

# Mayor's Cycling and Walking Challenge Fund (MCF)

Bolton Town Centre Phase One (East)  
Consultation Report

Bolton Council

Project number: 60610004

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## Executive Summary

This report summarises the consultation activity undertaken in support of the development of the Bolton Town Centre Phase One (East) scheme.

The consultation was held between 26<sup>th</sup> October and 22<sup>nd</sup> November 2020, a period of four weeks. As part of this, key local interest groups were directly engaged to capture a range of opinion and varying levels of support.

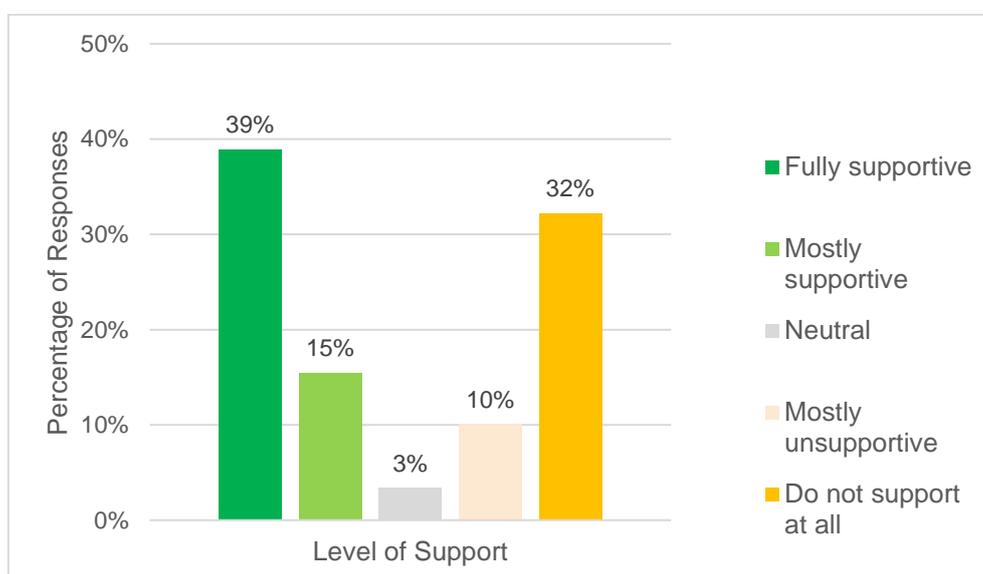
The consultation approach involved:

- delivery of a leaflet to households and businesses within 200m of the proposed improvements;
- a dedicated website on Commonplace, an online engagement tool, which received a total of 1,528 visitors;
- direct engagement with key stakeholders and interest groups; and
- press release and social media campaigns.

The primary means of receiving public feedback was via an **online survey** for residents / visitors and businesses. For ease of reporting, the resident / visitor survey is referred to as 'resident survey' throughout this report. In total, there were 149 responses to the resident survey and three responses to the business survey. The possible reason for the low business survey response rate may most likely be related to the COVID-19 pandemic and local 'lockdowns' affecting Bolton. The furlough scheme has potentially meant some staff may not have been available to respond.

The overall level of support for the proposed scheme, as indicated by the resident survey, are; 54% 'mostly supportive' or 'fully supportive' as opposed to 42% that are 'mostly unsupportive' or 'do not support at all' (**Figure E.1**). A further 3% are neutral to the proposals.

**Figure E.1: Overall, are you supportive of the proposed improvements? (Resident Survey)**



Base: 149 respondents.

Responses to the resident survey indicate people perceive the scheme **will improve levels of safety**; 64% of respondents consider **cyclist's** safety will improve either slightly or significantly, and 51% of respondents note **pedestrian** safety will improve either slightly or significantly.

The survey gauged perceived ease of travel to key places within Bolton Town Centre with the proposed scheme. The **majority consider travel for pedestrians and cyclists will be easier**; 51% felt it will be a lot / little easier for pedestrians and 64% thought it would be for cyclists.

Additional comments provided were analysed to gauge specific feedback related to the design of the scheme. Feedback from the consultation will to be used to inform the **Design Workshop** among the Project Team. Resident comments related to, for example, potential cyclist and pedestrian interaction on the cycle paths, and at the upgraded junctions. There is **broadly good support for improvements to the junctions** for all types of users; pedestrians, cyclists and general traffic.

The three business survey responses were split between supportive and not supportive with the latter specifying particular design related issues. The concerns relate to a large town centre business and Bolton Council may be able to address doubts with further issue-specific engagement.

As part of the consultation, one written letter was received from a member of the public. In addition to the postal option, a freephone contact number was available to direct queries to the project team. No calls were taken regarding this scheme during the consultation period.

All households and businesses within 200m of the proposed scheme received a consultation leaflet through the post and further batches of the leaflet were distributed to community locations in the town centre by hand (**Figure E.2**).

**Figure E.2: Consultation Leaflet (Yellow) at Bolton Interchange**



Source: AECOM.

The **Key Stakeholder Groups** engaged with were; cycling and walking advocacy, Resident Area Forums, active travel and public transport travel advocacy, schools and colleges, heritage, urban greening / environmental, and health and wellbeing. The Project Team also contacted disability groups to promote accessible design.

Business representative groups contacted included; Bolton, Bury and Wigan Construction Club, Business Network Bolton and Bury, Central Bolton Partnership, The Hackney Drivers Association Ltd, and Bolton Private Hire Operators Association.

**Bolton Council Corporate Communications** posted the public consultation and scheme information via the Council website, social media feeds (e.g. Twitter), formal Press Release to the news media, and other avenues as and when where appropriate. The **Bolton News** and **Manchester Evening News** (MEN) carried the Public Consultation news story. The MEN online article generated 12 comments, including exchanges between the comment contributors with opposing viewpoints.

Formal written responses were received from; Horwich Festival of Racing, Market Place (Moorgarth Group Limited), and Bolton Active Travel Forum. The responses were supportive on the whole, but each stakeholder provided important constructive feedback related to specific aspects of the design. This will be carefully considered in the **Design Workshop** process.

Issues raised by Market Place (Moorgarth Group Limited) relate to; footway widths on the St George's Street / Bridge Street and St. George's Street / Knowsley Street corners, Customer Car Park and Service Yard entrance, and existing highway congestion concerns on Bridge Street.

The respondent characteristics of the resident survey were; 60% male / 34% female (as declared) and with regards to ethnicity, 85% identified themselves as 'White' which is comparable with the equivalent Bolton district proportion of 79.4%<sup>1</sup>, while 6% were 'Asian or Asian British'. When asked if their ability to walk or cycle was affected by an impairment, disability or long-term health condition, 15% stated it was.

<sup>1</sup> Bolton Council. <https://www.boltonjsna.org.uk/people>. Sourced from the Office of National Statistics, 2018

## 1. Introduction

### 1.1 Background

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

The stakeholder and public consultation was held between 26<sup>th</sup> October and 22<sup>nd</sup> November 2020, a period of four weeks. As part of this, key local interest groups were directly engaged to capture a range of opinion and varying levels of support.

This report provides a summary of the consultation findings received by the following core methods including:

- The resident / visitor and business survey;
- Social media;
- Key stakeholders contacts; and
- Other direct feedback.

In particular, this report is intended to provide Bolton Council and partners with opinion / feedback to inform the refinement of the final scheme design to be taken through the assurance process. The key stakeholder groups are listed in **Appendix A**.

### 1.2 Structure of the Report

This Consultation Report is structured as follows:

- **Section 2** 'Consultation Approach' contains a summary of the methods used to communicate the proposed scheme to the public via online, digital and paper-based measures to make the consultation as inclusive as possible.
- **Section 3** 'Overview of the Engagement' includes an overview of the activity ('hits') on the Commonplace online engagement tool, and where users had been referred from, such as social media.
- **Section 4** 'Resident / Visitor Survey' presents the analysis of the survey including overall levels of support, perceptions of the improvements relative to ease of travel and the sentiment of the general comments.
- **Section 5** 'Business Survey' provides a summary of the business survey responses, the sentiment, key issues and the challenges associated with engaging businesses during the consultation period.
- **Section 6** 'Social Media / News Responses' summarises the social media activity and local news coverage. This includes the engagement with social media posts and the sentiment of comments attached to online news features.
- **Section 7** 'Stakeholder Responses' summarises the responses from key stakeholders, their levels of support and a plan of the geographical spread of comments.
- **Section 8** 'Summary' provides an overall summary and recommendations.

## 2. Consultation Approach

### 2.1 Overview

The consultation used four core approaches to raise awareness of the proposed scheme and provide people with an opportunity to respond. This section summarises the approach, including:

- Leaflet design and distribution to households and businesses;
- The Commonplace website tool for engagement, including scheme information and a link to the online survey;
- Consultation awareness among key stakeholder groups; and
- Media support and coverage.

#### 2.1.1 Leaflet Design and Distribution

##### Leaflet Design

A consultation leaflet was designed to provide the public with an overview of the background to the MCF walking and cycling programme, the proposed route and changes to the network in Bolton Town Centre, how and where people could find out more information, and the contact details for Bolton Council. The leaflet also included a reference to the online consultation website and the Commonplace online engagement tool (see **Section 2.1.2**). This summarised the consultation duration and the various response methods, in addition to the surveys, which included:

- Dedicated email address (mcf@bolton.gov.uk);
- Freephone number (hosted by AECOM) for queries and accessible format requests; and
- A postal address.

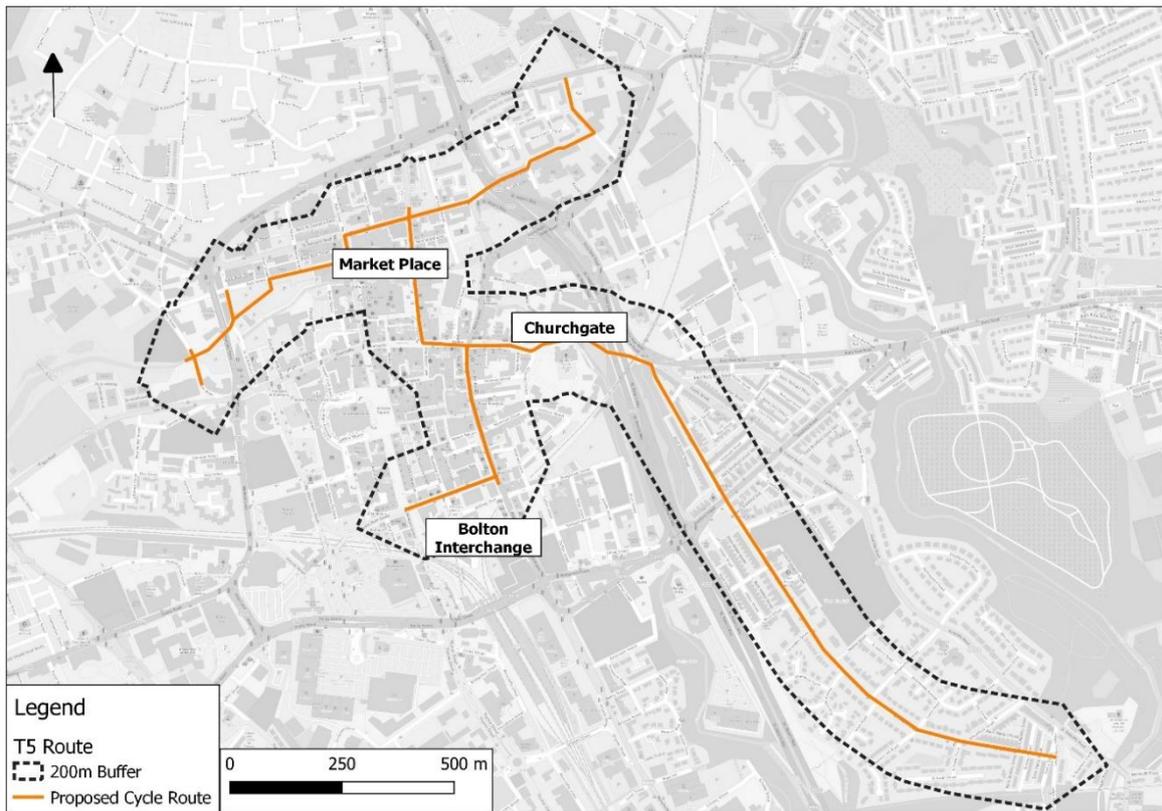
A copy of the consultation leaflet is contained in **Appendix B**.

##### Leaflet Distribution

Despite the travel and workplace restrictions associated with COVID-19, a comprehensive effort was made to provide paper copies of the leaflet to the public and businesses in Bolton, and to ensure the methods used were accessible.

All households and businesses within a 200m buffer of the proposed scheme received the consultation leaflet through the post, the area for which is illustrated in **Figure 2.1**. This includes residential properties in the wards of Crompton, Halliwell, Little Lever, Darcy Lever and Tonge with Haugh.

**Figure 2.1: Bolton Town Centre Phase One East Scheme – Core Engagement Area**



Additional leaflets were distributed, by hand, to key community locations in the town centre to reach members of the public that make regular trips to locations within the vicinity of the route. These community locations included:

- Community centres and community focal points;
- Large retailers and supermarkets in the town centre;
- One Stop Shop;
- Places of Worship; and
- Transport interchanges, namely Bolton Bus Interchange (**Figure 2.2**) and Bolton Rail Station.

A full list of locations receiving printed materials is included in **Appendix A**.

**Figure 2.2: Consultation Leaflet (Top Yellow) at Bolton Interchange**

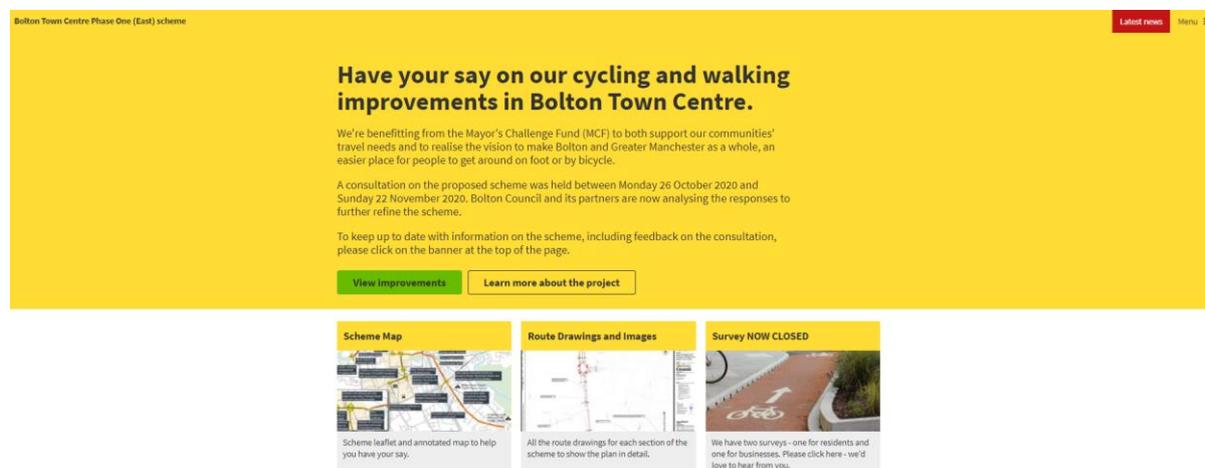


Source: AECOM.

## 2.1.2 Commonplace Website – the Tool for Engagement

The consultation was primarily conducted using the Commonplace online engagement tool (**Figure 2.3**), which was utilised as part of a department licence obtained by Bolton Council. This provided a single location for information, visualisations and the detailed plans (incl. technical drawings) for all interest groups.

**Figure 2.3: Commonplace Website Landing Page**



Source: Commonplace.

### Website Communication

The website, <https://boltontowncentrephaseoneeastscheme.commonplace.is/>, was shared via multiple forms of communication including social media posts, email and the consultation leaflet. It could be reached via the 'Active Consultations' section on the Bolton Council website, through a link within the Bolton MCF section, or directly from a search engine. Other local press sources about the consultation used the link.

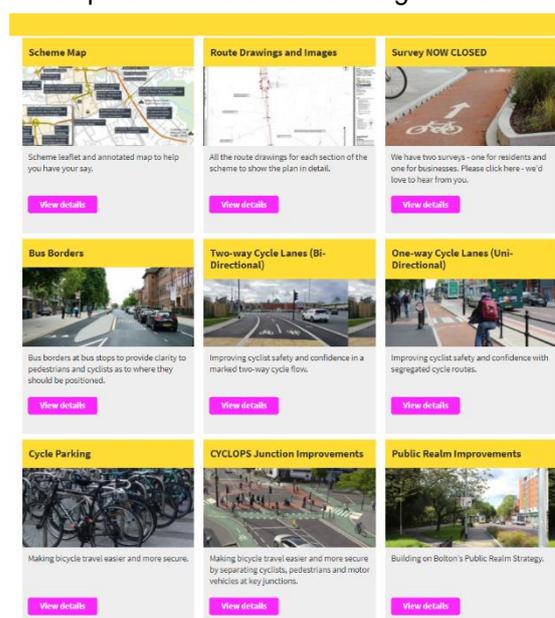
### Website Content

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

The separate webpages were:

- A scheme map on a web-friendly version of the leaflet;
- Rote drawings and images;
- Resident and business survey;
- Bus boarders;
- Two-way cycle lanes;
- One-way cycle lanes;
- Cycle parking;
- CYCLOPS junction improvements; and
- Public realm improvements.

**Section 3** summarises the number of visitors to the website.



### 2.1.3 Consultation Awareness - Liaison with Key Stakeholders

The Project Team sought to engage with key stakeholder groups in the town centre and along the alignment of the proposed route to glean constructive feedback on the proposed scheme and understand any issues / perceived opportunities for walking and cycling. **Appendix A** provides a log of the stakeholders the Project Team approached for comment, the methods used and number of attempts. The audiences identified were as follows:

- Cycling and Walking Advocacy Groups;
- Resident Area Forums;
- Business Groups;
- Active Travel and Public Transport Travel Advocacy Groups;
- Disability and other Vulnerable Person Representative Groups;
- Schools and Colleges;
- Heritage Groups; and
- Urban Greening / Environmental Groups.

This is not an exhaustive list and further work will take place throughout scheme development, construction and activation to engage with the groups / organisations listed and identify further groups who may want to comment further.

#### **Cycling and Walking Advocacy Groups**

Bolton Council has used, and will continue to use, the established relationships with the Active Travel Forum to encourage participation with the scheme development and seek constructive feedback. **Section 7** highlights the issues raised by the formal response from the Active Travel Forum. The Community Cycling Club (Bolton) was also contacted via a CyclingUK contact, but a response has not been received to date.

#### **Resident Area Forums**

Bolton Council has aimed to increase awareness of the scheme and the wider development of the cycling and walking network through promotional activities amongst local residents and residents in neighbouring areas. The Resident Area Forums have been the main communications channel for this.

#### **Business Groups, Hackney Drivers and Private Hire Vehicle (PHV) Operators**

Business representative groups, including representatives for the town centre area, construction and the wider Bolton business network were contacted and encouraged to participate. Similarly, Hackney operator representatives were contacted to gauge feedback, given the scheme includes minor changes to a few loading areas. The representative groups contacted included:

- Bolton, Bury and Wigan Construction Club;
- Business Network Bolton and Bury;
- Central Bolton Partnership;
- The Hackney Drivers Association Ltd; and
- Bolton Private Hire Operators Association.

The engagement with the Bolton Private Hire Operators Association was conducted by the Bolton Council Licencing Unit by email.

## Disability Groups and Other Vulnerable Users

The proposed scheme includes bus stop boarders, public realm and segregated cycling facilities, and new and upgraded road crossings. Bolton Council and the project team note a national trend for Bus Stop Boarder and Bus Stop Bypass design to have been a key issue of constructive feedback and advocacy by national representative groups<sup>2</sup>.

