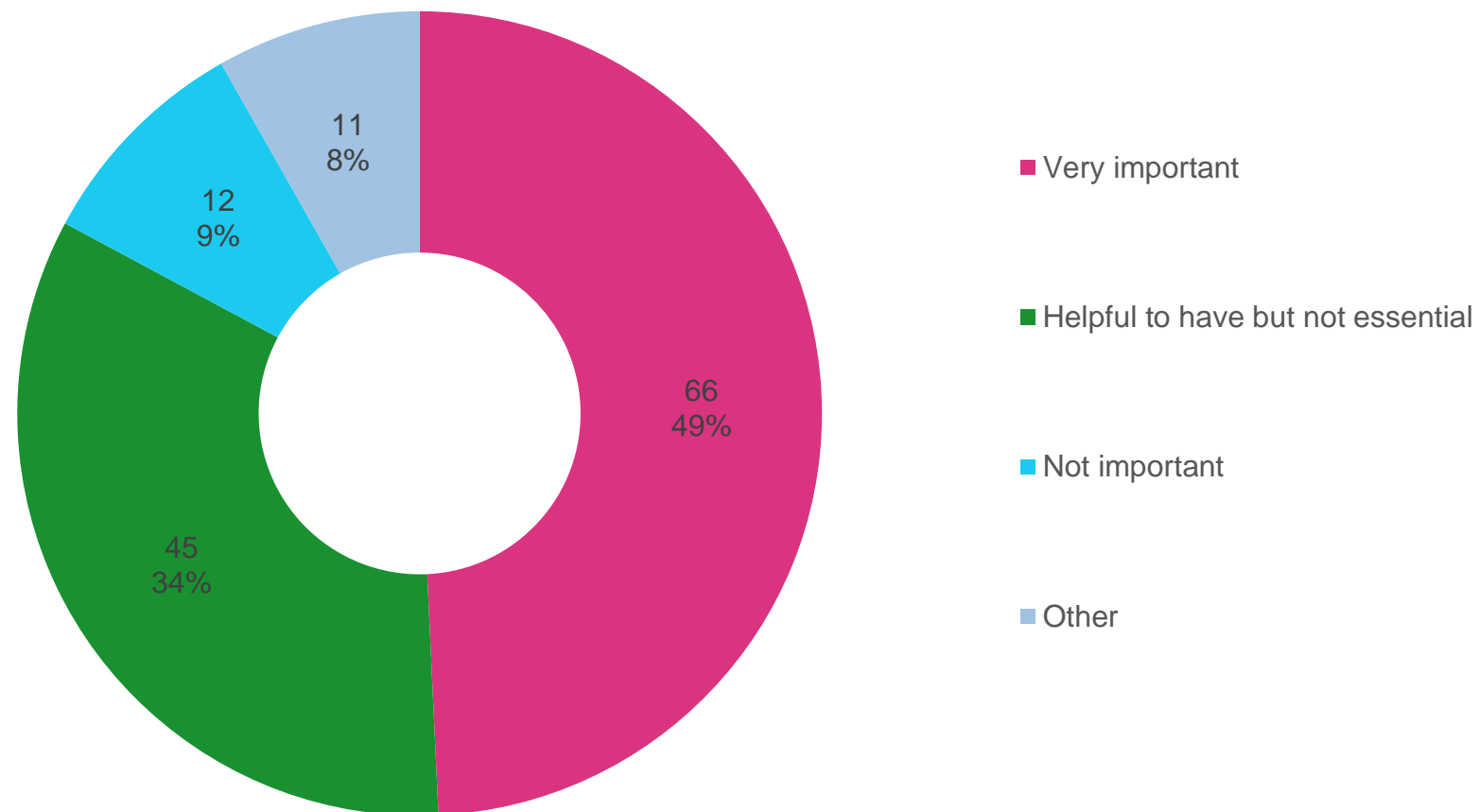


Figure 2.4 – Support for proposals

Q4: In your view, how important are new or improved public spaces that can be used for community activities and events?

