Walking and Cycling Consultation

Emergency Active Travel Fund: A673 Chorley New Road
v1.0

Bolton Council

July 2021

Delivering a better world

Quality Information

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1 Executive Summary

This report summarises the consultation activity undertaken for the A673 Chorley New Road partially implemented scheme between Dobson Road and Beehive roundabout, excluding Beaumont Road junction. The scheme included bringing the previous cycle lane provision up to standard width and includes new sections where there was previously no cycle lane provision.

Following the partial implementation of the scheme, the consultation was held between Monday 22nd March to Sunday 4th April 2021, a period of two weeks to gather feedback.

The consultation approach involved:

- delivery of a flyer to properties within 200m of the scheme corridor;
- a dedicated website on Commonplace, an online engagement tool, which received a total of 2,205 visitors;
- Virtual engagement with key stakeholders and interest groups; and
- press release and social media campaigns.

Due to prevailing COVID-19 pandemic restrictions, stakeholder feedback was provided through virtual and digital methods. Feedback could be provided through the Commonplace engagement tool based upon specific locations and / or through the completion of the Snap survey; in total, there were 789 responses to the survey (predominantly from local residents). As respondents could provide feedback through the Commonplace map and Snap survey, for purposes of this report, the analysis is treated separately to avoid duplication of data.

Commonplace Map

Overall, based on those responding to the consultation, there is more opposition to the scheme as implemented, than support, however there are a number of factors that affect this outcome that should be reviewed and considered.

- Just under half (48%) of those that completed the Commonplace map stated they felt 'negative' towards the scheme. However, a review of comments found that responses which received the highest number of agreements were generally related to perceived gaps or shortfalls in the scheme, which could potentially be addressed, linked to funding availability.
- The key concerns identified with the corridor / scheme from the Commonplace map were 'traffic congestion' (43%), 'feeling unsafe as a cyclist' (35%) and 'speeding vehicles' (30%).
- Common improvements suggested were to have 'permanent cycle separation' (43%), 'dedicated space for cycling' (38%) and 'cycle lanes extended' (36%). These improvements identify that there is an appetite for high quality infrastructure in the area.

Snap Survey

- Of people cycling using the corridor, 45% indicated that they had been cycling more since the implementation of the scheme. This is compared to 12% indicating a reduction in cycle use.
- 47% of respondents stated that the scheme had improved safety for people cycling, as opposed to 26% that consider the scheme has reduced safety for people cycling.
- Perceptions of the impact on pedestrian safety was split with 28% of respondents indicating an improvement for people travelling by foot and 26% considering conditions had been made worse.
- 39% of respondents support the reallocation of road space to people cycling, which was the main rationale for the A673 Chorley New Road Scheme EATF scheme. However, 56% of respondents

indicated that they oppose the reallocation of road space to people cycling on the A673 Chorley New Road.

- Most respondents (66%) oppose the use of wand orcas, against 30% who support their use to help support more travel by active modes. The main reasons for opposing wand orcas were perceptions that they were 'dangerous', 'unsightly', as well as 'concerns over maintenance' relating to litter and debris gathering in the cycle lane, causing hazards to all users, by forcing people cycling to 'weave' in and out of the cycle lanes.
- Reflecting a strong correlation with views on wand orcas and the reallocation of roadspace, as well as perceptions on the incomplete nature of the scheme, 68% of respondents are dissatisfied with the enhanced cycle lanes on the A673 Chorley New Road as implemented.

Bolton Council project team engaged with key stakeholders: North West Ambulance Service (NWAS), Diamond and Arriva bus operators, identifying concerns over the rapid implementation and the potential for impact on bus services.

Whilst this consultation has identified a strong level of opposition to the principle of roadspace reallocation and the application of wand orcas along this section of the A673 corridor, the survey provides an indication that cyclists are using the corridor more, as well as an increased perception of safety for cyclists. No actual count data was available at the time of writing.

The consultation has identified a series of key concerns and suggested where these could be mitigated in the short-term and longer-term, which if implemented, would potentially improve general perceptions of the scheme. This could be supported by efforts to improve awareness of the rationale / benefits for the scheme and engagement activity to reach all parts of the population, particularly the target audience of less confident or novice cyclists.

In line with national guidance, the DfT request that a scheme should be complete and allowed time to bed in prior to any changes. Schemes should be monitored, initially six months to a year after full implementation of the scheme and again a few years later (often 3-5 years). This would help determine whether the concerns raised will have a long term impact and the evaluation should also consider count data, accident statistics and potentially intercept surveys with users and non-users to understand its full value.

2 Introduction

2.1 Background

This report provides a summary of consultation activity undertaken following the partial implementation of the Emergency Active Travel Fund (EATF) A673 Chorley New Road scheme (Beehive Roundabout to Dobson Road).

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

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

As part of the Greater Manchester Safe Streets Save Lives campaign, Bolton Council launched its own consultation in May 2020, running to July 2020. The results of the consultation were used to assist the council in identifying projects to go forward, via the Greater Manchester Combined Authority (GMCA). Subsequently, through the EATF, Greater Manchester was awarded £3.1m and enabled Bolton Council to implement schemes on the A673 Chorley New Road and the A6 corridor. The EATF allowed for quick delivery of schemes with changes made to the Traffic Management Act 2004 to enable schemes to be delivered with consultation to take place once the scheme had been completed.

The A673 Chorley New Road, as a key route into Bolton Town Centre, was identified as a priority to provide greater protection for people cycling to travel between the Beehive Roundabout and Dobson Road, connecting to the internal network of routes within Queens Park and onwards to the town centre.

In July 2020, DfT published the Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, the purpose of which is to provide guidance to local authorities on delivering high quality cycle infrastructure and to inform all future development of cycle infrastructure.

2.2 Policy

The UK Government has set a vision to make England a great walking and cycling nation. The National Planning Policy Framework (NPPF)[1] 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 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

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

- people cycling should be separated from people walking.

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

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

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

2.3 Structure of the Report

This Consultation Report is structured as follows:

- **Section 3** ‘Local Context’ provides an overview of the area in which the A673 Chorley New Road is located.
- **Section 4** ‘Consultation Approach’ contains a summary of the methods used to communicate the consultation and scheme details to the public via online, digital and paper-based measures.
- **Section 5** ‘Engagement Analysis’ contains analysis of Commonplace and Snap survey results.
- **Section 6** ‘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.

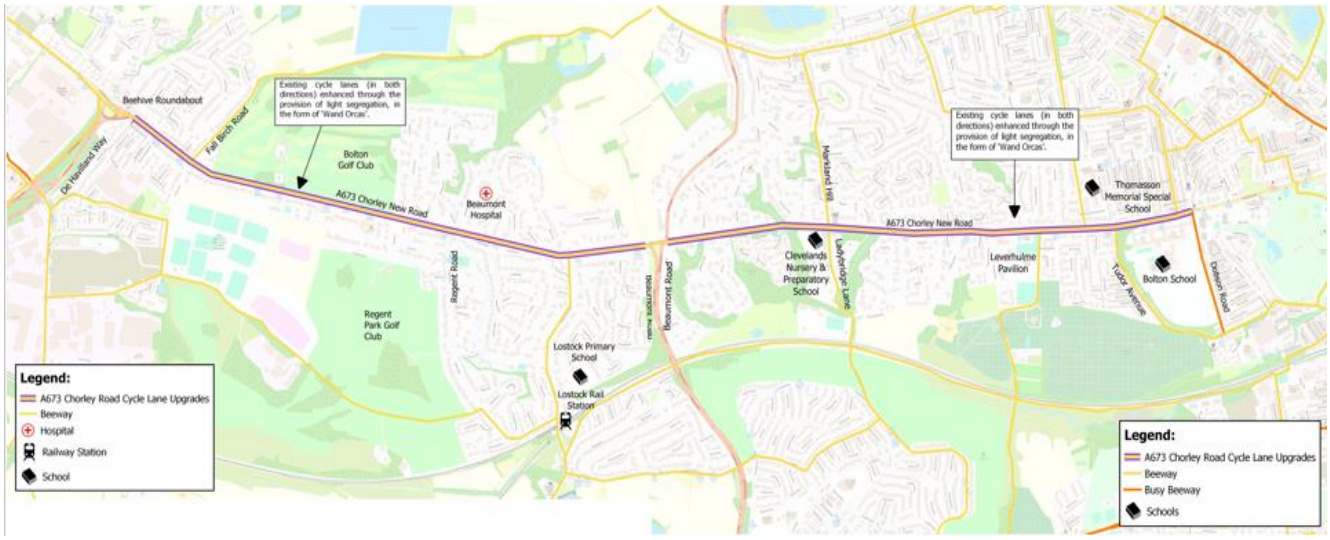
3 Local Context

3.1 Background

In late 2020, the existing cycle lanes along the A673 Chorley New Road were enhanced to provide people who cycle and those who desire to cycle, but do not feel safe to do so, additional protection through light segregation (through wand orcas) from the main traffic flow in accordance with the LTN 1/20 Cycle Infrastructure Design guidance.

The scheme designed and delivered by Bolton Council, has been partially implemented between the Beehive Roundabout and Dobson Road, although only completed on the section between Tudor Avenue and Beaumont Road, but excluding the Beaumont Road junction. The scheme provides a link to the existing cycle network in Queens Park and is intended to complement the wider Greater Manchester Bee Network Programme, which as identified in **Figure 3.1** includes a series of beeways to provide a step-change in provision.

Figure 3.1: A673 Chorley New Road and Proposed Bee Network Routes



The scheme included bringing the previous cycle lane provision up to standard width and includes new sections where there was previously no cycle lane provision.

In reviewing the feedback from the consultation, it should be noted that the scheme was not fully implemented as intended, with the wand orcas missing from the Beehive Roundabout to Beaumont Road. In addition, planned aspects of the scheme at the eastern extent were scaled back from those originally planned. The scheme is located within a conservation area[2].

Figure 3.2 shows A673 Chorley New Road before and after implementation, showcasing a wider cycle lane and the installation of wand orcas.

[2] https://www.bolton.gov.uk/downloads/download/198/conservation_areas

Figure 3.2: Before and After Implementation of Enhancements along the Route

Left: A673 Chorley New Road, New Hall Lane junction facing south east July 2020, Right: A673 Chorley New Road, east of Overton Lane, eastbound. Source: AECOM

The active travel scheme has been delivered to support future modal shift in the area, as well as provide separation from motor vehicles for people who walk, run and cycle along the corridor.

A study area composed of the Low-level Super Output Areas (LSOAs)[3] along the A673 was created to better understand the socio-economic background of the road in comparison to Bolton, Greater Manchester, and the North West as a whole, additional analysis can be found in **Appendix C**.

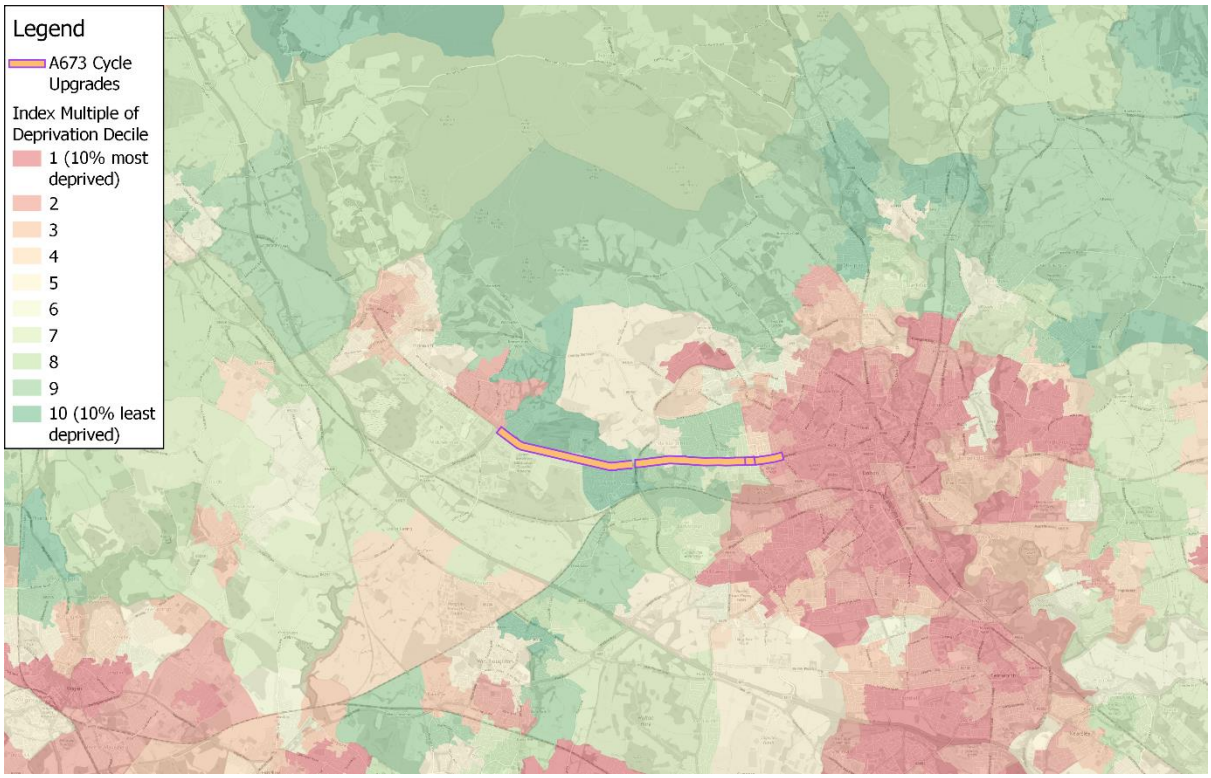
For those living in the corridor, the figures show that while the use of sustainable modes (24.1%), i.e. active travel and public transport, is in-line with what is seen in the rest of Bolton (23.5%), both of these values are lower than that of Greater Manchester (29.5%) and the North West (27.0%).

This difference is even more apparent for those working in the corridor, with only 18.7% of these employees using sustainable modes to travel to work, compared to 22.6% in Bolton, 29.5% in Greater Manchester, and 26.9% in the North West. The 575-bus service between Wigan and Bolton is a regular service running the entire route of the A673 Chorley New Road. It provides an early morning and late-night service from Bolton to Wigan, from two providers (Arriva and Diamond).

In **Figure 3.3**, it can be seen that throughout the middle parts of the route, there are relatively low levels of deprivation however, particularly at the east of the corridor, close to the centre of Bolton and the west of the scheme towards Horwich, there are noticeably higher levels of deprivation.

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

Figure 3.3: Index Multiple of Deprivation Deciles along A673



Source: IMD 2019

Table 3.1 indicates that there may be a greater reliance on car travel in the area, with only 19.3% of households having no access to a car or van, considerably lower than the levels seen in Bolton (28.3%), Greater Manchester (30.6%), and the North West (28.0%). The majority of households with no cars in the household are located within close proximity of Bolton Town Centre and Horwich.[4]

Table 3.1: Car Ownership

Cars per household	A673 Study Area (%)	Bolton (%)	Greater Manchester (%)	North West (%)
0	19.3	28.3	30.6	28.0
1	39.2	43.0	42.7	42.5
2	31.6	23.3	21.8	23.5
3+	9.9	5.3	4.9	6.0

Source: 2011 Census

Levels of deprivation coupled with low levels of car ownership indicates that these areas are more reliant on sustainable and active travel options. There is a high level of car dependency in parts of the corridor compared with Greater Manchester and the North West. The scheme could provide valuable transport options to those within the study area who may not have access to a car and can provide the opportunity to support mode change for those who have access to a car, for short journeys along this route.

[4] DataShine: Census

Table 3.2 shows the breakdown of population by ethnicity, and there is a notably higher proportion of Asian / Asian British along the corridor (18.2%), compared to in Bolton (14.0%), Greater Manchester (10.1%), and the North West (6.2%). Just over three-quarters (78%) of the population within the study area identified as White, however this varies along the route with the percentage reducing to below 60% closer to Bolton Town Centre.[5]

[5] DataShine: Census

Table 3.2: Population by Ethnicity

Ethnicity	A673 Study Area (%)	Bolton (%)	Greater Manchester (%)	North West (%)
White	77.8	81.9	83.8	90.2
Mixed / multiple ethnic groups	2.0	1.8	2.3	1.6
Asian / Asian British	18.2	14.0	10.1	6.2
Black / African / Caribbean / Black British	1.4	1.7	2.8	1.4
Other ethnic group	0.6	0.7	1.0	0.6
Base (n)	16,126	276,786	2,682,528	7,052,177

Source: 2011 Census

4 Consultation Approach

4.1 Public Consultation Methodology

4.1.1 Overview

In order to gather feedback on the partially implemented A673 Chorley New Road scheme, an online consultation was launched, utilising Bolton Council's licence with Commonplace. The consultation was held from Monday 22nd March to Sunday 4th April 2021, a period of two weeks.

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

4.1.2 Flyer Design and Distribution

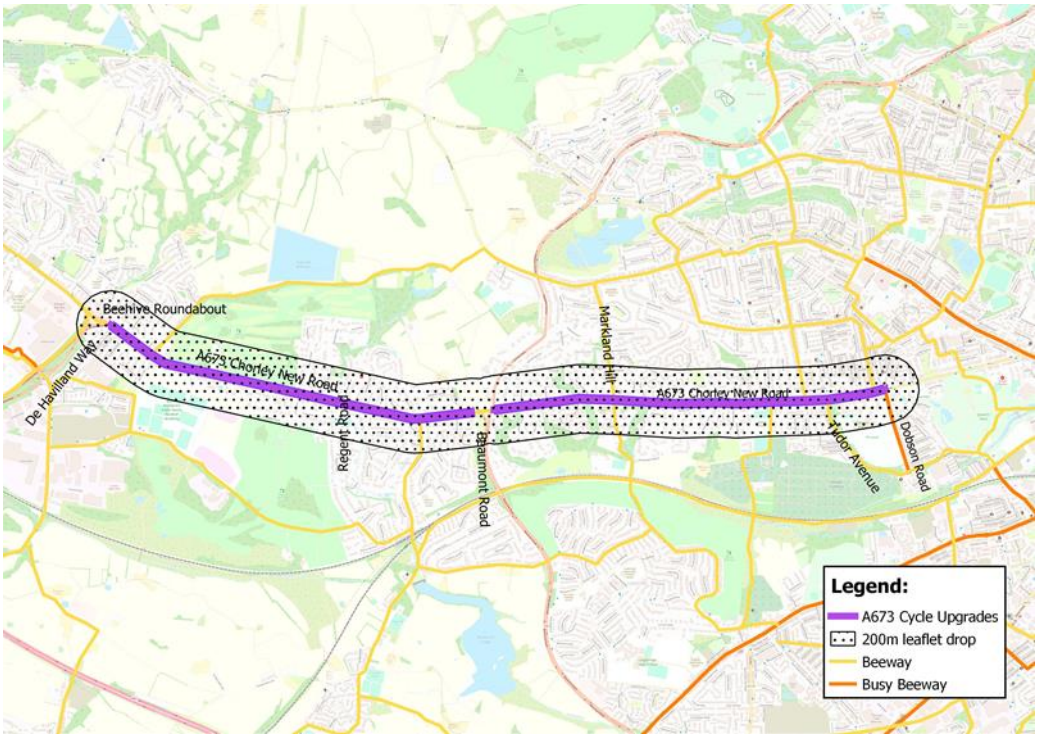
A consultation flyer was designed to raise public awareness of the EATF Consultation. The flyer included a summary of the scheme, identifying key benefits and signposted the various options for respondents to provide feedback through a variety of methods, which included:

- the online Commonplace online engagement tool (see Section 2.1.5) - linked also through a QR code;
- Dedicated email address (atf@bolton.gov.uk);
- Freephone number (hosted by AECOM) for queries and accessible format requests; and
- A postal address.

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

Despite the travel and workplace restrictions associated with COVID-19, a comprehensive effort was made to provide paper copies of the flyer to the residents and businesses within a 200m buffer of the route as illustrated in **Figure 4.1**. This was primarily intended to increase awareness of the consultation to wider frontages, rather than potential users of the route.

Figure 4.1: A673 Flyer Distribution Area in Correlation to Proposed Bee Network



Flyers were produced for approximately 2,094 properties, this included 2,070 residential addresses and 24 business addresses within a 200m buffer of the scheme.

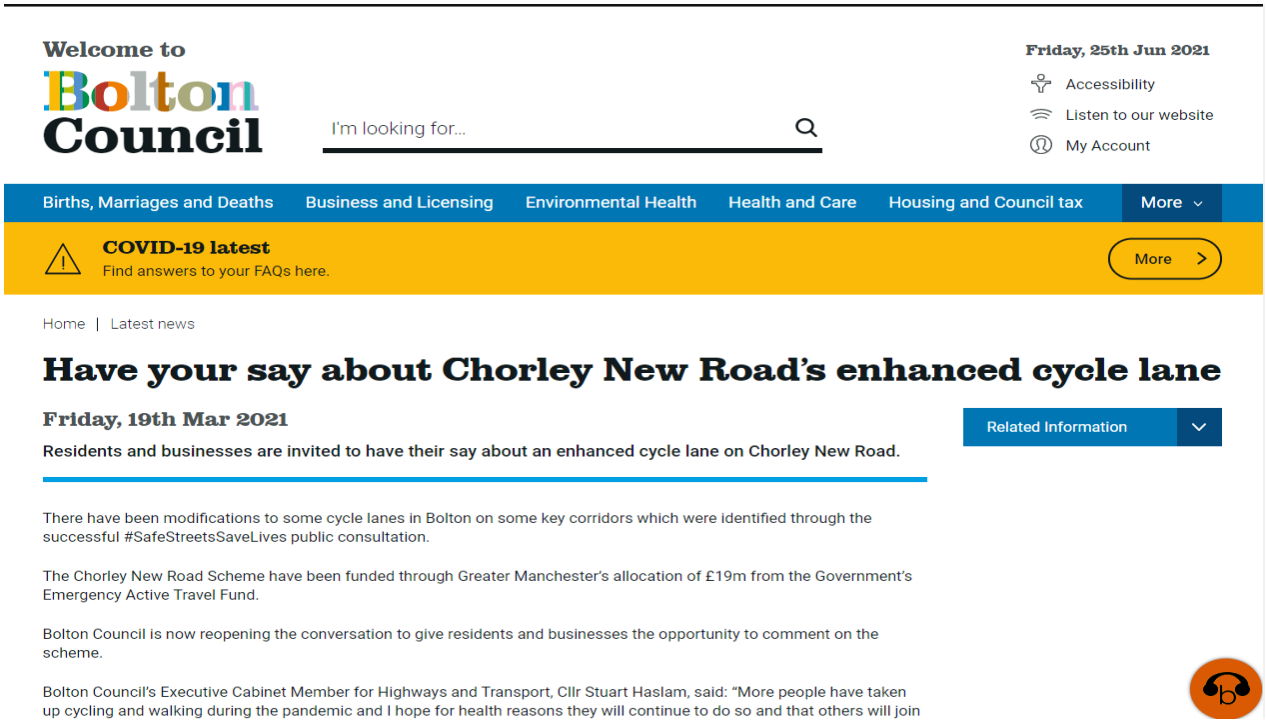
4.1.3 Route QR Codes

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

4.1.4 Social Media

The consultation was promoted through Bolton Council press releases, dedicated consultation pages (**Figure 4.2**) and via the Bolton Council Twitter account.