The Project Team has engaged with disability groups to promote accessible design and maximise opportunities to ensure the scheme is inclusive and accessible. This is important because there should be diversity amongst the groups inputting into scheme consultation and engagement. The groups engaged included Bolton Deaf Society, Henshaw's Society for the Blind, and Over 50's Forum.

## Schools and Colleges

There are three education institutions located on the alignment of the corridor: (i) Bolton Parish Church of England (C of E) Primary School, (ii) St Stephen and All Martyrs' C of E Primary School, and (iii) Bolton College. The schools and College were contacted twice for feedback and while feedback has not been received to date, the COVID-19 restrictions and added pressures placed on educational institutions is notable and Bolton Council remain open to feedback from the schools when they are able to do so.

## Heritage Groups

Bolton Council sought to engage with the Bolton & District Civic Trust with specific regard to the proposed scheme in the Churchgate area. The Project Team contacted the Bolton & District Civic Trust twice and are keen to gauge feedback related to the specific draft design applied to the Churchgate area.

## Urban Greening / Environmental Groups

The study team contacted Manchester City of Trees owing to the broad environmental advantages of the scheme. No response has been received to date.

### 2.1.4 Media Support

Bolton Council Corporate Communications posted the public consultation and scheme information via the: Council website, social media feeds (e.g. Twitter), formal press release to the news media, and other avenues as and when where appropriate.

**Section 6** summarises the number and tone of the comments posted against the news articles and social media posts.

## Bolton Council Website

The Bolton Council website included scheme specific pages within the Active Consultations section and the MCF cycling and walking section.

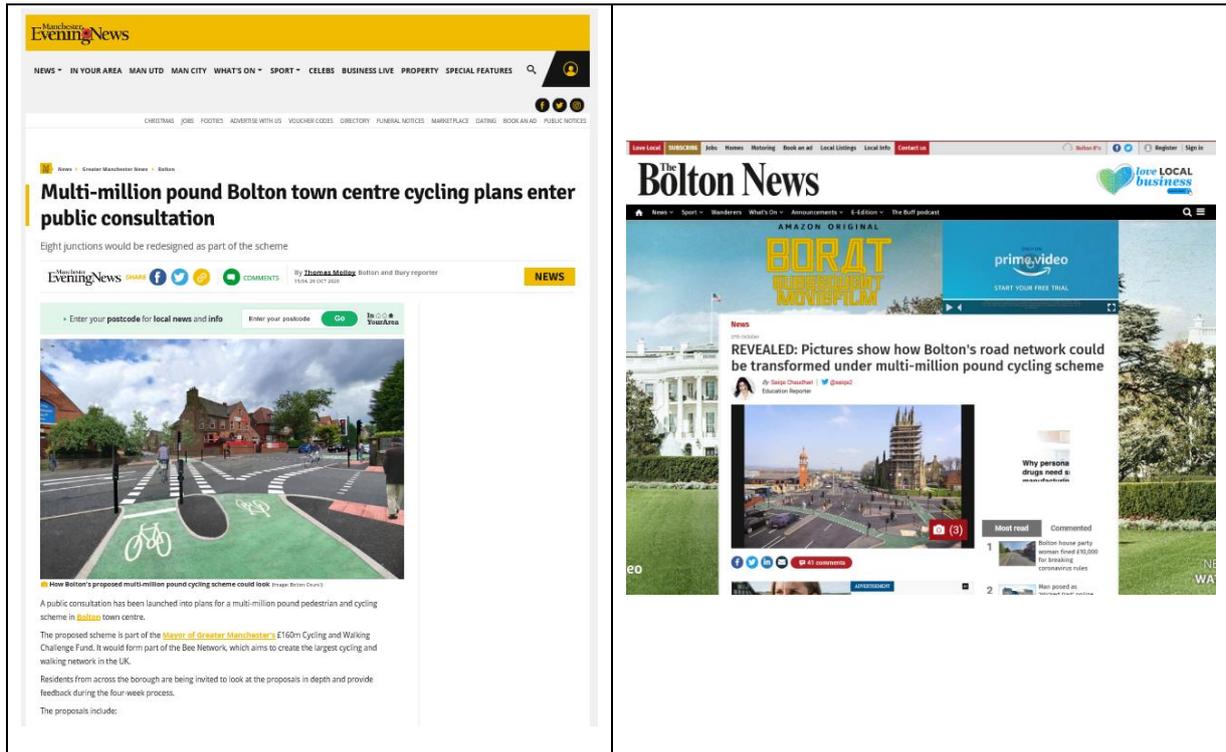
- Active Consultations: <https://www.bolton.gov.uk/directory-record/1907/bolton-town-centre-walking-and-cycle-plans-2020>
- MCF: <https://www.bolton.gov.uk/transport-travel/walking-cycling-2/1>

## News Coverage

The issued press release was reported in the Manchester Evening News (MEN) and Bolton News (**Figure 2.4**) on 26<sup>th</sup> and 27<sup>th</sup> October 2020 respectively.

<sup>2</sup> <https://www.disabilitynewsservice.com/concerns-over-growing-number-of-dangerous-and-discriminatory-road-layouts/>

Figure 2.4: Examples of News Coverage

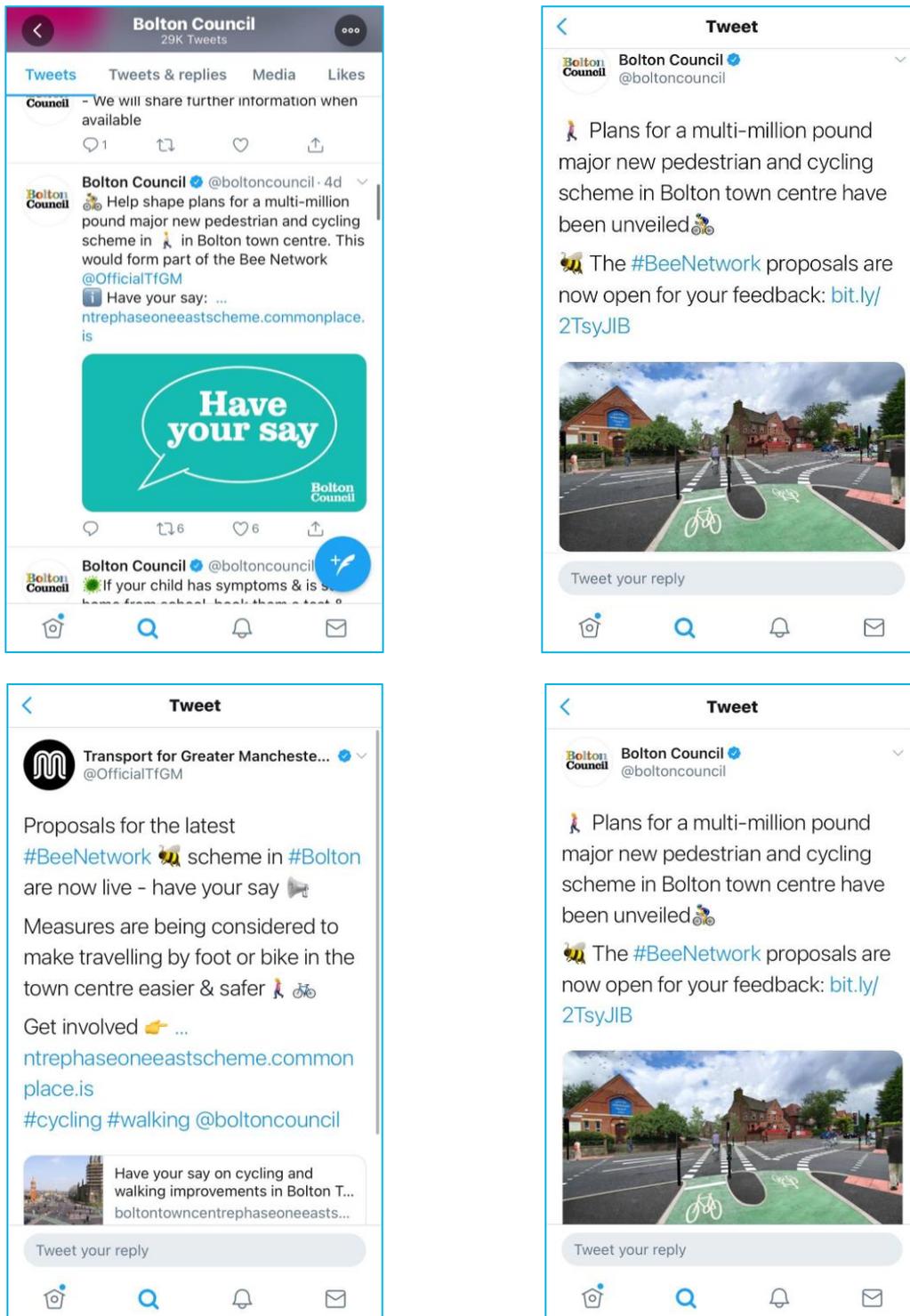


Source: MEN / The Bolton News.

## Social Media

Social media posts were issued by Bolton Council Corporate Communications and TfGM, examples of which by both organisations are shown in **Figure 2.5**.

**Figure 2.5: Examples of the Social Media Coverage**



Source: Twitter.

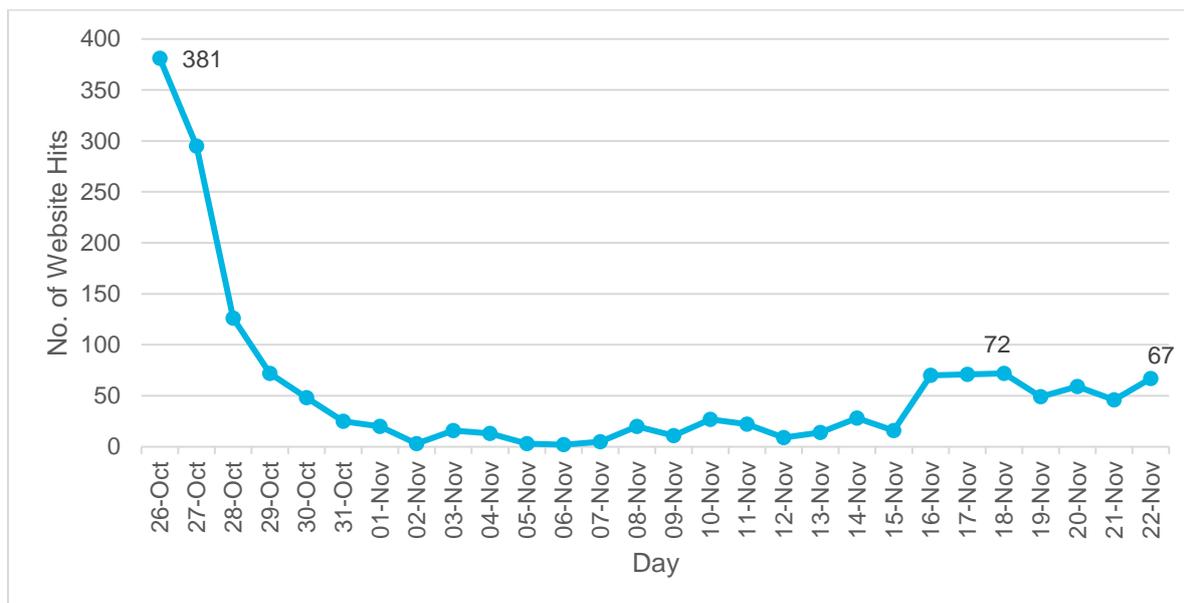
### 3. Overview of the Engagement

This section summarises the extent of the engagement over the duration of the public consultation period (26<sup>th</sup> October – 22<sup>nd</sup> November 2020) with regards to the Commonplace online engagement tool and the number of responses received via the online survey (business and resident).

#### 3.1 Commonplace Online Engagement Tool

The Commonplace online engagement tool received a total of 1,528 visitors during the consultation period. The number of visitors varied each day, with a peak of 381 visitors on the first day of the consultation period, as shown in **Figure 3.1**.

**Figure 3.1: Commonplace Online Engagement Tool Daily Hits**



Source: Commonplace. Base: 1,528 total website hits.

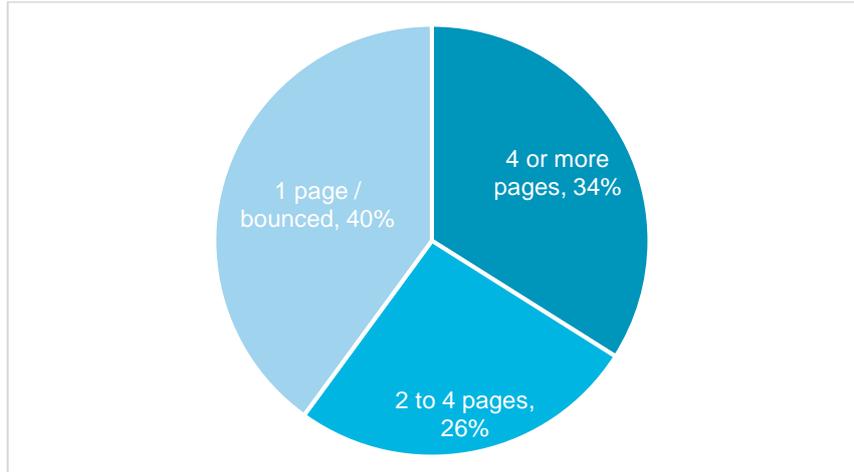
The data shows the website hits varied with the campaign activity, which was conducted to support public awareness over the consultation period. The high of 381 hits on 26<sup>th</sup> October coincided with the launch activity, which included:

- press release activity by Bolton Council;
- communications to key stakeholder groups, such as the Active Travel Forum;
- social media posts by Bolton Council and TFGM;
- postal delivery of leaflets to residents and businesses; and
- Commonplace notifications to 298 subscribers from the three previous Bolton Commonplace activities for schemes in Westhoughton (Tranche 6 Scheme), Astley Bridge / Crompton (Tranche 6 Schemes) and the COVID-19 emergency active travel measures database.

Social media posts and activity in the week commencing 16<sup>th</sup> November had the desired effect for driving more Commonplace visits with a sustained increase in visits in that week, and 67 visits on Sunday 22<sup>nd</sup> November, the last day of the consultation. The website can still be viewed and may continue to attract interest.

**Figure 3.2** summarises the number of webpages visited by those visiting the site. The data shows the majority of people (60%) visited two or more pages, with the remainder (40%) only visiting the landing page.

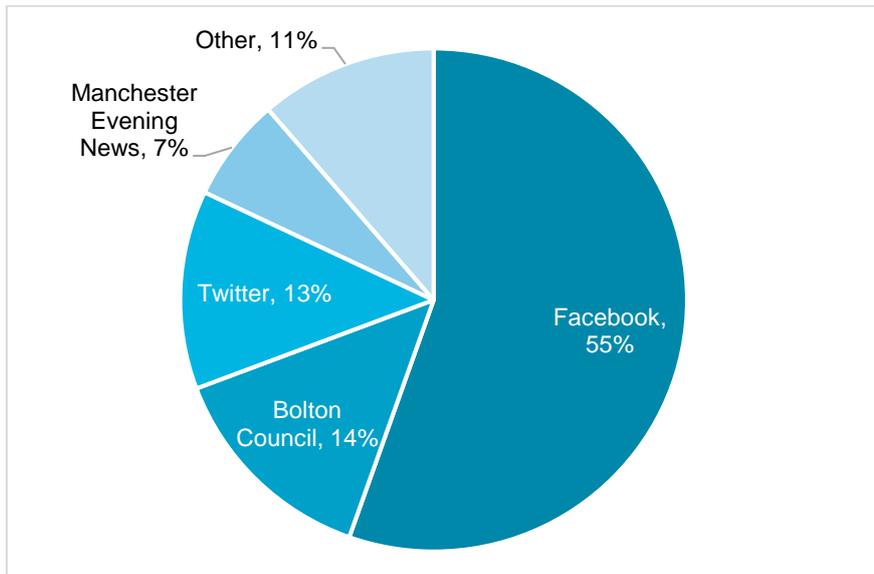
**Figure 3.2: Number of Pages Visited**



Source: Commonplace. Base: 1,528 total website hits.

Analysis of the websites that visitors to the Commonplace online engagement tool had been referred from has also been undertaken (**Figure 3.3**). There were 23 unique referral websites and Facebook made up the largest referral source with 55% (651 visitors) of the visitors, followed by the Bolton Council website (14%, 163 visitors), Twitter (13%, 150 visitors) and the MEN (7%, 78 visitors). The 'other' referral sources included other social media channels, Snap Surveys (16 visitors) and blogs such as 'cyclechat.net' (three visitors).

**Figure 3.3: Websites Visitors Had Been Referred From**



Source: Commonplace. Base: 1,175 total website origins monitored.

The resident survey analysis in **Section 4** also indicates the largest proportion of people responding to the survey had heard about the consultation via Facebook.

## 3.2 Resident Survey

A resident survey was designed to capture the views of local residents and those that regularly travel to Bolton. The survey was comprised of three distinct sections:

- 'About the scheme' – respondent views of the scheme;
- 'Travel patterns' – respondent travel behaviours and purposes; and
- 'About you' – respondent characteristics.

A copy of the resident survey is included in **Appendix C**.

The survey was available online (Snap Survey) through a link via the Commonplace online engagement tool, with paper copies, or other accessible formats, available on request.

The resident survey was live throughout the consultation period and was completed by 149 respondents. **Section 4** summarises the findings of the survey.

## 3.3 Business Survey

A business survey was designed to capture the perspective of those businesses located in Bolton, or those that regularly serve the Bolton area.

The survey was comprised of two distinct sections:

- 'About the business / organisation' – detail on the size and nature of the business / organisation the respondent is answering on behalf; and
- 'Impact of the Proposed scheme on the business / organisation' - respondent views of the scheme.

Similar to the resident survey, the business survey was also available via the Commonplace online engagement tool through a Snap Survey link. Paper copies or other accessible formats were also available on request. A copy of the survey is contained in **Appendix D**.

In total, there were three responses to the business survey. Detailed data analysis has not been conducted owing to the limited response to the survey, but **section 5** presents the key findings from the completed surveys.

The possible reason for the low business response rate most likely relates to the COVID-19 pandemic and local 'lockdowns' concerning Bolton, which particularly affected hospitality businesses in the borough for a longer duration than much of the North West of England. Equally, the furlough scheme has meant staff have not been available to respond in the volume that may have been expected. Postal surveys were sent to businesses and approximately 90 were returned to the Project Team office as 'recipient unavailable', which is a high rate of non-receipt.

## 4. Resident Survey

### 4.1 Outline

This section presents the findings of the resident survey, which was completed by 149 respondents, and is structured as follows:

- View on the Scheme;
- Travel Patterns; and
- Respondent Characteristics.