Category	Comment	Response
Anti-social behaviour	Substance mis-use issues need to be dealt with in order to make the space safe for the community to use.	Noted.
	Community spaces need to be policed to prevent anti-social behaviour.	Noted.
	The area must be kept tidy, and litter free for it to stay nice enough to hold events.	Noted. Bolton Council to review maintenance strategy.
Use of public space	Indoor space would be more effective as the weather limits the number and type of events that can be held.	Noted.
	Installed locked power outlets for bands and performers to use.	Details of Coucill Square power supply to be finalised at RIBA04.
	The new precinct could provide space for community events.	Noted
	Addition of trees is reducing the amount of space to use for community events.	Planting of trees within Coucill Square will enhance the area, whilst leaving sufficient room for any community events.
	Current green spaces are not being used as there are no events taking place, therefore no reason to visit.	Noted.

Q4: In your view, how important are new or improved public spaces that can be used for community activities and events?

**Anti-social
behaviour**

- Substance mis-use issues need to be dealt with in order to make the space safe for the community to use.
- Community spaces need to be policed to prevent anti-social behaviour.
- The area must be kept tidy, and litter free for it to stay nice enough to hold events.

**Use of
public
space**

- Indoor space would be more effective as the weather limits the number and type of events that can be held.
- Installed locked power outlets for bands and performers to use.
- The new precinct could provide space for community events.
- Addition of trees is reducing the amount of space to use for community events.
- Current green spaces are not being used as there are no events taking place, therefore no reason to visit.

Q5: Do you have any general comments on the proposals?

Category	Comment	Response
Traffic & congestion	<p>Concerns for bottleneck at Kearsley Roundabout will cause congestion. Traffic will be diverted down other roads through Farnworth, such as residential streets (Lord Street/Albert Road).</p> <p>Speed limits need to be clear and enforced as cars often rat-run down side streets to skip traffic.</p> <p>Wider footways mean there will be less space for vehicles.</p> <p>Consider introducing modal filters and a one-way system to ease traffic and prevent rat-runs.</p> <p>Traffic calming along Frederick Street should be introduced as it is dangerous.</p>	<p>Noted</p> <p>Impacts on surrounding areas to be monitored during/ post construction by Bolton Council & addressed accordingly.</p> <p>New speed limit of 20mph to be clearly signposted.</p> <p>Some reduction of on-street parking is required, but there are a significant number of off-street alternatives available nearby.</p> <p>Impacts on surrounding areas to be monitored during/ post construction by Bolton Council & addressed accordingly.</p> <p>Noted.</p>
Pedestrian facilities	<p>Concerns for those with visual difficulties or disabilities to know where the footpath joins the carriageway and distinction between the cycleway and footway.</p> <p>No benefits to widening pedestrian area as they already provide enough space.</p> <p>Ensure footways are wide and level for wheelchair users and people with mobility issues.</p> <p>Opposed to having footpath cross over the side roads.</p> <p>Distinguishing crossings would be more beneficial as currently traffic do not give way to pedestrians.</p> <p>Unnecessary number of crossings</p>	<p>Cycleway to be clearly segregated. Correct contrasts and tactile delineation to be used to distinguish between cycleway & footway.</p> <p>Noted.</p> <p>Noted.</p> <p>Continuous footways give pedestrians right of way at side roads and should encourage slower vehicle speeds.</p> <p>Increased crossing frequency, shorter crossing distances and more conspicuous crossings should reduce road crossing times.</p>
Street furniture & wayfinding	<p>Additional benches and street furniture would benefit the area</p> <p>Street furniture needs to be high-quality, inclusive and accessible for all.</p> <p>Wayfinding would be beneficial for key destinations.</p> <p>Do not agree with the use of murals as they can make a town look deprived.</p>	<p>Benches and other street furniture to be installed as part of these works</p> <p>Noted</p> <p>Noted. Wayfinding signage to be considered at RIBA04</p>
Greening / green infrastructure	<p>Opportunity to work with local centres or schools to maintain green infrastructure /furniture. This would give a sense of ownership and encourage people to maintain it to a good standard.</p> <p>Trees are not necessary as the roots will come up and damage the footway.</p> <p>Cherry blossom trees could cause slip hazards when the blossom falls.</p> <p>More greenery and flowers would improve the area.</p>	<p>Noted.</p> <p>Any proposed trees will be installed in tree pits to prevent damage to surrounding paving.</p> <p>Rain gardens/ trees and landscaped areas to be utilised.</p>

Q5: Do you have any general comments on the proposals?