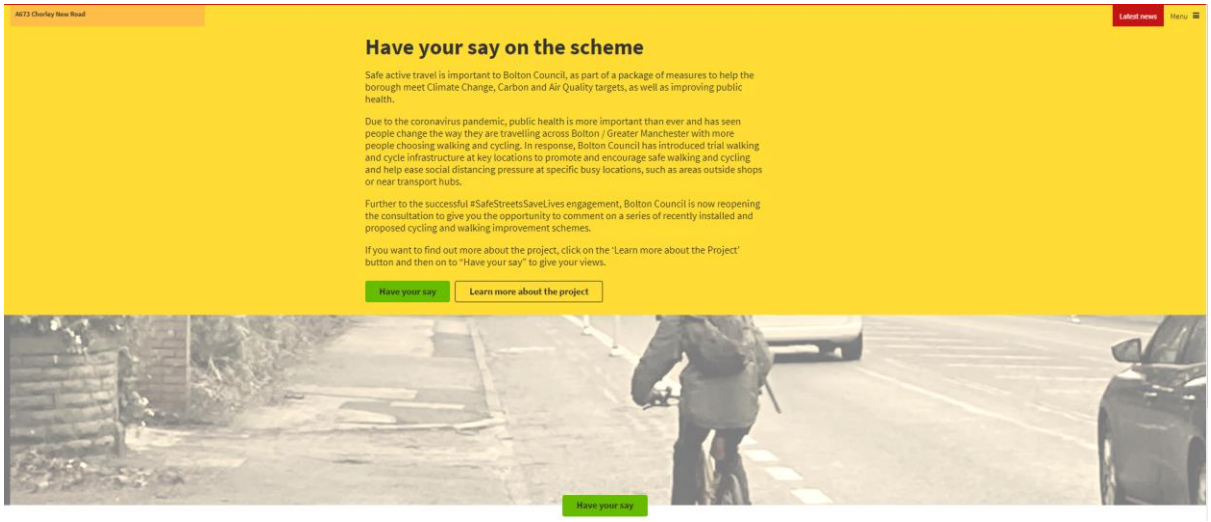
Figure 4.2: Bolton Council Webpage



4.1.5 Commonplace Website

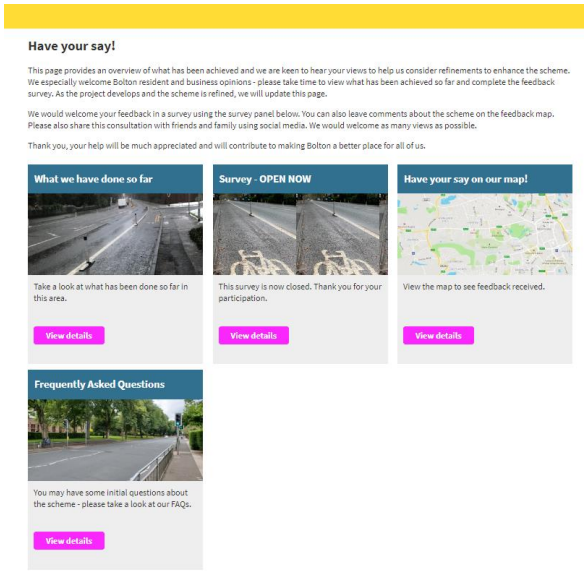
The Commonplace online engagement tool (**Figure 4.3**) was utilised as part of a department licence obtained by Bolton Council. This provided a single location for information about the scheme and how people could comment on the scheme.

Figure 4.3: Commonplace Website Landing page



Website Content

The Commonplace online engagement tool included separate webpages related to the scheme. This provided an explanation of the project and what has been provided, as well as the opportunity to provide comments on the scheme concept to inform the potential refinement of the scheme design and future schemes. The website also included links to news stories and scheme updates (opt in required).



The separate webpages were:

- A comment map to allow respondents to provide feedback on specific locations along the route;
- Detail on scheme implemented and indicative scheme designs;
- Survey; and
- Frequently asked questions.

Survey

A bespoke survey was developed which would gather key information on:

- General perceptions of walking and cycling.
- Understanding how the scheme has been used.
- Understanding challenges and opportunities for improvement to the scheme.

The survey was developed using Snap Survey software and was made available through the Commonplace website. Paper versions were made available to allow respondents to complete offline. Respondents used the freephone telephone number to request a paper survey, they were provided with a freepost envelope including a cover letter on how to complete the survey along with details of when the survey should be returned. A copy of paper survey can be found in **Appendix B**.

4.1.6 Liaison with Stakeholders

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

The project team raised awareness of the consultation among the voluntary and community sector through the CVS Partner Bulletin, from this the project team engaged with North West Ambulance Service (NWAS) and bus operators. All stakeholders were provided with the opportunity to engage with the project team, however only three stakeholders provided feedback, further detail on this is provided in the Stakeholder Feedback section.

Schools were notified via the Extranet system and those in close proximity of the A673 Chorley New Road received direct emails to raise awareness and encourage both staff and parents to engage in the consultation. Details of the consultation were issued to the Youth Service team to engage with Youth Council and Youth Voice, however due to COVID-19 restrictions, this impacted the level of engagement.

Given that the study area has a higher percentage of Asian / Asian British (18%) than the rest of Bolton, there is an under representation of black, Asian and minority ethnic (BAME) groups. As the study area has three schools within close proximity of the route, this would have provided the opportunity to engage with the youth within the study area.

There may be the opportunity to undertake further engagement activities with these groups to help with any future enhancements along the corridor.

4.1.7 Challenges

When considering the data, it is important to note that the consultation faced a number of key challenges, **Table 4.1** identifies the challenge, how the impact was mitigated, and lessons learned for future development.

Table 4.1: Challenges and Mitigation

Challenge	Action	Impact	Lesson Learned
Lack of promotion and publicity of the detailed designs of the route	The EATF was provided with the aim of quick delivery, with changes made to the Traffic Management Act 2004 to enable the schemes to be delivered on the proviso consultation would take place as soon as possible once the scheme has been completed.	Although the route was identified as part of the Safe Streets Save Lives consultation, feedback from respondents identified that there was a level of dissatisfaction with the level of consultation (including detailed designs), which may have contributed to some negative views towards the scheme.	As part of the Active Travel Fund (ATF), schemes are required to have been consulted on prior to implementation.
Two-week period consultation	N/A	Feedback from respondents noted that the period of consultation was insufficient.	ATF schemes have been given a six-week period consultation.
Consultation conducted during the pre-election period	A reduction in the consultation period was implemented as the consultation took place during the pre-election period and the scheme featured in election communications distributed by candidates.	A legal review was undertaken of the potential impacts of the consultation being undertaken during the pre-election period. It was found that there was no negative impact associated.	This should be avoided in future as it has the potential to increase divisiveness with regards to the scheme.
No face-to-face engagement	COVID-19 restriction removed face-to-face engagement as an option. Engagement was sought using a variety of methods and actions to provide the greatest opportunity for feedback to be provided.	No negative feedback was received.	Following the easing of lockdown restrictions, the option of face-to-face public engagement would be reintroduced. In particular with those groups who were under-represented.
Digital access	Understanding that not all respondents may have access to a computer / internet a freephone number and postal surveys were supplied.	Respondents utilised this service	To include postal / telecommunication options as part of engagement.

5 Engagement Analysis

5.1 Overview

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

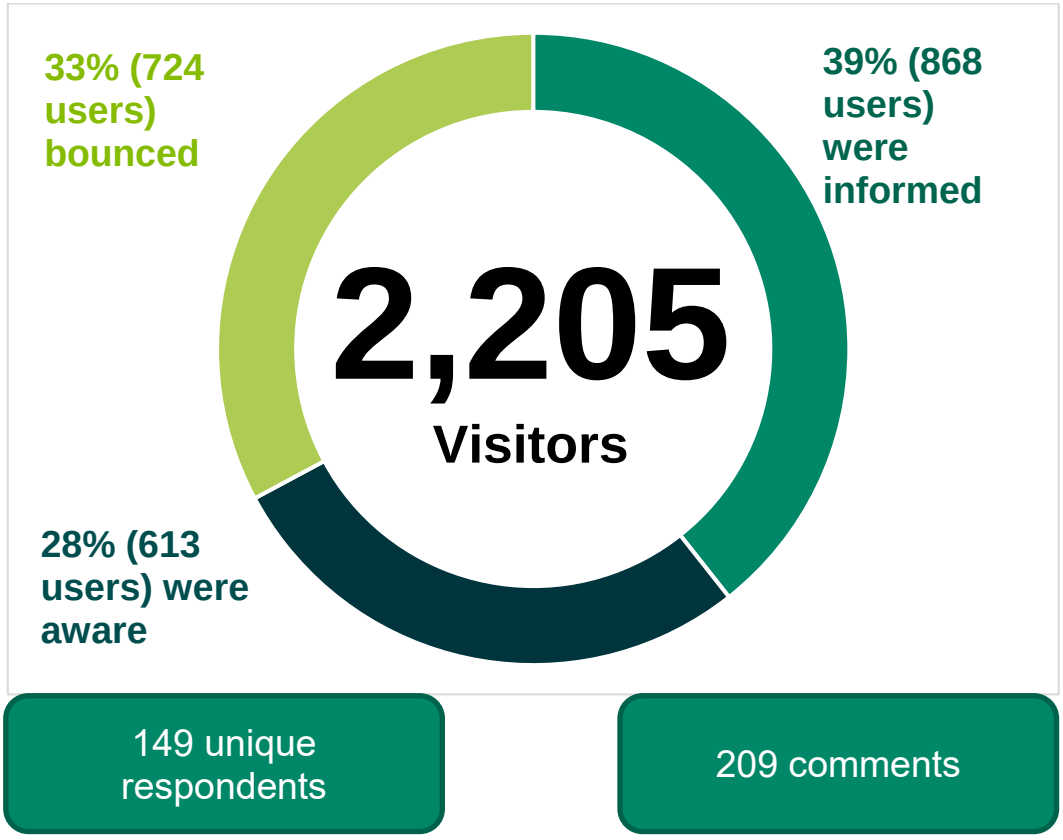
5.1.1 Commonplace

Commonplace provides key analytics of engagement; **Figure 5.1** identifies the number of visitors during the consultation period. Engagement was classified into three categories:

- Bounced – a respondent visited the site but left without reviewing more pages.
- Aware – a respondent visited the site and reviewed more than one page.
- Informed – a respondent visited the site and reviewed more than three pages.

This shows that the majority of respondents reviewed the Commonplace site and the information provided. In addition, the map provided 209 comments from 149 unique respondents.

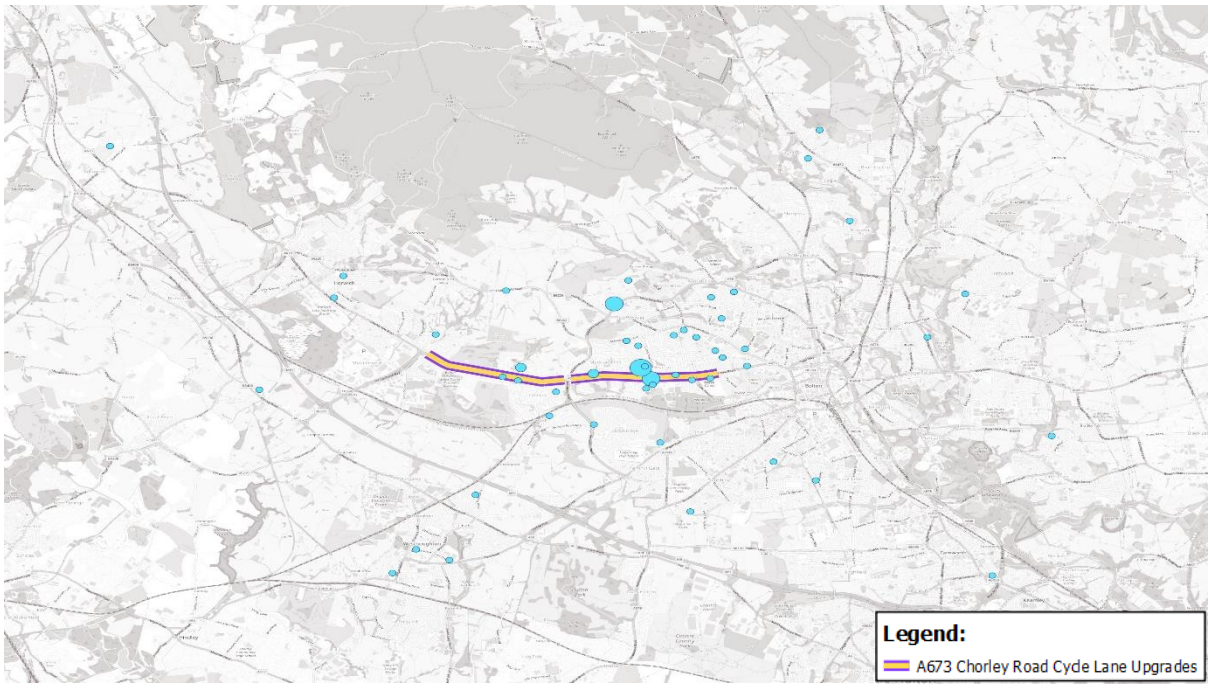
Figure 5.1: Engagement on A673 Chorley New Road – Commonplace



Source: Commonplace Analytics

Figure 5.2 shows the spatial distribution of respondents by postcode, with the size of the marker corresponding to the number of respondents at each postcode. In total, there were 53 unique postcodes found in the responses.

Figure 5.2: Respondent Postcodes (Commonplace Map)



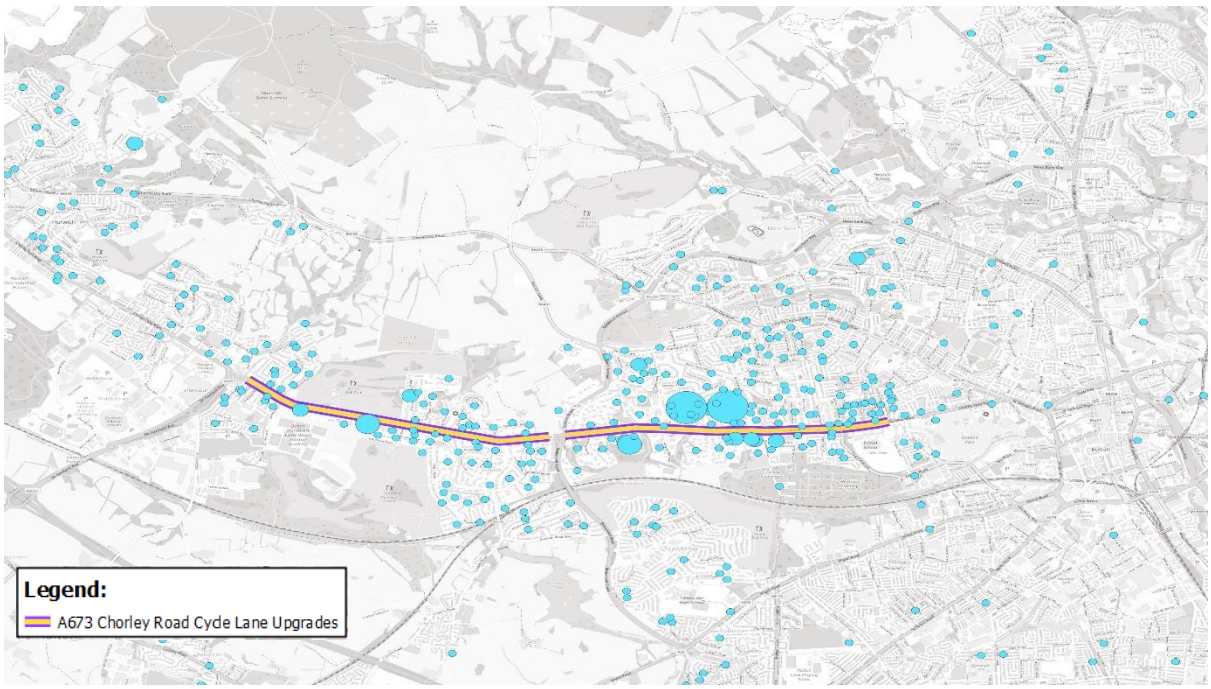
Source: AECOM

5.1.2 Snap Survey

In total, 793 surveys were completed, of which 789 were completed online and four paper surveys returned. Following the deadline for the consultation, a further 13 paper surveys were received however these have not been included in the analysis.

Figure 5.3 shows the spatial distribution of respondents by postcode, with the size of the marker corresponding to the number of respondents at each postcode. In total, there were 511 unique postcodes found in the responses.

Figure 5.3: Respondent postcodes (survey)



Source: AECOM

5.2 Commonplace Analysis

5.2.1 Overview

When providing a comment on the map, respondents were asked to answer key questions. To avoid duplication, the data was cleaned to provide unique respondents (n=149). The respondent overview will be based on the unique respondents, noting that questions were optional.

5.2.2 Respondent Overview

Respondents were asked to provide their age and gender. **Table 5.1** identifies that 38% of the unique respondents were female, which is substantially lower than the gender split for the area.

Table 5.1: Respondent Gender

	Commonplace (%)
Male	55.0
Female	38.0
Prefer not to say	8.0
Base (n)	80*

*69 respondents did not provide an answer

Table 5.2 provides a breakdown of the unique respondents by age, just under a quarter (23%) were aged 55 – 64 20% of the scheme area were aged 50 – 64 but younger people are substantially underrepresented, with only 7% of respondents aged between 25 and 34 compared to the population of the area which is 12.5% (Appendix C).

Table 5.2: Respondent Age

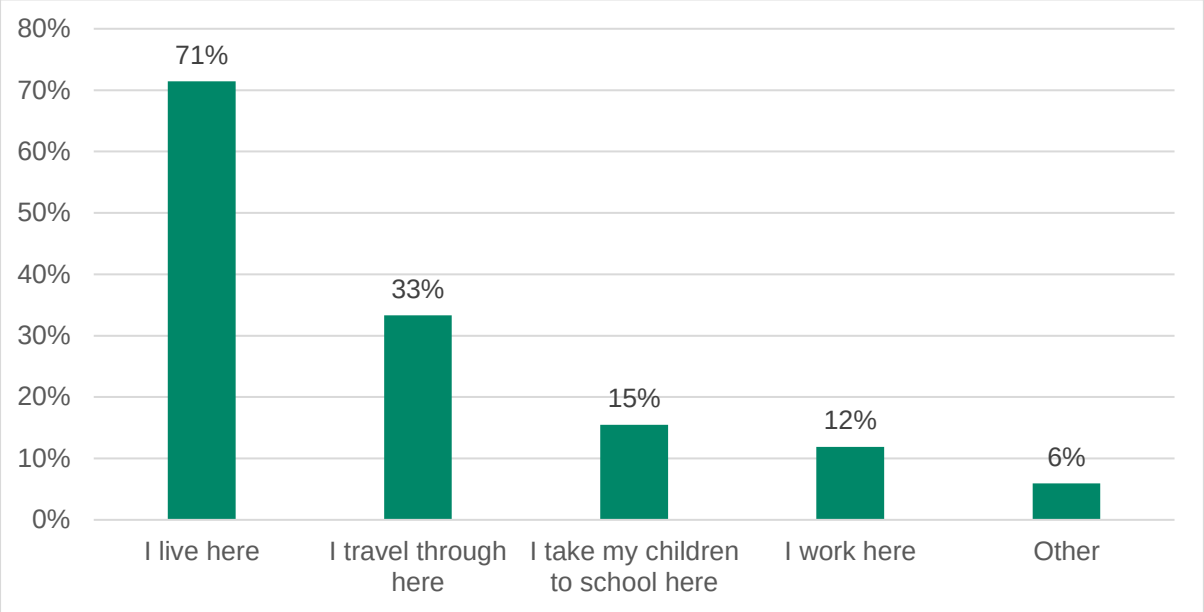
	Commonplace (%)
18 - 24	1.2
25 - 34	7.3
35 - 44	20.7
45 - 54	20.7
55 - 64	23.2
65 - 74	13.4
75+	11.0
Prefer not to say	2.4
Base (n)	82*

*67 respondents did not provide an answer

5.2.3 Respondent Travel and Connection

Figure 5.4 identifies the connection respondents had with the area, the majority of respondents (71%) stated that they live there. This was followed with a third (33%) stating that they travel through the area. 'Visiting family, attending hospital and recreation and leisure activities' were also noted as forms of connections to the area.