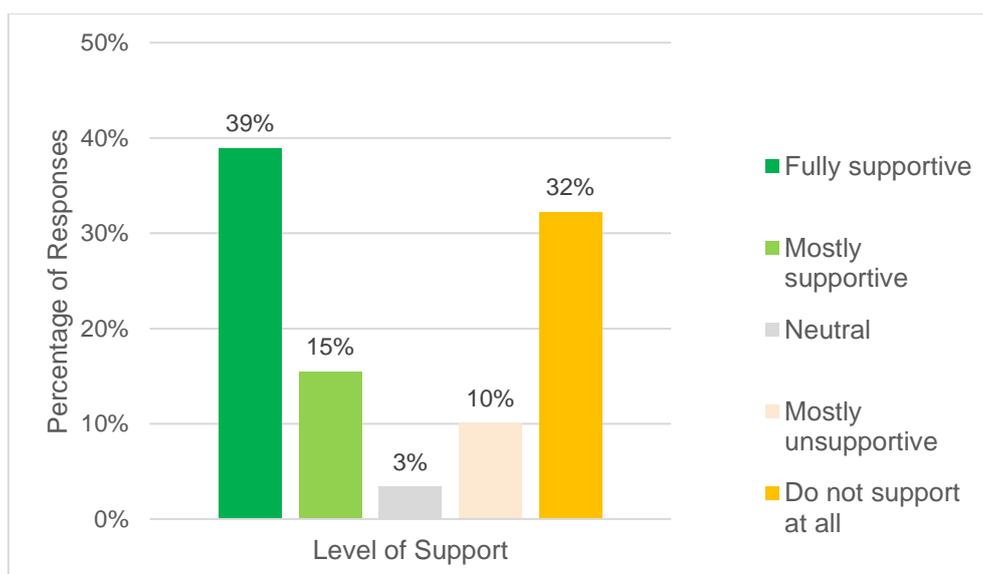
### 4.2 Views on the Scheme

The survey asked respondents about their overall level of support for the scheme and the perceived impact of the scheme on safety and ease of travel using active modes.

#### 4.2.1 Overall Level of Support for the Scheme

**Figure 4.1** shows the respondents overall response to whether they support the proposed improvements. The data shows 54% are 'mostly supportive' (15%) or 'fully supportive' (39%) as opposed to 42% that are 'mostly unsupportive' (10%) or 'do not support at all' (32%).

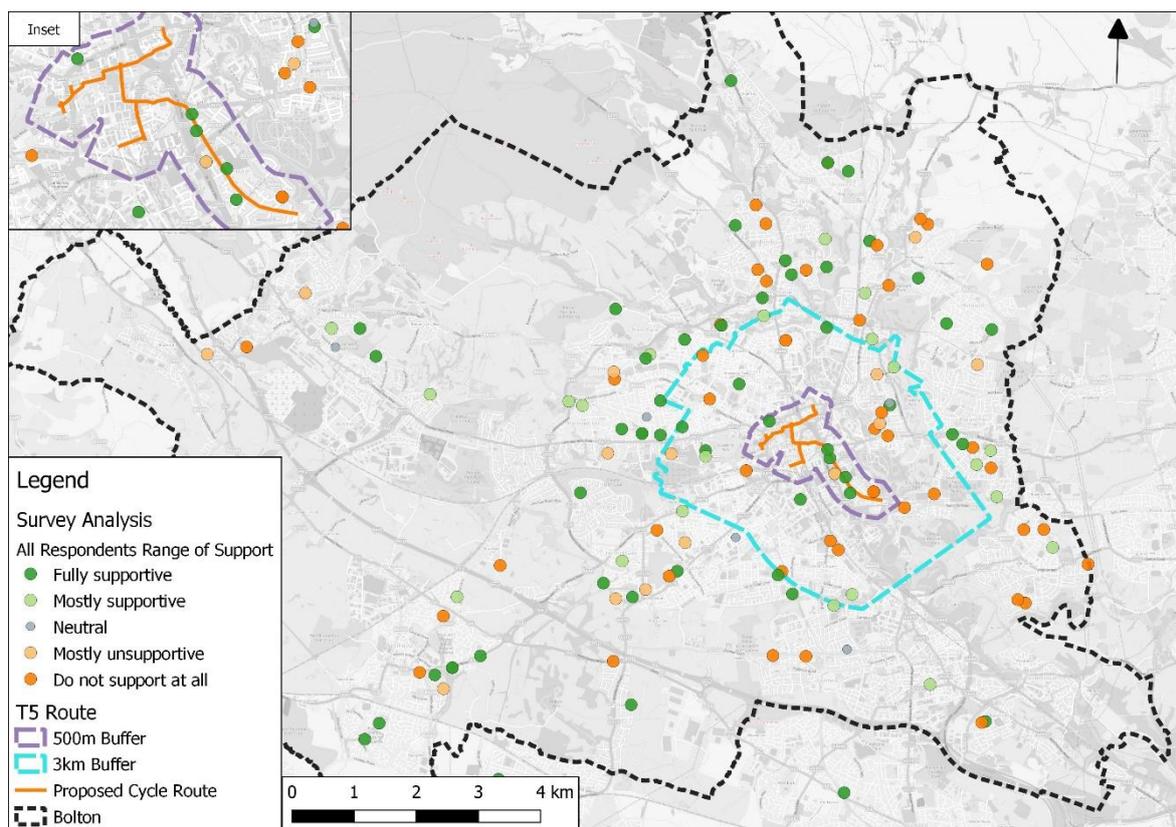
**Figure 4.1: Overall, are you supportive of the proposed improvements?**



*Base: 149 respondents.*

**Figure 4.2** shows the geography (home postcode) of the levels of support within Bolton district and an 'inset' of the proposed cycle route in the town centre. The data does not show any particular patterns representing the spread of respondents. However, respondents within 500m of the scheme are mostly supportive (5 of 7 respondents).

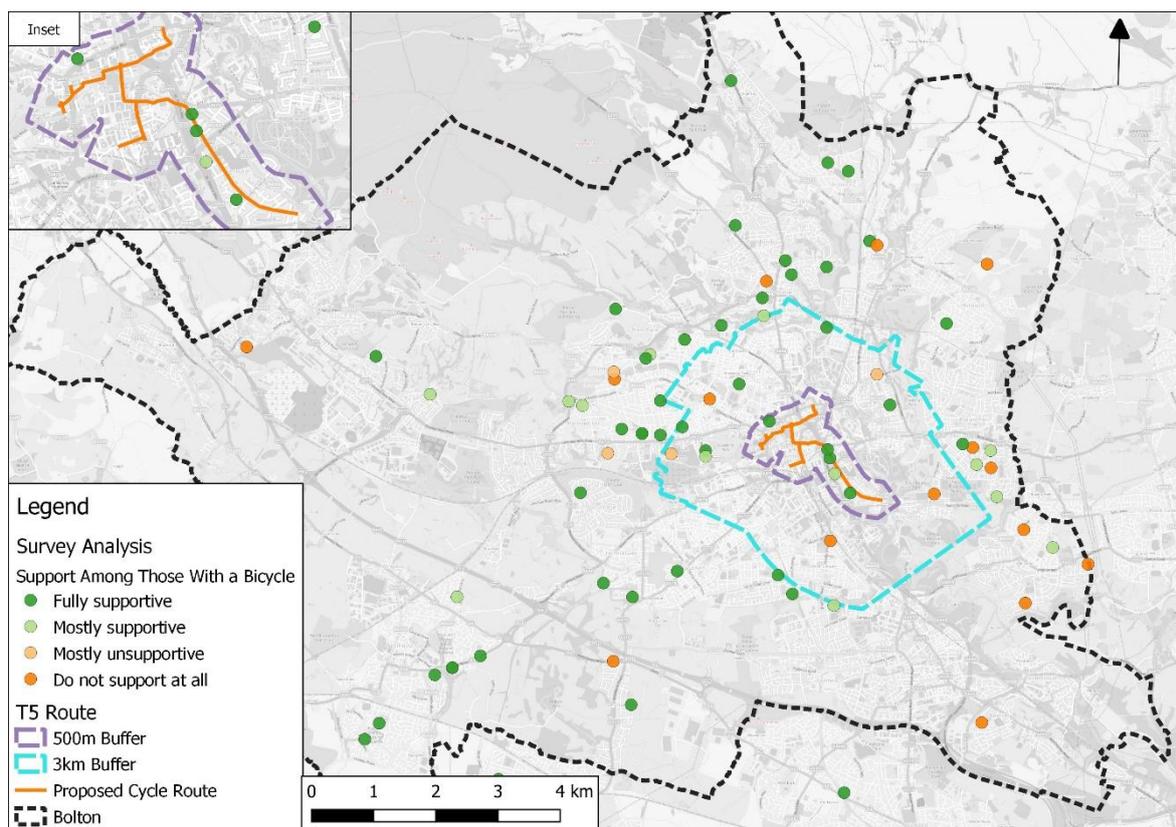
**Figure 4.2: Geography of the levels of support by all resident survey respondents**



Base: 149 respondents (138 within the Bolton District boundary).

More than half (54%, n=84) had access to a bicycle and just over three-quarters (77%) of these were 'fully supportive' or 'mostly supportive' of the scheme, which is considerably higher than the overall results shown in **Figure 4.1** (54%). The distribution of the support amongst those with access to a bicycle is shown in **Figure 4.3** and shows a similar trend to that in **Figure 4.2**.

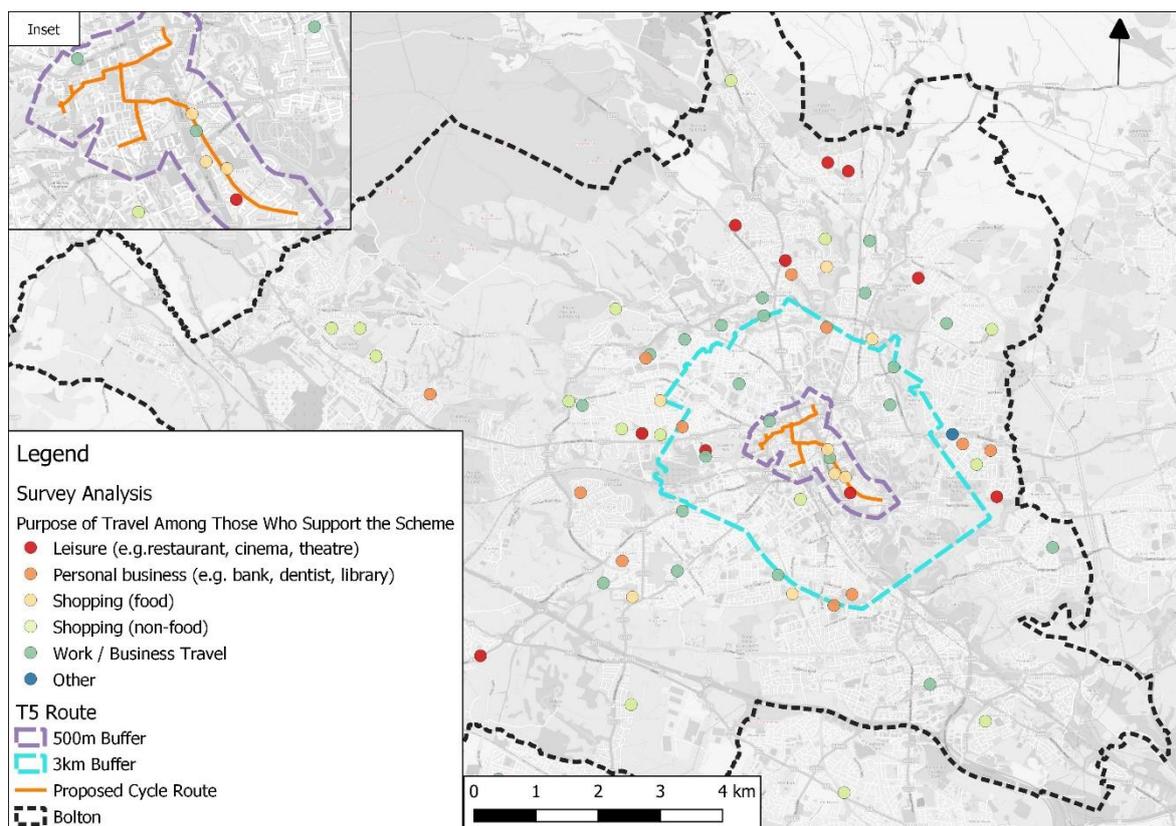
**Figure 4.3: Levels of scheme support among those with access to a bicycle**



Base: 84 respondents (75 within the Bolton District boundary).

**Figure 4.4** shows the geography of respondents who are supportive of the scheme ('fully supportive' and 'mostly supportive') relative to the usual purpose of travel to Bolton Town Centre. It shows within 500m of the scheme, the sample of supportive respondents travel for shopping and work / business mostly, whereas within 3km of the scheme, the sample of supportive respondents travel mostly for work / business and personal business.

**Figure 4.4: Geography of respondents who are supportive of the scheme relative to 'purpose of travel'**



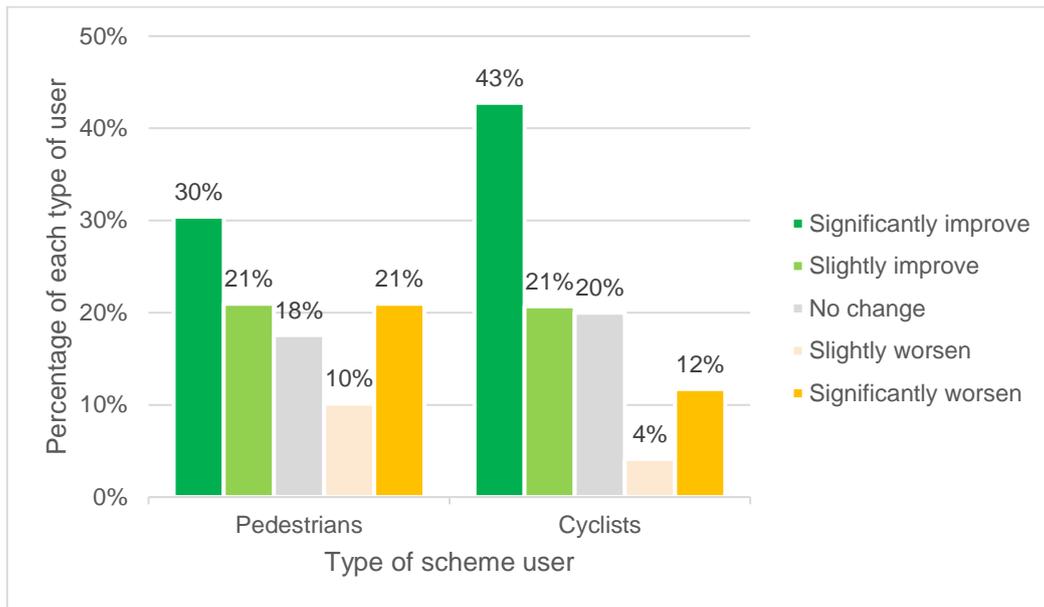
Base: 81 respondents (72 within the Bolton District boundary).

#### 4.2.2 Perceived Levels of Safety

Respondents were asked if they felt the proposed scheme would improve levels of safety for pedestrians and cyclists in Bolton Town Centre. The results are shown in **Figure 4.5** and highlights that the majority of respondents think safety will improve.

Almost two-thirds (64%) think cyclist's safety will improve either slightly or significantly compared with just 16% who think safety will worsen (slightly or significantly).

**Figure 4.5: Do you think the proposed changes will improve levels of safety for pedestrians and cyclists in Bolton Town Centre?**

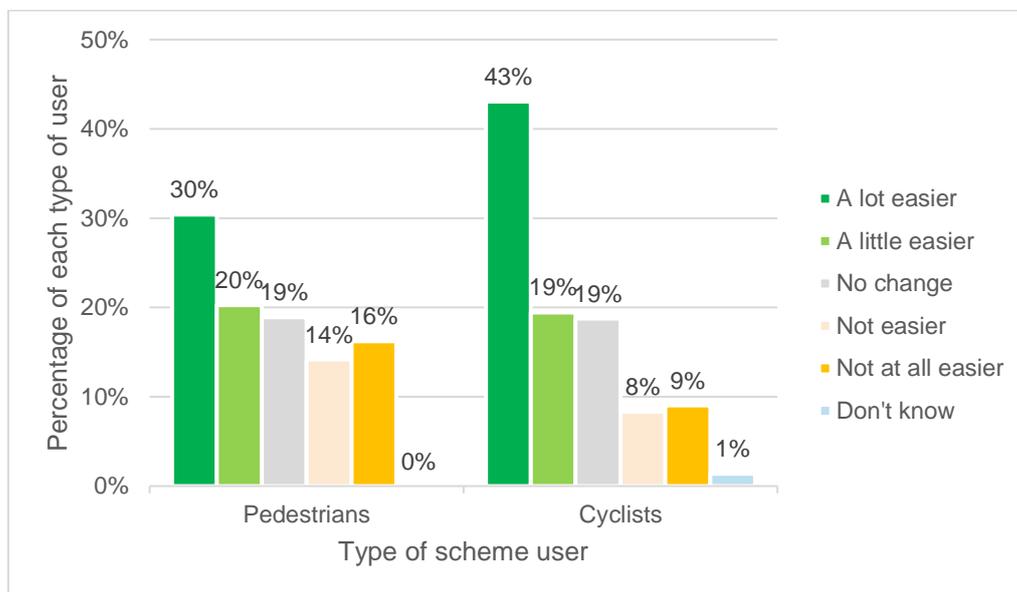


Base: Pedestrians – 148 respondents / 1 did not answer; Cyclists – 145 respondents / 4 did not answer.

#### 4.2.3 Perceived Ease of Travel to Key Places Within Bolton Town Centre

When asked if the proposed changes will make it easier to travel to key places within Bolton Town Centre by bicycle, **Figure 4.6** shows 43% think it will be 'a lot easier' with a further 19% noting it will be 'a little easier'. Meanwhile, half (50%) think it will be 'a lot easier' or 'a little easier' for pedestrians.

**Figure 4.6: Do you think the proposed changes will make it easier to travel to key places within Bolton Town Centre by foot or bike?**



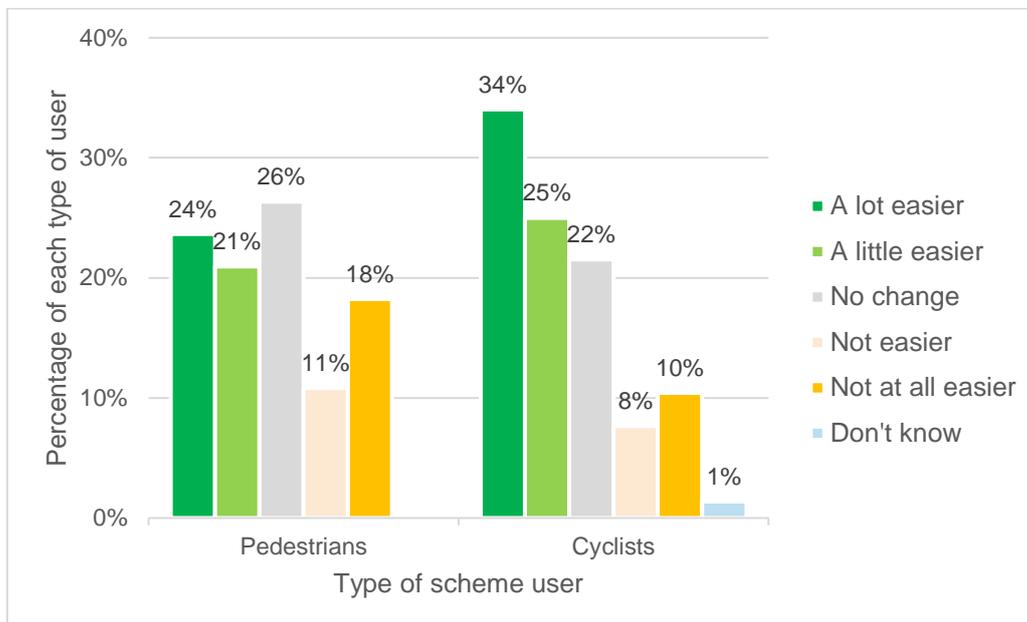
Base: Pedestrians – 148 respondents / 1 did not answer; Cyclists – 144 respondents / 5 did not answer.