Category	Comment	Response
Cycle infrastructure	Lack of demand for cycle infrastructure.	One of the key aims of the 'Streets for All' strategy is to enable more travel by walking, cycling and public transport. Existing layout encourages speeding putting cyclists in danger.
	Cyclists do not need infrastructure as they can use the carriageway	Noted. Moses gate junction currently outside of 'Streets for All' scope.
	Improvements for cyclists at Moses gate junction as the current provision requires cyclists to share space with other traffic.	Noted.
	Cycle infrastructure should link to other routes to travel further than the town centre, allowing commuters a convenient route to and from work.	Noted.
Local business & community	Good to see provisions with thought into future transport uses such as electric scooters.	Noted.
	Consider investment into driving new businesses in the area.	Noted.
	The scheme will drive the local community and provide use for local facilities, investing back into the area.	Noted.
	The proposals will see benefits for the town centre and locals rather than commuters travelling through.	Noted.
	Encourage more independent businesses and community shops.	Noted.
	Opportunity for pop-up markets and events to promote healthy living in Farnworth such as yoga classes.	Noted.
Car parking	Investment into shop frontages will improve the look of the area.	Noted.
	Less on street car parking to make it easier to cross the road, but allow drop off points where elderly people can be dropped off/picked up.	On-street parking has been reduced in the proposed scheme.
	Parking and loading needs to be available elsewhere as on-street parking is being removed.	Parking is readily available on nearby side roads & public car parks.
	Parking restrictions for market street need to be enforced to allow short stay convenience parking.	All Traffic Regulation Orders to be reviewed as part of RIBA04 works.
Other	Parking around local schools and nursery's is dangerous, with people parking illegally and blocking driveways.	Noted
	Lack of transparency on the project.	Noted. Controlled crossings will have reduced pedestrian wait times.
	Current signalised crossing times are too long resulting in people not waiting and rushing between traffic.	Noted.
	Waste of money on basic improvements that wont make a difference.	Out of scope of current project.
	Consider adding to the tram network in the future.	Noted.
	Encourage people to utilise the new bus terminal.	Noted.
	Possibility for undercover space for community events/groups.	Noted.
Vandalism and litter are an issue that needs addressing with the new proposals.	Noted. Bolton Council to review maintenance strategy	

Q5: Do you have any general comments on the proposals?

Traffic & congestion

- Concerns for bottleneck at Kearsley Roundabout will cause congestion.
- Traffic will be diverted down other roads through Farnworth, such as residential streets (Lord Street/Albert Road).
- **Speed limits need to be clear and enforced as cars often rat-run down side streets to skip traffic.**
- Wider footways mean there will be less space for vehicles.
- **Consider introducing modal filters and a one-way system to ease traffic and prevent rat-runs.**
- Traffic calming along Frederick Street should be introduced as it is

Pedestrian facilities

- Concerns for those with visual difficulties or disabilities to know where the footpath joins the carriageway and distinction between the cycleway and footway.
- No benefits to widening pedestrian area as they already provide enough space.
- Ensure footways are wide and level for wheelchair users and people with mobility issues.
- Opposed to having footpath cross over the side roads.
- Distinguishing crossings would be more beneficial as currently traffic do not give way to pedestrians.
- Unnecessary number of crossings

Street furniture & wayfinding

- Additional benches and street furniture would benefit the area.
- Street furniture needs to be high-quality, inclusive and accessible for all.
- **Wayfinding would be beneficial for key destinations.**
- **Do not agree with the use of murals as they can make a town look deprived.**

Greening / green infrastructure

- Opportunity to work with local centres or schools to maintain green infrastructure /furniture. **This would give a sense of ownership and encourage people to maintain it to a good standard.**
- Trees are not necessary as the roots will come up and damage the footway.
- Cherry blossom trees could cause slip hazards when the blossom falls.
- More greenery and flowers would improve the area.
- Concerns over the maintenance of the space including litter and overgrown greenery.