Figure 5.4: Connection to the Area (Multiple response)

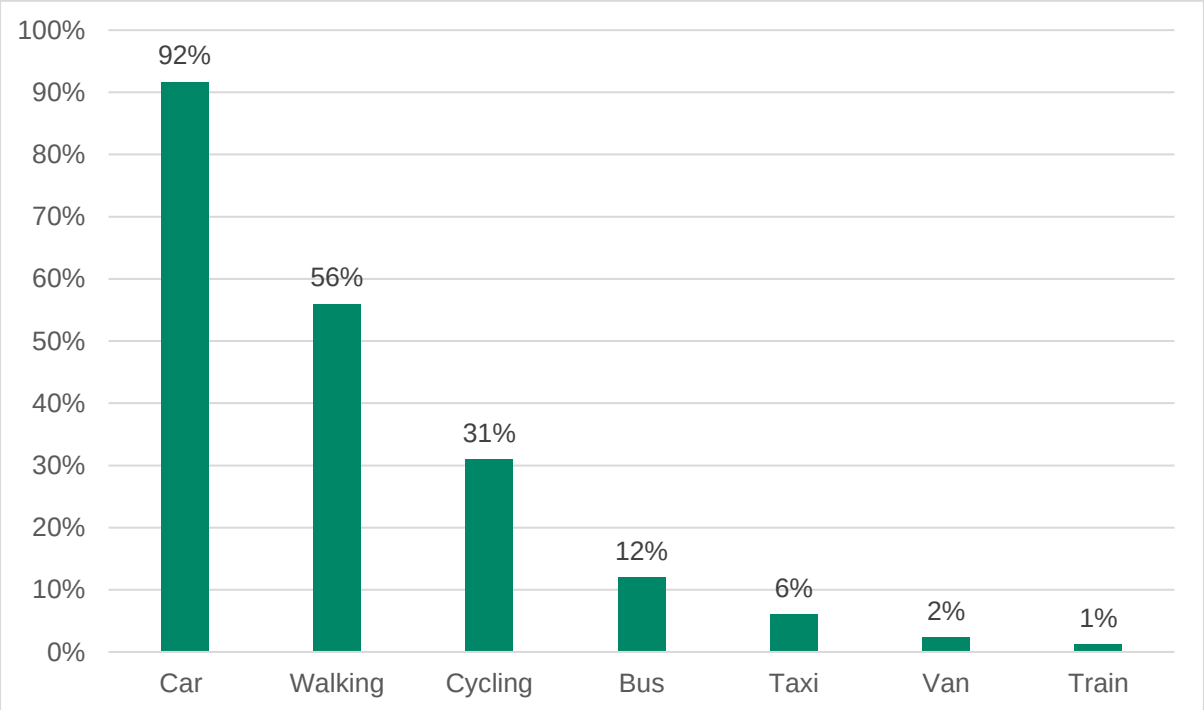


Base: 84
NB: 65 respondents did not provide an answer.

Most respondents identified as being residents, which is likely to reflect the flyer drop that promoted the consultation and due to the consultation advertisements along the route.

Figure 5.5 identifies how respondents usually travel along the A673 Chorley New Road. Nearly all (92%) stated that they travel by car. Over half (56%) stated that they walk and just under a third (31%) stated that they cycle.

Figure 5.5: Usual Mode of Travel in or Around the Area (Multiple response)

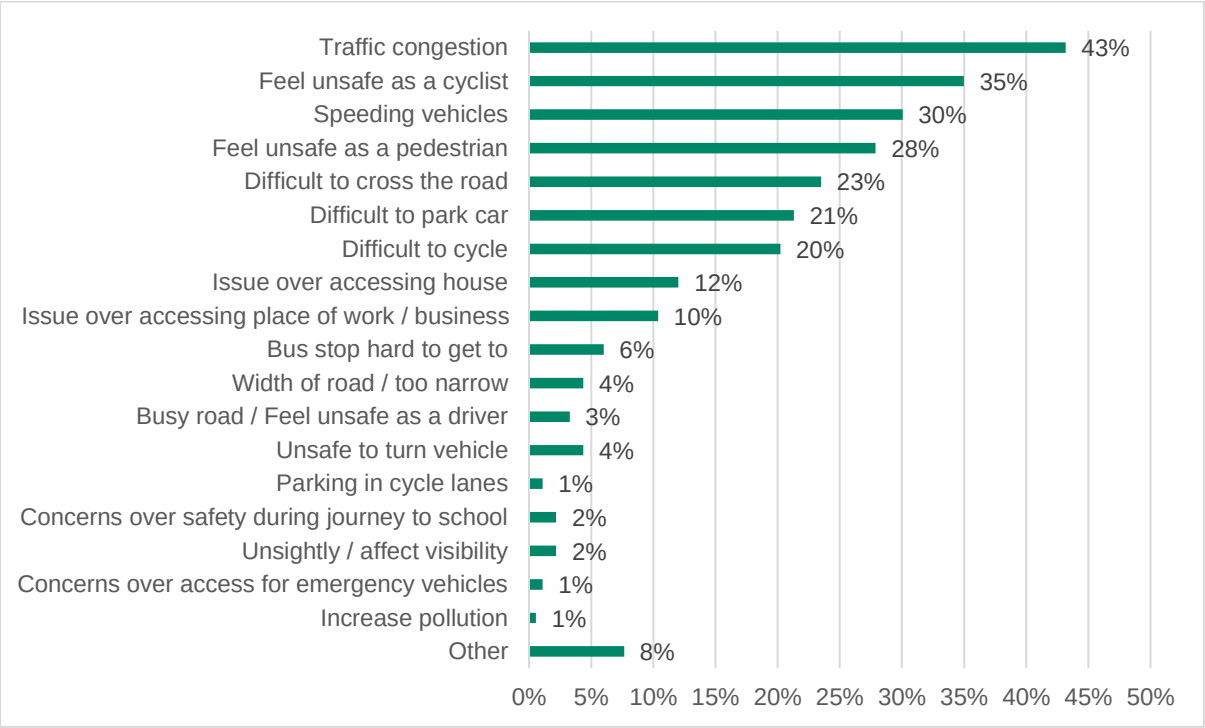


Base: 82
NB: 67 Respondents did not provide an answer.

5.2.4 Concerns

Figure 5.6 shows the respondents overall response to what concerns they had about the scheme. The top three concerns identified were 'traffic congestion' (43%), 'feel unsafe as a cyclist', (35%) 'speeding vehicles' (30%), and 'feel unsafe as a pedestrian (28%).

Figure 5.6: Concerns About the Scheme Identified by Location



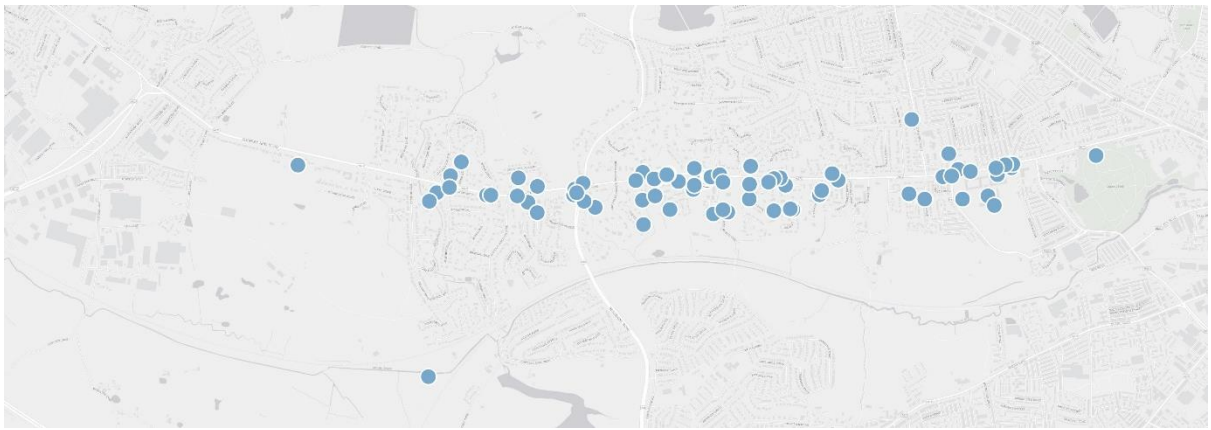
Base: 82

NB: 67 respondents did not answer the questions. Respondents could provide more than one response

Congestion

Traffic congestion was the main concern, **Figure 5.7** illustrates the locations where respondents identified congestion as a concern for the scheme. There are large clusters, as well as sporadic locations away from the scheme.

Figure 5.7: Map of Concerns - Traffic Congestion



Source: AECOM

Comments were received that the widening of the cycle lanes added to congestion in the area due to traffic backing up behind vehicles attempting to turn right off A673 Chorley New Road, as well as creating inefficient of flows along the corridor.

"The cycle lanes cause congestion, at times [it's] unsafe when buses stop and block road or traffic turning right, the single lane at traffic lights is causing congestion especially when school finish."

As part of the design of the scheme, the carriageways were kept at 3m at the narrowest section with 3m right turn pockets, which is deemed to be sufficient to allow vehicles to pass subject to vehicle positioning. Based on TfGM traffic data provided to Bolton Council, it is understood that Bolton's roads are now operating above pre-pandemic levels and will therefore see an increase in congestion as some people choose to drive in replacement of using public transport.

Safety

Safety was the second main concern identified, **Figure 5.8** illustrates the locations where respondents identified feeling unsafe as a cyclist as a concern. The main locations are at the Beaumont Road junction, between Overton Lane and Waterslea Drive and outside Bolton School.

Figure 5.8: Map of Concerns - Unsafe as a Cyclist

Source: AECOM

Reasons for feeling unsafe included concerns relating to the installation of wand orcas and the accumulation of debris that has collected in the cycle lane.

"Do not have any problem with the widening of the cycle lanes, but the wands do not help cyclists and drivers on the road due to the amount of debris in them. Also, cars are still parking between them outside of Cleveland's School which defeats the object. The road needs resurfacing as it is difficult to avoid the potholes…"

Safety is identified as a concern for both people cycling and people walking; however, this may be a perceived concern as the wand orcas have been approved by DfT for use on the highway and as part of this process, have been rigorously tested for safety of all users of the highway.

Speed

Speeding vehicles was the third concern of the scheme, **Figure 5.9** illustrates the locations where respondents identified that speeding vehicles was a concern for the scheme. The main locations were located around the Beaumont Road junction towards Waterslea Drive to the east and Regent Road to the west, which is also the location of the 40mph section of A673 Chorley New Road.

Figure 5.9: Map of Concerns - Speeding Vehicles

Source: AECOM

There is a concern that the scheme being implemented in a 40mph zone has made the area more dangerous for all road users. Given the road has a section of 40mph, there may be the inclination for drivers to travel faster than 30mph overall.

"The widened cycle path and narrowing of the carriageway means that the 40mph on Chorley New Road between Victoria Road and Tudor Avenue is no longer safe and vehicles turning right will block the road."

"…Thirdly, if the cycles lanes are to stay at their current width, a lower 30mph speed limit should be considered - 40mph doesn't feel safe with such narrow lanes."

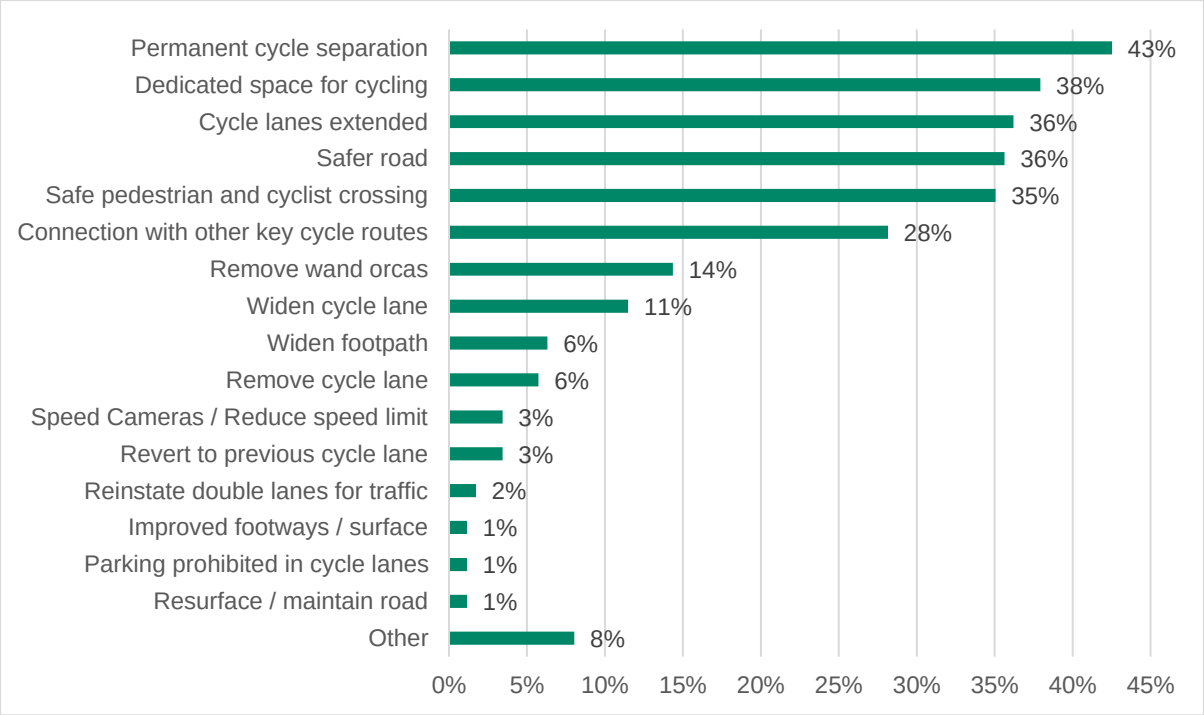
"I often have to turn right into Ravenswood. The new box for this is too small to fit any vehicle in. When there is oncoming traffic and traffic coming up at speed behind me, I feel very vulnerable and particularly as someone has to stop or give way in order for me to turn right."

Respondents also identified that there should be a need for speed calming measures, such as 'speed cameras' with a view that the A673 Chorley New Road should have the speed limit reduced to 30mph overall.

5.2.5 Improvements

Figure 5.10 shows the frequency at which potential improvements were requested by respondents, with the top five being 'permanent cycle separation' (43%), 'dedicated space for cycling' (38%), 'cycle lanes extended' (36%), 'safer road' (36%), and 'safe pedestrian and cycle crossing' (35%). Perception of safety issues in this context also reflects some concern that the scheme has not gone far enough (in terms of the segregation provided, the coverage of the scheme, prevailing traffic speeds being too high and or a lack of protection at junctions).

Figure 5.10: Potential Scheme Improvements Identified by Location



Base: 174.

N.B. 35 respondents not answered question. Respondents could provide more than one response

The following feedback highlights whilst respondents may be supportive of the scheme, there is still a need to improve aspects through providing permanent cycle separation in addition to extending the cycle lanes, by undertaking these improvements, it will help all road users understand the scheme and provide support for new people cycling.

"The Chorley New Road scheme for improved active travel infrastructure is a great idea, but requires implementing properly. I would like to see dedicated permanent separation infrastructure for cyclists and motor traffic such as raised kerbs. Lanes and road should be maintained on a regular basis to avoid a build-up of debris. Action is required to prevent pavement parking and parking in cycle lanes. Enforcement needs to be used to ensure this does not happen such as double yellow lines being put in place and active enforcement. Speed management of motor vehicles along the whole A673 is required to encourage reduced speeds, such as average speed cameras, speed cameras and policing. A better and more appropriate speed limit should be introduced especially at 'hot spot' areas such as schools, shops, amenities etc. Junction signalling, filtering and dedicated separate lanes are required to help with turning onto side roads and at busy junctions such as Beaumont Road, CNR [Chorley New Road] and Victoria Road. Dedicated Pedestrian crossing, (zebra, light controlled) are required along the whole road A673 to aid with crossing (not just the small central islands in place). Road surface improvements are required for the whole road to improve surface and prevent dangerous manoeuvres to avoid obstacles such as potholes etc. Improved signage required to inform all users of road rules and any changes to the existing system."

"I believe the proposed cycle lane scheme should be extended to include the entrance and access to Queens Park as it is a major resource in the area which should be easily reached via a good quality connective cycle and pedestrian route and safe infrastructure."

The removal of wand orcas (14%) was identified as an intervention reflecting a level of opposition to its safety qualities, aesthetics, impact on ability to park and / or preference for alternative forms of segregation. Further information relating to objections to wand orcas can be seen in Scheme Attributes, later in the report.

"The addition of the wands outside Cleveland's Prep makes school drop collection and drop-off extremely difficult. Reduced parking spaces and very dangerous as cars need a wider turning point to enter and leave between the wands. This causes cars driving over the pavement and also slows traffic for cars to the rear. These cars then try and drive round a car attempting to park...creating a dangerous situation for oncoming traffic. Also, outside Cleveland's Prep there is a section without wands (where cars park). Then a wanded section followed by another unwanded section (where cars park). How is this safe for cyclists? Either it's all wanded or left free of wands to make safe."

5.2.6 Summary

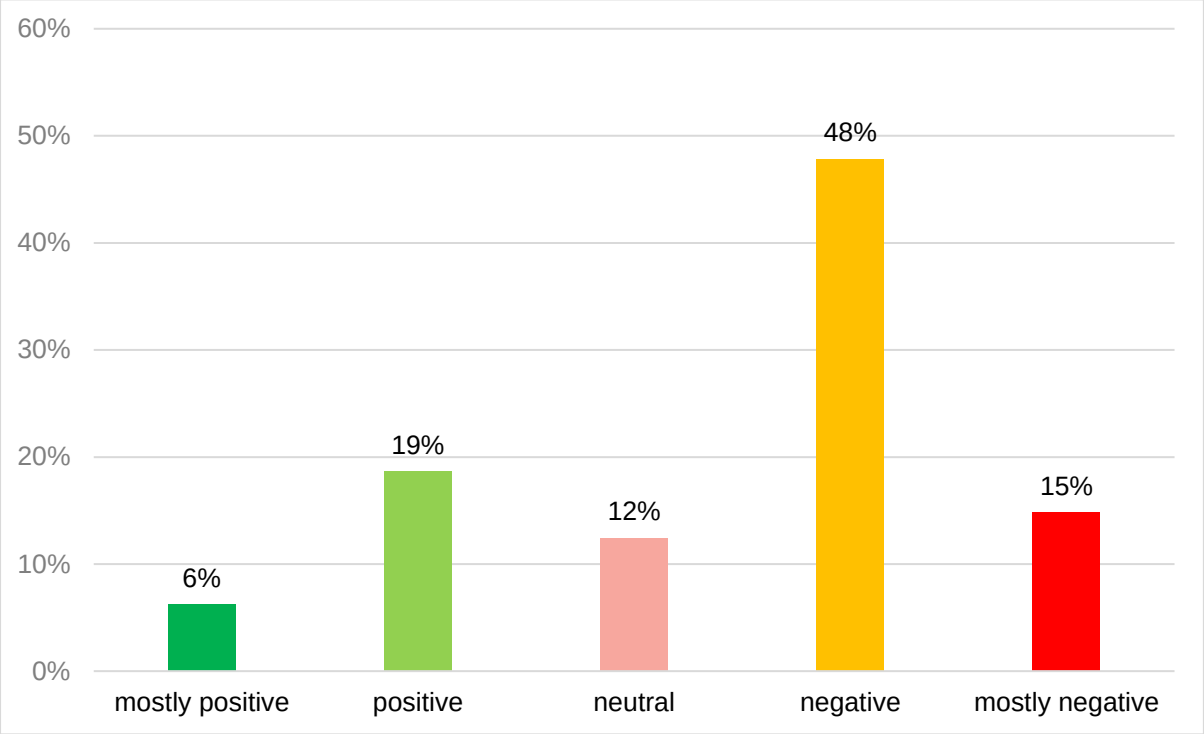
Respondents were asked 'how do you feel about the scheme' when submitting any comment, this was answered by selecting one of five smiley faces.

Figure 5.11 illustrates the average respondent sentiment when asked how they felt about the scheme (in general). Whilst, overall, nearly half (48%) stated they felt negative towards the scheme, it should be noted that there is a level of ambiguity of how respondents have understood and responded to this question. As the scheme was partially implemented at the time of responding, this may have impacted on how they interpreted the question, whether this was:

- the scheme as a whole if fully implemented;
- the scheme as partially implemented;
- the scheme as a whole compared to the whole road prior to any implementation;
- an aspect of the scheme as implemented at a specific location on the map; or

- the nature of the road at a specific location prior to any implementation.

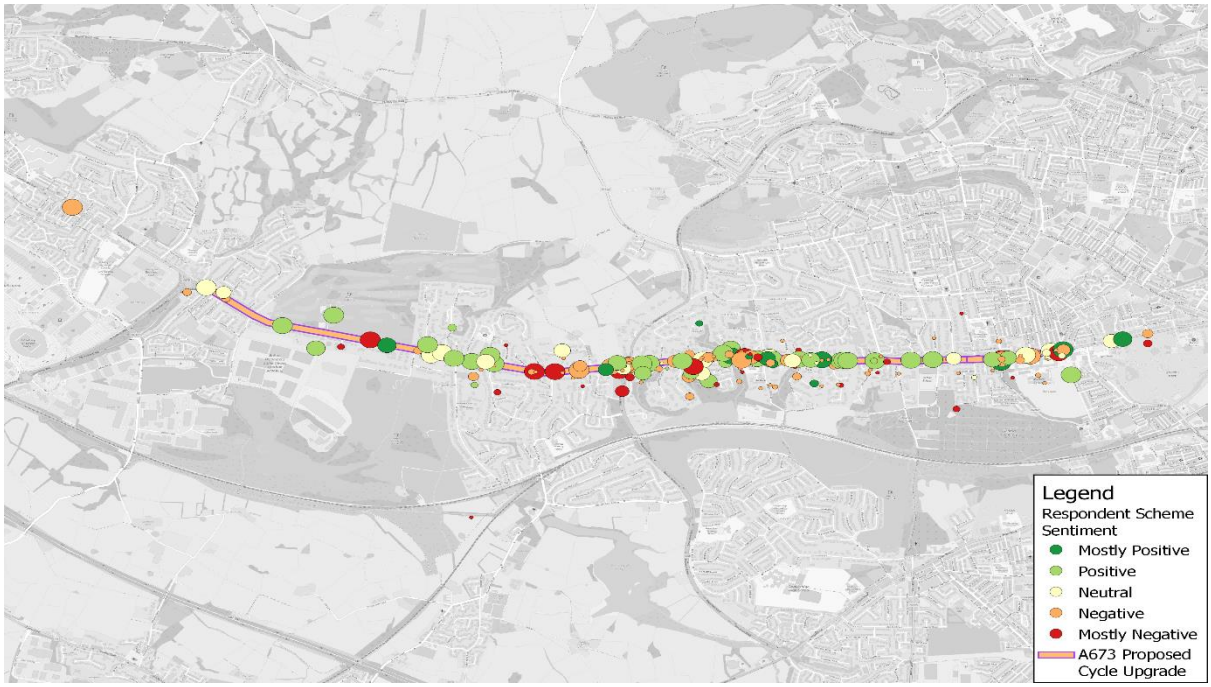
Figure 5.11: Average Respondent Sentiment – How do you Feel about the Scheme?