#### 4.2.4 Perceived Ease of Travel into Bolton Town Centre by Foot or Bicycle

Respondents were asked if they thought the scheme would make it easier to travel to Bolton Town Centre by foot or by bicycle. **Figure 4.7** shows a mixed response regarding the impact on ease of travel for pedestrians, with the largest proportion of responses being 'no change' (26%). However, those thinking it would be easier (a lot or a little) as a pedestrian amount to 45% as opposed to 29%

considering it would not be easier. The additional comments respondents provided at the end of the survey touched on a range of issues including the public's understanding of the pedestrian provision and road crossings (see **Section 4.3.6**). With regards to cyclists, 59% think it would be 'a little easier' or 'a lot easier' to travel into Bolton Town Centre, compared to just 18% thinking it wouldn't be easier.

**Figure 4.7: Do you think the proposed changes will make it easier to travel into Bolton Town Centre by foot or bike?**



Base: Pedestrians – 148 respondents / 1 did not answer; Cyclists – 144 respondents / 5 did not answer.

#### 4.2.5 Likelihood of People using the Improvements for a Range of Travel Purposes

Respondents were asked how likely they are to use the new facilities for different journey purposes (*commuting, leisure, education, shopping, and personal business*). **Table 4.1** summarises the proportion of respondent's likelihood to use the infrastructure for each purpose of travel. While it shows there is a higher expectation that respondents will not use the new infrastructure for the various journey purposes, it shows there is a reasonable proportion that indicate likely use, ranging from Education (18%) to Leisure (49%). Only the 'Leisure' purpose received a higher proportion of 'likely' / 'very likely' responses (49%) as opposed to 'unlikely' / 'very unlikely' responses (44%).

**Table 4.1: How likely is it that you will use the walking and cycling improvements for the following reasons?**

	Commute	Leisure	Education	Shopping	Personal Business
Very likely	22%	28%	14%	20%	22%
Likely	14%	21%	4%	22%	22%
Neither likely nor unlikely	6%	7%	12%	9%	10%
Unlikely	10%	6%	14%	11%	9%
Very unlikely	47%	38%	54%	38%	36%
Don't know	2%	0%	2%	0%	0%
<b>Total (n)</b>	<b>118</b>	<b>144</b>	<b>94</b>	<b>143</b>	<b>138</b>

N.B. Respondents did not answer the question for some purposes: Commute – five did not answer; Leisure – three did not answer; Education – eight did not answer; Shopping – two did not answer; Personal Business – five did not answer.

The table also excludes 'not applicable' responses, which were; Commute 26; Leisure 2; Education 47; Shopping 4; Personal Business 5.

#### 4.2.6 Additional Comments

Survey respondents were asked to expand on their responses with further comments with regard to the overall level of support for the proposed improvements, as well as any other comments / feedback about the proposed improvements.

The sentiment related to the overall support and additional comments questions span a range of issues. Each set of comments were coded and allocated a general five-point scale sentiment (ranging from negative to positive). The sentiment of issues raised are summarised in **Table 4.2**.

Question 6; 'Overall, are you supportive of the proposed improvements' received 111 further comments, further comments were provided in Question 7 (those answering 'neutral' to Question 6 were not asked Question 7). Question 8 similarly asked 'Please provide any other comments / feedback about the proposed improvements', which received 85 comments.

The comments received in response to Question 7 and 8 were coded against the same set of issues for consistency and to ensure a balance of positive and negative assessment, which reflects the overall levels of scheme support (**Figure 4.1**).

The Question 7 comment sentiment has an overall positive / adverse split of 56% positive to 44% negative. Similarly, the Question 8 comment sentiment is balanced positive and negative.

**Table 4.2: Summary of issues raised by the additional comments and their sentiment related to Questions 7 and 8**

Positive Sentiment	Negative Sentiment
Road safety, profile and need for safer routes.	Shared paths concerns.
Support for pedestrian / cyclist crossings.	'Waste of taxpayer money'.
Support for pedestrian / cyclist priority.	Scheme design and signage concerns.
Desire for more cycle parking.	Bi-directional cycle lanes and potential conflict.
Scheme doesn't go far enough for cyclists.	Concern priority for cyclists is disproportionate.
Supporting the high street / image.	Other highway / maintenance priorities.
Supporting health.	Disabled user concerns.

Positive and negative comments related to overall support included:

***"I think it's great to see initiatives to try and curb the number of cars on the road, improve the safety for cyclists and encourage everyone to become more active. As a cyclist who used to commute to work, the lack of space provided for cyclists was always a concern and these plans will hopefully be the start of a dramatic change."***

***"Because Bolton's roads are already gridlocked. Taking road space away for cyclists, who hardly exist, will just make matters worse. And, we have other more pressing issues to deal with at the moment don't you think?"***

All respondents had the opportunity to provide any further comments about the proposed scheme and 57% (n=85) did so. Analysis of 'additional comments' were more negative in sentiment (47%), relative to comments received with a broadly positive sentiment (39%).

Positive and negative comments related to additional comments included:

***"The crossing at Bromwich Street looks very promising. Sadly in Bolton, cycle lanes are rarely free of static vehicles now so I'm a bit sceptical. Separate cycle lanes and clearer crossings are a good idea though."***

**“Bolton is already on its knees the people who come into Bolton for work mostly drive and the remainder does shopping they cannot carry shopping on bikes a totally waste of public money, which could be better spent to improve the roads.”**

#### 4.2.7 Support During Construction

Respondents were asked for their views about how they could be supported with information during construction of the scheme with the question: “During construction, what measures (if any) do you think would be important to support your journeys into Bolton Town Centre?”. Respondents provided a level of importance to each measure (**Table 4.3**), with ‘information relating to road closures / diversions’ cited as being ‘very important’ by 51% of respondents.

**Table 4.3: Measures respondents think would be important to support their journeys into Bolton Town Centre during construction**

	Travel advice on public transport changes	Travel advice on walking routes	Travel advice on cycling routes	Travel information on cycle parking facilities	Information relating to road closures / diversions
Very important	36%	26%	24%	30%	51%
Important	24%	29%	28%	19%	34%
Neither important nor not important	18%	18%	18%	18%	9%
Not important	8%	9%	10%	9%	1%
Not at all important	13%	17%	18%	21%	5%
Don't know	1%	1%	2%	3%	0%
Base (n)	143	143	142	141	146

Base: Travel advice on public transport changes’ – 6 did not answer; Travel advice on walking routes – 6 did not answer; ‘Travel advice on cycling routes - 7 did not answer; ‘Travel information on cycle parking facilities - 8 did not answer; ‘Information relating to road closures / diversions’ - 3 did not answer.

The same questions also prompted people to provide other comments related to scheme construction. In addition to the measures identified, 16 respondents stated ‘other’ measures would support them during construction and these are presented in **Table 4.4**. The comments include practical comments related to signage, information and the duration of any potential traffic impacts.

**Table 4.4: Other responses related to scheme construction**

No.	Comment
1	“Making changes fast, recent changes have taken far longer than seems necessary.”
2	“Signpost drivers to alternative routes.”
3	“Dropped kerbs not being blocked by work or replaced by unusable bits of steep tarmac.”
4	“Guidance for motorists on length of disruption.”
5	“Construction companies who are able to work efficiently and with regards to cost.”
6	“Improving the connecting corridor for the Bolton to Bury Cycle Lane which takes people into Bolton.”
7	“What would support my journey would be a full intergraded public transport system not the mess we have.”
8	“Interactive traffic flow control which includes priority at peak hours.”
9	“A safe distanced route! Trinity Street you have forced pedestrians to brush shoulders!”
10	“This seems to be forgetting the most used form of transport - the private car.”
11	“Cycle lanes in the town centre will be the final nail in the coffin for Bolton!”
12	“Information on the impact of the improvements.”

No.	Comment
13	"Protection of routes. So don't force cyclists & pedestrians to used dangerous unpleasant routes during construction."
14	"Give Clear reasons for improvements, request road users to be patient & respect safety of others."
15	"Try making public transport costs more reasonable instead of dangerous maintenance liabilities."
16	"Safe streets for older pedestrians - well lit."

### 4.3 Travel Patterns

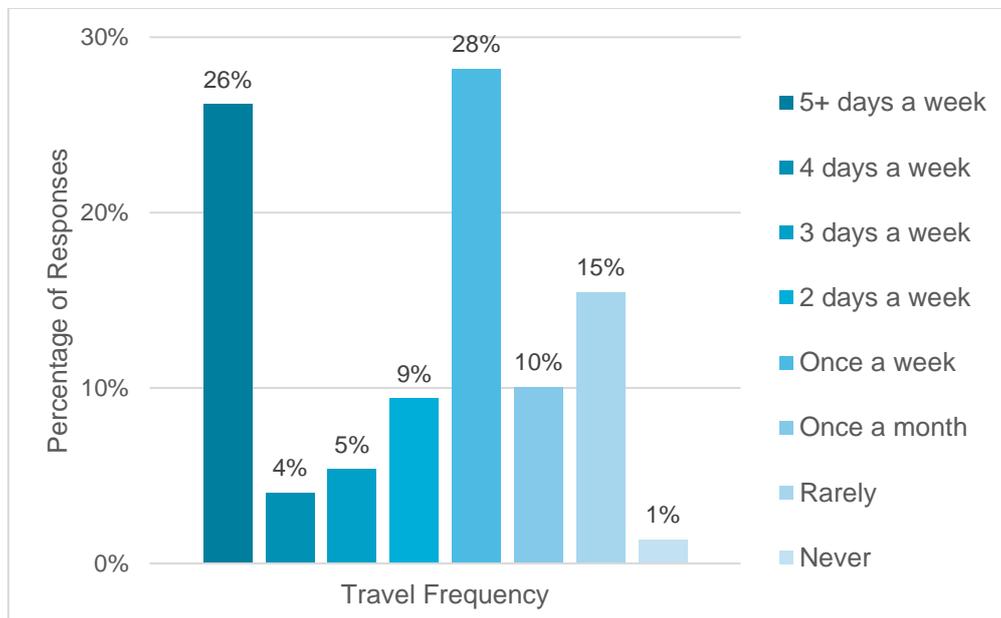
The following analysis summarises the findings to questions that gauged respondent's travel patterns into Bolton Town Centre before the COVID-19 related national lockdown that began on 23<sup>rd</sup> March 2020. The questions related to frequency of travel into the town centre, journey purpose, mode, and frequency of travel by walking and cycling for a range of purposes. The latter sought to understand recent trends in walking and cycling since the March 2020 national lockdown.

At the time of the public consultation, the national response to the COVID-19 pandemic continued to disrupt travel patterns that would have otherwise been the norm before the pandemic<sup>3</sup>.

#### 4.3.1 Travel Frequency

**Figure 4.8** shows how often people travelled into Bolton Town Centre for all trip purposes before the COVID-19 related national lockdown in March 2020. The data shows 72% travelled into the town centre at least once a week, with just over a third (35%) doing so at least three days per week.

**Figure 4.8: Before the initial lockdown, how often did you usually travel into Bolton Town Centre?**



Base: 149 respondents.

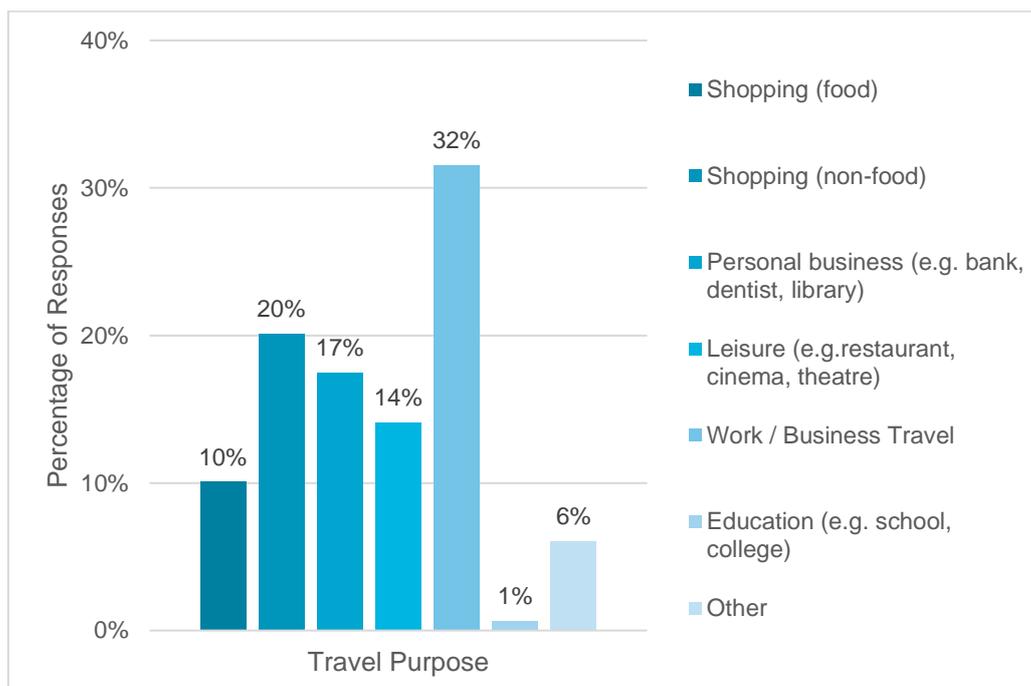
#### 4.3.2 Travel Purpose

**Figure 4.9** summarises the main journey purpose for trips to the town centre prior to the initial COVID-19 lockdown in March 2020. The data shows 'work / business travel' (commuting) comprises

<sup>3</sup> Office for National Statistics, June 2020; 'Coronavirus and travel to work' <https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/articles/coronavirusandtraveltowork/june2020>

the largest proportion of travel purpose (32%) closely followed by 'shopping' (food and non-food together) with 30% of responses. When compared to bus travel, shopping and commuting also make up the largest proportions of travel purpose along with travel for education, such as students<sup>4</sup>. However, the travel for education is very low (1%), which may reflect the demographics of the survey responses (see **Section 4.4**) whereby no responses were received in the 16-18 age bracket, and nine responses in the 19-25 age bracket. Bolton College and Bolton University had adapted to the national COVID-19 restrictions at the time of the public consultation with the majority of students and staff studying and working from home.

**Figure 4.9: Before the initial lockdown, for what main purpose did you usually travel to Bolton Town Centre?**



Base: 149 respondents.

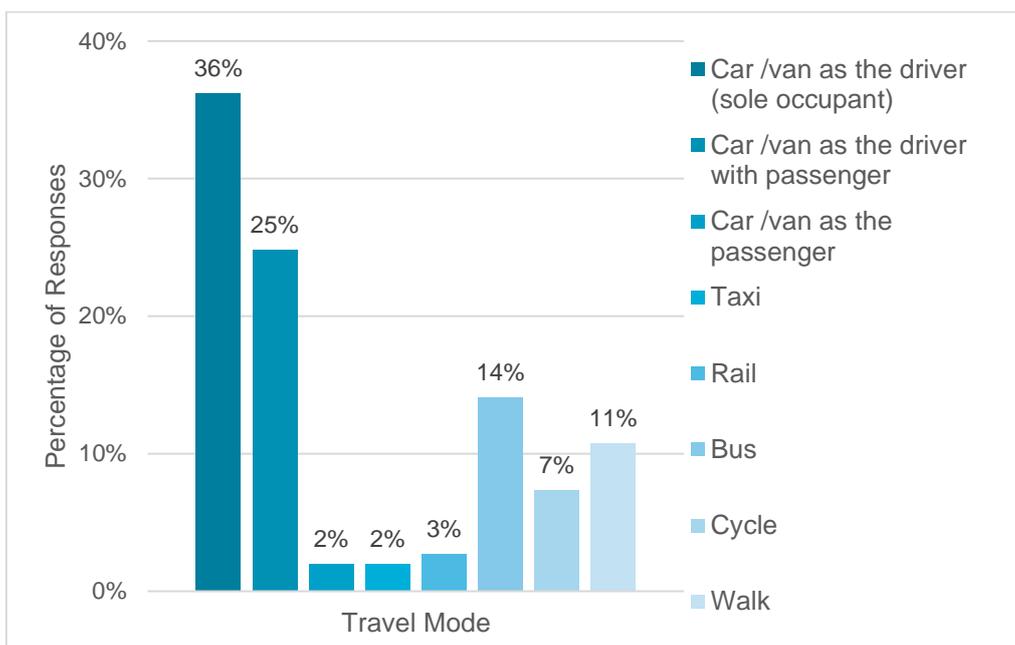
### 4.3.3 Travel Mode

With regards to the usual mode of travel for journeys to Bolton Town Centre (prior to COVID-19), **Figure 4.10** shows car / van as the driver (sole occupant or with a passenger) was the dominant mode (61%). This is followed by bus (14%), walking (11%), and cycling (7%). When compared to Greater Manchester travel mode averages, 58% of trips are by car as the driver and 26% are walking (including city centre residents).<sup>5</sup> The Greater Manchester Transport Strategy 2040 aim is for 50% of trips to be made by sustainable modes by 2040 compared to the current 39% of trips (when the 2040 strategy was published).<sup>4</sup>

<sup>4</sup> Transport Focus, 2019. [https://www.transportfocus.org.uk/research-publications/bus-research/?q=&p=0&hFR%5Btaxonomies\\_hierarchical.modes.lv10%5D%5B0%5D=Bus&is\\_v=1](https://www.transportfocus.org.uk/research-publications/bus-research/?q=&p=0&hFR%5Btaxonomies_hierarchical.modes.lv10%5D%5B0%5D=Bus&is_v=1)

<sup>5</sup> Greater Manchester Combined Authority, 2019. <https://www.greatermanchester-ca.gov.uk/media/1742/transport-topic-paper-w-cover-web.pdf>. Furthermore, almost half of journeys made by Greater Manchester residents are fewer than 2km in length. 67% of journeys up to 1 km are made on foot and 30% by car.

**Figure 4.10: Before the initial lockdown, what mode of transport did you usually use when you travelled to Bolton Town Centre for?**



Base: 149 respondents.

#### 4.3.4 Availability of a Working Bicycle

Respondents were asked if they have access to a working bicycle and this revealed that slightly more (56% of respondents) have access to a bicycle than those that do not (44%). Despite the relatively high bicycle ownership / access, this contrasts with the data in the previous section whereby respondents indicated cycling as a usual mode of travel to Bolton Town Centre is 7%. This difference between availability of the bicycle and usual mode of travel to Bolton Town Centre means there is potential for more people to have the confidence to use their bicycle on the transport network.

#### 4.3.5 Frequency of Cycling for a Range of Purposes

Respondents that indicated they had a working bicycle available to them (n=84) were asked how often they cycled for a variety of journey purposes prior to COVID-19 (**Table 4.5**).

The results show 60% of those with a bicycle travelled for leisure purposes at least once a week, while 34% commute and a quarter (25%) travel for shopping purposes by bicycle at least once a week.

**Table 4.5: Before the initial lockdown (23<sup>rd</sup> March 2020), how often would you cycle for the following reasons?**

	Commute	Leisure	Education	Shopping	Personal Business
5+ days a week	12%	2%	0%	1%	1%
3-4 days a week	15%	14%	0%	1%	1%
Once or twice a week	7%	43%	3%	22%	15%
Once a month	3%	17%	1%	10%	21%
Less than once a month	9%	11%	4%	10%	13%
Never	34%	12%	41%	47%	40%
Not applicable	20%	1%	51%	8%	8%
<i>Base (n)</i>	74	84	73	77	74

#### 4.3.6 Frequency of Walking for a Range of Purposes

Respondents were asked how often they walked for a variety of journey purposes prior to COVID-19. **Table 4.6** shows leisure and shopping purposes have larger majorities for a frequency of travel of at least 'once or twice a week' (77% and 52% respectively).