Q5: Do you have any general comments on the proposals?

Cycle infrastructure

- **Lack of demand for cycle infrastructure.**
- Cyclists do not need infrastructure as they can use the carriageway.
- Improvements for cyclists at Moses gate junction as the current provision requires cyclists to share space with other traffic.
- Cycle infrastructure should link to other routes to travel further than the town centre, allowing commuters a convenient route to and from work.
- Good to see provisions with thought into future transport uses such as electric scooters.

Local business & community

- **Consider investment into driving new businesses in the area.**
- The scheme will drive the local community and provide use for local facilities, investing back into the area.
- The proposals will see benefits for the town centre and locals rather than commuters travelling through.
- **Encourage more independent businesses and community shops.**
- Opportunity for pop-up markets and events to promote healthy living in Farnworth such as yoga classes.
- Investment into shop frontages will improve the look of the area.

Car Parking

- **Less on street car parking to make it easier to cross the road, but allow drop off points where elderly people can be dropped off/picked up.**
- **Parking and loading needs to be available elsewhere as on-street parking is being removed.**
- Parking restrictions for market street need to be enforced to allow short stay convenience parking.
- Parking around local schools and nursery's is dangerous, with people parking illegally and blocking driveways.

Other

- **Lack of transparency on the project.**
- **Current signalised crossing times are too long resulting in people not waiting and rushing between traffic.**
- Waste of money on basic improvements that wont make a difference.
- Consider adding to the tram network in the future.
- **Encourage people to utilise the new bus terminal.**
- Possibility for undercover space for community events/groups.
- Vandalism and litter are an issue that needs addressing with the new proposals.

Q6: Are you responding as a ...?

Figure 2.6 shows the respondents connection to the area. This allowed people to select more than one response. 79% (119) of responses came from residents of Farnworth. 'Other' responses included:

- Near-by residents
- Local volunteers/litter picker

Local businesses were given the opportunity to comment via a business survey during the consultation period. One response was received.