Base: 209

Figure 5.12 illustrates the respondent's level of sentiment towards the scheme based on location, the size of the marker indicates the number of agreements. Overall, there were 448 agreements to positive comments and 362 agreements with negative comments.

Figure 5.12: Respondent Sentiment and Agreement



Source: AECOM

Table 5.3 provides a review of negative sentiment, which received the highest number of agreements (11 and above). This illustrates that the source of negativity appears to relate to the intermittent nature of the scheme (e.g. through key junctions), exclusions of wands at particular locations and parking in the cycle lanes.

Table 5.3: Negative Sentiment by number of Agreements

Comment	Number of agreements
Cycle lane is full of parked coaches at school start and finish times	15
This section has no infrastructure – scheme needs to be extended to Beaumont Road	15
Whole junction needs redesigning to allow for people walking and cycling to be safe and provide continuity for the scheme	15
No safe crossing points for people walking between Beehive and Beaumont Road	12
There is sufficient pavement width plus adjacent fields to add a segregated cycle lane on either side of this section of Chorley New Rd	12
Wands to be included at Bolton School to Queens Park	12
Need to address Beaumont junction a major severance to the scheme	11
Parking in the cycle lane makes it feel unsafe	11
Painted lanes do not make the road safer for cycling	11
Please extend the scheme towards Horwich	11

Table 5.4 provides a review of the positive comments, which received the highest number of agreements (11 and above). These comments identify that the scheme has received support for the impact it will have on walking and cycling in the area.

Table 5.4: Positive Sentiment by number of Agreements

Comment	Number of agreements
Good scheme that needs extending to create a safe network or the gains and hard work here will be wasted.	16
Lots of people are saying it's difficult to turn right in a car & they feel vulnerable doing so. They are saying this is because the right turn pockets are now slightly narrower. It is even more difficult to turn right on a bike & you feel even more vulnerable doing so - even though you can fit easily in the right turn pocket. This is because what's making the need for the right turn pockets is too many motor vehicles travelling too quickly; adding or taking away a few cm's to a right turn pocket isn't going to change that. Lowering the speed limit to 30 & enforcing it (with cameras & by making the road look like a place for people rather than a motorway) & providing safe, attractive alternatives to the private car for the very many short journeys people currently make (such as decent pavements, frequent crossings, continuous cycle routes separated from motor traffic) will have benefits not just for people walking and cycling themselves but also for the people & journeys that will still need to be driven.	16
Feels so much safer walking and cycling along here now. Cycling I don't have to fear cars passing too close which they did before. When walking the traffic is further away and you can step into the cycle lane to pass other people walking.	14
Reduce the speed limit to 30[mph] all the way along. The road is no different where it's 40[mph], still loads of houses.	14
This section is great with the wands, feels so much safer to cycle. I would be comfortable taking my nine-year-old daughter on this section. Could do with my wands to discourage cars from parking in the lane. Without the wands I would not feel safe. From what I can see, way more people cycling this route.	14
I think the new cycle lanes are excellent and I've enjoyed seeing more people out running and cycling since they've been installed. I feel much safer as a cyclist and a pedestrian. As a driver too, it hasn't impacted me too much - the road was a single lane before and still is now. Perhaps my car journey takes a couple of	13

Comment	Number of agreements
minutes longer, but if the lanes encourage people to be more active and reduce car usage and pollution, then I don't mind sacrificing a couple of minutes here and there.	
Much better with the wider cycle lane. As it got closer to Horwich the old cycle lane became very narrow and felt very unsafe, particularly leaving Horwich as going downhill you were going faster. Why no wands though? They've made such a difference.	13
Large gap in the wands near Ravenswood drive leaves me feeling unsafe and vulnerable when cycling. Feels more noticeable because the wanded sections are so much better.	13
The section with wands could be great and really helps people on bikes to feel safer. The lane needs to be wider though and more wands are needed. Adding permanent protection with kerbs could make it a fantastic cycling route into Bolton.	13
Very wide mouth of Waterslea drive, encourages drivers to enter & exit at high speed making it riskier when continuing along Chorley New Road on foot or by bike. Pavement is also weirdly set back at the junction so you can't just walk in a straight line.	13
This is a key route to enable women and children to cycle between Horwich and Bolton. The alternative often cited is the Middlebrook trail, but this unsuitable as its unlit and particularly at the Bolton end, uninviting and feels unsafe. It's also far too narrow for large numbers of people to use - it'd need to be at least 4m wide to cater for walking and cycling. It's therefore essential that that wands are installed along the length of Chorley New Road and that junctions such as Beaumont Road have suitable protection too.	13
It's much better & safer now with the cycle lane at the recommended minimum width of 2m. Why no wands here though? It's an improvement having a wider lane, but not as much as with the wands.	12
I don't see why people have a problem with this scheme. If it helps more people walk & cycle that's a good thing because they'll improve their health & not be in cars causing congestion. The road was always single lanes & if you have to have to wait while someone turns - well that the way single carriageway roads work. You just catch up with the traffic at the next junction anyway.	12
More rigorous enforcement of illegal parking in cycle lanes required and much more diligent enforcement of speeding offences.	12
Much safer now for walking & cycling. The wider cycle lane gives the space you need & the wands keep cars away & deter parking (though people still do which makes it useless & I have experienced aggression from drivers when overtaking parked vehicles).	11
Why does the scheme finish here? The Dobson Rd crossing isn't even a cycle crossing, unlike the one by the park where it was meant to end. I've had lots of near misses on my bike trying to turn right into Dobson Rd with people pulling out without looking properly. This seems a dangerous point to leave people who might be inexperienced.	11
At school pickup & drop off times the pavements on Dobson Road are unusable with all the cars parked on them. Surely Bolton school has a travel plan to encourage walking, cycling & bus use among staff & students? Applying this should then enable them to manage their remaining parking (including of coaches) on site. When Dobson Rd doesn't have lots of parked vehicles, people drive along it at speeds vastly in excess of the 20mph limit. This needs to be addressed if the Chorley New Rd scheme is directing people down Dobson Road as a walking and cycling route into town. If the volume of motor vehicles and speeds were reduced, it's quite a minor road and shouldn't need any extra facilities for walking or cycling.	11
"Those people saying the cycle lanes are too wide and wands unnecessary might like to check out 'local transport note 1/20', which gives the relevant design standards. What has been provided - a 2m lane with wands - is the minimum that meets the standards for a 30mph road. The old lanes were down to 1.3m in places so didn't even meet the previous standards and were unsuitable for anyone other than the most confident to use. The GM Travel Diary Survey shows very many Bolton journeys are already local, (nearly half could be walked in no more than 25 mins, 70% could be cycled in no more than 20 mins).	11

Key findings

- Overall scheme sentiment may be improved through addressing improvements (Section 5.2.5)
- Failure to feel safe is a key concern both when cycling (35%) and people walking (28%) based on the comments received relating to concerns along the corridor.
- The quick implementation of the enhanced schemes may attribute towards the negative sentiment the scheme has faced, due to:
  - Not understanding the purpose of the enhancement – making active travel a viable and attractive option for short journeys around Bolton;
  - Lack of promotion and publicity of the detailed designs of the route – the feeling of being involved in local changes;
  - Views the existing cycle lane provision was already sufficient, although it should be noted that these lanes varied in width along the route and did not meet the current guidance identified in LTN 1/20;
  - Inclusion on a busy arterial route (noting the only alternative to Horwich is very hilly); and
  - Changes to the road layout has a perceived impact on traffic, but not driver behaviour. It is understood that TfGM Traffic data identifies Bolton's roads are now operating above pre-pandemic levels, which may attribute to the congestion in the area.

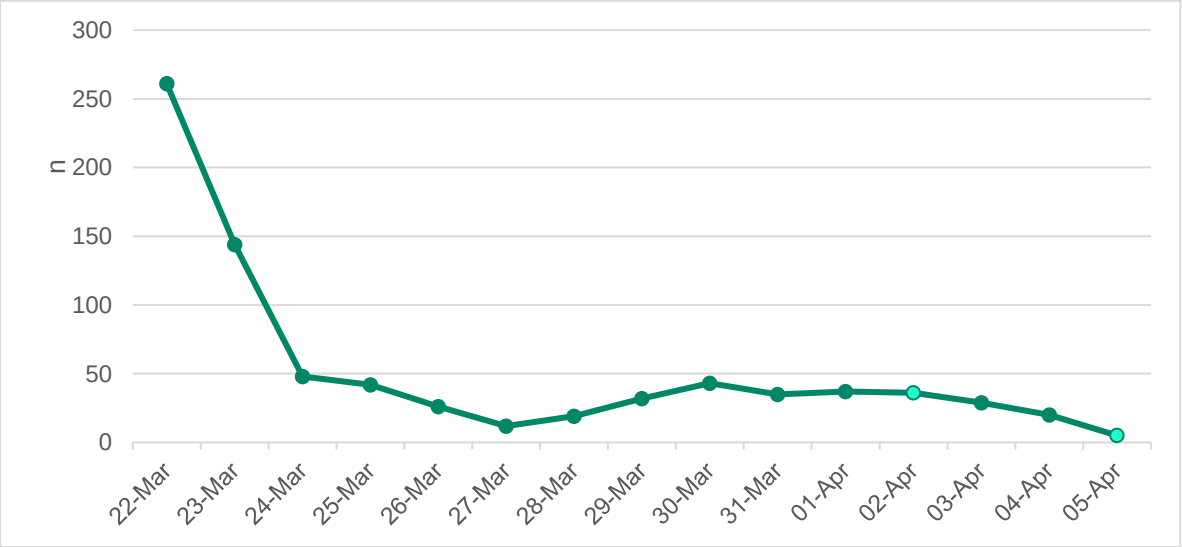
5.3 Snap Survey Analysis

5.3.1 Outline

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

Figure 5.13 provides a breakdown of the 789 surveys completed through the online link throughout the two-week consultation period. The initial days of the consultation saw the highest number of surveys completed, which is likely to have been prompted by the consultation flyer delivered to properties prior to launch. During the consultation period, four postal surveys were received.

Figure 5.13: Number of Completed Surveys per Day

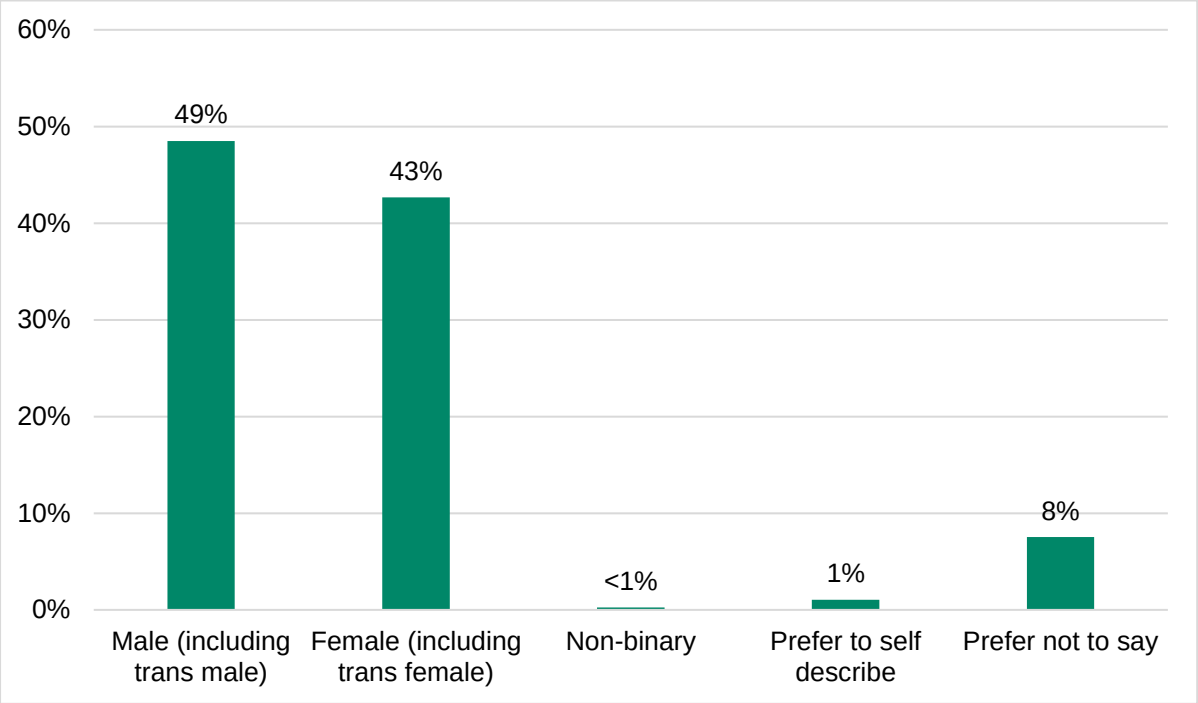


During the consultation period, there were two public holidays, Friday 2nd April and Monday 5th April, as these were towards the end of the consultation period, this is likely to have had limited effect on the number of surveys completed.

5.3.2 Respondent Overview

Figure 5.14 shows the gender of respondents and highlights the majority of survey respondents are male (49%). The Bolton district population has a male / female proportion of 50.4% / 49.6% respectively[6].

Figure 5.14: Respondent Gender

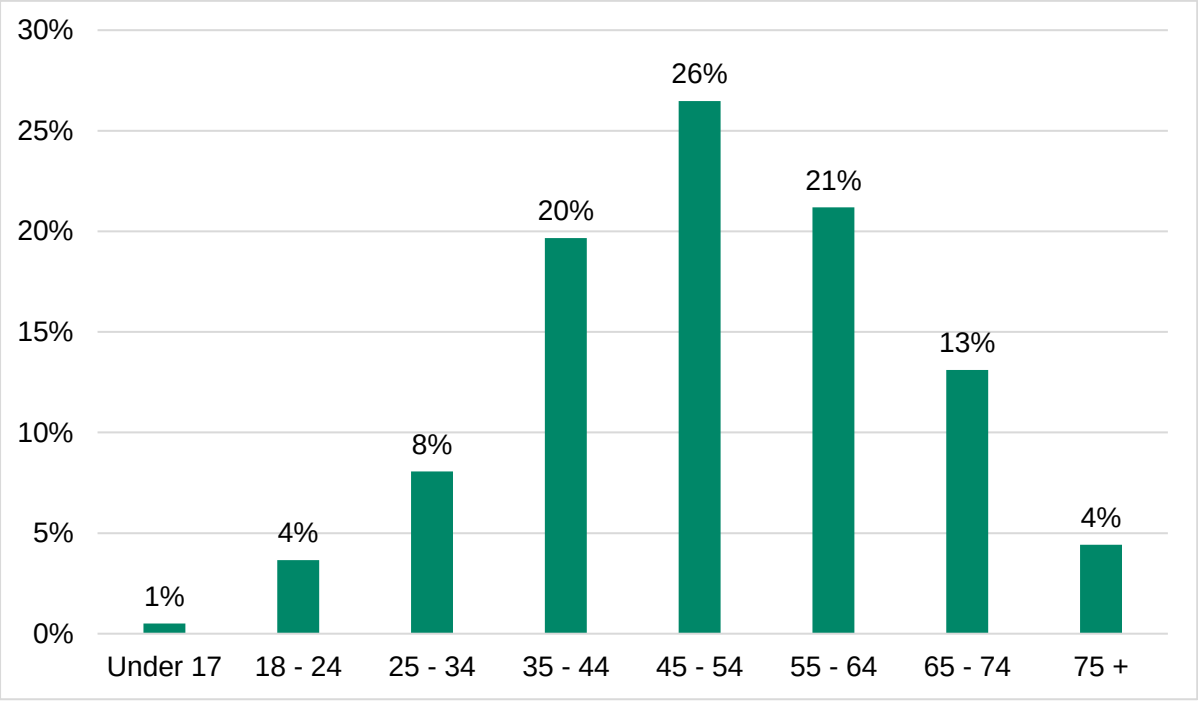


Base: 771.

N.B. 22 respondents not answered question.

Figure 5.15 shows the age groups of the respondents. Just over a quarter (26%) were aged 45 – 54, with 13% of those aged 34 and under, highlighting an under representation of children and young adults.

Figure 5.15: Respondent Age



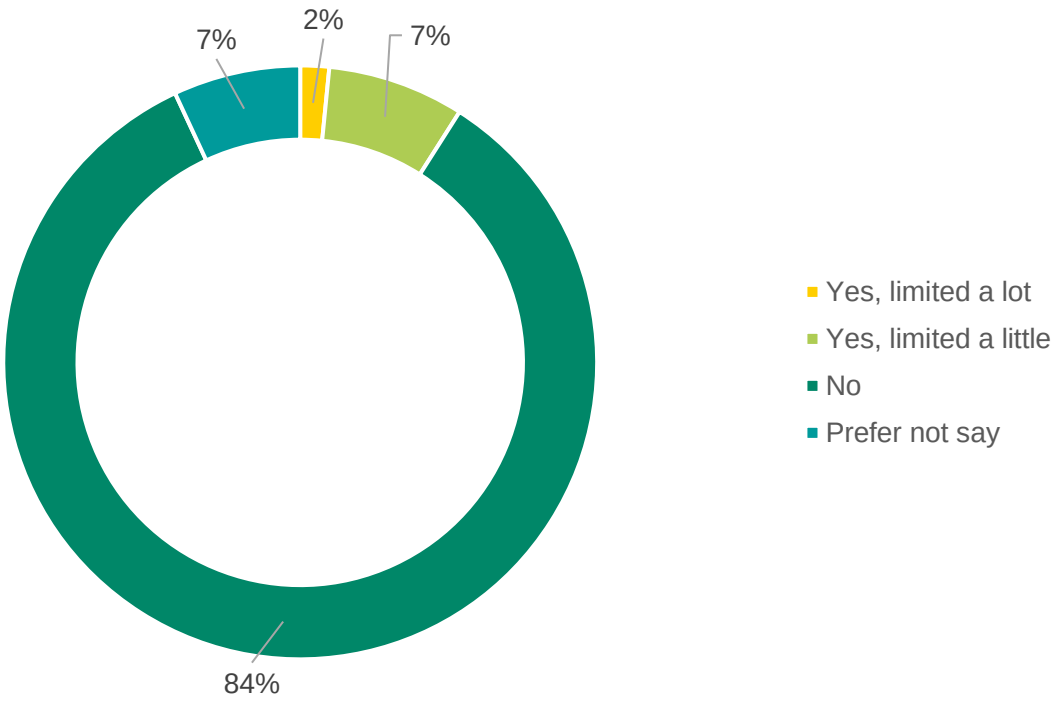
Base: 793.

[6] Bolton Council. https://www.boltonjsna.org.uk/people. Sourced from the Office of National Statistics, 2018.

The majority of respondents (78%) stated that they are White (English, Northern Irish, Scottish, Welsh, British) and 6% stating they are Asian or Asian British – substantially lower than for the area as a whole, of which 18% of the population describe their background as Asian or Asian British.

Figure 5.16 shows the proportion of respondents' answers to the question if they had a health problem or disability, which is expected to last at least 12 months. Of the total surveyed, 643 (84%), stated that they did not.

Figure 5.16: Respondents Impeded by Health Problems or Disabilities

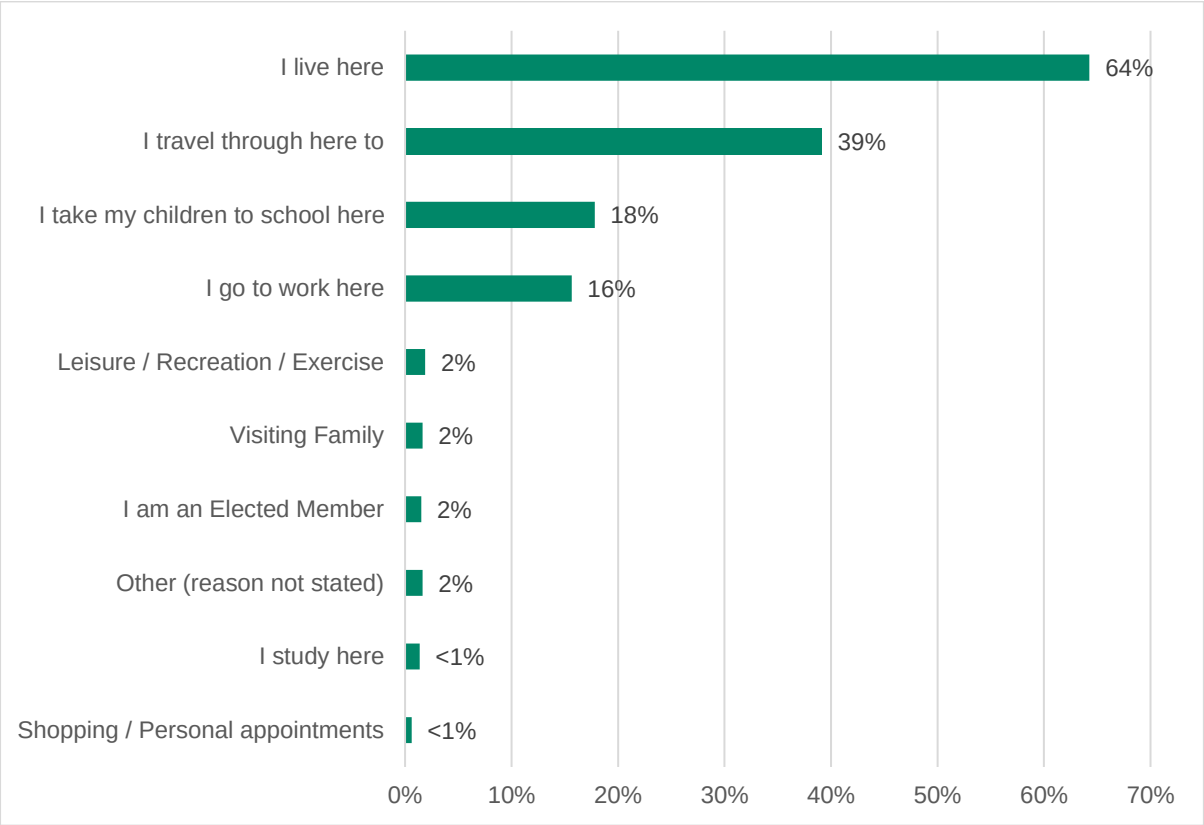


Base: 765.
N.B. 28 respondents not answered question.