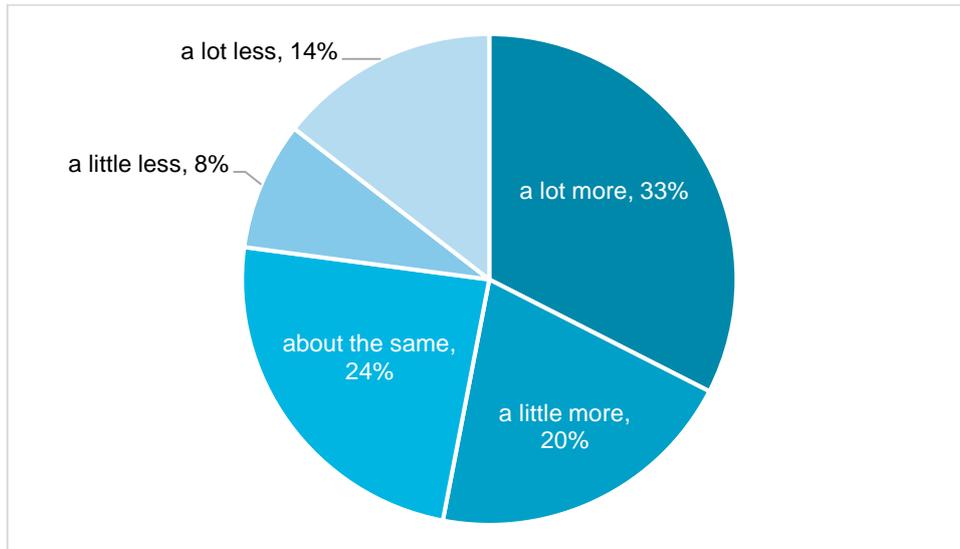
**Table 4.6: Before the initial lockdown (23<sup>rd</sup> March 2020), how often would you walk for the following reasons?**

	Commute	Leisure	Education	Shopping	Personal Business
5+ days a week	10%	19%	3%	8%	2%
3-4 days a week	6%	23%	3%	13%	4%
Once or twice a week	11%	34%	7%	30%	23%
Once a month	2%	6%	1%	12%	21%
Less than once a month	8%	6%	6%	9%	19%
Never	44%	11%	36%	26%	29%
Not applicable	18%	1%	45%	2%	2%
<i>Base (n)</i>	135	145	134	141	139

#### 4.3.7 Levels of Cycling Since the March 2020 Lockdown

Those respondents who indicated that they had a working bicycle available to them (n=84) were asked if since the March 2020 national lockdown, they had been cycling more (**Figure 4.11**). The results show a third (33%) have been cycling 'a lot more' and a further 20% 'a little more'.

**Figure 4.11: Since the start of lockdown (23<sup>rd</sup> March 2020), would you say that you have been cycling....?**

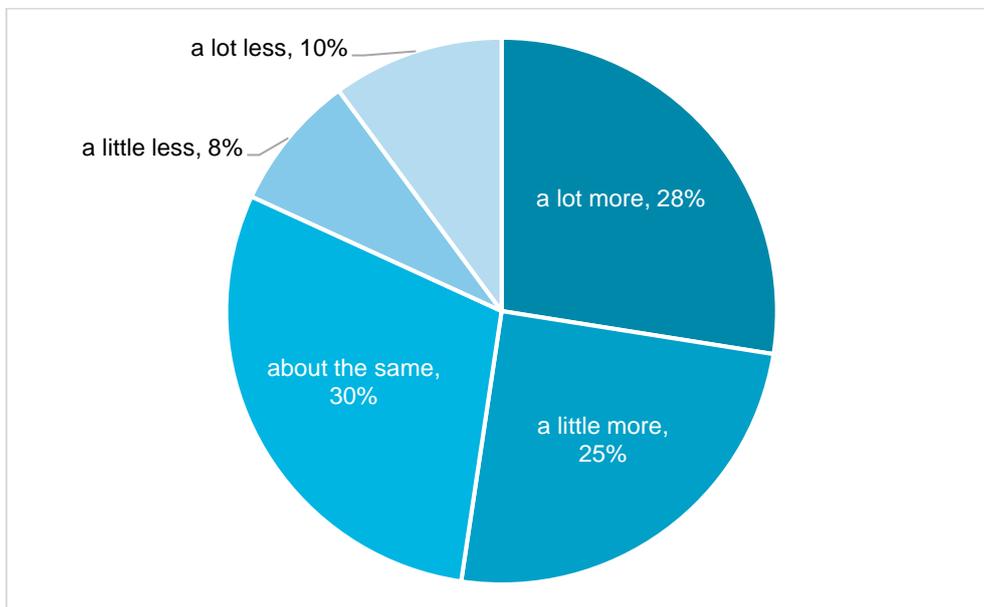


Base: 83 respondents / 1 did not answer.

#### 4.3.8 Levels of Walking Since the March 2020 Lockdown

All respondents were asked if since the March 2020 national lockdown, they have been walking more. **Figure 4.12** shows more than half of the respondents (53%) have predominantly been walking 'a lot more' (28%) or 'a little more' (25%). A further 30% considered they were walking about the same. Conversely, only 18% felt they were walking less.

**Figure 4.12: Since the start of lockdown (23<sup>rd</sup> March 2020), would you say that you have been walking...?**



Base: 149 respondents.

### 4.4 Respondent Characteristics

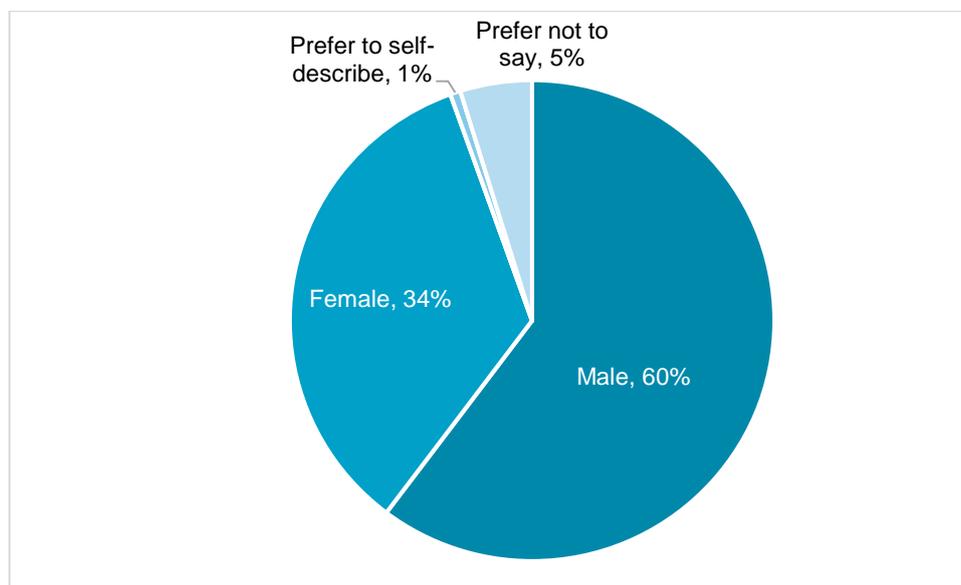
This section includes a summary of the demographic characteristics of the respondents including; gender, age group, ethnicity, and disability / impairment. Comparisons of the overall respondent

characteristics have been compared with Bolton averages, benchmarked against the Bolton Council Joint Strategic Needs Assessment data, where possible<sup>6</sup>.

#### 4.4.1 Gender

**Figure 4.13** shows the gender of respondents and highlights the majority of survey respondents are male (60%). The Bolton district population has a male / female proportion of 50.4% / 49.6% respectively<sup>5</sup>.

**Figure 4.13: Respondent Gender**



Base: 146 respondents / 3 did not answer.

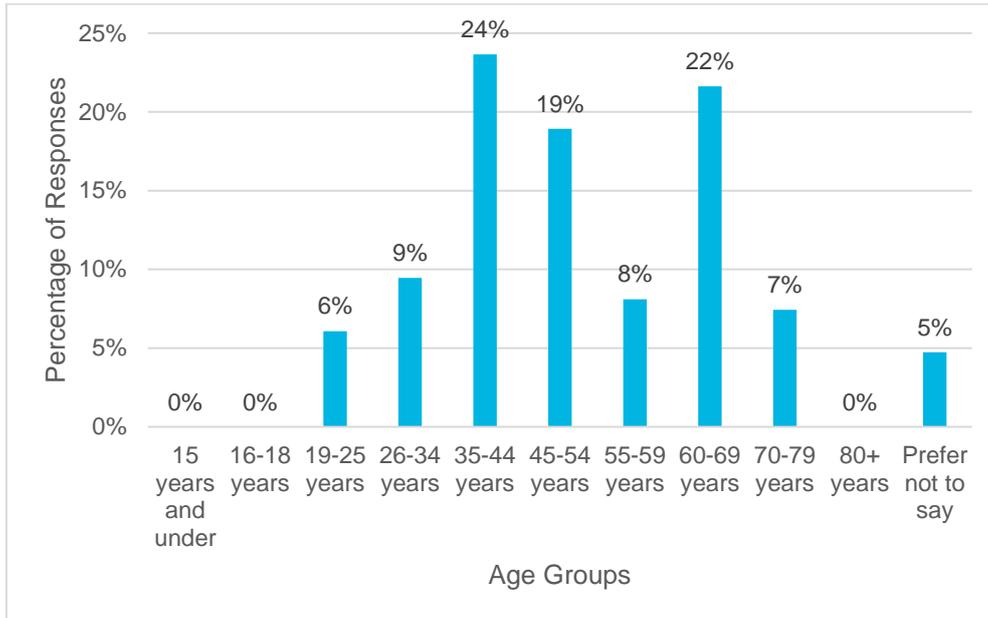
#### 4.4.2 Age Groups

**Figure 4.14** shows the age group of respondents. Just over two-fifths (43%) of respondents were aged 35-54. Just 6% of respondents were aged 19-25, and whom are most likely to be of college and university age, which is relevant to educational facilities in the town centre.

The Bolton district proportion for the 35-44 years group is 12.2%, 45-54 years group is 14.0%, and the 19-25 years group is 11.6%. This means the age proportions of survey respondents slightly differ from the Bolton district age profile.

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

**Figure 4.14: Respondent Age Group Proportions**

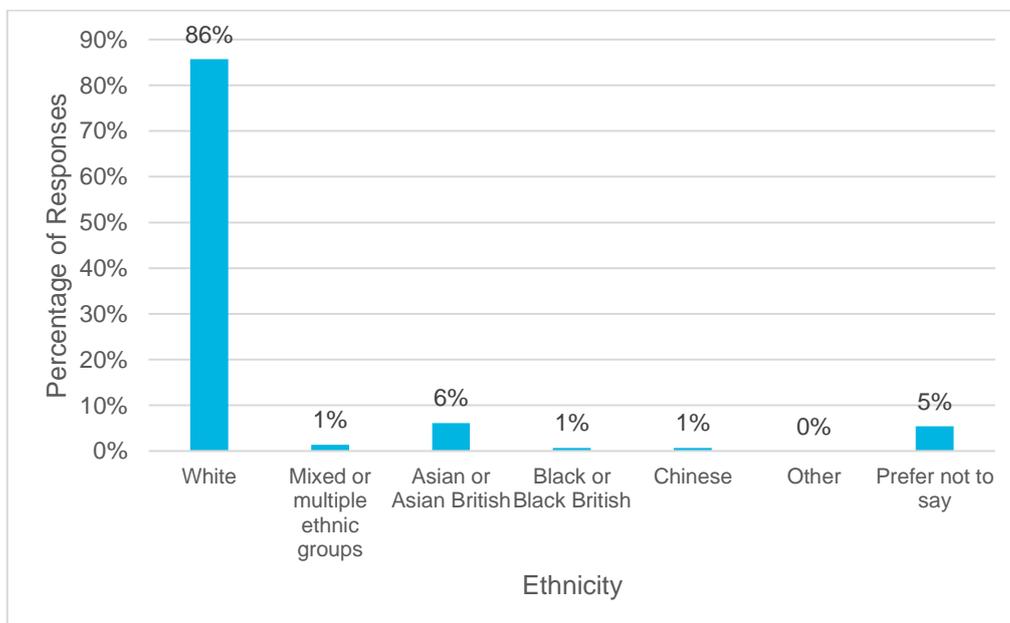


Base: 148 respondents / 1 did not answer.

#### 4.4.3 Ethnicity

**Figure 4.15** shows the respondent ethnicity. It shows 'White' (86%) persons comprise the largest proportion of respondents, which compares to the equivalent Bolton district proportion of 79.4%<sup>7</sup>. The second highest proportion is 'Asian or Asian British' (6%), which similarly compares to the equivalent Bolton district proportions of; 'Asian / Asian Indian' at 7.8%, 'Asian / Asian Pakistani' at 4.3%; and 'other Asian' at 1.8%<sup>6</sup>.

**Figure 4.15: Respondent Ethnicity**



Base: 147 respondents / 2 did not answer.

<sup>7</sup> Bolton Council. <https://www.boltonjsna.org.uk/people>. Sourced from the Office of National Statistics, 2018

#### 4.4.4 Disability / Impairment

All respondents were asked if they have an impairment, disability or long-term health condition which affects their ability to walk or cycle and 15% said they do. The related statistic for the Bolton district population according to the 2011 Census is 11.1% for males and 11.3% for females<sup>8</sup>.

#### 4.4.5 Public Postal and Phone Responses

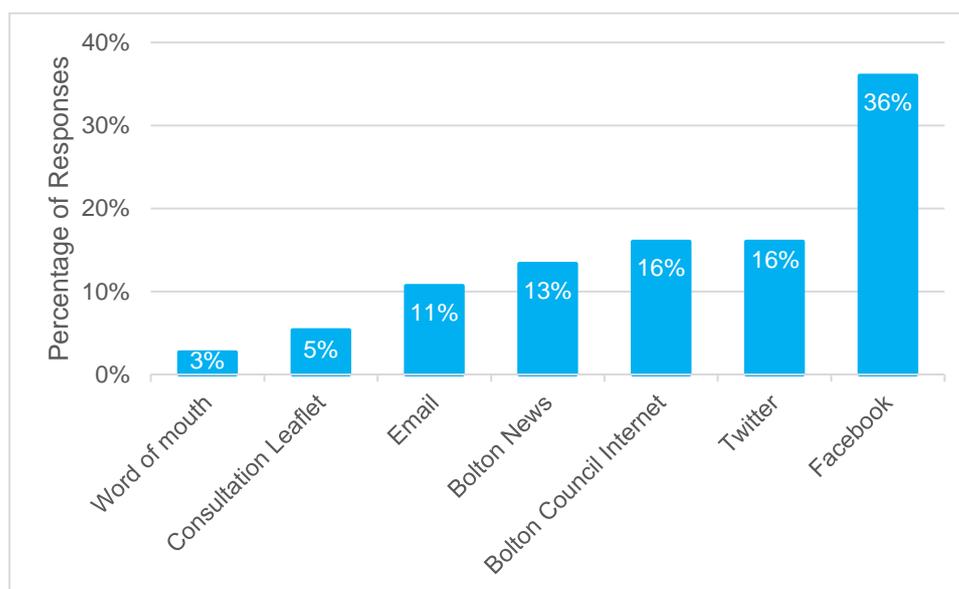
As part of the consultation, one written letter was received from a member of the public. This person is keen to open up more footpaths for cycling generally and is supportive of making it easier for people to get around the town centre generally.

In addition to the postal option, a freephone contact number was available to direct queries to the project team. No calls were taken regarding this scheme during the consultation period.

#### 4.4.6 Consultation Awareness

**Figure 4.16** summarises how survey respondents heard about the public consultation, to which they were asked to provide a single answer. It should be noted that this question was added part way through the consultation. The data shows that social media sources (Facebook and Twitter) were the main channel, representing 52% of respondent's answers. Bolton Council Internet (16%) and Bolton News were also important sources. A further 11% of respondents to the question put an answer of 'other', which was elaborated on with a subsequent text box; the other methods provided were all 'email'.

**Figure 4.16: How did you hear about this consultation?**



*Base: 75 Respondents / 74 did not answer. Note the survey question was added later in the consultation period.*

<sup>8</sup> Office for National Statistics, 2011 <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability>

## 5. Business Survey

### 5.1 Outline

A business survey was designed to understand the perspective of businesses located in Bolton or regularly serving the Bolton area. The business survey was also available via the Commonplace online engagement tool. Paper copies or other accessible formats were available on request. A copy of the survey is contained in **Appendix D**.

In total, there were three responses to the business survey. Detailed data analysis has not been conducted owing to the limited data.

### 5.2 Response Summary

The three responses were from two organisations. Two of the surveys were from different divisions of the same company that are directly related to premises in Bolton Town Centre. The business responses represented a staffing of 10-49 people and over 250 people respectively.

The small business stated they are 'mostly supportive', while the large business stated they are 'mostly unsupportive'.

The design related comments and sentiment related to the following concerns:

- 'Sacrificing pavement widths in front of a main entrance' and on two street corners where junction upgrades are proposed with cycle lanes.
- 'The route crosses a service yard entrance'.
- Concerns related to impacts to existing traffic congestion on Bridge Street.
- Staff access and parking.

The Project Team consider the concerns can be addressed at a subsequent stage in the scheme development. Bolton Council may be able alleviate some of the concerns raised with further targeted engagement related to access and deliveries, Traffic Regulation Orders (TROs) and specific amendments to the design related to footway widths and junction improvements.

All three respondents articulated a need to have access for deliveries / customers maintained and the importance of receiving advice related to walking and cycle routes, road closures during construction and temporary access that many apply.

## 6. Social Media / News Responses

This section summarises the performance of the public consultation marketing via social media channels and the online news media. **Section 2.1.4** summarised the media support provided to the consultation by Bolton Council Corporate Communications.

### 6.1 Social Media

**Table 6.1: Twitter Coverage**

Date	Twitter Account	Response (n)		
		Retweets	Likes	Comments
26-Oct	Bolton Council	26	67	13
28-Oct	TfGM	5	6	0
28-Oct	Bolton Council	6	4	0
31-Oct	Bolton Council	6	6	0
02-Nov	TfGM	2	3	0
16-Nov	TfGM	1	0	0
16-Nov	Bolton Council	0	2	0

As shown in **Table 6.1**, the initial tweet from Bolton Council generated an initial online debate. Positive comments included that it was felt the proposals were a good example for Rochdale to follow for its town centre, and that building the infrastructure is necessary to generate active travel participation. A further comment related to the scheme visualisations "*This picture looks great [and] what a crossing with safe crossing points for cyclists should look like*". Negative comments received included that the scheme was felt to be a waste of money, particularly given local budget cuts, and concern that cyclists cause collisions and therefore this scheme was not helpful. A further individual suggested that schemes of this nature had been introduced on London and contributed to increased congestion and pollution.

In order to boost participation with the consultation, a targeted Facebook marketing campaign was undertaken. This resulted in:

- 272 clicks;
- Reaching 25,696 people; and
- With 63,178 impressions.

The price per click was £0.37 and, as shown in **Figure 3.1**, appeared to have some impact in generating a higher level of engagement.

### 6.2 News Coverage

The Press Release reported in the MEN and Bolton News attracted comments at the bottom of each feature. The MEN article generated 12 comments including exchanges between the comment contributors with opposing viewpoints. It should be noted, news article comments in general often have an adversarial tone. The comments, colour coded to reflect the sentiment, touched on issues related to:

- Value for money for the taxpayer;
- Support for cycling infrastructure;
- Cyclist behaviour on pavements;
- Driver behaviour parking on kerbs and generally obstructing;
- Other spending priorities; and
- References to the 'good looking' Wigan cycling scheme.

## 7. Stakeholder Responses

This section contains a summary of formal responses from the liaison with key stakeholders (see **Section 2.1.3**). Formal written responses were received from the following organisations:

- Horwich Festival of Racing;
- Moorgarth Group Limited; and
- Bolton Active Travel Forum - Technical Review Group.

A summary of the comments received from each Stakeholder are discussed in turn below.