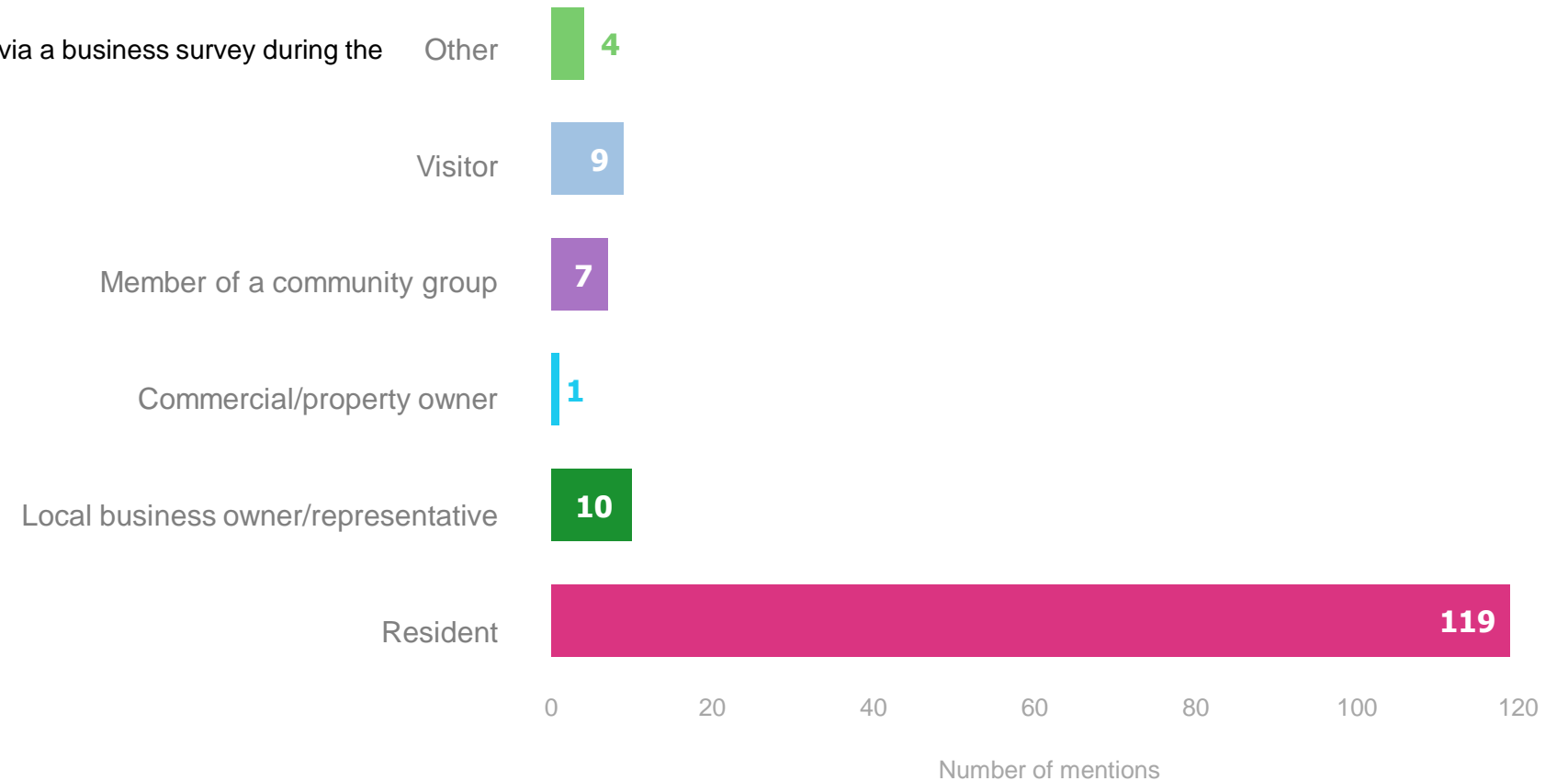


Figure 2.6 – Connection to the area

Demographics

Figure 2.7 and 2.8 illustrate the key demographics of respondents. The age range of respondents is fairly evenly spread, 60% (84) of respondents being over 45.

The gender split of survey respondents was 33% (45) male and 60% (81) female with 7% (10) preferring not to say.