5.3.3 Connection to the Area

Figure 5.17 identifies the connection respondents had with the area. the majority of respondents (64%) stated that they live there, followed by 39% stating that they travel through the area.

Figure 5.17: Connection to the Area (Multiple Response)



Base: 792
NB: One respondent did not provide an answer

Table 5.5 illustrates the main locations people travelled to using A673 Chorley New Road. This shows that Bolton Town Centre and wider Bolton are the most significant destinations people are travelling to, which indicates a need to continue the coverage of the scheme.

Table 5.5: Locations where Respondents Travelled to

Location	%
Bolton Town Centre	28
Bolton (General)	27
Middlebrook	14
Horwich	10
School / Higher Education	8
Bury	2
Chorley	2
Base	**310**

NB: 47 respondents did not provide an answer

Schools / Higher Education

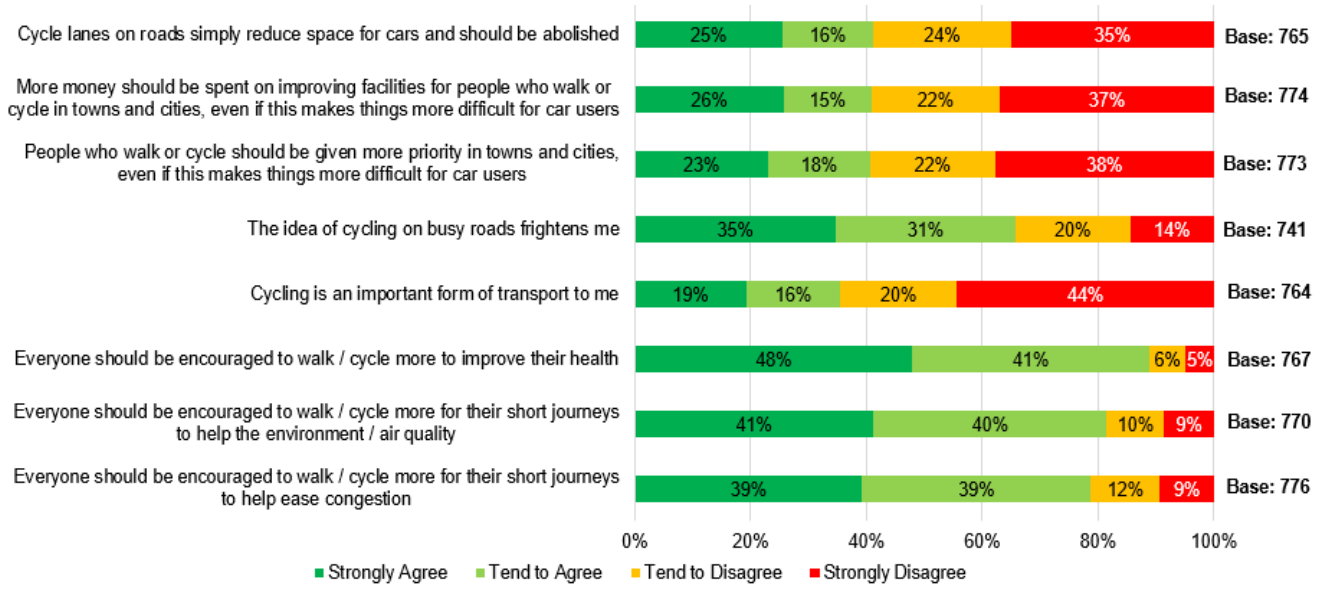
- Cleveland's Preparatory School
- Bolton School
- University of Bolton
- Bury Grammar School
- Bolton College

5.3.4 Travel Options

Respondents were asked their perceptions of walking and cycling in general. **Figure 5.18** provides an overview of with the key outcomes being:

- **89%** of respondents **agree** that people should be encouraged to walk / cycle more to improve their health.
- **81%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help the environment / air quality.
- **78%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help ease congestion.
- **64%** of respondents **disagree** that cycling is an important form of transport to them.
- **60%** of respondents **disagree** that cycling and walking should be given more priority in towns and cities.

Figure 5.18: Respondents' Perceptions of Walking and Cycling

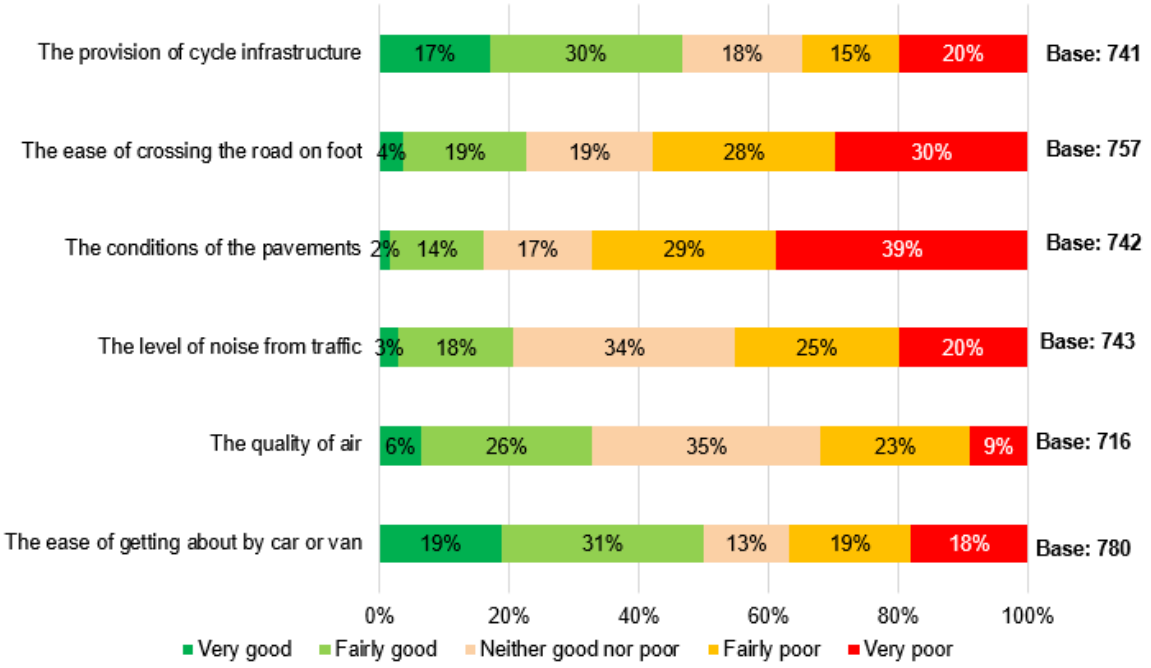


Bases exclude 'Don't know and respondents who did not provide an answer

Figure 5.19 illustrates how respondents rated the A673 Chorley New Road based on a variety of criteria. Just under two-fifths (39%) rated the conditions of pavements as 'very poor' and just under a third (30%) rating the ease of crossing the road on foot as 'very poor'. This illustrates that there is a need to review and potentially improve pedestrian infrastructure in the area.

Conversely, 47% rated the provision of cycle infrastructure as 'very / fairly good'. As the consultation was undertaken following the partial implementation of the scheme, the positive views of the cycle infrastructure provision may be based on sections of enhanced cycle lanes. Whereas, some negative comments provided were that the cycle infrastructure provision was sufficient and therefore viewed the scheme as unnecessary.

Figure 5.19: Respondents' Perceptions of A673 Corridor

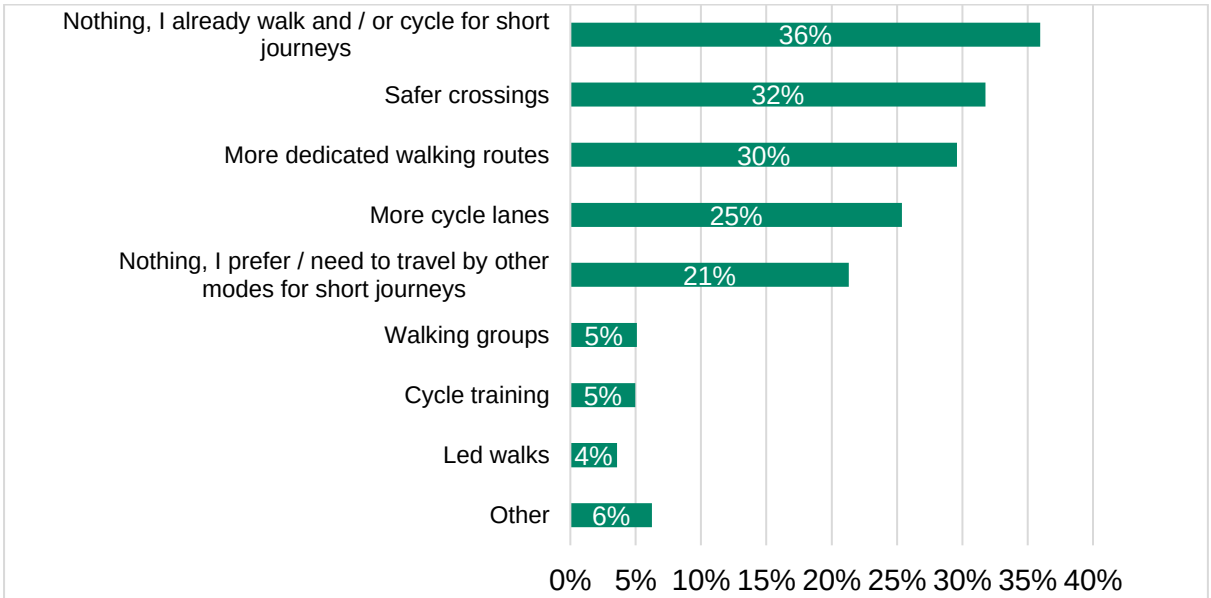


Bases exclude 'Don't know / No opinion and respondents who did not provide an answer

Half of respondents (50%) rated getting about by car or van as 'very / fairly good', this may be due to providing a direct route into Bolton Town Centre, however the negative views may be impacted by the enhanced cycle lanes impacting the perception of traffic congestion in the area.

Figure 5.20 details the responses to the question "what, if anything, would encourage you to walk and / or cycle more for short journeys (less than 5 miles)?". The potential to make improvements focuses on the implementation of 'safer crossings' (32%) 'more dedicated walking routes' (30%), and 'more cycle lanes (25%) showing that there is an appetite for walking in the area and aligns with the ratings of pavements and crossings in Figure 5.19.

Figure 5.20: Improving Respondents' use of Active Modes (Multiple response)



Key findings

- Strong agreement that promoting walking and cycling is important to improving health (89%), environment / air quality (81%) and to ease congestion (78%). Less support offered to giving greater priority for walking and cycling in towns and cities (only 40% agree).
- Infrastructure should be improved in the area to support travel on foot – this includes condition of the footways and provision of more / safer crossings. The continued enhancement of the cycling network also cited as a factor in improving participation with active modes.

5.3.5 About the Scheme

As the scheme was partially implemented at the time of consultation, there is a benefit to understanding how the scheme has impacted respondent's choice of mode of travel.

Table 5.6 provides a summary of the responses to the question "prior to the installation of the scheme (December 2020), approximately how often, if at all, did you use each of the following modes to travel along the A673 Chorley New Road?". The majority of respondents (49%) stated that they travelled using car / van on a daily basis, which aligns with Table C.4 and the indication of a high reliance on car in the area. With regards to active modes, 25% walk / 3% cycle along the corridor daily and a further 22% walk / 8% cycle two-three days a week.

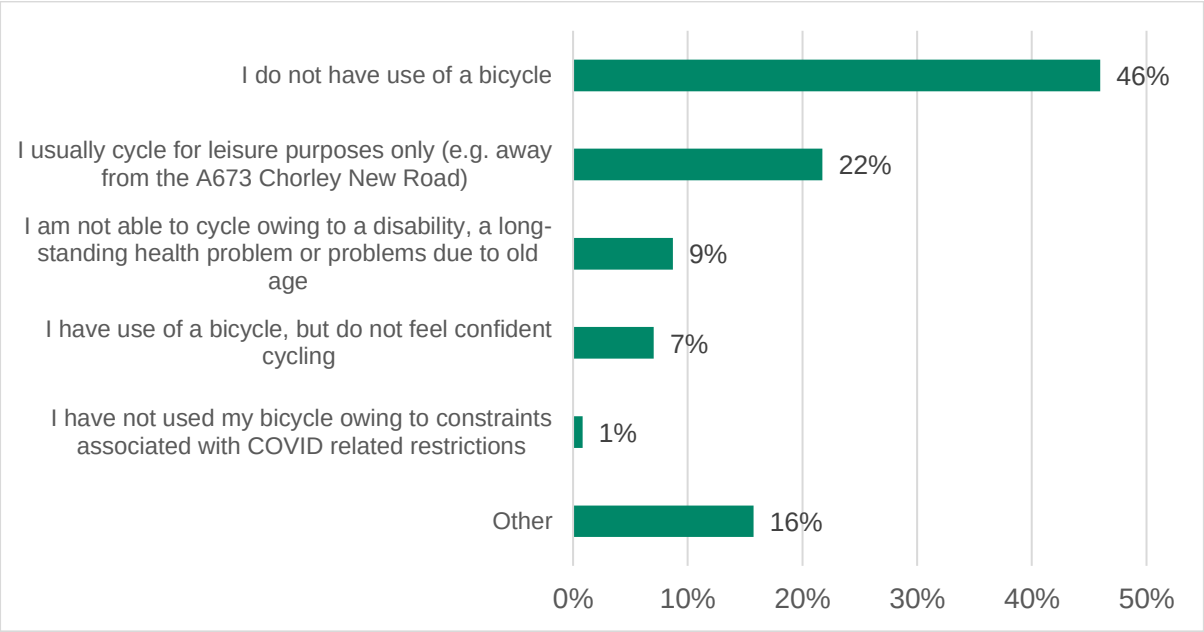
Table 5.6: Existing Transport Mode Use on A673 Chorley New Road

Travel Mode	Daily	2-3 times a week	Weekly	Fortnightly	Monthly	Less frequent / Never	Base
Car / Van	49%	27%	11%	4%	4%	5%	788
Walking	25%	22%	12%	4%	11%	25%	765
Cycling	3%	8%	8%	6%	9%	66%	751
Bus	2%	2%	3%	3%	6%	84%	730
Taxi	1%	1%	2%	3%	12%	81%	734
Motorbike / Moped	1%	1%	1%	0%	1%	96%	732
Other	0%	1%	0%	0%	1%	97%	609

Bases in table vary as not all respondents provided a response to each mode

Respondents who stated they cycle "less frequent / never" (66%), were then asked if there was a reason for this, with the responses given in **Figure 5.21**. The main reason identified was not having use of a bicycle (46%). However just under a quarter (22%) stated that they usually cycle for leisure purposes away from the route. Only 1% indicated that they are not currently using their bicycle owing to COVID-related restrictions.

Figure 5.21: Respondents' Reasons for Not Cycling



Base: 483.

N.B. 16 respondents not answered question

There were 76 'other' comments providing reasons for not cycling, these included:

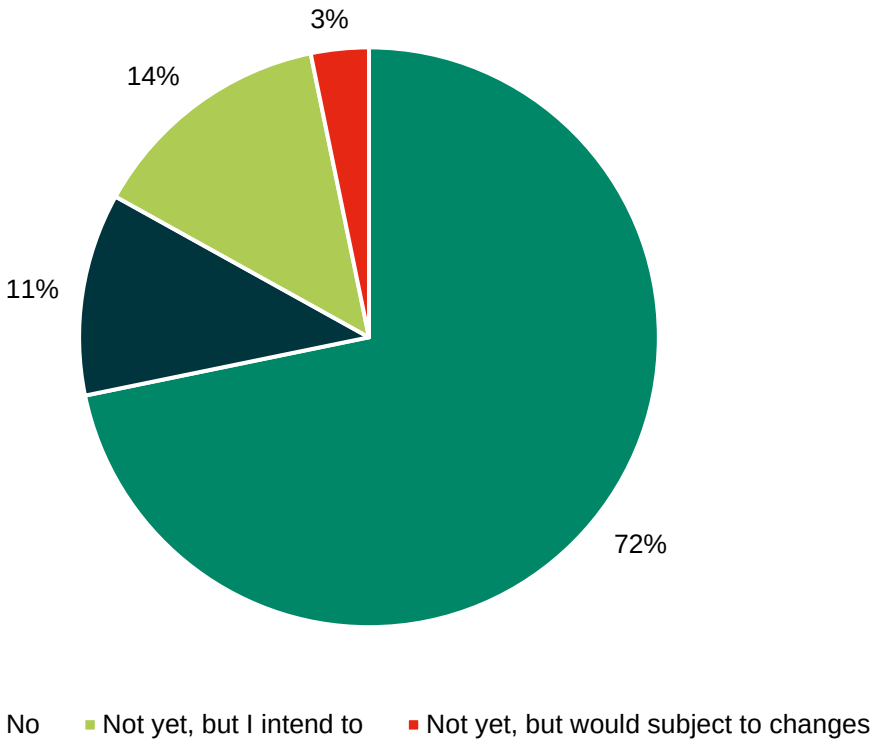
- Practical / logistical implications:
  - Dropping off / picking children up from school
  - Presentation when arriving at destination
  - Distance to travel is too far
  - Travelling with passengers
  - Carrying large / heavy items - shopping
- Car is comfortable / protected / warm / safe / quicker
- View cycling as dangerous along this route or have never cycled

There is a requirement to support the views towards cycling as a key mode of transport based upon a combination of 64% of respondents who disagreed that cycling was an important form of transport to them (Figure 5.18), 46% not having access to a bike and 22% stating they usually cycle for leisure purposes only.

Respondents who stated that they cycle 'Daily ~ Monthly' were asked a series of further questions relating to behaviours since the installation of the scheme and attitudes towards the scheme as implemented. **Figure 5.22** shows the responses to "since the installation of the enhanced cycle lanes, have you cycled along the A673 Chorley New Road?".

Just under three-quarters (72%) of those who cycle had used the enhanced cycle lanes. A further 14% indicated that they hadn't used the facility yet, but intend to, which could reflect weather conditions and / or a change in personal circumstances, such as the need to work from home given COVID-19 restraints. Whilst this does not itself show a mode change, utilisation by existing people cycling may encourage those who currently do not cycle to use the lanes.

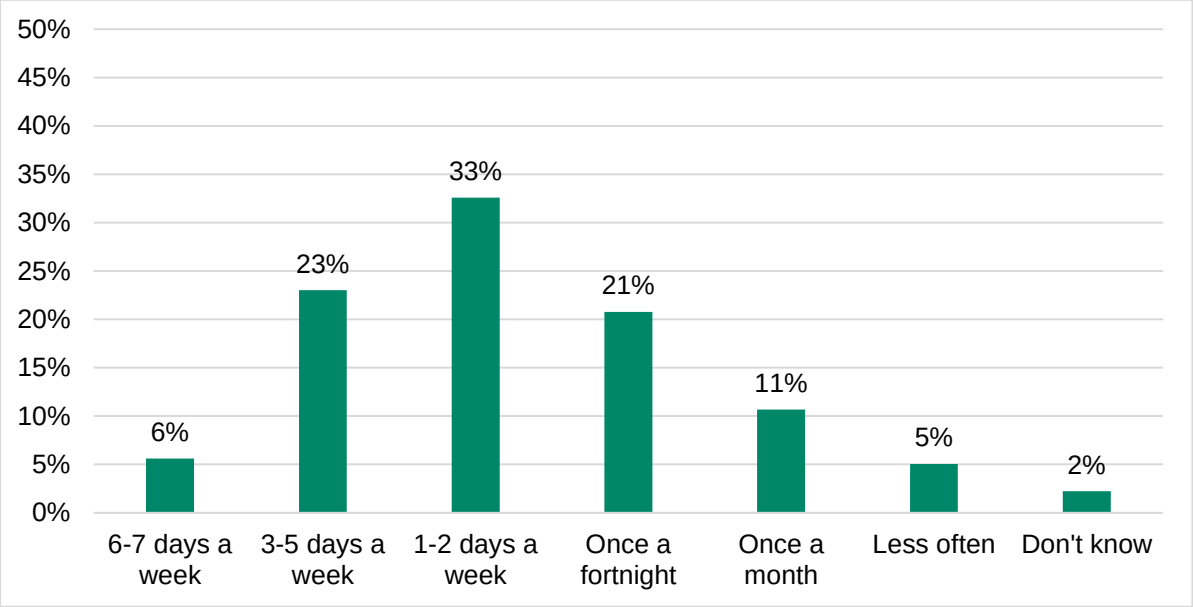
Figure 5.22: A673 Cycle Lane Usage



Base: 248.
N.B. 4 respondents not answered question.