### 7.1.1 Horwich Festival of Racing

The Horwich Festival of Racing response is “wholeheartedly” supportive with comments related to a desire to see more improvements rolled out across the borough, including Horwich Town Centre. The group considers that cycling measures are supportive for place making, work, socialising and the health of communities, and would also like to see consideration given to a “complementary Cycle Safety Campaign”.

### 7.1.2 Market Place (Moorgarth Group Limited)

The Moorgarth Group Limited response is an objection to the proposed scheme. The locations in the vicinity of Market Place that the comments specifically relate to are shown in **Figure 7.1**. The issues raised relate to:

- pavement widths on the George Street / Bridge Street and George Street / Knowsley Street corners;
- customer Car Park and Service Yard entrance; and
- existing highway congestion concerns on Bridge Street.

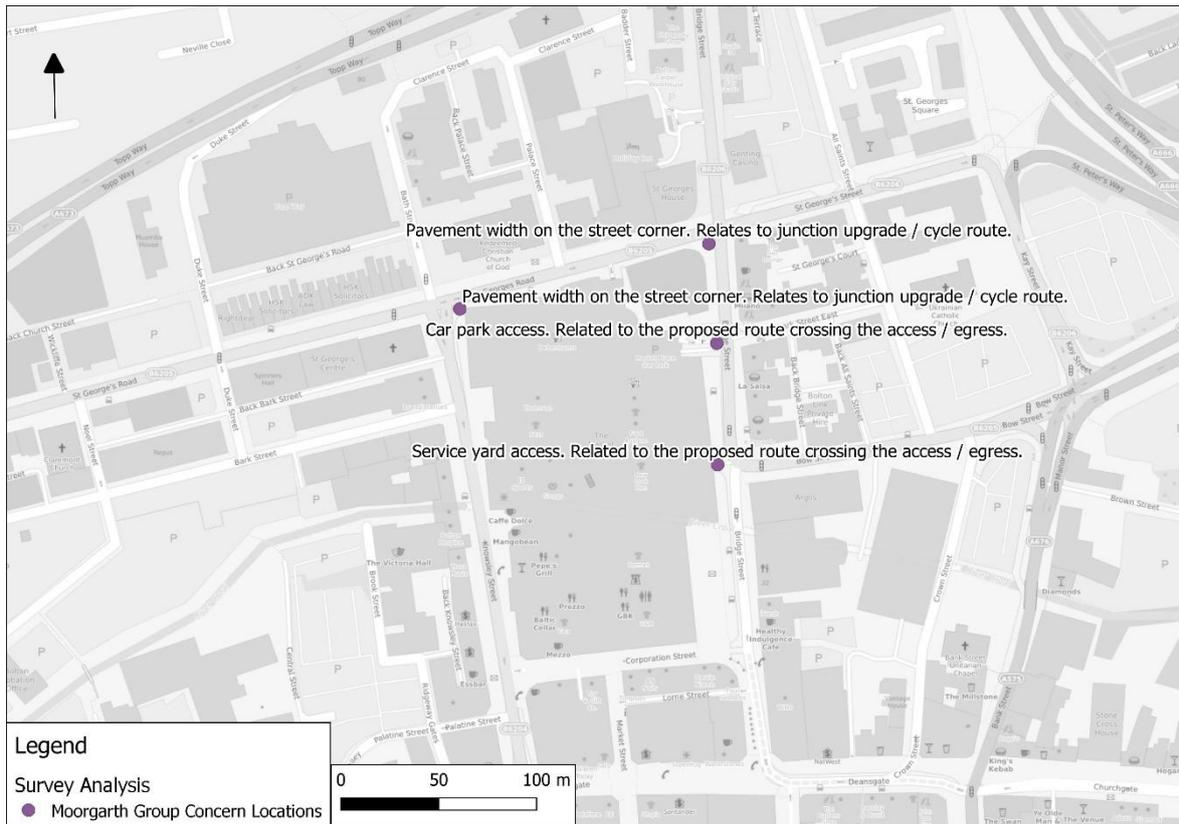
**Figure 7.1** shows that Bridge Street has three raised concerns relating to vehicle access and pavement widths. This locality is where both junction upgrades and segregated cyclist facilities are proposed. The proposed scheme will be in accordance with Department for Transport (DfT) Cycle Infrastructure Design LTN 1/20<sup>9</sup>, the standard increasing adopted by transport authorities including TfGM. The design standard concerning the junction upgrades will demarcate the existing pavement widths between pedestrian space and the cycle lane, which may have prompted the concern by Moorgarth Group Limited.

Bolton Council may be able alleviate some of the concerns raised with further targeted engagement with Moorgarth Group Ltd related to the design, construction, access and deliveries.

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<sup>9</sup> Department for Transport, 2020; <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

**Figure 7.1: Market Place (Moorgarth Group Limited) – Locations of Design Related Comments**



**7.1.3 Bolton Active Travel Forum**

The Bolton Active Travel Forum - Technical Review Group gave their time and expertise to a comprehensive review of the plans sheet-by-sheet. **Table 7.1** summarises the response and related the feedback to elements of DfT's Cycle Infrastructure Design guidance. **Figure 7.2** illustrates the locations concerned and the reference numbers in **Table 7.1** correspond with the map.

The feedback deliberated multiple aspects of the proposed scheme including; junction treatment, appropriateness of design in specific localities, the 'Implied Zebras', cycle parking and scheme coherence, among other considerations.

**Table 7.1: Summary of Bolton Active Travel Forum Response**

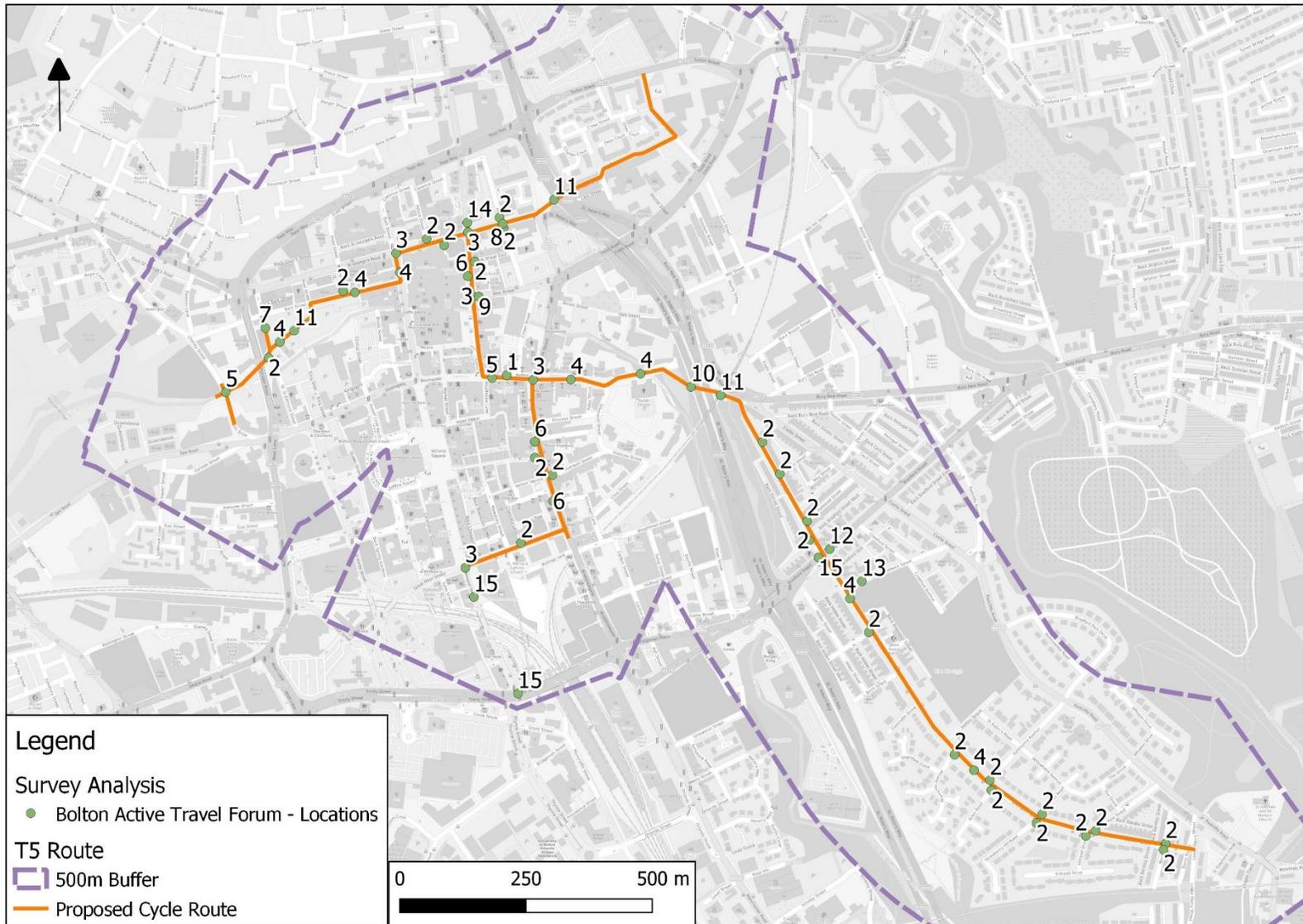
Reference	Feedback	Key Issue (related to LTN1/20)	Sheet Number
-	<p>General risk related – compliance with policy and guidance:</p> <ul style="list-style-type: none"> <li>▪ Cyclist, pedestrian and vehicle collision risk.</li> <li>▪ Disabled groups and consideration of the Equality Act of 2010.</li> <li>▪ Related / adjacent developments and additional / unnecessary costs.</li> <li>▪ Joined-up network and infrastructure not being used.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Design principles.</li> <li>▪ Geometric requirements.</li> <li>▪ Space for cycling within highways.</li> <li>▪ Quiet mixed traffic streets and lanes.</li> <li>▪ Junctions and crossings.</li> </ul>	Initial general comments – no specific sheets.
1	<p>Related to plans for the introduction of 20mph in the town centre / quiet mixed traffic streets / pedestrianisation – <i>likely that the introduction of such a low traffic zone across the town centre would reduce the need for heavy segregation between cycles and motor vehicles, allowing more space-efficient light</i></p>	<ul style="list-style-type: none"> <li>▪ Geometric requirements</li> <li>▪ Quiet mixed traffic streets and lanes</li> </ul>	Initial general comments – no specific sheets

Reference	Feedback	Key Issue (related to LTN1/20)	Sheet Number
	<i>segregation, simpler junction designs, and reduced complexity for people walking.'</i>		
2	Continuity of design - <i>'applauded for proposing continuous footways across many of the side roads.'</i> Continuous footways - <i>'recommend that consideration be given to implementing continuous footways across each of these side roads where possible.'</i> Side-road zebra crossings - <i>'Implied zebras' - 'useful to know what the intention will be should the proposal to DfT be rejected following the trials.'</i>	<ul style="list-style-type: none"> <li>▪ Design principles</li> <li>▪ Geometric requirements</li> <li>▪ Junctions and crossings</li> </ul>	Initial general comments – no specific sheets
3	Cyclops junctions - Knowsley Street and St Georges Road - <i>'recommend that consideration be given to simplifying the design' and 'speed limit on all arms is reduced to 20 mph.'</i> Similarly Bridge Street and Bow Street.	<ul style="list-style-type: none"> <li>▪ Geometric requirements</li> <li>▪ Junctions and crossings</li> </ul>	Sheet 02 Sheet 03
-	Cycleway widths - <i>'in many places are narrower than the desirable minimum widths set out in LTN1/20.'</i>	<ul style="list-style-type: none"> <li>▪ Geometric requirements</li> </ul>	General comments – no specific sheets
4	Speed limits / traffic calming - recommends that the speed limits on all roads that are shared between cycles and motor vehicles should to be limited to 20mph or less: <ul style="list-style-type: none"> <li>▪ St. Helena Road;</li> <li>▪ Knowsley Street;</li> <li>▪ Bark Street;</li> <li>▪ Churchgate and Church Bank; and</li> <li>▪ Bromwich Street.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Space for cycling within highways</li> <li>▪ Quiet mixed traffic streets and lanes</li> </ul>	Sheet 01 Sheet 02 Sheet 03 Sheet 08 Sheet 11 Sheet 12 Sheet 13
5	Toucan crossings - <i>'recommend that consideration be given to replacing some of these with parallel zebra / cycle crossings.'</i> <ul style="list-style-type: none"> <li>▪ Chorley Street / St. Helena Road.</li> <li>▪ Bradshawgate.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Junctions and crossings</li> </ul>	Sheet 01 Sheet 06
6	Bus boarders - <i>'recommend that consideration be given to providing a means for cycle riders to exit and re-join the cycleway to bypass buses when necessary.'</i>	<ul style="list-style-type: none"> <li>▪ Space for cycling within highways</li> </ul>	Sheet 05 Sheet 06
-	Cycle parking - <i>'recommend that this element of the scheme is re-examined carefully in the context of that guidance and that cycle parking of a suitable quantity, type and quality.'</i>	<ul style="list-style-type: none"> <li>▪ Cycle parking and other equipment</li> </ul>	general comments – no specific sheets
7	Alternative routing suggested - St. Helena Road and Bark Street - <i>'recommend that consideration is given to taking the route up Pool Street instead.'</i>	<ul style="list-style-type: none"> <li>▪ Geometric requirements</li> </ul>	Sheet 01
8	Coherence - Cycleway on St Georges Street (Sheet 03) does not have priority over traffic turning into and out of All Saints Street.	<ul style="list-style-type: none"> <li>▪ Design principle</li> </ul>	Sheet 03
9	Safety concern - <i>'footway build-out on Bow Street - may bring cyclists into conflict with motor vehicles.'</i>	<ul style="list-style-type: none"> <li>▪ Space for cycling within highways</li> </ul>	Sheet 03

Reference	Feedback	Key Issue (related to LTN1/20)	Sheet Number
10	Shared Cycle / Footway between Churchgate and Dorset Street – street furniture obstructions and gradients.	<ul style="list-style-type: none"> <li>Motor traffic-free routes</li> </ul>	Sheet 8 Sheet 9
11	Subways and routes with limited passive or active surveillance – ‘social safety’: <ul style="list-style-type: none"> <li>St. Helena area.</li> <li>Route under St Peter’s Way and the Ribble Valley railway.</li> </ul>	<ul style="list-style-type: none"> <li>Motor traffic-free routes</li> </ul>	Sheet 1 Sheet 2 Sheet 8 Sheet 9
12	Bradford Street / Dorset Street junction – <i>‘what provision will be made for people approaching from the east along Bradford Street?’</i>	<ul style="list-style-type: none"> <li>Junctions and crossings</li> <li>Space for cycling within highways</li> </ul>	Sheet 10
13	Chadwick Street / proximity to school / traffic calming – <i>‘recommend making Chadwick Street access only.’</i>	<ul style="list-style-type: none"> <li>Quiet mixed traffic streets and lanes</li> </ul>	Sheet 11
14	Joined-up network / coherence - north side of the cyclops junction into Higher Bridge Street.	<ul style="list-style-type: none"> <li>Design principles.</li> <li>Junctions and crossings</li> </ul>	Sheet 3
15	Coherence with other cycling plans / routes: <ul style="list-style-type: none"> <li>Newport Street plans;</li> <li>Trinity Street cyclops;</li> <li>Bolton-Bury cycleway and</li> <li>Two-way cycleway proposed along Bradford Street.</li> </ul>	<ul style="list-style-type: none"> <li>Design principles</li> </ul>	Sheet 7 Sheet 13 Sheet 10 Sheet 11

The consultation did not receive formal responses from representative groups for disabled and vulnerable groups directly, which the Project Team will remain open to receiving through the scheme partners. Issues pertinent to disabled and vulnerable groups were raised by the survey respondents and the Bolton Active Travel Forum.

Figure 7.2: Bolton Active Travel Forum Locations Concerning the Comments



## 8. Summary and Recommendations

This report has presented the analysis of the Bolton Town Centre Phase One (East) scheme public consultation held between 26<sup>nd</sup> October and 22<sup>nd</sup> November 2020. The analysis has considered the full range of methods used to engage the public and businesses, which included digital, paper-based and social media methods.

The engagement resulted in 149 resident / visitor survey responses and three business survey responses. The possible reason for the low business response rate may most likely be related to the COVID-19 pandemic and local 'lockdowns' concerning Bolton, and the furlough scheme which has meant staff have not been available to respond in the volume that may, ordinarily, have been expected. Postal surveys were sent to businesses and approximately 90 were returned to the Project Team office as 'recipient unavailable', which is a high rate of non-receipt.

Responses to the resident / visitor survey indicate people generally perceive the scheme will improve levels of safety for pedestrians and cyclists with 64% of respondents perceiving cyclist's safety will improve either slightly or significantly, and 51% perceiving pedestrian safety will improve either slightly or significantly.

The same survey gauged perceived ease of travel to key places within Bolton Town Centre with the proposed scheme. In this regard, the majority of respondents consider travel for both pedestrians and cyclists will be easier. Considering pedestrians, 51% of responses were positive while considering cyclists 64% of responses were positive, meaning it is perceived travel to key places within Bolton Town Centre will be easier.

Respondents were asked if they have access to a working bicycle, which was responded to by all survey respondents. This revealed that the majority (56% of respondents) have access to a bicycle. Despite the relatively high bicycle ownership / access, this contrasts with pre-COVID-19 travel mode-share findings whereby respondents indicated cycling as their usual travel mode to Bolton Town Centre is only 7%.

Of the respondents who indicated they had a working bicycle available to them, the survey data indicates 33% have been cycling 'a lot more' since the March lockdown, and 20% 'a little more'. This means there is potential to capture more users to the improved cycle facilities.

Residents, businesses and key stakeholders provided valuable comments and feedback related to the design or further design specific aspirations, such as more cycle parking. Whether the sentiment was more supportive or less supportive, the feedback should directly inform subsequent Design Workshop activity and use the specific locations and sheet numbers referenced to consider the design at the next stage.

One key stakeholder formal objection was received from Moorgarth Group Limited, which owns and operates the Market Place Shopping Centre. Issues raised relate to footway widths associated with the junction reconfigurations for cyclists and pedestrians, and both Multi-Story Car Park and Service Yard access points. The stakeholder is actively working with their own retail partners to reconfigure the site and plan for the future. Bolton Council should consider further issue-specific engagement with Moorgarth Group Limited to address the concerns in more detail.

Responses from key stakeholders related to heritage and disabled user groups was not formally received despite repeated attempts by the project team. Bolton Council should continue to try and seek responses from key stakeholder groups to inform the development of the scheme design to ensure it best represents the interests and aspirations of the public.