Q7: Please select your age range

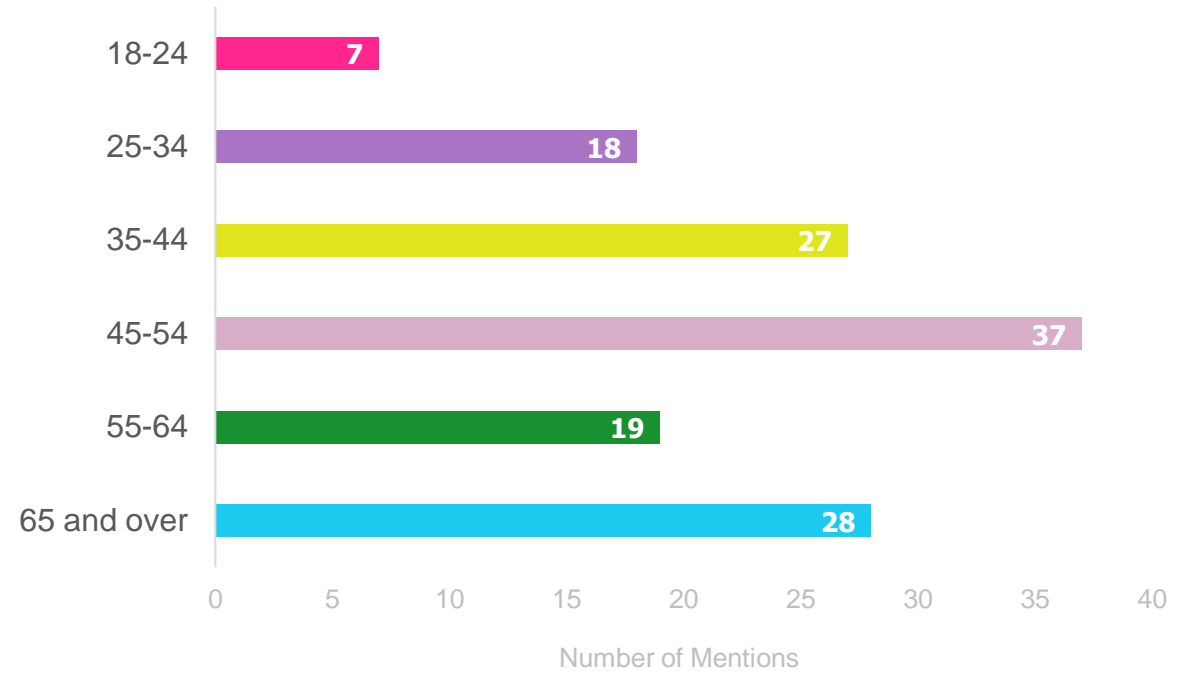


Figure 2.7 — Age

Q8: How would you describe your gender

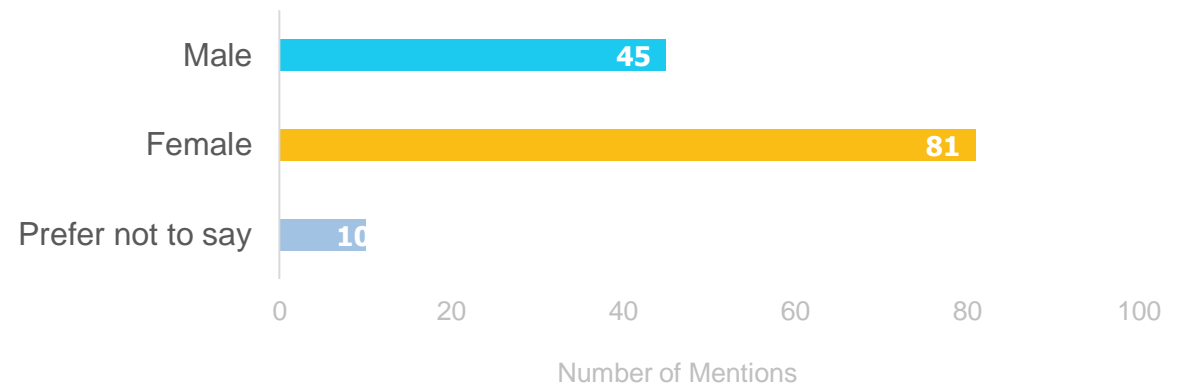


Figure 2.8 – Gender

Demographics

Figures 2.9 demonstrate the respondents ethnic group or background. The majority of respondents to this survey considered themselves to be White - 86% (117).

63% (86) of respondents do not consider themselves to have a disability whilst 28% (38) do consider themselves to have a long term illness or disability.

Q9: Please select the option that best describes your ethnic group or background.