Respondents who stated that they had used the enhanced cycle lanes, were asked how often they had travelled along the corridor, their responses are shown in **Figure 5.23** and **Figure 5.24**. For Figure 5.23, respondents were asked "how often have you travelled by bicycle along the A673 Chorley New Road?" A third (33%) stated one to two days a week, and just under a quarter stating three to five days.

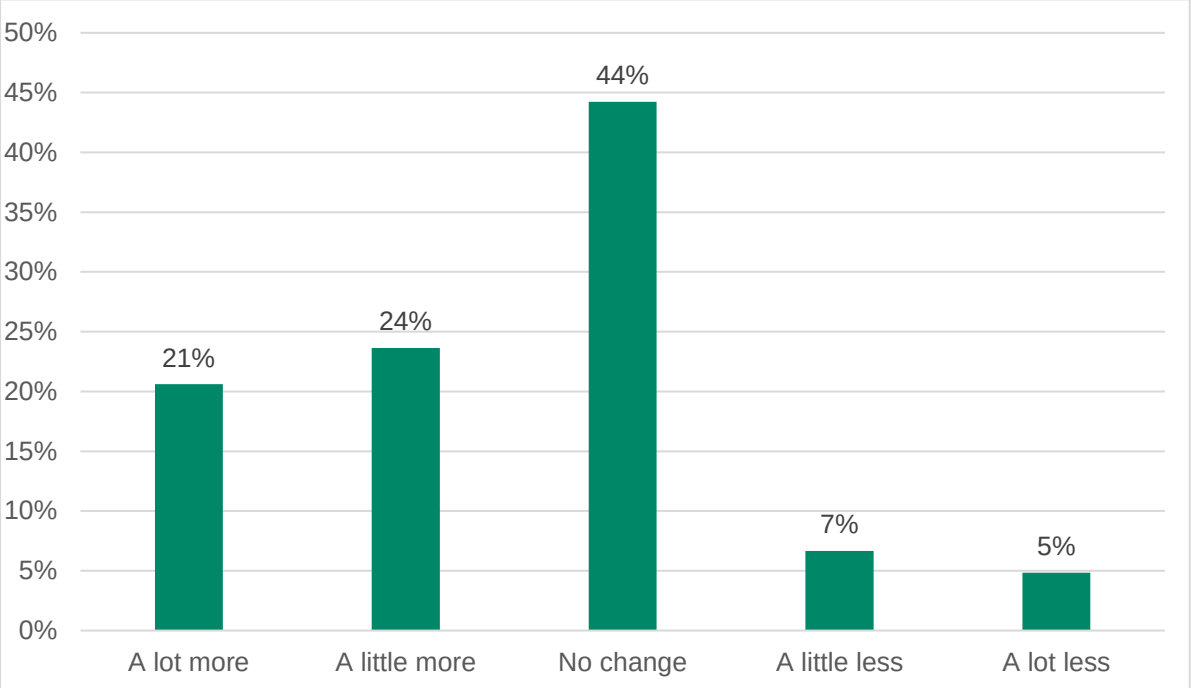
Figure 5.23: A673 Cycle Lane Usage Frequency



Base: 178.

Figure 5.24, respondents were asked "is this more or less than prior to the installation of the enhanced cycle lanes?", 45% had shown that this had increased compared to 44% where there was no change.

Figure 5.24: A673 Cycle Lane Usage Change



Base: 165.

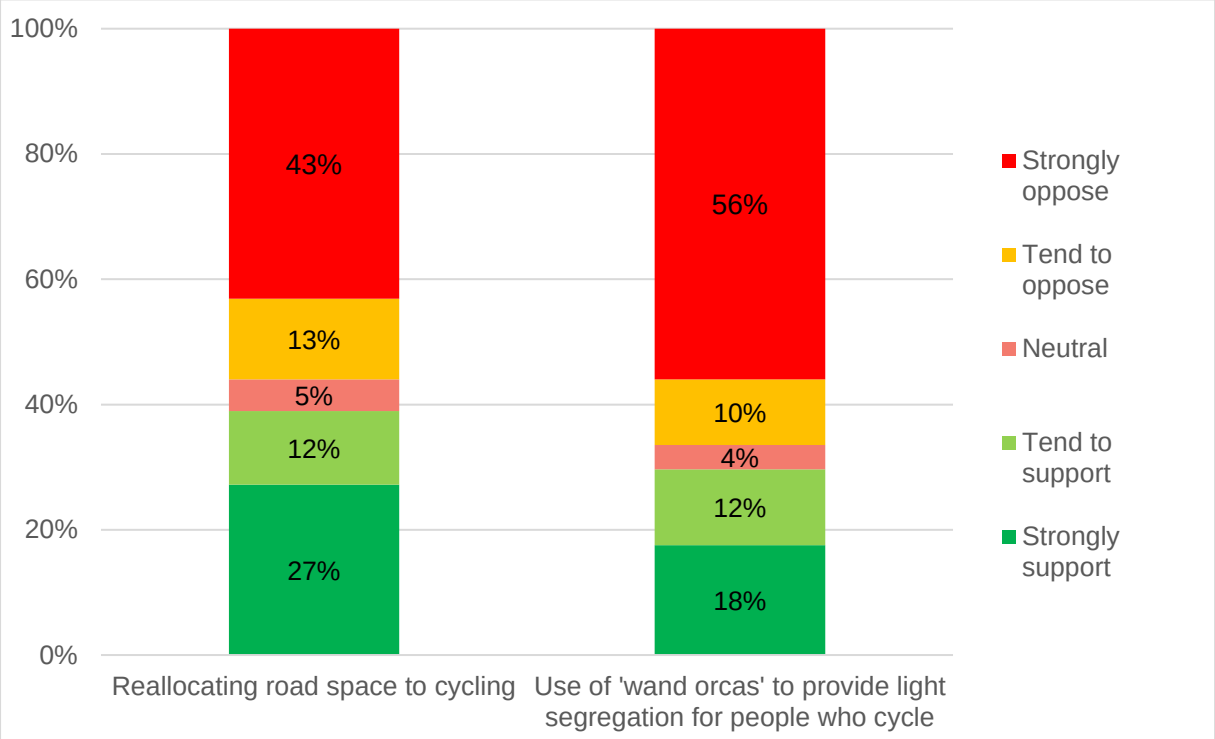
Key findings

- Just under three-quarters (72%) of those who cycle have used the enhanced cycle lanes. A further 14% intend to use it.
- Of people cycling using the corridor, 45% indicated that they had been cycling more since the implementation of the scheme. This is compared to 12% indicating a reduction in cycle use.

5.3.6 Scheme Attributes

Respondents were asked a series of questions to provide feedback on elements of the enhanced cycle routes. **Figure 5.25** shows the extent of support or opposition for the reallocation of road space and the use of wand orcas. Overall, 43% stated that they strongly oppose the reallocation of road space to people cycling and 56% strongly oppose the use of wand orcas.

Figure 5.25: Extent of Support or Opposition to the Reallocation of Road Space to Cycling and Use of Wand Orcas



Base: 791.
N.B. One respondent not answered question.
Excludes Don't know / no opinion

Base: 775.
N.B. Three respondents not answered question.
Excludes Don't know / no opinion

Reallocation of Road Space

Table 5.7 and **Table 5.8** list the reasons why the respondents support or oppose the reallocation of road space to cycling. It should be noted that there were respondents who both support and oppose stated that they 'support cycle lane, but not the inclusion of wand orcas' and these responses were included in both tables.

Table 5.7 identifies that the main reason for support was it would improve safety for people cycling and people walking (43%) and should encourage sustainable travel (27%). The justification of support aligns with the objectives of the scheme, by improving safety for active travel modes this should allow the opportunity for new people cycling to utilise the scheme.

Table 5.7: Reasons for Strongly / Tend to Support Roadspace Reallocation to Cycling

Reason for support	Quantum of support
Improves safety for people cycling / people walking	43%
Should encourage sustainable travel	27%
Sufficient space available on A673 for cycle lanes	13%
Support cycle lanes, not orcas	12%
Good idea, needs greater improvement (cycle width / car restriction in lanes / congestion)	6%
More cycle lanes needed	1%
Other	6%
Base	261

Bases excluded respondents who did not provide an answer.

Positive feedback provided

"I have recently taken up cycling and I've been quite scared when cycling on the road. On road that have a cycle lane it makes me feel a little safer as there's a dedicated space for me. On Chorley New Road, it feels that little safer with the wands."

"The cycle lane makes it much safer for cyclists to travel along Chorley New Road. The orcas, where installed, stop vehicles from parking in the cycle lane which they did previously making it dangerous for cyclists weaving around parked cars."

"It is a lot safer to cycle on the road. I feel more confident. I'm using my bike more. I'm travelling longer distances as previously stuck to off-road routes to avoid traffic."

"I think cycling should be encouraged and these schemes make it much safer. It benefits people's health and is better for the environment. If enough people do, it could reduce congestion too."

Safety was the main reason for support and opposition to the reallocation of road space. The LTN 1/20 notes that people who cycle should be treated as vehicles and physically separated from people walking to improve safety for all road users, which is supported through the installation of wand orcas.

The use of widening the road here supports the allowance for non-standard cycles to utilise the cycle lanes safely. **Table 5.8** identifies the reasons for opposition, with 41% of respondents stating it 'makes the road feel unsafe / enclosed / narrow', which suggests that the negative impact is perceived to be upon motor vehicle traffic. Additionally, 'increases congestion' (29%) was identified as a reason for opposition, with views that congestion has increased due to right-turn movements being hindered.

It is understood that TfGM traffic data has identified that volumes on Bolton's roads are back to pre-COVID levels. However, it is important to understand what impact COVID-19 has had on how people choose to travel. A DfT study[7] has identified that bus use (outside of London) has not returned to pre-pandemic level and as such, there is a key opportunity to provide high quality walking and cycling infrastructure to support the continued increase of walking and cycling, which was seen throughout the pandemic.

[7] https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic/covid-19-transport-data-methodology-note#bus-travel-in-great-britain-excluding-london

Table 5.8: Reasons for Strongly / Tend to Oppose Roadspace Reallocation to Cycling

Reason for opposition	Quantum of opposition
Makes road feel unsafe / enclosed / narrow	41%
Increase congestion	29%
Road is in poor condition / potholes / debris	8%
Support cycle lanes not orcas	6%
Poor planning / allow for all users	5%
Waste of money / time	4%
Hard to access school	4%
Parking in cycle lane	2%
Dislike wand orcas / not needed / unsightly	1%
Other	6%
Base	351

Bases excluded respondents who did not provide an answer.

Negative feedback provided:

"Original cycle lanes are sufficient for the few cyclists that use them. The lanes are virtually unused in the week. The wands are dangerous, especially if you are entering from one of the side roads on to Chorley New Road. They take up far too much space on the road compared to what is needed unless you are encouraging cyclists to cycle side by side."

"The road space allocated to cyclists does not justify the level of usage and has actually made this main road more dangerous, particularly for those residents who use the road daily in making right turns. We also use the pavements daily and the current state of pavement disrepair is dangerous and unacceptable. There are two independent schools whose users also park and block the current cycle lanes making it more dangerous for everyone."

"The junction of Chorley New Road and Shrewsbury Road is now extremely congested leading to far poorer air quality, especially near the school, and likely increased fuel consumption and journey times due to reduced road capacity. The loss of road area now creates a ridiculous choke point heading in either direction."

Use of Wand Orcas

Table 5.9 presents the reasons for strongly supporting or tend to support the inclusion of the use of wand orcas on the scheme. Generally, respondents felt that wand orcas improve safety for people cycling and people walking (29%) and the wand orcas were a 'good idea / needed / efficient / improvement' (27%). This is due to providing a physical barrier between people cycling and motor vehicles. In this regard, the inclusion of wand orcas along A673 Chorley New Road addresses the core design principle of providing safe space for cycling and an enhanced buffer for pedestrians and joggers.

Table 5.9: Reasons for Strongly Support / Tend to Support use of Wand Orcas

Reason for support	Quantum of support
Improves safety people cycling / people walking	29%
Good idea / needed / efficient / improvement	27%
Provides greater separation / protects cycle lane	16%
Help to improve driver behaviour / increase awareness / encourages slower speeds	11%
Need to restrict parking in cycle lanes	8%
Prefer alternative / full cycle segregation	7%
Provides opportunity for more cycling	2%
Need more wand orcas	1%
Need to be spaced closer together	1%
Concerns over maintenance of the cycle lanes	1%
Help to slow down vehicular traffic	2%
Should be made permanent	1%
Other	7%
Base	163

Bases excluded respondents who did not provide an answer.

Positive feedback provided:

"They create a physical barrier, without these the lane discipline becomes very vague. You notice the effect when you are heading into Horwich further along where they are not present."

"I feel safer and protected with the wands in place. It stops the ignorant and aggressive drivers from killing me, whilst showcasing the power and speed of their cars. The wands are great especially during the darker months, but please maintain the upkeep of cleaning the gutters / lane / kerbside."

"They give a lot more confidence to people riding bicycles, because no motorist wants to willingly drive into the wands. They stop motorists driving into the lane to pass vehicles turning right, and they also stop motorists doubling up and creating two queues per lane."

"They create a physical barrier, without these the lane discipline becomes very vague. You notice the effect when you are heading into Horwich further along where they are not present."

Table 5.10 illustrates that just over a quarter (27%) of respondents felt the wand orcas made the scheme dangerous or liable to cause accidents. The LTN 1/20 notes that roads with high volumes of motor traffic or high speeds should not use only road markings or cycle symbols as this will not be perceived as safe cycling. In addition, respondents felt that the wand orcas were ‘Unsightly / Not maintained / Dirty / Difficult to see’ (23%), which was based on concerns over dirt, debris and leaves collecting on and around the wands reducing visibility.

Table 5.10: Reasons for Strongly Oppose / Tend to Oppose use of Wand Orcas

Reason for opposition	Quantum of opposition
Dangerous / can cause accidents	27%
Unsightly / not maintained / dirty / difficult to see	23%
Waste of time / money / not needed	15%
Makes road feel unsafe / enclosed / narrow	12%
Drivers have difficulty turning right	7%
Restrict parking / continue to park in cycle lanes	7%
Increases congestion	6%
Distracting to drivers	6%
Cycle lanes are cluttered from debris / potholes etc.	6%
Spacing is hazardous	6%
Doesn't improve safety for people cycling / people walking	5%
Concerns over access for emergency vehicles	5%
Makes no change to number of people cycling	3%
Block access to homes / school	3%
Makes crossing the road more dangerous	1%
Other	9%
Base	338

Bases excluded respondents who did not provide an answer.

Dangerous feedback provided:

"Dangerous to use with cyclist coming out of cycle lanes and going into traffic lanes to miss debris in the cycle lanes."

"They are DANGEROUS for cars waiting in the middle of the road to turn right."

"I find the new wands are a hazard. Lots of debris has collected in the cycle lane and I find cyclists are avoiding the cycle lanes, which I find more dangerous than before these were installed. I wouldn't cycle in these lanes now for fear of unstabilising my bike due to debris and puncture risk now much higher. It is also much more stressful to allow emergency vehicles to pass due to limitations where I can pull my car over."

"The wands are a hazard for cars. They distract attention and the purpose is unclear. Cars still park on the road between the wands, forcing cyclists out into the road, and the cyclists then need to weave in and out of the wands to navigate."

Negative visual impact feedback:

"They are ugly and block the line of sight making it more difficult to see cycles. They are a visual distraction making the roads more dangerous. It has narrowed the road to a dangerous degree making it frightening to wait to turn right into estates. They have turned a beautiful conservation area road into an ugly tip."

"Poor quality, bollards are not always visible, easily damaged."

"The wands became dirty and hard to see. The lanes became full of leaves from the nature trees and cyclists didn't always use the lanes. I witness[ed] a car nearly hit a wand and as I approached it simply wasn't reflective enough. It leaves the road too narrow in an emergency. I agree cyclists should have a cycle lane, but just not the use of wands."

Table 5.11 shows the extent of support or opposition to the reallocation of road space to cycling and use of wand orcas. This is formed of respondents who stated that they 'live here' (n=508) and 'go to work here' (n=123) along with the extent to which they support or oppose the change.

The table shows that the support and opposition of the reallocation of road space and wand orcas is fairly similar for respondents who live and work in the area.

Table 5.11: Support or Opposition of the Scheme

	Reallocation of road space to cycling		Use of wand orcas	
	I live here	I go to work here	I live here	I go to work here
Strongly support	23%	25%	15%	16%
Tend to support	13%	7%	11%	12%
Neutral	6%	7%	5%	4%
Tend to oppose	14%	11%	11%	8%
Strongly oppose	44%	50%	58%	61%
Base	507	123	500	120

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

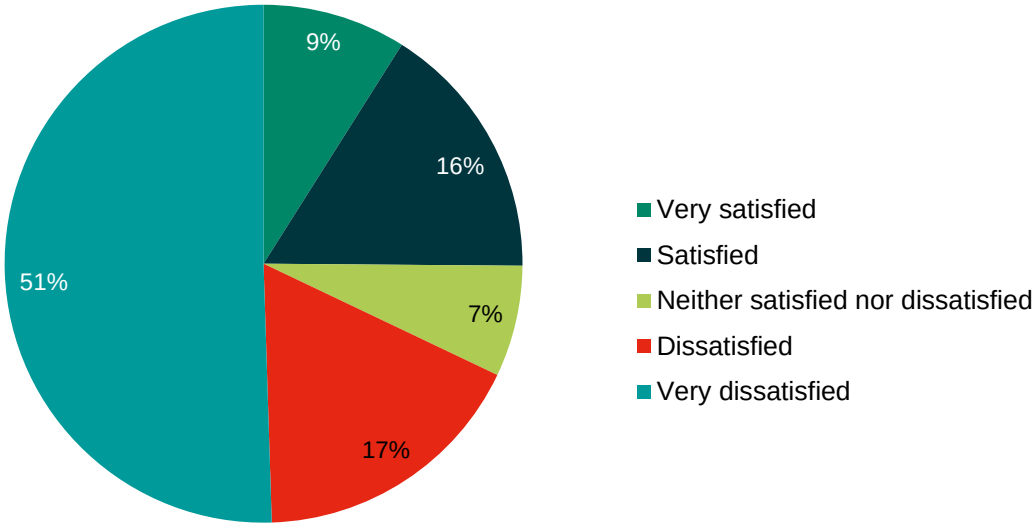
Key findings

- Wand orcas are more negatively viewed than the reallocation of road space.
- Opposition to wand orcas included views that they are dangerous on the basis that they cause the accumulation of debris, which has contributed or perceived to cause people cycling to swerve out of cycle lanes, as well as some concern that they impact on the ease of right-turn movements, causing queues to back up or causing other drivers to make dangerous manoeuvres.
- Some negative feedback associated with the reallocation of road space as respondents stated current cycle provision was sufficient, however these had insufficient width to align with LTN 1/20 guidance

Level of Satisfaction

Figure 5.26 shows the responses to the question "how satisfied are you with the enhanced cycle lanes, as implemented, on the A673 Chorley New Road?". Just over half (51%) stated they were 'very dissatisfied' and a further 17% were 'dissatisfied'.

Figure 5.26: Satisfaction with A673 Existing Cycle Lanes



Base: 792.
N.B. One respondent not answered question

Table 5.12 provides an overview of the respondents who stated that they were frequent cyclists (Daily ~ Monthly), by how satisfied they were with the enhanced cycle lanes on A673 Chorley New Road.

Table 5.12 Cyclist Satisfaction (Counts)

	Daily	2-3 times a week	Weekly	Fortnightly	Monthly	Total
Very satisfied	5	7	6	7	8	33
Satisfied	5	25	25	8	18	81
Neither satisfied nor dissatisfied	2	7	4	3	6	22
Dissatisfied	6	8	10	10	13	47
Very dissatisfied	3	13	15	15	23	69
Total	21	60	60	43	68	252

Forty-six percent of respondents that stated they cycled were both satisfied and dissatisfied with the enhanced cycle lanes. People cycling identified that they were satisfied with the wider, more segregated cycle lanes however there was a level of dissatisfaction associated with the wand orcas not providing an effective barrier and / or the scheme not going far enough (coverage).

Table 5.13 provides a breakdown of responses by level of scheme satisfaction by the extent of support or opposition towards wand orcas. This illustrates that respondents who rated they were 'very dissatisfied' with the scheme also 'strongly opposed' the use of wand orcas (n=354).

Table 5.13: Scheme Satisfaction by the Extent of Support for the use of Wand Orcas (Count)

	Very dissatisfied	Dissatisfied	Neither satisfied nor dissatisfied	Satisfied	Very satisfied	Total
Strongly oppose	354	69	7	3	1	434
Tend to oppose	21	41	7	12	-	81
Neutral	9	6	7	7	1	30
Tend to support	6	11	21	50	6	94
Strongly support	3	6	9	55	63	136
Total	393	133	51	127	71	775

Base: excludes respondents who did not provide an answer and 'don't know'

Table 5.14 provides a breakdown of responses by level of scheme satisfaction by the extent of support or opposition towards the reallocation of road space. Similar to Table 5.13, respondents who were 'very dissatisfied' with the scheme also "strongly opposed" the reallocation of road space (n=311).