## Appendix A : List of Key Stakeholders and Methods Used

Table A.1: Key Stakeholder Engagement

Group	Consultee	Method	Formal Response	Date Contacted
Convened by GM Chamber of Commerce	Bolton, Bury and Wigan Construction Club	Email	None	27-Oct and 12-Nov
Other business related	Business Network Bolton and Bury	Email	None	27-Oct and 12-Nov
	The Hackney Drivers Association Ltd	Email	None	27-Oct and 18-Nov
	Bolton Private Hire Operators Association	Arranged internally	None	18-Nov
Convened by Bolton Council	Council Consultation portal	Arranged internally	-	-
	Central Bolton Partnership (Business)	Email	None	27-Oct and 12-Nov
	Active Travel Forum	Email	Detailed formal response	27-Oct
	Halliwell Area Forum	Email	None	28-Oct
	Heaton and Lostock Area Forum	Email	None	28-Oct
	Smithills Area Forum	Email	None	28-Oct
	Great Lever Area Forum	Email	None	28-Oct
	Little Lever and Darcy Lever Area Forum	Email	None	28-Oct
	Tonge with the Haulgh Area Forum	Email	None	28-Oct
	Astley Bridge Area Forum	Email	None	28-Oct
	Crompton Area Forum	Email	None	28-Oct
	Westhoughton South Area Forum	Email	None	28-Oct
	Westhoughton with Chew Moor Area Forum	Email	None	28-Oct
None			28-Oct	
Other active travel	Community Cycling Club (Bolton)	Email	None	27-Oct and 12-Nov
	Bolton Bus Users Forum	Email	None	27-Oct and 12-Nov
Other vulnerable user	Over 50's Forum	Email	No formal response. The	27-Oct and 12-Nov

Group	Consultee	Method	Formal Response	Date Contacted
			information will be forwarded on.	
	Henshaws Society for Blind People	Email	None	27-Oct and 12-Nov
	Bolton Deaf Society	Email	None	27-Oct and 12-Nov
Heritage Group	Bolton & District Civic Trust	Email and phone call	None	27-Oct, 12-Nov and 18-Nov
Urban Greening / Environmental Groups	Manchester City of Trees (previously Red Rose Forest)	Email	None	28-Oct
Convened by NHS Bolton Clinical Commissioning Group	Health and Wellbeing Board	Email	None	28-Oct
Schools	Bolton College	Email and phone call	None	27-Oct and 12-Nov
	Bolton Parish C of E Primary School	Email and phone call	None	27-Oct and 12-Nov
	St Stephen and All Martyrs' Church of England Primary School	Email and phone call	None	27-Oct and 12-Nov

**Table A.2: Community Interest Locations that received Printed Materials**

Leaflet Drop Location	Leaflets / Posters Provided	Date Distributed
Bolton Hub	-	26-Oct
Bolton Parish Church Hall	Yes	26-Oct
Bolton Quaker Meeting House	Yes	26-Oct
Bolton Socialist Club	-	26-Oct
Bolton Spiritualist Church S.N.U	Yes	26-Oct
Bolton Town Hall	-	26-Oct
Crompton Place Shopping Centre	Yes	26-Oct
Jamia Alavia Bolton	-	26-Oct
Market Place Shopping Centre	Yes	26-Oct
Masjid Abu Bakr & Bolton Education Centre for Tauheed & Sunnah	Yes	26-Oct
One Stop Shop	-	26-Oct
Shree Kutch Leva Patel Community Centre	-	26-Oct
St Patricks Church	-	26-Oct

Leaflet Drop Location	Leaflets / Posters Provided	Date Distributed
SpaMedica, 40 Churchgate	-	26-Oct
Town Café, 7 Deansgate	-	26-Oct
St. Georges House and Gallery, St. Georges Road.	-	26-Oct
St. Andrews & St. George URC Church.	-	26-Oct
Bolton Bus Interchange	Yes	26-Oct
Bolton Railway Station	Yes	26-Oct
Morrisons supermarket	Yes	26-Oct
Sainsbury's supermarket	-	26-Oct
Wilko, 24 Deansgate	-	26-Oct
M&S, 26 Deansgate	-	26-Oct
Argos, Bridge Street	-	26-Oct

# Appendix B : Consultation Leaflet

Greater Manchester's cycling and walking network  
Consultation on Bolton Town Centre Phase One (East)  
Monday 26 October 2020  
Monday 22 November 2020

Greater Manchester  
GMCA  
Bolton Council

"More people travelling on foot or by bike is a by-product of creating better places to live, work and socialise. The improvements to Bolton will make life easier for people who want to be able to make local trips on foot or by bike, leaving the car at home."  
Chris Boardman  
Greater Manchester's Cycling and Walking Commissioner

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

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

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

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

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

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

During the Coronavirus pandemic, cycling and walking has played an increasingly important role in the city-region's response. There has been an increase in journeys by bike of around 3-4%, with cycling and walking accounting for 33% of all journeys, compared to pre-lockdown figures.

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

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

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

**Bolton Town Centre Phase One (East)**

The scheme will provide high quality walking and cycle infrastructure in this section of Bolton Town Centre as part of a strategic town centre plan to improve accessibility by active modes. The proposals include new segregated cycle facilities on a number of key routes through the town centre and improved crossing facilities for those travelling on foot or by bike at a number of major and minor junctions.

The scheme seeks to prioritise space for active travel modes through the provision of direct and safe routes for pedestrians and cyclists travelling to and within the town centre and enhanced facilities and crossings, as well as provide new links to the bus station, cycle hub and train station for onward travel.

The scheme will seek to enhance the quality of public realm through new paving, street furniture and lighting, to further encourage travel by foot or bike into the town centre. The scheme also increases cycle parking in the town centre.

Key objectives identified for the schemes include:

- More people walking and cycling on existing and improved routes;
- Improve residents' health;
- Improve residents' access to retail and work opportunities;
- Improve residents' ability to travel in and out of Bolton by cycling or walking; and
- Increase awareness of walking and cycling routes in Bolton.

**The scheme will provide an initial phase of improvements in Bolton Town Centre as part of a strategic plan to develop an integrated cycling and walking network. Key proposals include:**

- New segregated cycle lanes on key routes including A575 Bradshawgate, Great Moor Street and B6205 St George's Road/B6206 St George's Street;
- Better cycling and pedestrian facilities at a number of key junctions, including:
  - B6205 St George's Road/Knowley Street;
  - B6205 St George's Road/B6206 St George's Street/Bridge Street;
  - B6205 Bridge Street/Bow Street;
  - Deansgate/Churchgate/A575 Bradshawgate/Bank Street;
  - A575 Bradshawgate/Great Moor Street;
  - Great Moor Street/Johnson Street;
  - Great Moor Street/Newport Street; and
  - A579 Bradford Street/Dorset Street/Bromwich Street.
- New toucan crossings on Chorley Street, Deansgate, A673 Turton Street and A575 Bradshawgate, to be used by both pedestrians and cyclists;
- Making it easier and safer for people travelling on foot and by bike to/from the town centre on designated quiet streets including Bromwich Street and Dorset Street, using symbols to highlight the presence of cyclists and enhancing crossings at junctions;
- Upgrades to two key subway links, addressing severance of A666 St Peter's Way;
- Public realm improvements; and
- Additional cycle parking spaces.

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

Transport for Greater Manchester (TfGM) is working with Bolton Council to ensure all residents, businesses and other stakeholders are kept up-to-date on all changes and plans for the scheme.

There will be a four-week consultation on these proposed changes, from 26 October to 22 November when you can give your views. Owing to current Covid-19 restrictions, it is not possible to stage face-to-face consultation events, however all information will be available Online.

**Online**  
You can view further details on the proposals at [boltontowncentrefaseoneeast.tfgm.com/phase1](http://boltontowncentrefaseoneeast.tfgm.com/phase1).

There is also a short residents survey available within the 'Have your say' section, where we ask questions on your current travel behaviour and ask to provide feedback on the proposal.

Businesses can also provide feedback through the business survey available within the same section.

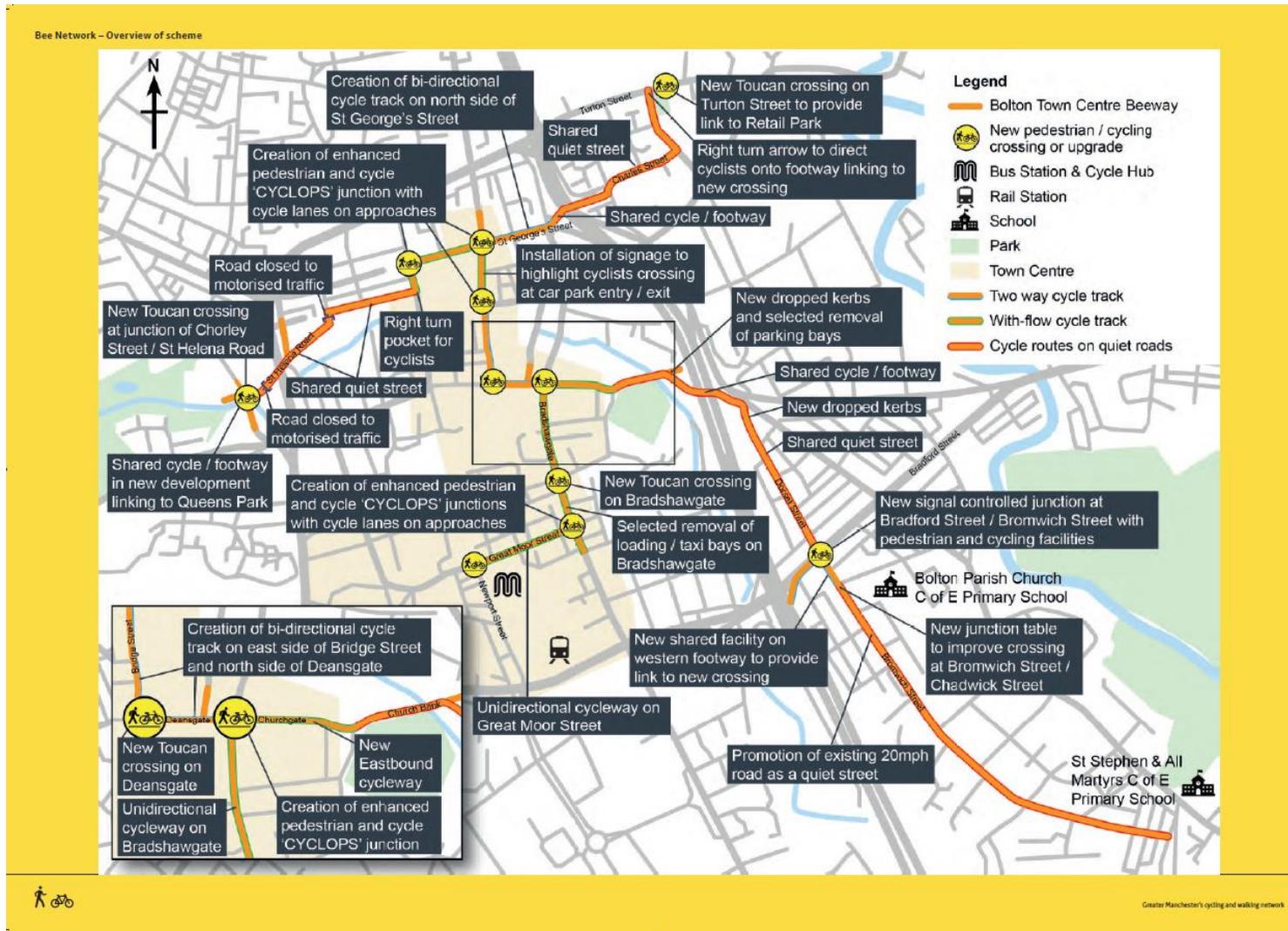
**By email**  
[mcf@bolton.gov.uk](mailto:mcf@bolton.gov.uk)

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

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

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





## Appendix C : Resident / Visitor Survey

## Tell us your thoughts on Proposed Cycling and Walking Improvements in Bolton

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

Chris Boardman, Greater Manchester's Cycling and Walking Commissioner, has unveiled an innovative new plan to create a city-region-wide cycling and walking network that includes Bolton.

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

This has been made possible thanks to the national government's Transforming Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity.

In Bolton, we are developing a number of schemes which have been submitted for funding from MCF with the expectation that further schemes will follow in the future. This questionnaire relates to the proposed **Bolton Town Centre Phase One (East) scheme**, which seeks to improve active travel provision in Bolton, improving access to and across the town centre and enhancing connectivity to the wider cycle network. Further details on the scheme can be found <https://boltontowncentrephaseoneeastscheme.commonplace.is/>

The survey will take approximately 10 minutes to complete.

Bolton Council would like to gather your feedback on the proposed improvements. It is appreciated that the Covid-19 pandemic, including associated restrictions and health concerns may have affected usual travel behaviours, but capturing your views of the scheme is important for the next steps.

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

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

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

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

**A1: About the Scheme**

1) Do you think the proposed changes will improve levels of safety for pedestrians and cyclists in Bolton Town Centre? *(Tick one only per row)*

	Significantly improve	Slightly improve	No change	Slightly worsen	Significantly worsen	Don't know
Pedestrians	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Cyclists	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

2) Do you think the proposed changes will make it easier to travel to key places within Bolton Town Centre by foot or bike? *(Tick one only per row)*

	A lot easier	A little easier	No change	Not easier	Not at all easier	Don't know
Pedestrians	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Cyclists	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

3) Do you think the proposed changes will make it easier to travel into Bolton Town Centre by foot or bike? *(Tick one only per row)*

	A lot easier	A little easier	No change	Not easier	Not at all easier	Don't know
Pedestrians	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Cyclists	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

4) How likely is it that you will use the walking and cycling improvements for the following reasons? *(Tick one only per row)*

	Very likely	Likely	Neither likely nor unlikely	Unlikely	Very unlikely	Don't know	Not applicable
Commute	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Leisure	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Education	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Shopping	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Personal business (e.g. bank, dentist, library)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

5) During construction, what measures (if any) do you think would be important to support your journeys into Bolton Town Centre? (*Tick one only per row*)

	Very important	Important	Neither important nor not important	Not important	Not at all important	Don't know
Travel advice on public transport changes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Travel advice on walking routes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Travel advice on cycling routes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Travel information on cycle parking facilities	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Information relating to road closures / diversions	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Other (please specify).....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

6) Overall, are you supportive of the proposed improvements? (*Tick one only*)

Fully support	<input type="checkbox"/> 1	Mostly support	<input type="checkbox"/> 2	Neutral	<input type="checkbox"/> 3	Mostly unsupportive	<input type="checkbox"/> 4	Do not support at all	<input type="checkbox"/> 5
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7) Ask if Q6=Code 1,2,4,5: Please say why you feel this way.

8) Please provide any other comments / feedback about the proposed improvements below.

**A2: Travel Patterns**

9) What is your home postcode? ..... (For mapping purposes)

10) Before the initial lockdown (23 March 2020), how often did you usually travel into Bolton Town Centre? *(Tick one only)*

5+ days a week	<input type="checkbox"/> 1	Once a week	<input type="checkbox"/> 5
4 days a week	<input type="checkbox"/> 2	Once a month	<input type="checkbox"/> 6
3 days a week	<input type="checkbox"/> 3	Rarely	<input type="checkbox"/> 7
2 days a week	<input type="checkbox"/> 4	Never	<input type="checkbox"/> 8

11) Before the initial lockdown (23 March 2020), for what main purpose did you usually travel to Bolton Town Centre? *(Tick one only)*

Shopping (food)	<input type="checkbox"/> 1	Work / Business Travel	<input type="checkbox"/> 5
Shopping (non-food)	<input type="checkbox"/> 2	Education (e.g. college, school)	<input type="checkbox"/> 6
Personal business (e.g. bank, dentist, library)	<input type="checkbox"/> 3	Other (please specify)	<input type="checkbox"/> 7
Leisure (e.g. restaurant, cinema, theatre)	<input type="checkbox"/> 4	.....	

12) Before the initial lockdown (23 March 2020), what mode of transport did you usually use when you travelled to Bolton Town Centre for **[insert Q11]**? If using more than one mode, tick your main mode *(Tick one only)*

Car / van driver (sole occupant)	<input type="checkbox"/> 1	Bus	<input type="checkbox"/> 6
Car / van as the driver with passenger	<input type="checkbox"/> 2	Cycle	<input type="checkbox"/> 7
Car / van as the passenger	<input type="checkbox"/> 3	Walk	<input type="checkbox"/> 8
Taxi	<input type="checkbox"/> 4	Other (please specify)	<input type="checkbox"/> 9
Rail	<input type="checkbox"/> 5	.....	

13) Do you have access to a working bicycle, for personal use? *(Tick one only)*

Yes	<input type="checkbox"/> 1	No	<input type="checkbox"/> 2
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14) If Q13=1, Before the initial lockdown (23 March 2020), how often would you **cycle** for the following reasons? *(Tick one per row)*

	5+ days a week	3-4 days a week	Once or twice a week	Once a month	Rarely	Never	Not applicable
Commute	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Leisure	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Education	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Shopping	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Personal business (e.g. bank, dentist, library)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

15) Before the initial lockdown (23 March 2020), how often would you **walk** for the following reasons? *(Tick one per row)*

	5+ days a week	3-4 days a week	Once or twice a week	Once a month	Rarely	Never	Not applicable
Commute	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Leisure	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Education	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Shopping	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7
Personal business (e.g. bank, dentist, library)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7

16) If Q13=1, Since the start of lockdown (23 March 2020), would you say that you have been **cycling**....? *(Tick one only)*

a lot more	<input type="checkbox"/> 1	a little more	<input type="checkbox"/> 2	about the same	<input type="checkbox"/> 3	a little less	<input type="checkbox"/> 4	a lot less	<input type="checkbox"/> 5
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17) Since the start of lockdown (23 March 2020), would you say that you have been **walking**....? *(Tick one only)*

a lot more	<input type="checkbox"/> 1	a little more	<input type="checkbox"/> 2	about the same	<input type="checkbox"/> 3	a little less	<input type="checkbox"/> 4	a lot less	<input type="checkbox"/> 5
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**A3: About You**

18) Which of the following best describes how you think of yourself? *(Tick one only)*

Male	<input type="checkbox"/> 1	Prefer to self-describe	<input type="checkbox"/> 4
Female	<input type="checkbox"/> 2	Prefer not to say	<input type="checkbox"/> 5
Non-binary	<input type="checkbox"/> 3		

19) What age are you? *(Tick one only)*

15 years and under	<input type="checkbox"/> 1	55-59 years	<input type="checkbox"/> 7
16-18 years	<input type="checkbox"/> 2	60-69 years	<input type="checkbox"/> 8
19-25 years	<input type="checkbox"/> 3	70-79 years	<input type="checkbox"/> 9
26-34 years	<input type="checkbox"/> 4	80+ years	<input type="checkbox"/> 10
35-44 years	<input type="checkbox"/> 5	Prefer not to say	<input type="checkbox"/> 11
45-54 years	<input type="checkbox"/> 6		

20) Which one of these ethnic groups would you consider yourself as? *(Tick one only)*

White	<input type="checkbox"/> 1	Chinese	<input type="checkbox"/> 5
Mixed or multiple ethnic groups	<input type="checkbox"/> 2	Another ethnic group (please specify).....	<input type="checkbox"/> 6
Asian or Asian British	<input type="checkbox"/> 3		
Black or Black British	<input type="checkbox"/> 4	Prefer not to say	<input type="checkbox"/> 7

21) Do you consider yourself to have an impairment, disability or long-term health condition which affects your ability to walk or cycle? *(Tick one only)*

Yes	<input type="checkbox"/> 1	No	<input type="checkbox"/> 2	Prefer not to say	<input type="checkbox"/> 3
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22) Are you willing to be contacted again by Bolton Council, or an agent acting on their behalf, about further research within the next 24 months?

Yes	<input type="checkbox"/> 1	No	<input type="checkbox"/> 2
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23) If Q22=1, Please complete the details below. Your details will not be shared unless contacted for further research.

Full Name:

Email:

Telephone:

**Thank you for taking part in the survey.**

## Appendix D : Business Survey

## Tell us your thoughts on Proposed Cycling and Walking Improvements in Bolton

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

Chris Boardman, Greater Manchester's Cycling and Walking Commissioner, has unveiled an innovative new plan to create a city-region-wide cycling and walking network that includes Bolton.

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

This has been made possible thanks to the national government's Transforming Cities Fund, which is investing in public and sustainable transport to improve productivity and spread prosperity.

In Bolton, we are developing a number of schemes which have been submitted for funding from MCF with the expectation that further schemes will follow in the future. This questionnaire relates to the proposed **Bolton Town Centre Phase One (East) scheme**, which seeks to improve active travel provision in Bolton, improving access to and across the town centre and enhancing connectivity to the wider cycle network. Further details on the scheme can be found at <https://boltontowncentrephaseoneeastscheme.commonplace.is/>

The survey will take approximately 10 minutes to complete.