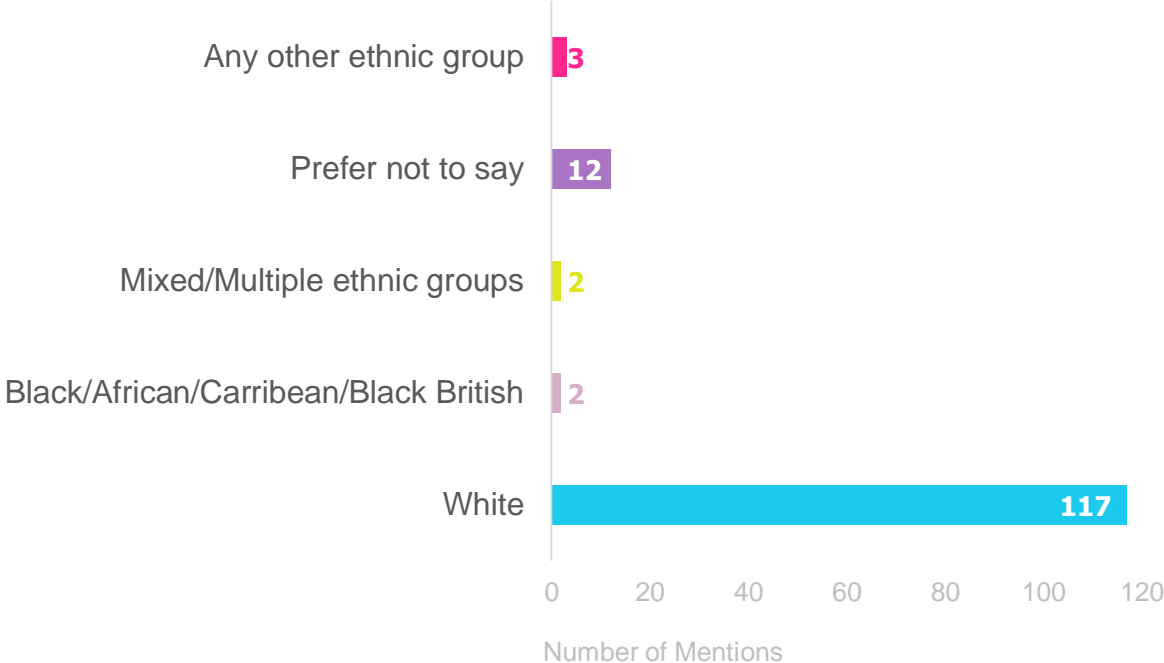


Figure 2.9– Ethnic group or background

Q10: Do you consider yourself to have a long-term illness or disability?

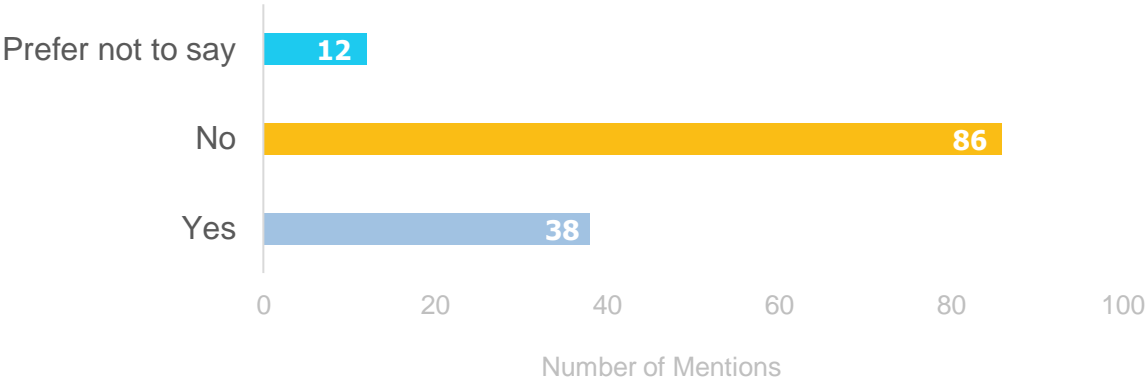


Figure 2.10 – Disability

2.3 Email Responses

Residents and consultees were provided with an email address (consultation@bolton.gov.uk) to provide further feedback on the proposals where necessary.

A total of 12 emails were received with additional feedback during the consultation period. It should be noted that one email response was fully focussed on the Market Precinct redevelopment and has therefore been disregarded from this report.

A summary of the feedback via this channel is provided below.

Traffic / congestion concerns

- High Stile Street, Garden Street and Mather Street currently experience high levels of rat-running – suggests proposals will exacerbate the issue.
- Suggested that there are currently adequate crossing points and more will contribute to congestion – it was also noted that this would be detrimental to the vision objective surrounding climate resilience.
- Concern in relation to the lack of kerbs in terms of safety – in particular pedestrians stepping out without looking both ways.
- Addition concern for visually impaired individuals.

- Suggested that the reduction of carriageway width may create a bottle neck between King St and Frederick St: suggested negative knock-on effect of more congestion along the main A666 through Kearsley and through Farnworth, negatively impacting on local peoples journeys.

Cycleway concerns

- Pavements to be shared with cyclists – concerns regarding increased collisions.
- Questions ‘cycleway edging’, citing as a concern if this is a trip hazard.

Parking

- “Formalised and improved parking and loading facilities” is disputed with regards to the number of loading and parking bays provided.
- Suggested that more disabled parking bays should be provided.
- Suggestion of a 1 or 2 hour restricted parking zone/area from the junction of Frederick Street to the junction of Black Horse Street to boost the High Street.
- A local business owner also supports the above comment to increase trade at their shop.