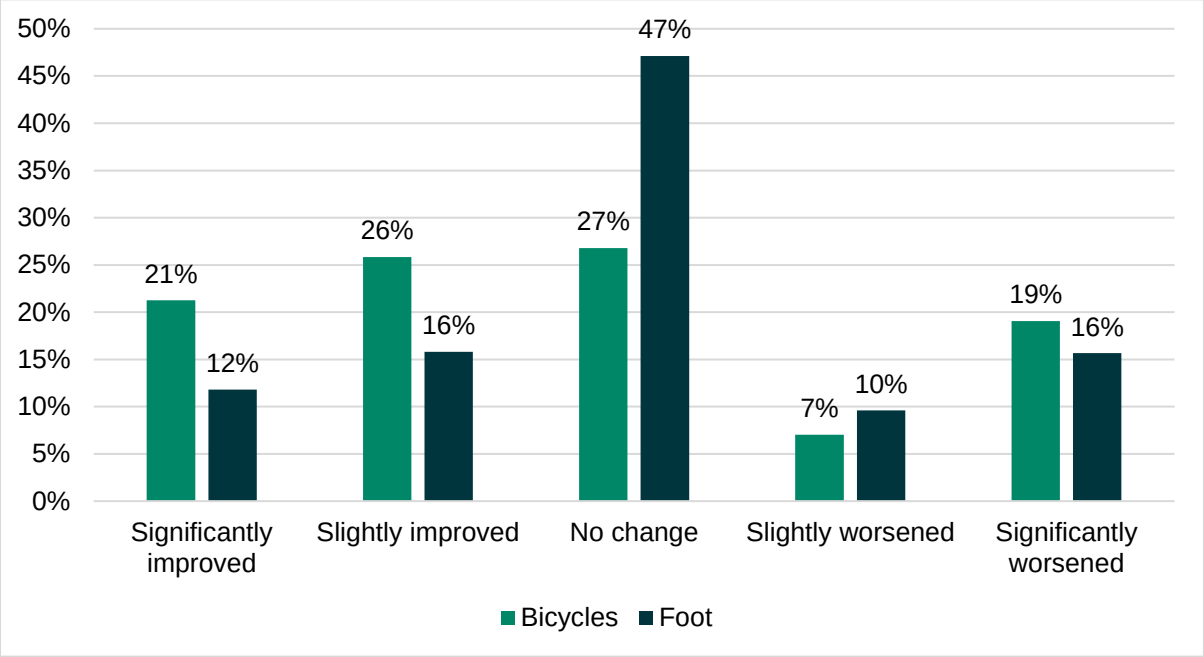
Table 5.14: Scheme Satisfaction by the Extent of Support for Reallocation of Roadspace (Count)

	Very dissatisfied	Dissatisfied	Neither satisfied nor dissatisfied	Satisfied	Very satisfied	Total
Strongly oppose	311	27	3	-	-	341
Tend to oppose	42	50	9	1	-	102
Neutral	19	13	5	3	-	40
Tend to support	21	24	17	30	1	93
Strongly support	6	24	21	94	70	215
Total	399	138	55	128	71	791

Base: excludes respondents who did not provide an answer and 'don't know'

Figure 5.27 provides a summary of answers to the question "do you think the enhanced cycle lanes have improved levels of safety from road traffic on the A673 Chorley New Road for…?". It was viewed that the enhancements had improved safety for people cycling more so than people walking. Just under half (47%) stated that they felt safety had improved for people cycling, compared to 26% who felt it had become worse. Just under half (47%) of respondents felt that there had been no change for people walking.

Figure 5.27: Change in Safety

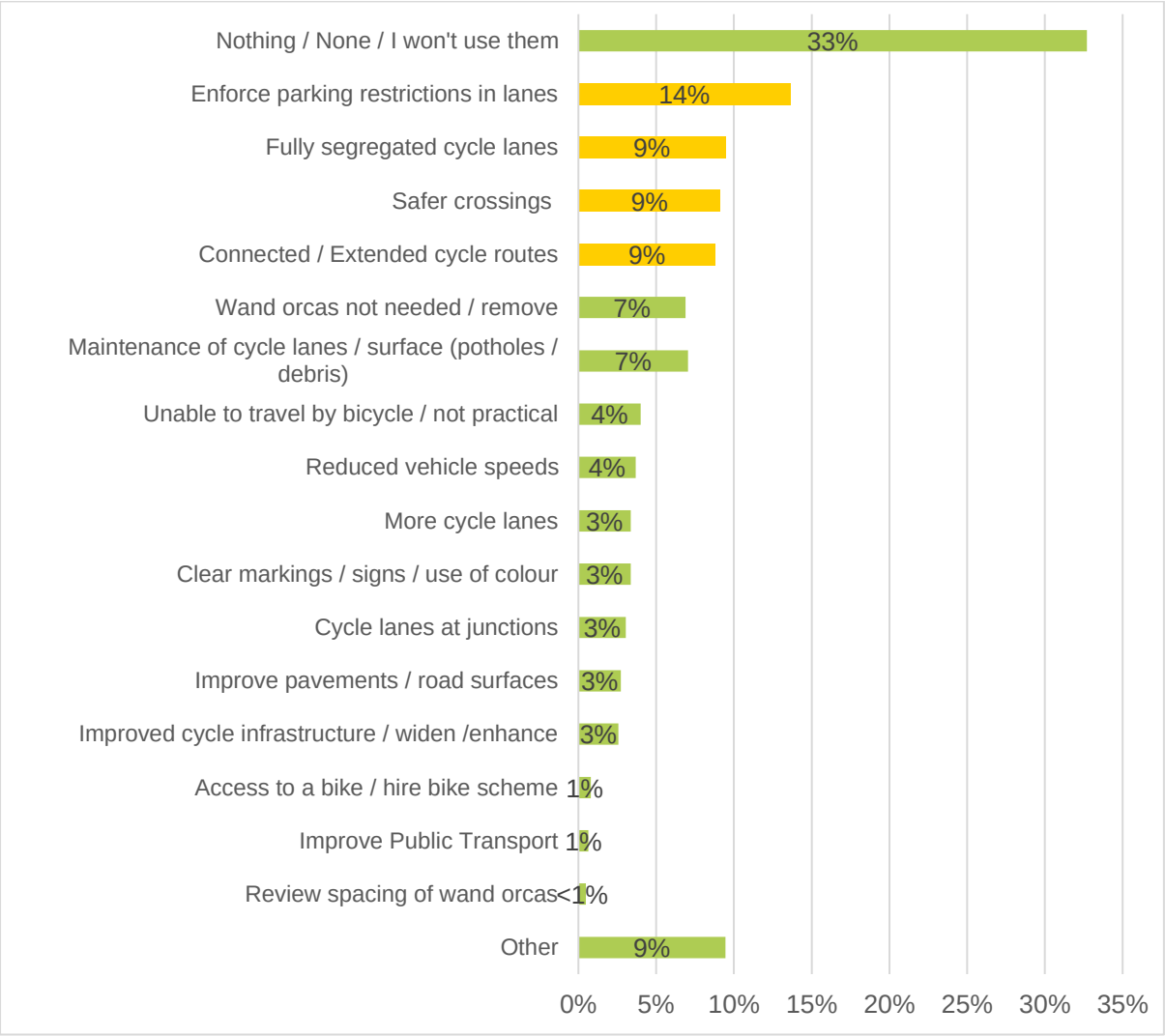


Base: Bicycles: 724. Foot: 728

Excludes those who stated, 'Don't know / no opinion' and respondents who did not provide an answer

Figure 5.28 provides a breakdown of ways in which the enhanced cycle lanes could be changed that would encourage usage. The top four recommendations are enforcing parking restrictions in the cycle lanes (14%), and just under one tenth (9%) stated fully segregated cycle lanes, safer crossings and providing connected / extended cycle routes (respectively).

Figure 5.28: Changes that Would Encourage use of the Enhanced Cycle Lanes



Base: 624.
N.B. 169 respondents not answered question.
Respondents provided more than one response

For the top four recommendations, key suggestions have been identified for:

Enforcing parking restrictions in lanes (14%):

> *"Strict policing of parking within the designated cycle lanes and walking areas. I have regularly witnessed vehicles parking within the lanes and then using them to undercut the main flow of traffic. This is particularly the case around school pick up times."*

> *"Enforcing no-parking in the cycle lanes - they are no use when they are full of parked cars. Extending the length of the cycle lanes so they don't just end, and protect you at junctions etc."*

Fully segregated cycle lanes (9%):

"Segregation of cycle lanes from the road. You'd done a cracking job with the white poles separating the cycle lane and traffic, but then it just stops. You've done a great job near the train station, and I'd love to see more like it. You're capable of making the roads safe for all and educating drivers and cyclists will go a long way."

"Segregation along the full length from Beehive to Queens Park using (as a minimum) wand orcas - Addressing the Beaumont Road junction to provide a safe and convenient route for cycling and walking through this junction - more links from Chorley New Road to surrounding areas and towns (i.e. a network of safe cycling routes such as that proposed by the Bee Network) - Reduced speed limit along the whole stretch to 30mph or less - Prohibition of parking in the enhanced cycle lanes and enforced."

Safer crossings (9%) and connected / extended cycle routes (9%):

"Generally improved cycle infrastructure - longer cycleways that go to all useful hubs (shops, schools, town centre etc.), better crossings at junctions, and more segregated cycleways."

"Protection lengthened and absolutely no driving or parking in them, or on pavements."

"We need road crossings and a way to slow traffic. Cycle lanes don't cover main junctions and the same is true for pedestrians' poor crossings."

Key findings

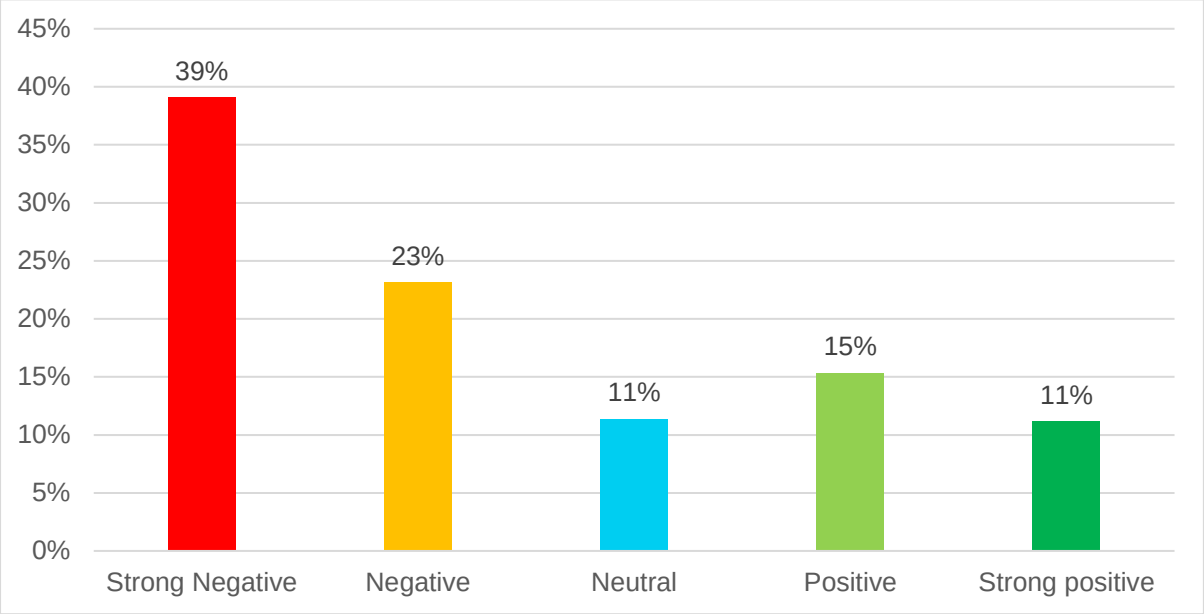
- Reflecting the higher levels of opposition to the reallocation of roadspace and views on the wand orcas, just over two-thirds of respondents (68%) are dissatisfied with the enhanced cycle lanes on the A673 Chorley New Road. However, some of the dissatisfaction can also be attributed to the scheme not having gone far enough, including the level of segregation provided and / or the coverage of the scheme, as well as the scheme itself not being fully implemented.
- 70% of respondents who 'live here' were dissatisfied with the enhanced cycle lanes on the A673 Chorley New Road compared to 74% of respondents who 'work here' were dissatisfied.
- 47% of respondents stated that the scheme had improved safety for people cycling, as opposed to 26% that consider the scheme has reduced safety for people cycling. Views on safety for pedestrians was mixed, with the majority (47%) deeming no real change.

Scheme Impact

To understand if the scheme had any negative impacts on protected characteristics, respondents were asked "to what extent do you think you have been impacted positively or negatively by the cycle lane enhancements on the A673 Chorley New Road?".

Figure 5.29 shows the proportional split of responses, with 62% stating it had a negative impact on them, however further review of the associated commentary identified that respondents may not have fully understood the question. The majority of responses reiterated concerns and did not identify impacts upon protected characteristics.

Figure 5.29: A673 Cycle Lane Enhancements Impact



Base: 783.
N.B. One respondent not answered question
Excludes: Don't know.

Table 5.15 provides a breakdown by count, of level of impact by health reason or disability, of those that stated they were limited a little, 25 respondents stated that the scheme has a strong negative impact, whilst four respondents stated the scheme had a strong positive impact.

Table 5.15: Perceptions of Scheme Impact by Identification of Health Reason or Disability

Impacted by activities (n)	No	Prefer not to say	Yes, limited a little	Yes, limited a lot	Base
Strong positive	76	2	4	1	83
Positive	105	4	8		117
Neutral	73	7	2	2	84
Negative	144	13	17	1	175
Strong Negative	237	27	25	8	297
Don't know	8		1		9
Base	643	53	57	12	765

Bases excluded respondents who did not provide an answer

Following a review of the comments provided there were only two comments that referred to protected characteristics:

"I actually want to use a bike now."
Strong Positive / Limited a little

"Anxiety with my children going to school."
Strong Negative / Limited a little

Table 5.16 provides a breakdown of the impact on respondents by those who live there or work there. Respondents could provide more than one answer.

Table 5.16: Perceptions of Scheme Impact by Respondents who 'Live Here' or 'Work Here'

Impacted by ….	I live here	I go to work here
Strong Negative	40%	45%
Negative	24%	24%
Neutral	11%	8%
Positive	15%	8%
Strong positive	10%	15%
Base	506	122

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

Positive feedback:

"It has made me feel safer in the area I live in and will improve air quality as more people use the cycle lanes instead of cars."
I live here / Strong Positive

"A cycle along the road a lot more than I used to. I also know several people who cycle their children along it as part of the school drop off."
I live here / Strong Positive

"Significant improvement to safety when cycling with no negative impact when driving. When reviewing the overall responses to this survey please remember that a consultation is not a referendum, and in particular that the views of people who are being placed in real danger by the suspension and possible removal of these lanes should be given more weight than people who are against the lanes due to such petty things as thinking wand orcas don't look pretty or have to park 30 seconds and walk further."
I live here / Strong Positive

Negative feedback:

"I now have to stay at home so I can take my son across Chorley New Road, so I know he is safe on his bicycle."
I live here / Strong Negative

"The crossing / access to our school has been significantly made worse by the changes. It appears the council had no thought for children outside of schools."
I work here / I live here / Strong Negative

Key findings

- Scheme impact question appeared to be misconstrued and was answered to replicate support or opposition rather than impact on protected characteristics as intended. Further guidance on the question may have improved response accuracy.
- Perceptions of the impact on pedestrian safety was split with 28% of respondents indicating an improvement for people travelling by foot and 26% considering conditions had been made worse.
- General positive feedback received indicates that this type of scheme is useful in encouraging those who currently don't cycle to try it.
- General negative feedback focuses on concerns towards school travel, with some parents anxious of children arriving and leaving school and potential conflicts with those using the facility.

5.3.7 Email Feedback

During the consultation period, a total of 12 emails were received through the dedicated email address (atf@bolton.gov.uk) providing feedback on the partially implemented enhanced cycle lanes. The key concerns raised from these emails are provided below:

- Current speed limit of A673 Chorley New Road (40mph) not appropriate given measures aimed at increasing cycling.
- Wand orcas are dangerous to drivers with people cycling coming in and out of the lane.
- Vehicles turning right creates additional tailbacks.
- Wand orcas are situated too closely to junctions.
- Difficulties for emergency vehicle and services (bin collection, deliveries) access to properties.
- Wand orcas outside properties that require access for employment.
- Lack of clarity of the road layout with improved / clear signs.
- Quality and condition of the footways for people who walk including vegetation.

5.3.8 Stakeholder Feedback

Table 5.17 provides a breakdown of the comments from key stakeholders following the installation of the enhanced cycle lanes.

Table 5.17: Stakeholder Feedback

Source	Concern Identified	Comment
Bus Operator - A	Impacts operation.	Monitoring counters are being installed. This will look at the performance of the network, as well as additional congestion as a result of the scheme.
	Concerns around the cars parking outside both Bolton School and Clevelands School.	
	There are concerns around the junctions where the cycle lanes and roads meet. The scheme needs revisiting to iron out the current issues being experienced.	
	Chorley New Road has provided good ideas, but the implementation has been disruptive.	N/A
	Concerns around the impact improved cycle facilitates may have, when incorporated into an already congested area.	N/A
	How will Iron Man be impacted as a result of the scheme?	N/A

Source	Concern Identified	Comment
	Volume of rubbish, stone debris and potholes is pushing people cycling back onto the road and causing them to have punctures. This is causing further congestion and slowing of traffic.	Maintenance of the lanes can be looked at and increased if necessary, the sweepers do fit.
Bus Operator - B	**Extensive disruption in the area** Area outside Bolton School in the PM peak heading towards Horwich, has been reduced from one outbound lane to go straight ahead at the Chorley New Road / Tudor Avenue junction, to one and a right turn lane. This means that queues frequently go back to the junction with Park Road and journey times for buses have been significantly extended in this location. At Clevelands Preparatory School, parents routinely park in the cycle lanes to drop their children off at the school, thus rendering the cycle lanes useless during the time of day when they are of greatest demand.	
	Timetables Revisions to timetables in January 2021. Moving the Park Road timing point to beyond the Tudor Avenue junction.	
	Future development Request that any future schemes are properly planned, and their implications understood, prior to implementation.	
North West Ambulance Service (NWAS)	How will emergency services be impacted? What will the emergency operating procedure be and the impact on traffic flow?	▪ Sufficient space between wand orcas will allow access. ▪ Wand orcas do not cause obstructions to driveways so accessing premises is not affected. ▪ Wand orcas can be removed if necessary.
	Chorley New Road is a significant through-road to access many destinations. Post COVID-19, could there possibly be implications that could arise due to congestion, which would inhibit response time to calls?	Completion of the Chorley New Road cycle scheme does not require road closures.
	▪ To date, no feedback has been received from colleagues from NWAS about the impact of the trial scheme on Chorley New Road. ▪ No official report has been made, which means that no significant delays have been picked up because of the implementation. ▪ Category 1 incidents must be responded to within the time allocated.	N/A

Key findings

- No direct impact on emergency vehicles accessing properties along the route.
- There is a need to monitor traffic flow in the area to determine the impact of bus schedules.
- Need to review parking within the cycle lanes and associated impacts.

6 Summary and Recommendations

This report has presented the analysis of the A673 Chorley New Road enhanced cycle lane consultation held between 22nd March and 5th April 2021. The analysis has considered the full range of methods used to engage the public and stakeholders, which included digital, paper-based, and social media methods.

The consultation resulted in 793 surveys completed and 149 unique respondents on Commonplace. The survey did not identify whether the respondent was a resident or a business, but stakeholder feedback was gathered via the Bolton Council project team.

6.1 Summary

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

6.1.1 General Perceptions of Walking and Cycling

- **89%** of respondents **agree** that people should be encouraged to walk / cycle more to improve their **health.**
- **81%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help the **environment / air quality.**
- **78%** of respondents **agree** that people should be encouraged to walk / cycle more for short journeys to help **ease congestion**.

6.1.2 Cycle Use

- Of people cycling using the corridor, **45%** indicated that they had been **cycling more** since the implementation of the scheme. This is compared to **12%** indicating a **reduction** in cycle use.

6.1.3 Safety

- **47%** of respondents stated that the scheme had **improved** safety for people cycling, as opposed to **26%** that consider the scheme has **reduced** safety for people cycling.
- Perceptions of the impact on pedestrian safety was split with **28%** of respondents indicating an **improvement** for people travelling by foot and **26%** considering conditions had been made **worse**.
    - Comments have identified that 'pavement conditions' are a cause of concern and 'safer crossings' were needed.

6.1.4 Perceptions of the Scheme

- **39%** of respondents **support** the *reallocation of road space to people cycling*, as per the objective for the A673 Chorley New Road Scheme EATF scheme. However, **56%** of respondents indicated that they **oppose** the reallocation of road space to people cycling on the A673 Chorley New Road.
    - It should be noted that responses to this question was influenced by the *inclusion of wand orcas* in the scheme amongst supportive and not supportive respondents.
    - There were concerns over the reallocation of road space to people cycling reducing the space for vehicles and causing challenges when *performing right-turn manoeuvres.*
- Most respondents (**66%**) **oppose** the *use of wand orcas*, against **30%** who **support** their use to help support more travel by active modes.
    - The main reasons for opposing wand orcas were perceptions that they were '**dangerous', 'unsightly',** as well as '**concerns over maintenance'** relating to litter and debris gathering in the cycle lane, causing hazards to all users, by forcing people cycling to 'weave' in and out of the cycle lanes.

- Reflecting a strong correlation with views on wand orcas and the reallocation of roadspace, as well as perceptions on the incomplete nature of the scheme, **68%** of respondents are **dissatisfied** with the enhanced cycle lanes on the A673 Chorley New Road as implemented.
    - 70% of respondents who 'live here' were dissatisfied;
    - 74% of respondents who 'work here' were dissatisfied.
- Furthermore, **62%** of respondents felt that, overall, they had been **negatively impacted** by the enhanced cycle lanes, although a review of comments identified iteration of previous comments collected in the consultation.
    - However, some comments noted the impact on children – *accessing school, impacting journey times to school and safety using crossings*.
    - Alternatively, comments noted an improved feeling of safety - *encouraging cycling in the area and an improved feeling of safety when walking in the area*.
    - **9%** of respondents stated that they have a disability or health concern. Although, small numbers.

6.2 Recommendations

Due to the complexity of the scheme and the unprecedented manner in which it was delivered (reflecting an urgent response to COVID), the following sections identify opportunity areas that Bolton Council may use to address feedback received as part of the consultation.

If there is a requirement for further consultation of this scheme, it would be beneficial to review the following:

- Map questions – clarification within the questions, this will help to remove ambiguity of response in the analysis
- Survey design aimed at young people – engaging with schools or youth groups along the route may require a redesign of the survey (e.g. utilising more appropriate language).