Bolton Council would like to gather your feedback on the proposed improvements. It is appreciated that the Covid-19 pandemic, including associated restrictions and health concerns may have affected usual travel behaviours, but capturing your views of the scheme is important for the next steps.

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

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

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

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

**A1: About the Business / Organisation**

1) On behalf of which company / organisation are you completing this survey?  
 .....

2) Please provide the full postcode for the business / organisation? (*this should be the local office rather than head office where applicable*) .....

3) What is your position within the business / organisation? (*Tick one only*)

I own the business / organisation	<input type="checkbox"/>	1
I am the manager	<input type="checkbox"/>	2
I am an employee and I have the permission of the owner or manager to respond to this survey	<input type="checkbox"/>	3

4) What is the primary nature of the business / service(s) provided? (*Tick one only*)

Retail	<input type="checkbox"/>	1	Property	<input type="checkbox"/>	10
Food / Drink	<input type="checkbox"/>	2	Professional / Scientific / Technical	<input type="checkbox"/>	11
Construction	<input type="checkbox"/>	3	Business Administration / Support Services	<input type="checkbox"/>	12
Motor Trades	<input type="checkbox"/>	4	Public Administration	<input type="checkbox"/>	13
Wholesale	<input type="checkbox"/>	5	Education	<input type="checkbox"/>	14
Transport / Storage	<input type="checkbox"/>	6	Health	<input type="checkbox"/>	15
Accommodation	<input type="checkbox"/>	7	Arts / Entertainment / Recreation / Other Services	<input type="checkbox"/>	16
Information / Communication	<input type="checkbox"/>	8	Other (please specify)	<input type="checkbox"/>	17
Financial / Insurance	<input type="checkbox"/>	9			

5) How long has the business / organisation operated at its current premises at [insert Q2]? (*Tick one only*)

Less than 12 months	<input type="checkbox"/>	1
Between one and two years	<input type="checkbox"/>	2
Between three and five years	<input type="checkbox"/>	3
More than five years	<input type="checkbox"/>	4
Don't know	<input type="checkbox"/>	5

6) Including yourself, how many people are employed at the premises? Please include any staff who are furloughed / on the Job Support Scheme in the total number (*Tick one only*)

1 - 9	<input type="checkbox"/>	1
10 to 49 people	<input type="checkbox"/>	2
50 – 249 people	<input type="checkbox"/>	3
250+ people	<input type="checkbox"/>	4

7) Does your business / organisation currently have access to cycle parking? (*Tick one only*)

Yes	<input type="checkbox"/>	1	No	<input type="checkbox"/>	2	Don't know	<input type="checkbox"/>	3
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8) ASK if Q7=1: What type of cycle parking does your business / organisation have access to? (Tick all that apply)

Private cycle parking (owned by business)	<input type="checkbox"/> 1
Private cycling parking (owned by landlord)	<input type="checkbox"/> 2
On street cycle parking	<input type="checkbox"/> 3
TfGM Cycle hub	<input type="checkbox"/> 4
Don't know	<input type="checkbox"/> 5

**A2: Impact of Proposed Scheme on Businesses / Organisations**

9) What aspects of your business / organisation do you think, if any, will be impacted during the construction of the proposed scheme? (Tick all that apply)

Access for deliveries	<input type="checkbox"/> 1
Staff access	<input type="checkbox"/> 2
Public / visitor access	<input type="checkbox"/> 3
Work environment too noisy	<input type="checkbox"/> 4
Service disruption (water, electricity)	<input type="checkbox"/> 5
Other (please specify) .....	<input type="checkbox"/> 6
None	<input type="checkbox"/> 7

10) During the construction of the proposed scheme, what measures (if any) do you think will be important in enabling you to continue to run your business? (Tick one only per row)

	Very Important	Important	Neither important nor not important	Not Important	Not at all Important	Don't know
Travel advice on public transport changes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Travel advice on walking routes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Travel advice on cycling routes	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Travel information on cycle parking facilities	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Information relating to road closures / diversions that affect delivery / staff access	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Temporary access	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Other (please specify).....	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

11) Do you think the proposed changes will improve safety for pedestrians and cyclists in the Town Centre? (*Tick one only per row*)

	Significantly improve	Slightly improve	No change	Slightly worsen	Significantly worsen	Don't know
Pedestrians	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Cyclists	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

12) Do you think the proposed changes will make it easier to travel to key places from Bolton Town Centre by foot or bike? (*Tick one only per row*)

	A lot easier	A little easier	No change	Not easier	Not at all easier	Don't know
Pedestrians	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Cyclists	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

13) Do you think the proposed changes will make it easier to travel to Bolton Town Centre by foot or bike? (*Tick one only per row*)

	A lot easier	A little easier	No change	Not easier	Not at all easier	Don't know
Pedestrians	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6
Cyclists	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6

14) Is your business / organisation supportive of the proposed improvements? (*Tick one only*)

Fully support	<input type="checkbox"/> 1	Mostly support	<input type="checkbox"/> 2	Neutral	<input type="checkbox"/> 3	Mostly unsupportive	<input type="checkbox"/> 4	Do not support at all	<input type="checkbox"/> 5
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15) Ask if Q14=Code 1,2,4,5: Please say why you feel this way.

16) Please provide any other comments / feedback about the proposed improvements below.

17) Are you willing to be contacted again by Bolton Council, or an agent acting on their behalf, about further research within the next 24 months?

Yes	<input type="checkbox"/> 1	No	<input type="checkbox"/> 2
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18) If Q17=1, please complete the details below on behalf of [insert Q1] based at [insert Q2]. Your details will not be shared unless contacted for further research.

Full Name:

Email:

Telephone:

**Thank you for taking part in the survey.**



# T5 Public Consultation: 'You Said, We Will.'

**Subject:** Scheme Design Feedback

## *'You Said, We Will'* Bolton Town Centre Phase One (East)

Bolton Council carried out a public consultation between 26 October and 22 November 2020 regarding our proposals for the provision of walking and cycling routes in Bolton Town Centre. The public consultation provided local people the opportunity to have their say on the design. We have collated all the responses and incorporated suggestions into the scheme proposals where practicable.

As part of the public consultation, local representative groups related to disabled users and cyclists were directly engaged to capture a range of opinion and varying levels of support.

You Said	We Will
<p>With regard to the 'implied zebras', it would be useful to know what the intention will be should the trial be rejected by Department for Transport (DfT).</p>	<p>A key element of the proposed scheme is the improvement of pedestrian conditions for those travelling to / from the town centre. One such way in which the pedestrian environment will be improved is the use of implied zebra crossings, which are designed to raise driver's awareness of the potential for pedestrian crossing at junctions and to encourage the driver to give way. These are currently being trialled as part of a Government Pilot, with Greater Manchester at the forefront of this, with a trial scheme on Peel Street, Denton included.</p> <p>Once the assessment of the trial crossings have been completed, DfT will decide whether the rules will be changed to permit their use.</p> <p>Should a decision be made that implied zebras are not permitted, the scheme will be refined to include greater application of continuous footways, though in this scenario, less junctions can be treated and the benefits are likely to reduce.</p>

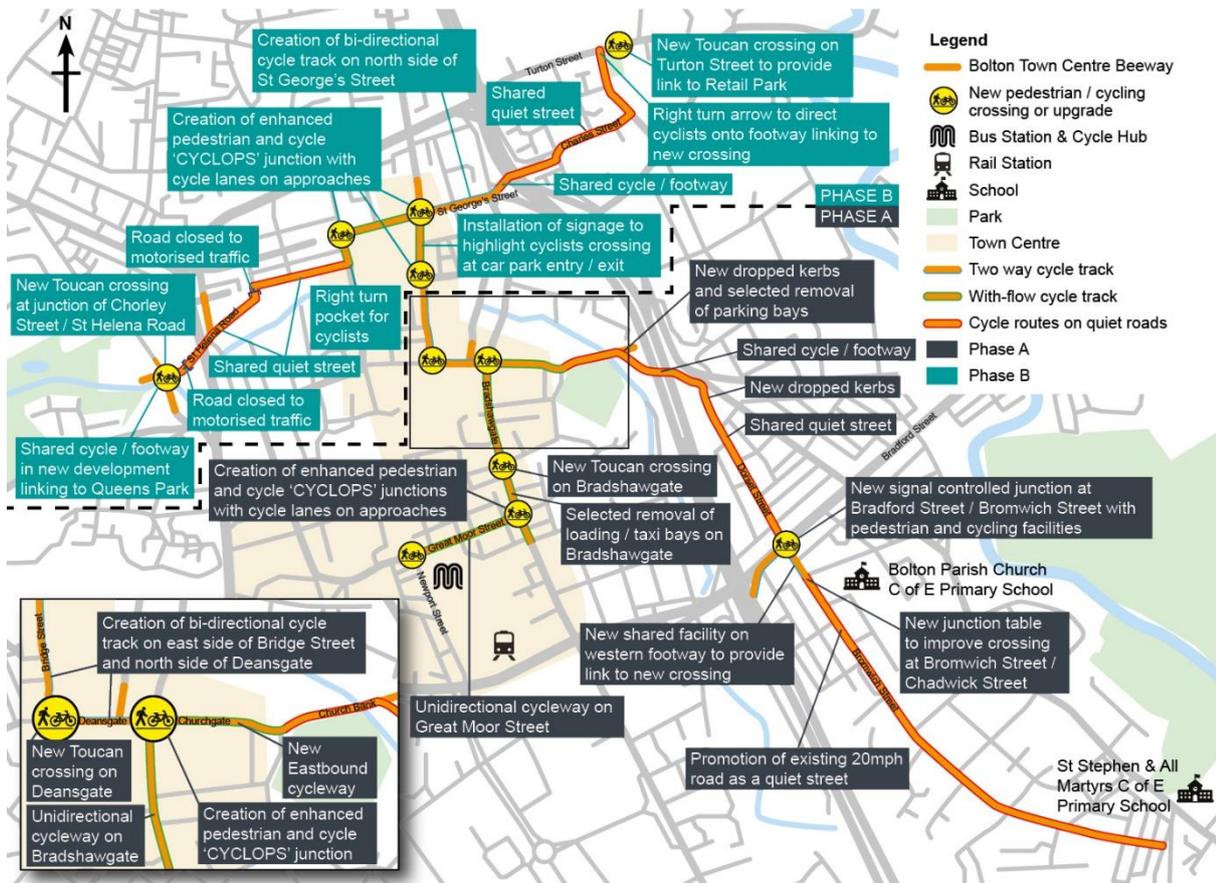
You Said	We Will
	This will be picked up at detailed design stage.
Concerns the scheme may not comply with policy and guidance such as collision risks with pedestrians and the needs of disabled groups.	The Cycling Design Guidance (LTN 1/20) has been adhered to in the proposals to provide an appropriately designed space for cyclists and pedestrians, including disabled users, and whilst accommodating safe traffic movement and not adversely affecting the functioning of businesses in the town centre.
With regard to the introduction of 20mph in the town centre, it is likely that the introduction of such a low traffic zone across the town centre would reduce the need for heavy cyclist segregation and instead allow more space for light segregation, simpler junction designs, and reduced complexity for people walking.'	<p>Whilst Bolton Council has implemented a blanket 20mph speed limit across the town centre, it is felt that this alone is not sufficient to encourage novice cyclists onto the highway and therefore segregated measures are considered appropriate.</p> <p>Premises in the town centre receive deliveries and services by HGV and vans, which can have driver blind-spots and constrain the safe space for cyclists. The Cycling Design Guidance (LTN 1/20) has been adhered to in the proposals to safely segregate cyclists from road traffic, and improve the public realm for pedestrians.</p>
With regard to cyclops junctions at Knowsley Street and St Georges Road - recommend that consideration be given to simplifying the design and the speed limit is reduced to 20 mph.	<p>The scheme has been phased to link the section from Bow Street / Bridge Street North with a capacity improvement scheme at Topp Way / Higher Bridge Street. Therefore, the proposed junction at Knowsley Street / St Georges Road junction will be considered further in the context of the scheme at Topp Way / Higher Bridge Street delivered as part of subsequent phases.</p> <p>Cyclops junction designs at each location have been approved by the TfGM Design Review Board and the Project Team have been committed to safe design that is in accordance with guidance LTN 1/20.</p>
The cycleway widths appear in many places to be narrower than the desirable minimum widths set out in LTN1/20.	Absolute minimum widths have been adhered to across the route - spatial constraints are unfortunately symptomatic of trying to provide segregated cycle facilities in built up urban environments. The design has received TfGM Design Review approval.
Speed limits on all roads that are shared between cycles and motor vehicles should be limited to 20mph or less.	Since the consultation, an enforceable town centre 20mph zone has been created.
Can consideration be given to replacing some of the Toucan crossings with parallel zebra / cycle crossings, such as Chorley Street / St. Helena Road and Bradshawgate.	The Toucan crossings have been designed and approved in these locations due to the spatial constraints on the periphery of the facilities, and the onward facilities to which they link. They have been deemed suitable for use in these locations and approved by the TfGM Design Review Panel.

You Said	We Will
At the Bus Boarders can consideration be given to providing a means for cycle riders to exit and re-join the cycleway to bypass buses when necessary.	The Project Team will review the Bus Boarders with regard to bypassing buses at detailed design stage. Bypass lanes were proposed originally, but rejected due to spatial constraints. Again, this has been approved by the TfGM Design Review Panel, as long as contrasting paved areas are implemented.
Can cycle parking be re-examined carefully considering suitable quantity, type and quality.	The Project Team and Bolton Council will keep under review the locations, standards and quantum of cycle parking proposed with this Mayor's Challenge Fund (MCF) scheme and other funding avenues.
At St. Helena Road and Bark Street can the route use Pool Street instead.	<p>St Helena Road was identified as the preferred route due to the fact it is a much quieter street - with currently only a car park accessed from the road. It was also seen as an opportunity to install a modal filter at its junction with Bark Street, which was seen as a big positive in the design review.</p> <p>In taking the scheme forward and reflecting the need to improve capacity at the Topp Way / Higher Bridge Street junction, the Town Centre East scheme is to be broken down into Phase A and Phase B, as shown in Figure 1 below. The St Helena Road link will be delivered as part of Phase B.</p>
The footway build-out on Bow Street may bring cyclists into conflict with motor vehicles.	<p>We think the alignment could be amended to accommodate a smoother entry into the segregated cycle lane and avoid cyclists having to merge with vehicles in the westbound lane. This will be reviewed at Detailed Design Stage.</p> <p>In taking the scheme forward the Town Centre East scheme is to be broken down into Phase A and Phase B, as shown in Figure 1 below. The scheme from Bridge Street / Bow Street junction north, including the proposed junction at Bridge Street / Bow Street junction will be delivered as part of Phase B.</p>
The shared pedestrian and cyclist path between Churchgate and Dorset Street has street furniture obstructions and gradients.	<p>The design conforms with the LTN 1/20 guidance for 'motor traffic-free routes' and was approved by the TfGM Design Review Board.</p> <p>The relocation of street furniture will be addressed at the Detailed Design stage - it will be ensured that a 3m (minimum) clear width will be retained across its entire length.</p>
The subways and routes with limited surveillance are a concern.	The Project Team will consider upgrading the lighting in the locations identified among others.

You Said	We Will
<p>At the Bradford Street junction with Dorset Street what provision will be made for people approaching from the east along Bradford Street?</p>	<p>The Project Team will review the location and the issue of cyclists joining the cycle route at the Bradford Street / Dorset Street from the north east along Bradford Street. This will be done at the Detailed Design stage.</p> <p>We think a right-turning movement could probably be accommodated for cyclists. Technically, cyclists can join the segregated facility and turn right under the current proposals, however it is slightly convoluted.</p>
<p>Can Chadwick Street be access only for the benefit of Bolton Parish C of E Primary School.</p>	<p>Bolton Council will continue to review road safety and sustainable travel expectations with regard to schools, including Bolton Parish C of E Primary School. Future aspirations for Chadwick Street could include a range of options.</p>
<p>The north side of the cyclops junction into Higher Bridge Street does not have a continuous route.</p>	<p>Cycle routes linking with the scheme at Higher Bridge Street / St. Georges Road are future aspirations among a number of possible further extensions Bolton Council would like to consider.</p>
<p>The pavement widths on the George Street / Bridge Street and George Street / Knowsley Street corners are narrow with the proposed scheme.</p>	<p>The pavement widths and cycle paths within the proposed scheme are compliant with the Cycling Design Guidance (LTN 1/20) and seek to enhance travel to businesses within the town centre for both staff and employees.</p> <p>In taking the scheme forward the Town Centre East scheme is to be broken down into Phase A and Phase B, as shown in Figure 1 below. The scheme from Bridge Street / Bow Street junction north, including the proposed George Street / Bridge Street and George Street / Knowsley Street junctions will be delivered as part of Phase B.</p>
<p>Existing traffic congestion on Bridge Street could be worsened.</p>	<p>In taking the scheme forward and reflecting the need to improve capacity at the Topp Way / Higher Bridge Street junction to reduce the occurrence of traffic backing up onto Bridge Street, the Town Centre East scheme is to be broken down into Phase A and Phase B, as shown in Figure 1. Phase B will be aligned with a capacity improvement scheme at Topp Way / Higher Bridge Street.</p>
<p>This is a complete and utter waste of money for Bolton and the artists impression of Churchgate is appalling and totally detracts from the heritage view. Reducing air pollution needs to be done by limiting access to certain roads for haulage vehicles and drastically reducing the number of taxis, particularly out of borough ones, that are clogging up the roads.</p>	<p>The Council has made a declaration to reducing the impacts of Climate Change, Carbon, Air Quality and Health and through the Council's Climate Change Strategy makes a commitment to encourage active travel though the provision of safe infrastructure. This is in accordance with national and city regional strategy and design guidance including Gear Change, LTN1/20 and the Greater Manchester 2040 Transport Strategy and sub strategies.</p> <p>The design for the Bank Street, Churchgate, Bradshawgate / Deansgate junction has been developed to include more sensitive materials given</p>

You Said	We Will
	<p>the heritage of the area. The project team will seek further dialogue with the Council's Conservation Team and Heritage groups to ensure the design is as sympathetic as possible to the local characteristics.</p> <p>Greater Manchester is introducing a charging Clean Air Zone from 30 May 2022. The Zone will reduce harmful air pollution on local roads, including in the town centre.</p> <p>Some of the most polluting commercial and passenger vehicles will have to pay a daily charge to travel in the Zone. Government funding is available to help eligible Greater Manchester people, businesses and organisations move to cleaner, compliant vehicles and not have to pay a daily charge.</p>
<p>Putting traffic lights on junction to Bromwich Street is just stupid and will cause all kinds of traffic problems.</p>	<p>The Council's Climate Change Strategy makes a commitment to encourage more active travel through the provision of safe infrastructure. In accordance with the segregated cycle facilities being implemented on Trinity Street/Bridgeman Place the junction will be tested in the Council's Town Centre traffic model to assess the impact balanced against the safety of other vulnerable road users. At present the un-signalised pedestrian refuge on Bradford Street does not meet the aspirations set out in the Greater Manchester Made to Move Plan for a safer highway environment for pedestrians and cyclists including vulnerable and disabled users. The design will be subject to a Detailed Design phase.</p>
<p>The use of Queens Park as a route into the town centre needs a rethink as this is not a suitable route when it is dark. An alternative on-road route must be included in the scheme to link the town centre directly to the segregated cycle ways on Chorley New Road.</p>	<p>The Project Team and Bolton Council will review the need for improvements to active and passive surveillance measures for all the MCF cycle schemes including routeing and lighting. The importance of day and night usage at all times of the year is appreciated.</p>

**Figure 1: Proposed Bolton Town Centre (East) Scheme Plan (Phase A and Phase B)**



End.