6.2.1 Perceptions

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

Table 6.1: Perceptions

Concerns	Suggested Improvements
Perception of walking and cycling needs addressing – conflicting thoughts	In general, respondents agreed that cycling and walking provides associated health and environmental benefits, but disagreed that cycling was an important form of transport for them and that priority should be given to cycling and walking at the expense of motor vehicles. Given that the study area has a high car dependency, there is a need to address the views towards cycling and walking on a local level.
Cycling as a leisure activity	A combination of feedback received identifies that cycling is not seen as important form of transport and the main reason for not cycling, along with not having access to a bicycle, the second reason was usually cycling for leisure (22%) away from the A673 Chorley New Road. This may be attributed to the cycling provision through Queen's Park and the ability for people cycling to join off-road cycling routes along Middle Brook. Gear Change[8] has a vision of half of all journeys in towns and cities to be

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

Concerns	Suggested Improvements
	cycled or walked, there is also a commitment to improve the network to be useful for everyday journeys. Bolton Council could aim to support the shift in attitudes from cycling for leisure as a valid form of transport through community engagement and engaging with schools to embed cycling at an earlier age.

6.2.2 Walking

Table 6.2 provides a breakdown of the concerns raised with regards to walking and suggested improvements.

Table 6.2: Walking

Concerns	Suggested Improvements
Conditions of pavements	Conditions of the pavements (Figure 5.19) were identified as being a concern for respondents and an improvement that would encourage more walking in the area (Figure 5.20). It is recommended that a review of the current footway / pedestrian conditions is undertaken and considered for improvement, subject to budget. Based upon survey responses, a quarter (25%) of respondents walk daily, combined with the A673 Chorley New Road being a conservation area with the locality of Queen's Park, public realm improvement would provide a benefit to the scheme.
Safe crossings	Safer crossings are identified as a key aspect of the cycle lane enhancement, providing people walking safe places to cross both the cycle lane and major road junctions. Concerns were raised that crossing facilities on Beaumont Road junction and at the Beehive Roundabout are limited / sub-standard. Providing people walking with crossings at regular intervals along the road will support the movement of people walking along the route.

6.2.3 Road Layout and Management

Table 6.3 provides a breakdown of the key concerns raised by respondents. The road layout raised a variety of concerns and also led to perceived concerns over safety (safety has been addressed separately for the purposes of clarification).

Table 6.3: Road Layout and Management

Concerns	Suggested Improvements
Scheme exacerbating traffic congestion due to widening the cycle lanes	The A673 Chorley New Road is an arterial route towards Bolton Town Centre, the route is predominantly residential with the inclusion of businesses and schools along the route, which impacts traffic congestion at certain times of the day. To determine whether the cycle lanes have contributed to increased congestion, traffic flow should be monitored to understand any impacts of the scheme. This should enable a review of where traffic congestion is most prevalent prior to any updates to the scheme.
Lack of cycle enhancements at junctions	Providing cycle infrastructure at junctions aligns with LTN 1/20 Paragraph 10.3.1, which identifies junctions and crossings are where most conflicts occur. An issue raised throughout the consultation was that users of the scheme / potential users want improved cycle infrastructure at the Beaumont Road junction and Beehive Roundabout to provide a more continuous route. Whilst this may not currently form part of the scheme, Bolton Council should review this as a priority, subject to available funding.

Concerns	Suggested Improvements
Difficulties of vehicles for right-turn movements off Chorley New Road	The widening of cycle lanes between Ravensdale Road and Overton Lane (the approach to Beaumont Road junction) has reduced the carriageway from two lanes to one lane of traffic and has resulted in the narrowing of the central reservation and turn right pockets. Feedback received noted this had an impact on right-turn movements into side streets for example at Waterslea Drive, Princess Road and the turn for Retreat, which could be reviewed by Bolton Engineers.
Current speed of vehicles along the corridor	The section of A673 Chorley New Road from New Hall Lane to the Beehive Roundabout is currently 40mph. Vehicles travelling faster than the designated speed along the A673 Chorley New Road is a cause for concern, with comments of fast-moving vehicles close to the wands and reduced lane width as a cause for concern. It is anticipated that a reduction in carriageway width will reduce the speed of vehicles, however this causes conflict in sections of 40mph. A reduction in the speed limit to 30mph would provide a consistent journey through the section for motor vehicles and likely improve actual and perceived safety for people cycling and people walking.
Impact on access of Emergency Vehicles	Some respondents were concerned that the scheme hinders access of emergency vehicles to residential properties and also path to pass by when in traffic. As part of this consultation, the Bolton Council project team engaged with NWAS and feedback from this session (see Table 5.17) indicated no concerns. This information should be provided to the public to reassure them that there are no negative impacts of the wand orcas and/or cycle lanes to emergency vehicles. Whilst there are no known concerns, Bolton Could should inform NWAS on any monitoring activities and report any traffic delays in the area.
Signage	Due to the quick delivery of the enhanced cycle lanes and changes to the highway, the route may benefit from the inclusion of improved signage and wayfinding to support the movement of people walking and people who cycle through the route effectively. Providing improved signage along the route may also encourage new people cycling to navigate the route confidently. An audit of the current street furniture would indicate the level of suitability and condition.

6.2.4 Safety

Safety was identified as a clear concern for the scheme; **Table 6.4** provides a clear breakdown of safety concerns to be addressed.

Table 6.4: Safety

Concerns	Suggested Improvements
Creation of safety issues for people cycling due to poor road conditions / debris in cycle lanes	Enhanced maintenance programme for cycle lanes, including regular review of: ▪ Road surface; ▪ Litter / debris; and ▪ Condition and cleanliness of wand orcas. This will help to avoid the observation that people cycling are liable to move in and out of cycle lanes to avoid debris and / or reduce the potential for punctures. Bolton Council should continue to review collision data to provide statistical evidence for any perceived impacts of the cycle lane enhancements on safety.
Vehicles parking within cycle lanes, in particular	Vehicles parking in the cycle lanes has been noted but with an increased concern at schools. This impacts safety for people cycling who are forced into the highway to avoid the parked vehicle.

Concerns	Suggested Improvements
outside local schools.	Feedback has asked for parking restrictions in cycle lanes to be enforced. The LTN 1/20 identifies that cycle lanes are only useful when they are clear of parking and loading activity, but this will require the appropriate use of parking and loading restrictions for example double yellow lines. Bolton Council may choose to support local schools in developing travel plans – encourage parking away from the school entrance / exit where possible or travel to and from school by active travel modes. If the problem persists and there is an actual or perceived impact on safety, Bolton Council should consider the enforcement of no parking in cycle lanes on safety grounds and / or review the scheme.

6.2.5 Demand

Table 6.5 details the concern associated with cycle demand in the area.

Table 6.5: Cycle Demand

Concerns	Suggested Improvements
Insufficient number of people cycling to justify the amends	Respondents noted that the cycle lanes are not justifiable for the current number of people cycling. This shows a lack of understanding of the inclusion of the enhanced cycle lanes, which is to support and encourage people who currently do not feel confident to cycle on busy roads in using this route. This disconnect should be addressed as this will help to allow respondents and residents in the area to understand the purpose. In addition, Bolton Council may wish to support those who currently do not cycle by providing information on the TfGM free cycle training, which could encourage cycle take up in the area. Bolton Council should monitor the cycle lanes through the provision of count data to identify changes to the number of people cycling using the route. Positive increases in use should be shared with the public to reinforce the benefits of more active travel.

6.3 Next Steps

Whilst this consultation has identified a strong level of opposition to the principle of roadspace reallocation and the application of wand orcas along this section of the A673 corridor, the survey provides an indication that cyclists are using the corridor more, as well as an increased perception of safety for cyclists.

The consultation has identified a series of short-term and longer-term improvements, which if implemented, would potentially improve general perceptions of the scheme. This could be supported by efforts to improve awareness of the rationale / benefits for the scheme and engagement activity to reach all parts of the population, particularly the target audience of less confident or novice cyclists.

In line with DfT guidance, the scheme should be monitored, initially six months to a year after full implementation of the scheme and again a few years later (often 3-5 years). This would help determine whether the concerns raised will have a long term impact and the evaluation should also consider count data, accident statistics and potentially intercept surveys with users and non-users to understand its full value.

Appendix A: Consultation Flyer

Have your say on A673 Chorley New Road Cycling and Walking Scheme

Bolton Council has introduced enhanced walking and cycle infrastructure on the A673 Chorley New Road to promote and encourage safe walking and cycling and help ease social distancing pressure.

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

Consultation open from Monday 22 March to Sunday 4 April 2021.

If undelivered please return to:
AECOM, One New York Street, Manchester M1 4HD

Account Postage GB
AC05099030039
2

Delivered by Royal Mail

The A673 Chorley New Road is a key route into Bolton Town Centre which was, through the **#SafeStreetsSaveLives** public consultation, identified as a priority route by respondents for the installation of measures to support active travel.

The scheme includes the reallocation of road space and the installation of 'Wand Orcas', which provide light separation from the motor traffic, providing safe space for people cycling as well as pedestrians.

Example of Wand Orcas

Key benefits include:

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

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

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

Email
atf@bolton.gov.uk

Appendix B: Paper Survey

A673 Chorley New Road - Survey

Tell us your thoughts on the enhanced cycle lanes on the A673 Chorley New Road

Greater Manchester has been allocated just under £19million of funding from the Emergency Active Travel Fund (EATF) and Active Travel Fund (ATF). Using this specific funding, Bolton is delivering a number of schemes across the district that aims to increase the number of local journeys made by walking and cycling and to provide 'liveable' streets and public spaces, with slower traffic speeds and safe routes.

Promoting more cycling and walking journeys will improve health, air quality, environment and provide economic benefits. We also expect to see community benefits from having more people out and about on the streets moving, chatting, visiting local businesses, and enjoying their neighbourhoods.

The A673 Chorley New Road is a key route into Bolton Town Centre, which was identified by respondents, through the Safe Streets Save Lives consultation, as a priority route for the installation of new / improved cycling and walking infrastructure.

The scheme, which has now been partly implemented, has involved the enhancement of existing cycle lanes through road space reallocation and the installation of 'Wand Orcas', as seen in the adjacent image. This type of light separation from the main traffic flow, is now required in all new road schemes in accordance with National Government Guidance Local Transport Note 1/20.

The new cycle lane was split into two phases for delivery:

- Phase One includes the section between Beaumont Road and Dobson Road (December 2020); and
- Phase Two includes the section west of Beaumont Road to the Beehive Roundabout, (although wand orcas have not been installed on this section prior to consultation); which will be providing a continuous solution from the Beehive Roundabout to Dobson Road, not including the Beaumont Road junction.

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

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

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

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

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

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

A: Travel Options

Q1: Thinking about the A673 Chorley New Road Corridor, how would you rate the following? (*Tick one per row*)							
	Very good	**Fairly good**	**Neither good nor poor**	**Fairly poor**	**Very poor**	**Don't Know**	**Not applicable**
The ease of getting about by car or van	❑1	❑2	❑3	❑4	❑5	❑6	❑7
The quality of the air	❑1	❑2	❑3	❑4	❑5	❑6	❑7
The level of noise from traffic	❑1	❑2	❑3	❑4	❑5	❑6	❑7
The condition of the pavements	❑1	❑2	❑3	❑4	❑5	❑6	❑7
The ease of crossing the road on foot	❑1	❑2	❑3	❑4	❑5	❑6	❑7
The provision of cycle infrastructure	❑1	❑2	❑3	❑4	❑5	❑6	❑7

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

B: About the Scheme

Q3: Prior to the installation of the scheme (December 2020), approximately how often, if at all, did you use each of the following modes to travel along the A673 Chorley New Road? ***(Tick one per row)***						
	Daily	**2-3 times a week**	**Weekly**	**Fortnightly**	**Monthly**	**Less frequent / Never**
Walking	❑1	❑2	❑3	❑4	❑5	❑6
Cycling	❑1	❑2	❑3	❑4	❑5	❑6
Bus	❑1	❑2	❑3	❑4	❑5	❑6
Car / Van	❑1	❑2	❑3	❑4	❑5	❑6
Taxi	❑1	❑2	❑3	❑4	❑5	❑6
Motorbike / Moped	❑1	❑2	❑3	❑4	❑5	❑6
Other….	❑1	❑2	❑3	❑4	❑5	❑6
(If you have ticked 'Other', Please specify						

Q4: (If Q3 = cycling [Less frequent / Never]) What is the main reason for this? ***(Tick one only)***			
I do not have use of a bicycle (Go to Q8a)	❑1	I usually cycle for leisure purposes only (e.g. away from the A673 Chorley New Road) (Go to Q8a)	❑4
I am not able to cycle owing to a disability, a long-standing health problem or problems due to old age (Go to Q8a)	❑2	I have not used my bicycle owing to constraints associated with COVID related restrictions (e.g. requirement to work from home) (Go to Q8a)	❑5
I have use of a bicycle, but do not feel confident cycling (Go to Q8a)	❑3	Other… please specify	❑6
Please specify:			

Q5: (If Q3 = cycling [Daily to Monthly]) Since the installation of the enhanced cycle lanes, have you cycled along the A673 Chorley New Road? ***(Tick one only)***			
Yes (Go to Q6)	❑1	Not yet, but I intend to (Go to Q8a)	❑3
No (Go to Q8a)	❑2	Not yet, but would subject to changes (Go to Q8a)	❑4

Q6: (If Q5 = 1) [Since the installation of the enhanced cycle lanes,] how often have you travelled by bicycle along the A673 Chorley New Road? (*Tick one only*)			
6-7 days a week (Go to Q7)	❑1	Once a month (Go to Q7)	❑5
3-5 days a week (Go to Q7)	❑2	Less often (Go to Q8a)	❑6
1-2 days a week (Go to Q7)	❑3	Don't know (Go to Q8a)	❑7
Once a fortnight (Go to Q7)	❑4		

Q7: (If Q6 = 1,2,3,4,5) Is this more or less than prior to the installation of the enhanced cycle lanes? (*Tick one only*)			
A lot more	❑1	A little less	❑4
A little more	❑2	A lot less	❑5
No change	❑3		

Q8a: To what extent, do you support or oppose reallocating road space to cycling on the A673 Chorley New Road? o what extent, do you support or oppose reallocating road space to cycling on the A58 Moss Bank Way? *(Tick one only)*			
Strongly support	❑1	Tend to oppose	❑4
Tend to support	❑2	Strongly oppose	❑5
Neutral	❑3	Don't know / no opinion	❑6

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

Q9a: How satisfied are you with the enhanced cycle lanes, as implemented, on the A673 Chorley New Road? (Tick one only)?			
Very satisfied	❑1	Dissatisfied	❑4
Satisfied	❑2	Very dissatisfied	❑5
Neither satisfied nor dissatisfied	❑3		

Q9b: [If 9a = 1,2,4,5], please explain in full

Q10a: To what extent, do you support or oppose the use of 'wand orcas' to provide light separation for people who cycle on the A673 Chorley New Road? [n.b. Further information on wand orcas is contained within the online scheme detail: https://chorleynewroad.commonplace.is/]			
Strongly support	❑1	Tend to oppose	❑4
Tend to support	❑2	Strongly oppose	❑5
Neutral	❑3	Don't know / no opinion	❑6

Q10b: [If 10a = 1,2,4,5], please explain in full

Q11: What, if anything, would encourage you to walk and / or cycle more for short journeys (less than 5 miles)? *(Tick all that apply)*			
Nothing, I prefer / need to travel by other modes for short journeys	❑1	Walking Groups	❑6
Nothing, I already walk and/or cycle for short journeys	❑2	Led Walks	❑7
More cycle lanes	❑3	Safer crossings	❑8
More dedicated walking routes	❑4	Other… please specify	❑9
Cycle training	❑5		
Please specify:			

Q12: Do you think the enhanced cycle lanes have improved levels of safety from road traffic on the A673 Chorley New Road …. (*Tick one per row*)						
	Significantly improve	**Slightly improve**	**No change**	**Slightly worsen**	**Significantly worsen**	**Don't know / no opinion**
… for people on bicycles?	❑1	❑2	❑3	❑4	❑5	❑6
… for people on foot?	❑1	❑2	❑3	❑4	❑5	❑6

Q13: What changes, if any, would encourage you to travel using the enhanced cycle lanes (*e.g. traffic separation, safety, parking, crossings, cycle lanes lengthened / shortened)*?

Q14a To what extent do you think you have been impacted positively or negatively by the cycle lane enhancements on the A673 Chorley New Road? (*Tick one only*)			
Strong positive	❑1	Negative	❑4
Positive	❑2	Strong negative	❑5
Neutral	❑3	Don't know	❑6

Q14b: (If Q14a = 1,2,4,5) Please state why

B: About You

Q15: What is your home postcode? (*For mapping purposes*)

Q16: What is your connection to the A58 Moss Bank Way? (*Tick all that apply*)			
I live here	❑1	I travel through here to…	❑5
I go to work here	❑2	Other, Elected member	❑6
I study here	❑3	Other….	❑7
I take my children to school here	❑4		
Please provide the full name of your usual destination e.g. Bolton Town Centre and the full postcode if known:			
Other: please specify:			

Q17: Which of the following best describes how you identify yourself? (*Tick one only*)			
Under 13	❑1	45 - 54	❑6
13 -17	❑2	55 - 64	❑7
18 - 24	❑3	65 - 74	❑8
25 - 34	❑4	75+	❑9
35 - 44	❑5	Prefer not to say	❑10

Q18: Which of the following best describes how you identify yourself? (*Tick one only*)			
Male (including trans male)	❑1	In another way	❑4
Female (including trans female)	❑2	Prefer not to say	❑5
Non - binary	❑3		

Q19: What is your ethnic group? (*Tick one only*)			
Asian or Asian British – Indian	❑1	Mixed – White and Asian	❑12
Asian or Asian British – Pakistan	❑2	Mixed – Any other Mixed background	❑13
Asian or Asian British – Bangladesh	❑3	White – English, Northern Irish, Scottish, Welsh, British	❑14
Asian or Asian British - Chinese	❑4	White – Irish	❑15
Asian or Asian British – Kashmiri	❑5	White – Gypsy or Irish Traveller	❑16
Asian or Asian British – Any other Asian background	❑6	White – Eastern European	❑17
Black or Black British – Caribbean	❑7	White – Any other White background	❑18
Black or Black British - African	❑8	Other ethnic group – Arab	❑19
Black or Black British – Any other Black background	❑9	Other ethnic group – Other	❑20
Mixed – White and Black Caribbean	❑10	Prefer not to say	❑21
Mixed – White and Black African	❑11		
If other, please specify:			

Q20: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months? (Tick one only)							
Yes, limited a lot	❑1	Yes, limited a little	❑2	No	❑3	Prefer not to say	❑4

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

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

Yes, willing to be contacted	❑1	No, not willing to be contacted	❑2

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

Appendix C: Study Area Tables

The population change in the area is presented in **Table C.1**, where it is clear that the level of growth from 2011 to 2019 (6.1%) is significantly larger than the levels seen in the rest of Bolton (3.9%).

Table C.1: Population Growth

	A673 Study Area	Bolton	Greater Manchester	North West
2011 Population	16,126	276,786	2,682,528	7,052,177
2019 Population	17,103	287,550	2,835,686	7,341,196
Population Change	977	10,764	153,158	289,019
Population Change %	6.1%	3.9%	5.7%	4.1%

Source: 2011 Census, 2019 Population Estimates

In **Table C.2**, this population is broken down further by age, showing that in the corridor there is a greater proportion of over 50s (38.9%), than there is in Bolton (36.0%) and Greater Manchester (33.8%).

Table C.2: Population by Age

	A673 Study Area (%)	Bolton (%)	Greater Manchester (%)	North West (%)
Under 16	19.6	21.5	20.5	19.1
16-24	10.6	10.3	11.4	10.8
25-34	12.5	13.3	15.0	13.4
35-49	18.4	19.0	19.2	18.5
50-64	19.9	18.6	17.9	19.5
65-74	10.2	9.6	8.8	10.2
75+	8.7	7.7	7.1	8.5
Base (n)	17,103	287,550	2,835,686	7,341,196

Source: 2019 Population Estimates

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

Table C.3: Population by Gender

	A673 Study Area (%)	Bolton (%)	Greater Manchester (%)	North West (%)
Male	49.9	49.7	49.7	49.4
Female	50.1	50.3	50.3	50.6
Base (n)	17,103	287,550	2,835,686	7,341,196

Source: 2019 Population Estimates

Table C.4 shows the proportional mode shares for local residents and employees within the corridor, based on journey to work data taken in the 2011 Census. While the data may be somewhat dated at this point, it still provides a reasonable indication as to the journey to work travel patterns of those in the area, notwithstanding the current changes associated with the COVID-19 pandemic. Other key journeys for this route to consider would be travel to school and leisure journeys.

Table C.4: Journey to Work Mode Share for Local Residents and Employees

Mode of travel	Live in Corridor				Work in Corridor			
	A673 Study Area (%)	Bolton (%)	Greater Manchester (%)	North West (%)	A673 Study Area (%)	Bolton (%)	Greater Manchester (%)	North West (%)
Work mainly at or from home	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Underground, metro, light rail or tram	0.2	0.2	1.4	0.7	0.1	0.1	1.4	0.7
Train	5.0	4.0	2.7	2.9	2.1	1.8	3.3	3.0
Bus, minibus or coach	7.6	7.5	11.6	9.2	6.1	8.1	11.3	9.2
Taxi	1.0	1.4	0.8	0.7	1.0	1.4	0.8	0.7
Motorcycle, scooter or moped	0.6	0.7	0.6	0.7	0.6	0.7	0.6	0.7
Driving a car or van	67.7	67.0	62.6	64.7	71.2	67.7	62.9	64.9
Passenger in a car or van	6.4	7.1	6.2	6.5	8.2	7.4	6.0	6.5
Bicycle	1.0	1.1	2.5	2.4	1.1	1.2	2.4	2.4
On foot	10.2	10.6	11.4	11.7	9.2	11.4	11.0	11.6
Other method of travel to work	0.2	0.3	0.3	0.3	0.2	0.2	0.2	0.2
Base (n)	14,064	104,615	1,057,342	2,711,601	12,360	96,449	1,084,732	2,716,953

Source: 2011 Census

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